

Proposed A6 / Railway Road Junction Changes – Consultation Report

Report of the Corporate Director for Place

Appendix C – Response Form Comments

Comments made by those in agreement with the proposals for the A6 / Railway Road junction include:

- General message of support;
- The pedestrian improvements are much needed;
- Suggestions for a CYCLOPS to futureproof the junction and make it as safe as it can be;
- Query about the operation of the junction (specifically the crossings over the A6);
- Comment that cyclists attempting to join the A6 will become trapped at a junction that doesn't give access to it in either direction;
- Comment that there is a lot of shared footway/cycleway which isn't good;
- Suggestions that segregated cycling facilities be provided on the A6 as it is unpleasant to cycle given HGVs, and wide enough as the two lanes in each direction are wider than necessary;
- Comment that the St Mary's Way and King Street West works were to allow traffic to be taken off the A6 through the town centre, making it for local traffic, walking and cycling, but these proposals do not progress such;
- Suggestion to separate the shared use path into a protected cycle lane and footway to help it be seen that cyclists aren't using a footway;
- Comment that it is unclear what northbound cyclists should do from the footway/cycleway on the A6 at James Leech Street, which becomes footway only.
- Comments that the cycle route seems to 'just end', that it is difficult to understand the cycle route and where it leads, and the cycleway ends on Loonies Court where cyclists will then need to cross two roads to access existing off-road infrastructure. Suggestion for a segregated route to Lord Street;
- Query as to why cyclists would give way at Spring Bank Place, and to pedestrians;
- Query as to why the A6 / Edward Street / Greek Street junction isn't being properly done for cyclists rather than Toucans;

- Comment that it needs to be ensured the offices have easy access throughout any works;
- Comment that these proposals may not reduce the left turn queue on Railway Street as the traffic on the A6 does not allow a gap to move in to – cars back up and in to the yellow box – and the left turn exit would be further up the queue than the current exit so there may be even less opportunity to exit;
- Comment that the extended Loading Bay seems unnecessary as nobody needs to service from here and there are other bays available – suggestion this would be better as very short stay parking to support local shops.

Comments made by those in disagreement with the proposals for the A6 / Railway Road junction include:

- Comments that the proposals are poor, do not comply with LTN 1/20 and show the Council does not take cycling seriously;
- Suggestion for a CYCLOPS to maximise safety at the junction;
- Query about the operation of the junction (specifically the cycle track crossings over the A6);
- Comments that bikes should be treated as vehicles and the use of shared space is not good enough and unsafe, especially in a busy location that is the main access route to the railway station, and would be frustrating for both pedestrians and cyclists;
- Comments that shared space on the A6 between John Street and Edward Street is unsafe – suggestion that there is enough room and on a main road of this size a segregated facility is needed;
- Comment that when heading south along the A6, cyclists end in the middle of a traffic island with no clear way to continue south;
- Query as to what provision there is for cyclists along the A6, and comment that the proposals suggest there is no place on the carriageway for cyclists. Also comment that cyclists use the footway on the west side of the A6, opposite the Town Hall and failure to include segregated cycling will do nothing to address this;
- Comment that the St Mary's Way works were to allow traffic to be taken off the A6 through the town centre, but these proposals do not progress such;
- Comments that the cycle route along Railway Road through to John Street and Loonies Court is indirect, incoherent and uncomfortable. Also, that such a slow and frustrating route that would be ignored by cyclists as not good enough (busy and indirect);

- Comments that the cycle route should have priority over the side road (Spring Bank Place), and there could be pedestrian / cyclist conflict;
- Comment that the segregated cycle route leading away from the station on Railway Road does not facilitate turns onto the A6 in either direction;
- Comments that there is space to design a better cycle route on Railway Road, instead the proposals seem to be aimed at increasing the space allocated for loading, parking and cars (two-lane approach). Suggestion that the Council should be re-allocating space from motorised vehicles to walking and cycling, not the other way around;
- Comment that there is no need to add a left turn lane on Railway Road as the lights are phased to be the only movement, so left turners are not inhibited by right turners and removing exiting traffic from John Street will make this doubly true;
- Comment that removing the left turn lane (and triangle island) would make the pedestrian and cycle route less convoluted and unpleasant, with fewer crossings. Also comments that the new crossing arrangement over Railway Road at the A6 is over-complicated and worse for pedestrians as is less direct;
- Comment that the quantity of traffic on Railway Road doesn't require the amount of cycle facility that is proposed, nor is the convoluted crossing point over the A6 to the minimally-used Loonies Court a good use of funds when an on-road facility could be used instead. Suggestion that a mandatory on-road cycle lane and related priority at the junction would be simpler and safer;
- Comment that the 2-way cycle track on Loonies Court appears to have a minimum width of less than 2.5m which is too narrow;
- Comment that the cycle lanes will need protection to discourage parking to prevent blocking by Town Hall / takeaway parking;
- Comments that the 10-space cycle rack is squashed into a very small area, and orientated so that it would be extremely difficult to access (yet a large amount of space is given to park cars);
- Comments that the bay at the footpath entrance to the Registry Office should be removed as is directly opposite the end of the cycle track on Loonies Court so maximises the potential risk for users of the cycle track. Suggestion one of the other parking spaces could be allocated as this facility;
- Comment that the exit to Norbury Street is a blind corner with a narrow footway and parking, suggestion that parking bays need removing to improve visibility and widen the footway;

- Comment that a serious change is needed to see walking and cycling as valuable alternatives to driving;
- Comment that the cycle route seems to end at Norbury Street, suggestion for and onward facility such as a crossing;

Comments made by those who neither agreed nor disagreed with the proposals for the A6 / Railway Road junction include:

- Comments that shared paths are not appropriate, unsafe, do not encourage cycling and would be disregarded by cyclists. Suggestion that space should be re-allocated from motor vehicles, including where footways are busy with pedestrians (A6 and Railway Road) and there are five lanes of traffic in front of the Town Hall;
- Comment that there is no provision or planning for the Bee Network route along the A6 which would be more useful as the parallel routes are indirect;
- Comment that the proposed cycle route should have priority over Spring Bank Place and the Railway Road left turn;
- Comment of concern for the narrow width of footway along Railway Road, sacrificed for Loading Bay;
- Comment that the cycle route seems to end at Norbury Street where traffic could be queuing to the A6, suggestion for and onward facility such as a raised table or box markings;
- Comment that there is no obvious onward link from the western end of the cycle route towards the railway station or NCP bike storage which is poor and illogical as there is plenty of space;
- Comment of concern about the lack of route from Thomson Street towards the bus station;
- Comment that cyclists leaving Railway Road would have no access to the A6, so would likely join the main carriageway and may conflict with pedestrian crossings in doing so;
- Comment that the proposed left turn lane on Railway Road is unnecessarily long and adds an unnecessary pedestrian island;
- Suggestion that the junction should be rationalised to favour pedestrians and cycles and allow space for a CYCLOPS design for better, faster and safer walking and cycling links;
- Suggestion it would be better to provide separate, segregated one-way cycle tracks on both sides of Railway Road allowing better linkage with travel along the A6;

- Comment that the cycle route is inconsistent, mixing segregated and shared;
- Query as to the need for a segregated cycleway on a minor back road that goes nowhere.