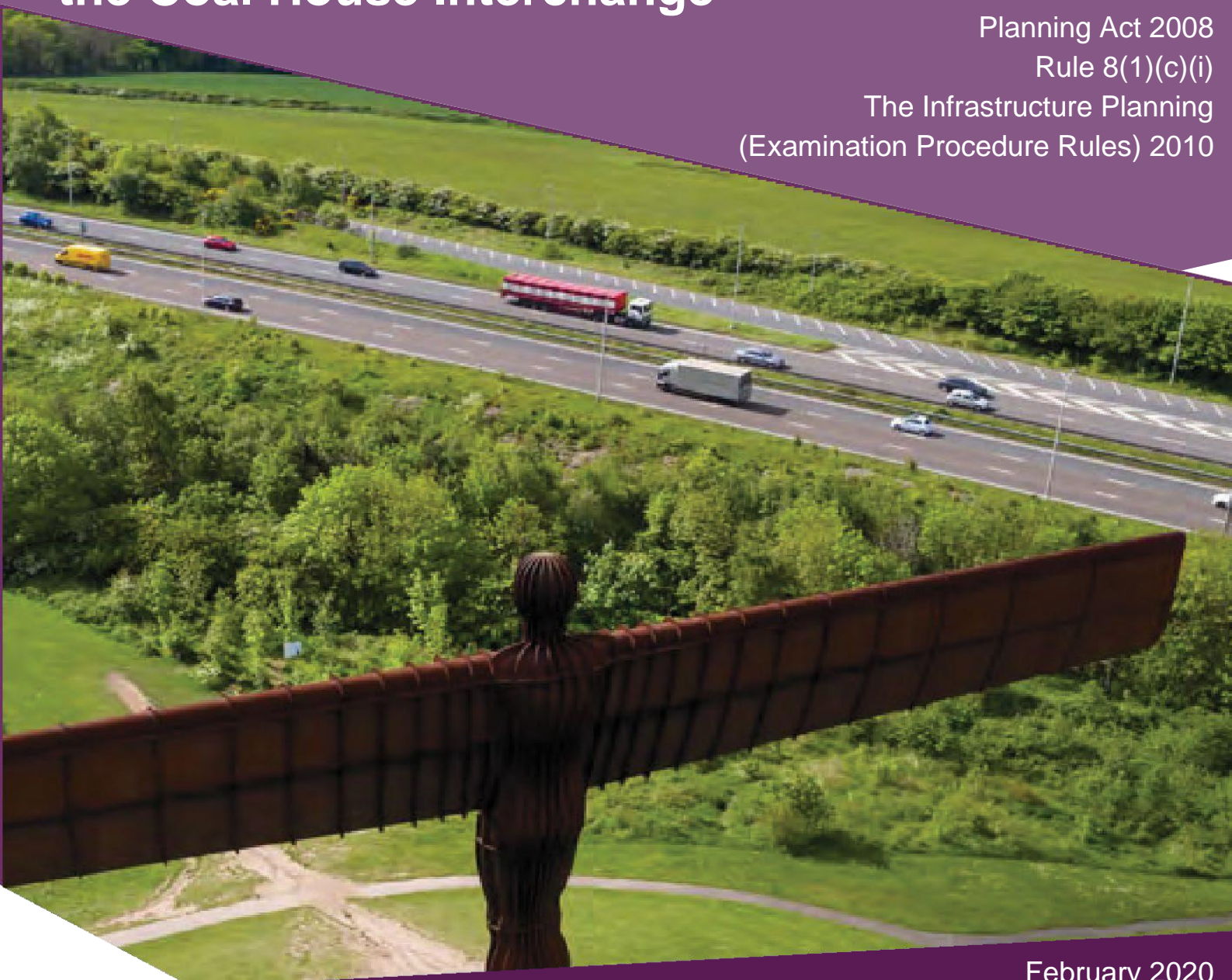


A1 Birtley to Coal House

Scheme Number: TR010031

Applicant's Responses to ExA's First Written Questions – Appendix 1.9.B - Opportunities at the Coal House Interchange

Planning Act 2008
Rule 8(1)(c)(i)
The Infrastructure Planning
(Examination Procedure Rules) 2010



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Examination Procedure Rules) 2010**

