

## Highways Committee

29 September 2010



### Transit 15

### Responses to public consultation for schemes at A167 Barley Mow and A691/C62 Kaysburn Roundabout

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

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### 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:

- A167 Barley Mow Improvement
- A691/C62 Kaysburn Roundabout Improvement.

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 years 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). The above named schemes have progressed through preliminary design stage and public consultation.

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.

### **3.0 Scheme Background - A167 Barley Mow Improvement**

- 3.1 This scheme is part of the Durham to the county boundary corridor on the A167. Delays occur on the northbound and southbound approaches to the Barley Mow Roundabout / Drum Road junction.
- 3.2 In order to facilitate reliable bus services it is proposed to widen the northbound entry leg to the roundabout to provide two approach lanes. The outer lane will accommodate right turning traffic into Vigo Lane, leaving the inner through lane free for northbound bus and other traffic. The provision of dedicated straight on and right turn lanes northbound from the roundabout will prevent traffic queuing across the right turn lane into Drum Road thus reducing congestion.
- 3.4 A consultation letter and plan of the proposals were sent to statutory consultees and delivered to residents and local businesses on 27 October 2009 to seek their views and comments on the proposals. 12 statutory and local consultees and 52 properties and businesses along the route received consultation documents (see attached scheme plan.)

### **4.0 Responses to Barley Mow Consultation**

- 4.1 Five responses have been received, 2 from individual members of the public, and one each from Gateshead Council, Durham Constabulary and the Ambulance Service.
- 4.2 One respondent used the opportunity to complain about the speed of traffic on the road rather than any observations about the proposed scheme itself. His letter was forwarded for response from the traffic section. The other responder was concerned about difficulties crossing the road, traffic noise and suggesting the money would be better spent on other non-transport priorities. The proposals involve pedestrians crossing two lanes of traffic, however a refuge is being provided through the scheme in the centre of the road whereas pedestrians currently have to cross the whole road in one movement.
- 4.3 The Ambulance Service, Durham Constabulary and Gateshead Council all supported the scheme.

### **5.0 A691/C62 Kaysburn Roundabout Improvement**

- 5.1 This scheme is part of the Durham to Consett bus corridor. Delays occur on the westbound approach to the A691 Kaysburn roundabout due to the narrow single lane entry to the roundabout.
- 5.2 In order to facilitate a reliable service it is proposed to widen the A691 approach westbound to provide two lanes of traffic, one left turning onto the C62 and the other for straight ahead traffic.
- 5.3 A consultation letter and plan of the proposals were sent to statutory consultees and delivered to residents on 17 November 2009 to seek their

views and comments on the proposals. 17 statutory and local consultees and 10 properties close to the junction received consultation documents (see attached scheme plan).

## **6.0 Responses to Kaysburn Consultation**

- 6.1 Five responses have been received, none from members of the public.
- 6.2 Comments were received from 3 Parish Councils, Burnhope, Esh and Witton Gilbert. All were supportive; two making points about sight lines and signage, which were successfully resolved.
- 6.3 The local Mace store made a verbal enquiry about the duration of construction and the start date. North East Ambulance Service was supportive of the scheme.

## **7.0 Local Member Consultation**

Local members have been consulted and have raised no objections to either of the two schemes.

## **8.0 Recommendations and Reasons**

### **A167 Barley Mow Improvement**

Members are recommended to note the responses to the public consultation exercise.

### **A691/C62 Kaysburn Roundabout Improvement.**

Members are recommended to note the 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.

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**Appendix 1: Implications**

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**Finance**

Scheme costs to be met from the £5million Transit 15 budget which is already in place from 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 sent 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 heavy reliance by 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.