

Highways Committee

19 March 2010

Transit 15 Responses to public consultation for schemes at A177 New Inn Traffic Signals and A691/C57 Lanchester Junction



Report of Ian Thompson , Corporate Director, Regeneration and Economic Development

1.0 Purpose of the Report

- 1.1 To provide Members with feedback on consultations with the public on two Transit 15 schemes, involving changes to the existing road layouts at :
- A177 New Inn Traffic Signals (on the Coxhoe - Durham corridor)
 - A691/C57 Lanchester Junction (on the Consett – Durham corridor).
- 1.2 Similar reports presented subsequently to this Committee will address other Transit 15 schemes as and when consultations have been completed or associated orders have been published.

2.0 Background

- 2.1 Transit 15 (T15) is the major public transport project to be implemented during the final year of the current local transport plan, LTP2 and the early period of the successor plan, LTP3. Completion of the 26 planned schemes comprising the project would see reduced delays and improved reliability for bus services on seven key bus corridors across the county. The first of the schemes already completed as part of T15 is at the A693 Roundabout, Stanley (on the Stanley-Durham corridor).
- 2.2 The January 2010 report to this Committee set out the extent of subsequent reporting on the Transit 15 project, the intention of which is to keep Members informed on progress of what is a significant and much-needed £5million+ investment in the bus network over the next 2 years or more. To ensure Members are kept well informed on progress across the whole project, the January report indicated that the outcome of public consultations, as well as objections to Traffic Regulation Orders associated with Transit 15 schemes, would be brought to the attention of the Committee.

- 2.3 Proposed layouts for a further two T15 schemes, at the A177 New Inn Traffic Signals and the A691/C57 Lanchester Junction Improvement, were put out to consultation in October and November last year.

3.0 A177 New Inn Traffic Signals

- 3.1 This scheme is located on the Coxhoe to Durham bus corridor. Delays for buses occur on the westbound Stockton Road approach to the New Inn Traffic Signals due to the narrow approach. Furthermore, the left turn from the southbound Church Street approach into Stockton Road is difficult for buses to negotiate whilst the limited size of the traffic island used by pedestrians (mainly students) is not ideal.
- 3.2 In order to improve the reliability of services using this corridor, it is proposed to widen Stockton Road on the westbound approach to the traffic signals to provide two lanes over a length of approximately 120 metres; increase the radius for left-turning vehicles from Church Street into Stockton Road; and increase the dimensions of the pedestrian island.
- 3.3 The proposed changes to the junction layout have been tested using the Vissim traffic simulation model which indicates that the combination of the proposed layout changes will increase the operating capacity at this location. The traffic model indicated that the scheme can be successfully introduced, with an expected saving in journey time, at peak periods, of over 100 seconds for all city-centre bound buses turning right from Stockton Road into Church Street.
- 3.4 An explanatory letter and plan of the proposed revisions to the road layout at this location were sent to the relevant local members, 13 statutory consultees and hand-delivered to 21 residents/local businesses on 27 October 2009, seeking views and comments on the proposals.

4.0 Responses to consultation

- 4.1 Five responses have been received, 2 from individual members of the public, and 1 each from the Police, Elvet Residents Association and the University.
- 4.2 One respondent considered that a Park and Ride scheme at Bowburn was a preferable solution but the significant funding required for such a solution is beyond the project provision/remit and is not justified in terms of economic return.
- 4.3 One respondent was concerned over the narrowing of the footway south of the New Inn, this would only be narrowed for a few metres and is not considered unsafe for pedestrians.
- 4.4 Responses from the Police, the University and Elvet Residents Association were all supportive of the scheme.

5.0 A691/C57 Lanchester Junction

- 5.1 This scheme is located on the Durham to Consett bus corridor. Delays for buses coming out of Lanchester occur on the C57 approach to the A691, due to the narrowness of the entry to the junction. Vehicles waiting to turn right at the Give-way line cause journey-time delays by preventing buses and other similarly sized vehicles from turning left at the same time.
- 5.2 In order to minimise the likelihood of delays for service buses it is proposed to widen the existing mouth of the junction and increase the western/ nearside exit radius of the A691/C57 junction.
- 5.3 An explanatory letter and plan of the proposed revisions to the road layout at this location were sent to 12 statutory consultees and hand-delivered to 9 residential properties on 17 November 2009, seeking views and comments on the proposals.

6.0 Responses to Consultation

- 6.1 No responses to the consultation were received.

7.0 Recommendations and Reasons

- A177 New Inn Traffic Signals
Members are recommended to note the responses to the public consultation exercise.
- A691/C57 Lanchester Junction
Members are recommended to note that there were no responses to the public consultation exercise.

Background Papers

LTP2, the current Local Transport Plan for 2006-2011.
Report to Highways Committee on 15 January 2010 item no 7
Public consultation information note.
Consultee letters and responses record file.
Copies of correspondence have been placed in the Members' Resource Centre.

