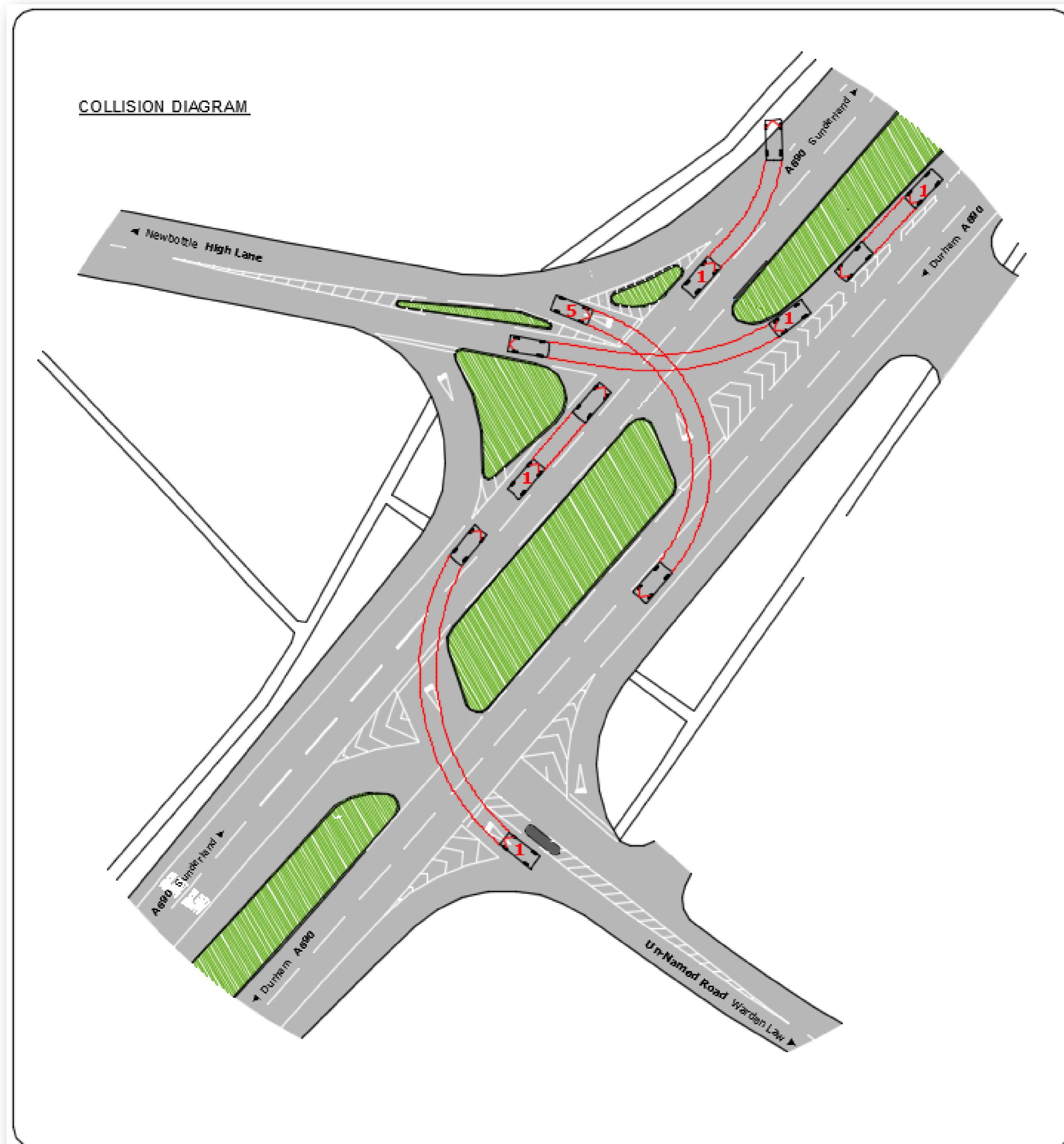


A690 DURHAM ROAD : STONEYGATE JUNCTION



Collisions



Study period 1st May 2012 to 30th April 2015

10 collisions :