**The A1 Birtley to Coal House
Development Consent Order 20[xx]**

**APPLICATION'S RESPONSES TO EXA'S FIRST
WRITTEN QUESTIONS – APPENDIX**

Rule Number:	Rule 8(1)(c)(i)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	n/a
Author:	A1 Birtley to Coal House Project Team, Highways England

Version	Date	Status of Version
Rev 0	25 February 2020	For Issue

Table 1.9.B - Opportunities at the Coal House Interchange

	Section 6 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The footway provisions around the Coal House Interchange are generally substandard in width. There are no dedicated cycle facilities available around the Coal House Interchange.		✓
Corresponding Opportunity 1	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coal House scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and Highways England proposes to mitigate this impact through the introduction of an improved standard width foot/cycleway provision.</p> <p><i>Note: Paragraph 7.34 of 'Local Transport Note 1/12: Shared Use Routes for Pedestrians and Cyclists' advises that "a width of 3 metres should generally be regarded as the preferred minimum on an unsegregated route, although in areas with few cyclists or pedestrians a narrower route might suffice." A total of 86 non-motorised users were recorded during the 24 hour weekday survey (of which 64 were pedestrians / 22 were cyclists) and a total of 104 non-motorised users were recorded during the 24 hour weekend survey (of which 77 were pedestrians / 27 were cyclists).</i></p>			
Identified Issue 2	The six arms of the roundabout currently have varying degrees of physical pedestrian infrastructure at crossing points.	✓	
Corresponding Opportunity 2	Temporary works associated with the scheme will cause disruptions to this infrastructure. Once they are finalised, Highways England will replace substandard infrastructure with improved dropped-kerbs, tactile paving and look left/look right white lining at all crossing points.	✓	
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coal House scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and Highways England proposes to mitigate this impact through the introduction of improved dropped-kerbs, tactile paving and look left/look right white lining at all crossing points.</p>			
Identified Issue 3	Crossing provisions at the intersection are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams (some of which are under part-time signal control) in order to pass over the various sections of carriageway.		✓
Corresponding Opportunity 3	Provide full time signalisation at the intersection and provide signal controlled crossing facilities with dedicated pedestrian phases. Responsibility for this improvement will be reviewed following finalisation of the scheme design proposal.		✓
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coal House scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and it is considered necessary that Highways England mitigate this impact through the introduction of formal priority control to assist pedestrians crossing the various approach/exit arms at the roundabout. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.</p>			
Identified Issue 4	No directional signage is available around the Coal House Interchange.		✓

	Section 6 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Corresponding Opportunity 4	Implement directional signage to advise non-motorised users of available routes or destinations.		✓
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coal House scheme will result in significant levels of additional vehicular trips using the A1 mainline adjacent to this part of the network. Highways England propose to mitigate any scheme impact through the installation of directional signage to advise non-motorised users of available routes or destinations. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.</p>			
Identified Issue 5	No formal crossing provisions adjacent to the Sainsbury's and Argos store access and the primary desire line encourages pedestrians to cross the road between two bus lay-bys (on either side of Chowdene Bank).		✓
Corresponding Opportunity 5	Implementation of dropped-kerbs, tactile paving and look left/look right white lining at a location west of the bus lay-bys to improve road safety for non-motorised users.		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coal House scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 6	Pedestrian Crossing signs are present on the two A1 off-slip roads on the approach to the junction, in order to provide advanced warning to motorists. The signage strategy is, however, inconsistent, with the northbound off-slip benefiting from a 'Zebra Crossing Ahead' sign (despite the crossing being uncontrolled in nature and the southbound off-slip has an 'Other Danger Ahead' sign with an accompanying 'Nature of Danger' sign located beneath which advises of 'Pedestrians Crossing'.	✓	
Corresponding Opportunity 6	Provide consistent signage strategy to replace the existing northbound off-slip 'Zebra Crossing Ahead' sign with an 'Other Danger Ahead' sign and an accompanying 'Nature of Danger' sign located beneath which advises	✓	
<p>Assessor Comment: No design action required by Highways England (✓). The identified improvement is associated with infrastructure that Highways England is responsible for maintaining. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate any scheme impact through the installation of a an 'Other Danger Ahead' sign and an accompanying 'Nature of Danger' sign located beneath which advises of 'Pedestrians Crossing' in accordance with the recommendations of The Traffic Signs Manual Chapter 4 - Warning Signs.</p>			