Contact: Harris Harvey Tel: 0191 383 3459

Appendix 1: Implications

Finance

Scheme costs to be met from the £5million Transit 15 budget which is already in place through an uplift in the LTP2 Integrated Transport Block from the Regional Funding Allocation confirmed by the Department for Transport in January 2010.

Staffing

None

Equality and Diversity

None

Accommodation

None

Crime and Disorder

None

Sustainability

The objectives of the T15 project (as set out in the public consultation information note) seek to maintain core ridership and improve the attractiveness of buses as an alternative mode of transport in preference to the car for people who have a practical travel choice. Achievement of the objectives through implementation of the project is more sustainable.

Human Rights

None

Localities and Rurality

As detailed in the report.

Young People

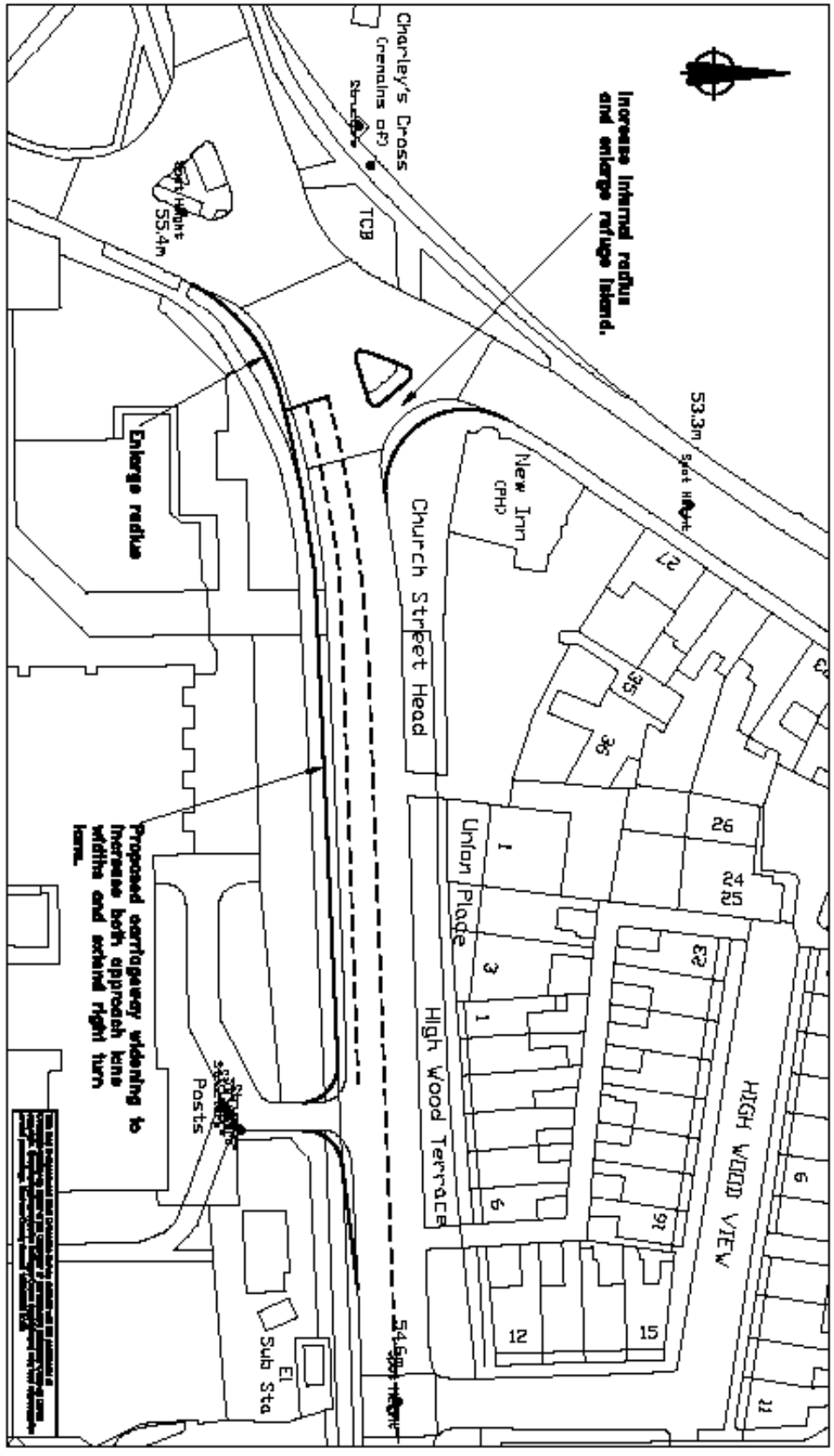
Improving the attractiveness and reliability of public transport may influence some young people at an early age as to travel choice and lifestyle. It is recognised that there is a heavy reliance for young people on bus travel.