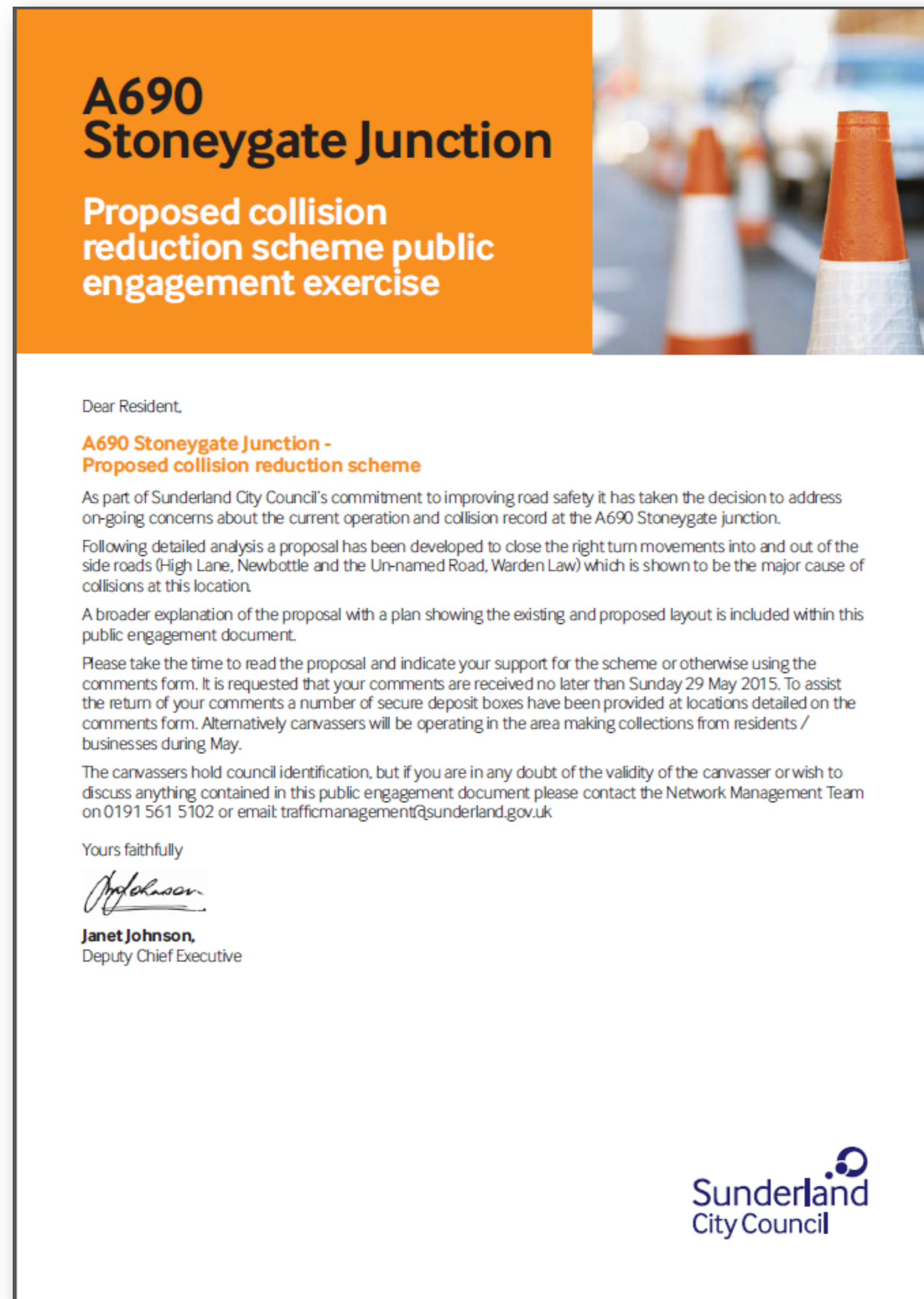
- 0 x Fatal
- 3 x Serious
- 7 x Slight

Causation :

- 5 x Right turn from High Lane
- 1 x Right turn from Stonegate Lane
- 1 x Right Turn into High Lane
- 2 x Rear shunt in queuing traffic
- 1 x loss of control

The right turn movement is the predominant cause of collisions, particularly the right turn from the side roads which combined account for over half the collisions at this junction.

Public Engagement Exercise



Public Engagement Documents were issued to;

- The Councils statutory consultation list – emergency services, bus operators.
- Local Ward Councillors
- Around 1300 residents of the Stoneygate, Newbottle, Warden Law, Grasswell and Philadelphia areas of Sunderland.
- Organisations in the Doxford International and Rainton Bridge Business Parks.
- A further 200 Public Engagement Documents were issued to members of the public at the Councils Sunnyside and St. Mary's car parks.
- The Public Engagement Documents were made available on line via the Sunderland Council website.
- The engagement exercise period was extended from typically 3 weeks to 9 weeks.

