

## Highways Committee

29 September, 2010

### Bus Stops – Harmire Road, Barnard Castle

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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 consider objections received in relation to the proposed introduction of two bus stops at Hillcrest and 25 Harmire Road, Barnard Castle.
- 1.2 This report requests that members endorse the proposal for the setting aside of the objections and allow the bus stops to be installed.

#### 2.0 Background

- 2.1 In October 2009 a request was received from Barnard Castle Town Council for the provision of two new bus stops on Harmire Road, with the original request coming from a member of the public.
- 2.2 There are currently two bus services serving Harmire Road but no bus stop provision on the south section of this road. Durham County Council seeks to ensure that no passenger has more than 400 metres to walk to their nearest bus stop. However, a number of properties in this area are significantly further than this to their nearest stop.
- 2.3 The request was investigated by way of a Bus Stop Consultative meeting on 24<sup>th</sup> February 2010 involving County Councillors and officers, the principal bus operator, the Police and the Town Council. This meeting found that the safest and most convenient locations would be on the boundary of 25 and 27 Harmire Road and on the boundary of Hillcrest and Penhill, Harmire Road.

#### 3.0 Proposal

- 3.1 To introduce two new bus stops at 25/27 and Hillcrest/Penhill, Harmire Road.
- 3.2 In order to ensure that a bus can safely pull up to and away from the kerb, it is proposed that a bus box and clearway marking would be provided at the stops as well as a pole, sign and timetable case.
- 3.3 There is no current intention to provide a bus shelter at either of the bus stops.

**4.0 Objections and Responses**

- 4.1 Consultation was undertaken with those properties directly affected by the proposals – as indicated on the attached plan – so as to determine whether there were any safety or accessibility issues relating to the proposals.
- 4.2 Eight properties were consulted and of the 3 responses, one (Hillcrest) was fully in favour of the proposal and two (Penhill and 25 Harmire Road) objected to it.
- 4.3 Details of the objections are documented in the table below.

	<b>Objection</b>	<b>Response</b>
<b>1</b>	The installation of the bus stop would hinder access and egress to resident's driveway.	While it is acknowledged that buses will pull up in front of private accesses, it is expected that the bus would be stopped for such a short time that the effect on access to and from these driveways would be minimal. Provision of the bus box and clearway markings will ensure that the area will be kept clear of parked cars at all times except when a bus is parked, thus aiding visibility during access and egress
<b>2</b>	The installation of the bus stop will prevent the resident from parking his car close to his property.	While all due consideration is given to accommodating residents' parking, there is no automatic right to park within the confines of the highway outside a property.
<b>3</b>	Installation of the bus stop infrastructure would prevent residents from crossing the carriageway at this location.	Any bus stopping at the proposed location would only be doing so for a short period of time. Therefore, any impact on pedestrian visibility is anticipated to be minimal. With the provision of a bus box and clearway marking, the area will be free from parked vehicles thus providing maximum visibility for anyone wanting to cross the road.

4	Bus stop infrastructure will be an eyesore and there is a strong possibility it would decrease the value of adjacent property, should the resident choose to sell their home.	The proposal is for a bus stop pole, sign and timetable case to be provided in addition to a bus box and clearway marking. It is not considered that such infrastructure will be an eyesore. There is no proposal to install a shelter at either of these locations. The provision of a bus stop may increase as well as decrease the value of a property.
5	The proposed bus stops are only a short distance away from those situated on Bede Road.	The County Council seeks to ensure that passengers have no more than 400 metres to walk to their nearest bus stop. Those bus stops on Bede Road that are served by the services on Harmire Road are over 600 metres from some of those properties on the streets adjacent to Harmire Road and the nearest bus stop to these properties is in excess of 400 metres.
6	Why has the location outside the Police Station or surrounding area not been considered?	This location was considered at the bus stop consultative meeting but found to be unsafe due to the lack of visibility from the severity of the bend.

4.4 In response to these objections, it is now proposed to situate the bus stop on the east side of Harmire Road wholly on the frontage of Hillcrest.

#### **5.0 Local Member Consultation**

5.1 The Local Members, Councillors George Richardson, James Rowlandson, Richard Bell and Barbara Harrison have all been consulted and appraised of the matter and are fully supportive of the proposals.

#### **6.0 Recommendation**

6.1 It is recommended that the Committee endorses the proposal to set aside the objections and proceed with the installation of the bus stops.

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**Contact: Andy Leadbeater Tel: 0191 372 5377**

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## **Appendix 1: Implications**

### **Finance**

The scheme is to be funded from the Local Transport Plan – Bus Stop Infrastructure budget

### **Staffing**

None

### **Accommodation**

None

### **Crime and Disorder**

While bus shelters can attract anti social behaviour, it is unlikely that the proposed infrastructure will attract such behaviour. There is no evidence of this in the immediate vicinity and there are no proposals to install bus shelters at either of the new locations.

### **Sustainability**

The provision of this bus stop will encourage the use of public transport and a more sustainable transport system

### **Human Rights**

None

### **Localities and Rurality**

As Detailed in the report

### **Young People**

The bus stops may be used by young people travelling to school as well as in their social life.

### **Consultation**

As detailed in the report.