Consultation

As detailed in the report.

Health

Achieving the objectives of the T15 project as outlined in the public consultation information note will result in modal shift from car use to public transport for people with some corresponding health benefits.

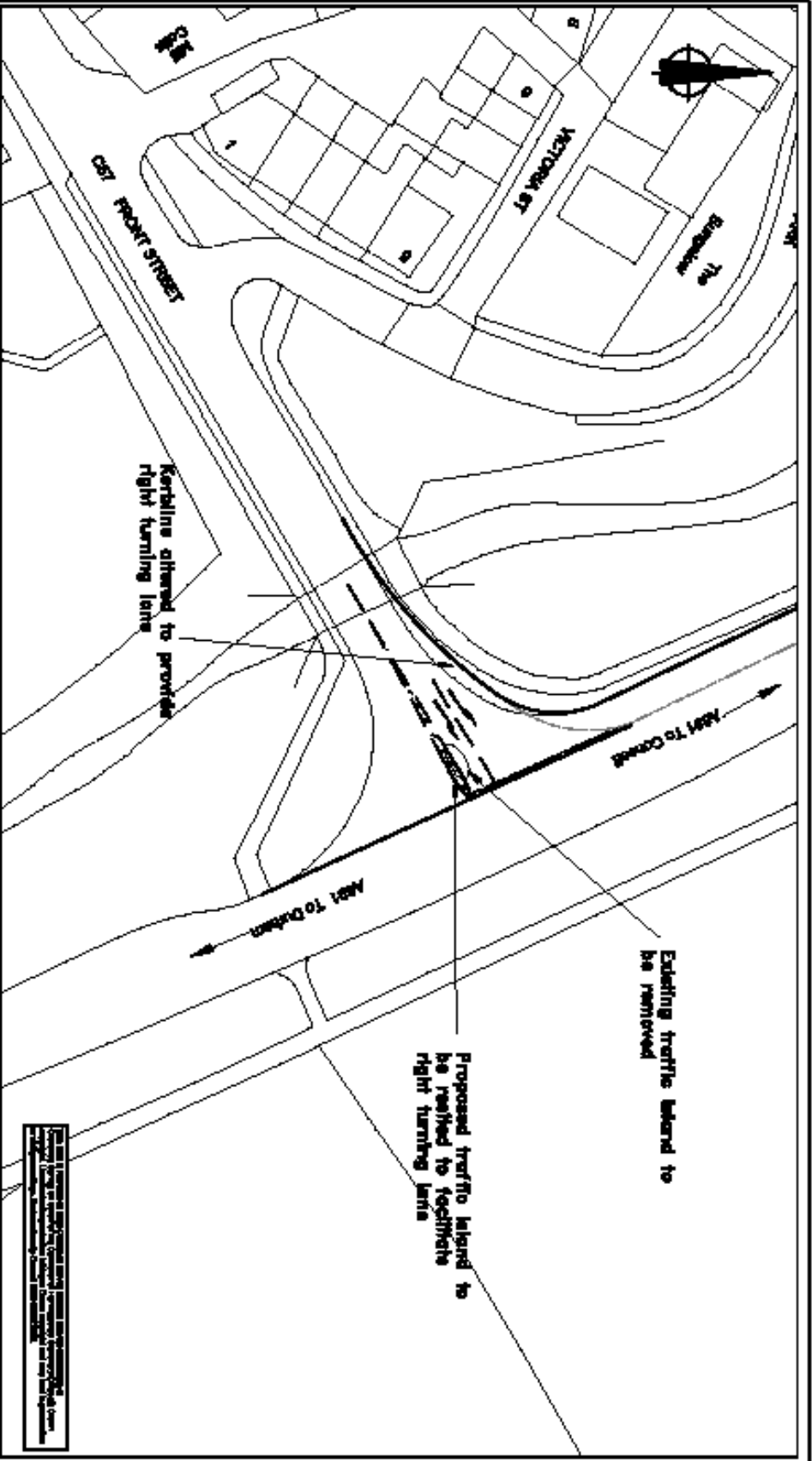


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Durham
County Council
HIGHWAY DESIGN
CITY ENGINEERING
COUNTY HALL
LEazes, DURHAM
DH1 1TA

Project: **TRANSIT 15**
(Continue to Durham)
Drawing: **A177 New Inn Traffic Signals, Durham**
- Modifications to Layout
Scale: **1/500**
Project No: **681/40000/PO 21**
Date: **12/07/18**

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Project: **TRANSIT 19**
 (Durham to Consett)
 Drawing: **A691/CS7 Landmarker**
 Proposed Junction Modification
 Scale: **1/1000**
 Project/Drawing No: **651/40000/PO/3/5**
 Date: **01/10/00**

This drawing is to be read in conjunction with the following documents:
 - The Planning Application Form and its supporting documents
 - The Planning Application Form and its supporting documents
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