Statutory Consultees - Responses

- ❑ **Northumbria Police**
supported the closure of the right turns out of the side roads.
- ❑ **Tyne & Wear Fire Service**
supported action but advised the proposed would likely impact upon their response times, however suggested this could be managed.
- ❑ **North East Ambulance Service**
advised the proposal would impact on their response times
- ❑ **Copt Hill Ward Cllrs Prior to May 2015 Elections**
objected to the proposal in a joint response and requested the installation of Traffic signals.

Public Engagement Exercise - Response

580 responses were received in total, a return of approximately 39%

- 449 (77%) were considered to be Negative
- 83 (14%) were considered to be Neutral
- 42 (9%) were considered to be positive

2 Petitions were submitted to the Council opposing the proposal.

- An iPetition consisting of 361 Names
- A regular petition consisting of 394 signatures.
- A **Facebook** page was created opposing the proposal

- 544 (94%) via the Public Engagement Document return form
- 32 (5%) via the weblink
- 5 (1%) via the network management email address

Response Analysis

Numerous reasons are cited in the responses for being opposed to the proposal, some of which are recurrent, in summary the main issues are:

- Increased journey time, length and expense of the alternative routes.
- The recent solid surfacing of the junction area and sight lines has improved the junction sufficiently.
- Increase in traffic and congestion on surrounding road network which will be further impacted by proposed new housing developments in the area.
- Delay in emergency services response times.
- The isolation of Newbottle Village.
- Removal of potential future bus services.

Although opposed to the proposal, many respondents do have concerns with this junction and support some form of action. in summary the main suggestions are:

- Install traffic signals
- Install a roundabout junction
- Fixed camera enforcement
- Reduce the speed limit through the junction
- Only remove the right turn out of the side roads
- Improve the signing and road markings

- ❑ **Option 1** *Do Nothing* Significant risk of accidents and potential for fatalities

- ❑ **Option 2** *Do Something* Take positive and effective action within 12 months

Do Something

Traffic Signals

- ❑ The installation of traffic signals would maintain all turning movements and access and separate opposing traffic flows and remove the causation of turning movement collisions.
- ❑ Traffic signals would remove the turning movement collisions but would likely generate increased number of rear shunt type collisions, possibly of a higher severity due to the 50mph speed limit.
- ❑ Traffic modelling software shows that this junction cannot support traffic signals and their installation would cause significant traffic delays.
- ❑ This scheme would require major highway construction works at a significant financial cost estimated to be in the region of £1.5 million and will have a negative impact on traffic flow on a major route.

Roundabout

- Would better manage conflicting traffic movements.
- Would remove the right turn movement collisions however it would generate rear shunts
- Traffic modelling software this junction could not support the installation of a roundabout without causing major delay to A690 traffic.
- This scheme would require major highway construction works at a significant financial cost estimated to be in the region of £3 million and will have a negative impact on traffic flow on a Primary Route.

