

27/4/2017

Lexden Road Improvement Scheme

Frequently Asked Questions

1. What is the overall purpose of the project?

Lexden Road traffic suffers severe delays during the morning and afternoon peaks. These delays are predominately caused by the influx of buses, coaches and private cars serving the schools along Lexden Road at the start and the end of the school day. These peaks last circa 45 minutes to an hour and severely impact other commuters and visitors coming into Colchester from the west. The intention of this project is to rationalise vehicle and pedestrian movements so as to reduce their impact – thus improving journey times for all vehicles through much of the corridor.

2. Why are bus/coach laybys being provided?

As buses and coaches serving the schools drop off students or wait/stand to pick them up, they block the carriageway for all road users. At some locations along the route it is possible to provide short inset bays at which buses can pull in enough that will allow other road users to pass. It will not always be possible for vehicles to pass the parked buses but will help in the majority of situations. There are also some formalised bays being provided which will keep the buses from the narrower sections of the carriageway entirely (at the east of Lexden Road and at Oxford Road).

3. Why are the existing Zebra crossings being altered to Puffin crossings?

Pedestrians currently cross Lexden Road utilising a series of Zebra crossings placed along the route at key locations. Zebra crossings allow pedestrians to cross uncontrolled – in terms that their crossing frequencies randomly alter and, due to the ad hoc nature of the crossings, traffic can be held back for long periods without being released. Puffin crossings will rationalise the crossing frequencies by holding pedestrians back and consequently allowing periods when vehicular traffic can flow. The crossing located by The Hospital Arms public house is to be moved to better represent the desire line of those crossing here.

4. What effect will the changes have on cyclists along Lexden Road?

Cycle provision is not being altered and the advisory cycle lanes are to remain. The shared cycle area to the east at Crouch Street is to be improved and will include a Toucan Crossing (for use by both cyclists and pedestrians) linking with Wellesley Road and a formalised route running parallel to Lexden Road to the south.

5. Why is the junction of Lexden Road with Norman Way being altered?

This alteration is no longer part of this project. It is deemed that currently this junction self-governs and maintains vehicle movement to an acceptable level. There are some minor kerb alterations which are being made to allow for passing vehicles when coaches/buses are turning right into Norman Way.

6. Why is the parking provision at the west of Lexden Road being reduced?

The existing parking provision currently restricts the flow of both east and westbound traffic at the pinch point just to the east of The Lexden Crown public house. The effect is particularly felt by the eastbound traffic and causes long delay to vehicles travelling along Cymbeline Way and London Road. There are alternative facilities to the east only 50m (maximum) from the end of the existing facilities.

7. Why are dedicated turning lanes proposed for eastbound traffic turning right?

Several right hand turn lanes are to be provided to encourage right turners to adopt the correct road position and not block traffic behind them. Many drivers do not pass right turners due to the room not being available to them as the right turners have not positioned themselves to the right of the eastbound lane.

8. Why are bus lanes still being provided even though this was resisted so strongly?

The revised designs only provide one section of bus lane, a short length to the east of the works from the junction of Hospital Road to a position just to the east of Rawstorn Road. Many of the other improvements discussed will benefit all road users, the addition of this bus lane to the east benefits bus movements as it allows buses to pass queuing traffic leading onto Maldon Road roundabout.