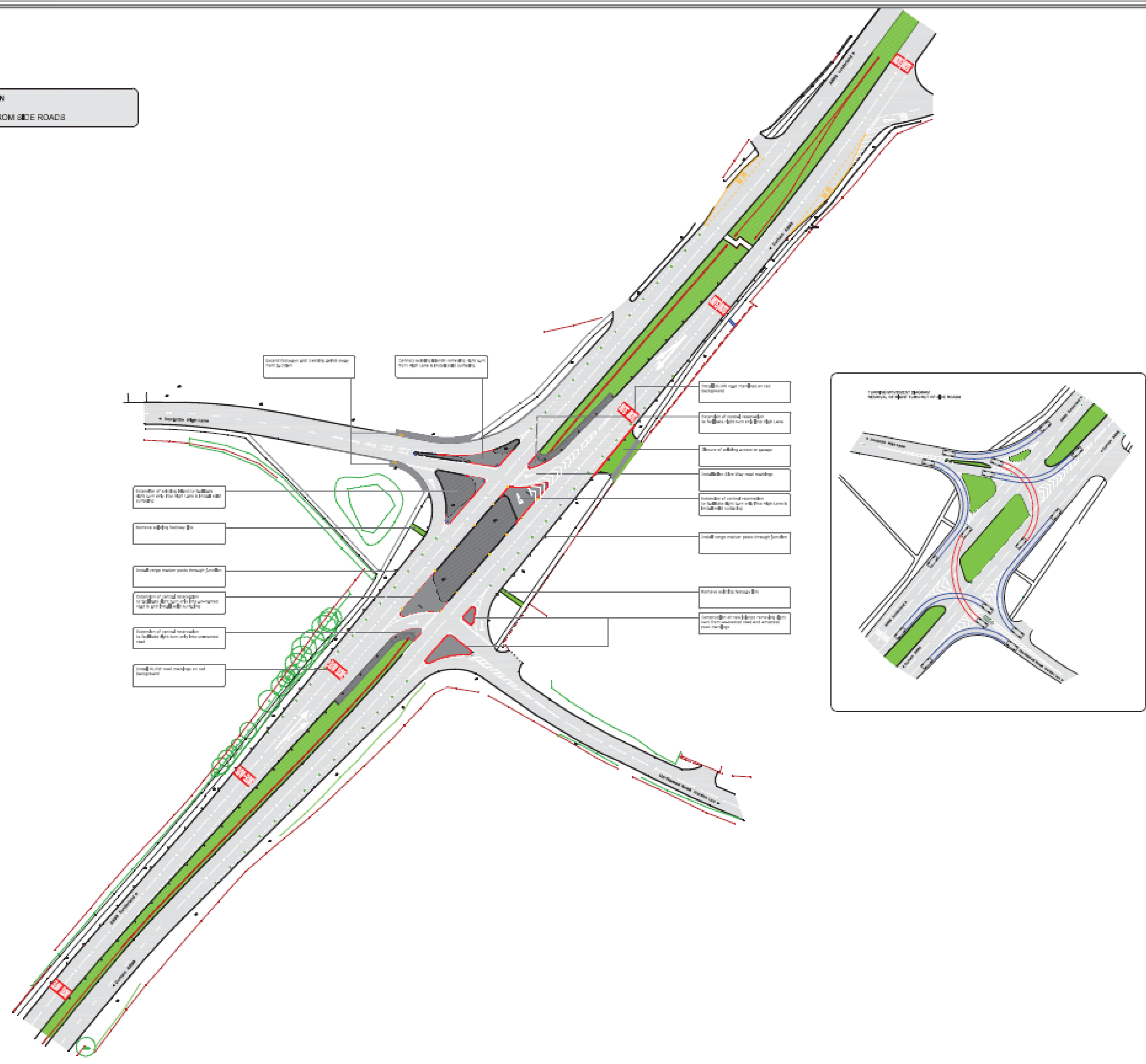
Close Central Reserve – As proposed in Public Engagement

- ❑ The best option to reduce accident risk
- ❑ Minimum delay to Primary Route traffic 30,000 vehicles a day
- ❑ Affects local access traffic
- ❑ Affects farm vehicles accessing land on both sides of the A690
- ❑ Consultation results from the emergency services and the public highlight the access issues

Close Central Reserve – but maintain right turn into side roads

- ❑ Save an average of 2 collisions per year or 6 in a typical 3 year study period.
- ❑ High Lane: this arrangement will affect around 285 drivers 12% of all traffic exiting High Lane
- ❑ Burden Lane: this arrangement will affect around 450 drivers, 38% of all traffic exiting
- ❑ Will reduce the impact of access for residents and for emergency services
- ❑ Engineers and Police consider it a suitable balance between accident risk and access
- ❑ Can be implemented within a reasonable time scale
- ❑ Layout used successfully on other Primary Routes

A690 STONEYGATE JUNCTION
REMOVAL OF RIGHT TURN FROM SIDE ROADS



KEY

	ROADWORK
	CLOSURE

- 1. Roadwork markings on the roadwork
- 2. Extension of central reservation to full width of the road with the right lane
- 3. Removal of right turn lane from side road
- 4. Extension of central reservation to full width of the road with the right lane
- 5. Small verge marker posts through junction
- 6. Removal of right turn lane from side road
- 7. Extension of central reservation to full width of the road with the right lane
- 8. Roadwork markings on the roadwork

North Arrow

DATE	DESCRIPTION	BY	CHECKED

Sunderland City Council
 City of the Great North
 P.O. Box 100, Inch Gardens House
 Sunderland, SR4 0JQ
 Telephone: 0191 525 5555
 Fax: 0191 533 5330
 Email: www@sunderland.gov.uk

A690 - STONEY GATE JUNCTION IMPROVEMENT SCHEME
GENERAL ARRANGEMENT

DATE	BY	CHECKED	SCALE
08/11/13	FRS	JS	1:100
08/11/13	FRS	JS	1:100
08/11/13	FRS	JS	1:100

08 / FRS / 13 / 522 / 207