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# Appendix C

## Consultation Responses – November 2009

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## **Kiln Pit Hill Traffic Management Plan - Local Consultation Responses**

<b>S/N</b>	<b>TMP Comments (November 2009 Consultation)</b>	<b>How public responses to November 2009 TMP Flyer have been addressed</b>
1	Low hanging power cables need to be considered.	The issue of overhead cables has been identified and is currently being reviewed by the turbine supplier, along with the outcome of the trial run undertaken 20/11/09 and the cable operator. Should modifications be required, then this work will be undertaken prior to the arrival of any abnormal loads.
2	School bus routes (during 0800-0900hrs and 1530-1615hrs) should not be disrupted.	The local school bus timetable has been addressed by the inclusion of additional working restrictions - reference section 4.2 of the Traffic Management Plan. Furthermore, the project will also utilise the existing NCC protocol for coordination of school bus services.
3	Bus collects children next to 3 The Mews, and serves house numbers 3, 4 & 5. Bus routes vary - proposed one-way-system will conflict with one of the bus routes, as well as residents of Unthank.	The proposed one way system has been replaced with manual control of traffic at each end of the C263, implemented only when required to manage delivery of abnormal loads to the site - reference Section 4.8 of the Traffic Management Plan. Section 4.2 of the Traffic Management Plan includes additional restrictions on working hours to keep "major deliveries" outside of 08:15 - 08:45 and 15:25 - 15:55. The school bus route is also indicated on figure 25984-r09, included in Appendix A.
4	Safe parking should be provided for Unthank residents and visitors	No plans for temporary parking order or additional parking in Unthank being considered currently. Residents will be asked not to park or obstruct the road during the hours of construction (Traffic Management Plan Section 4.6.4).
5	Passing places should be provided from Unthank west to A68.	An additional passing place is now provided between Unthank and the A68 - reference revised drawings and the Traffic Management Plan Section 3.4 and on drawings 25984/R/CVD/102 and 25984/R/CVD/106 included in Appendix A.
6	Provisions need to be made for the disruption to equestrian users.	Additional precautionary safety measures have been included in Section 4.10 of the Traffic Management Plan, building upon guidance from the British Horse Society (Sue Rogers).
7	Anti-skid surfaces are only being applied to one area when they must surely be required in other areas also.	Details of the antiskid surface were proposed by the Highways and Transport department of NCC.
8	Due to width restrictions on some roads in Unthank the proposed one-way system will interfere with the vehicle access.	One way of system has been replaced with manual control of abnormal loads - reference Section 4.8.2 of the Traffic Management Plan.
9	South Lane closure will increase journeys by 2 to 3 miles which is unacceptable for equestrian users and walkers.	The closure of South Lane (the road to Newlandsgrange Cottage) will be implemented only when required as referenced in Section 4.6.1 of the Traffic Management Plan. A footpath diversion is proposed to safeguard the interests of walkers in the area of South Lane - reference drawing 25984/R/CVD/113 and Section 4.6.1 of the Traffic Management Plan. Provision for upgrading the public footpath to enable equestrian users to avoid the road closure have been unsuccessfully discussed with the landowner.
10	No provision has been made to ensure the safety of dog walkers.	Restrictions on working hours (reference 4.2 Traffic Management Plan) and reducing the proposed speed limit through Unthank to 10mph along with speed activated warning signs (see Sections 4.4 and 4.5 of the Traffic Management Plan) provide safe conditions for walkers and children.
11	Communicating road closures or diversions via telephone.	Section 4.9.1 of the Traffic Management Plan has been expanded to discuss Community Liaison

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12	1:500 drawings should be provided of; the junction between A68 and C263 and the anti-skid surface; four passing places; and the site access.	Technical drawings have been provided to NCC covering these aspects and have been updated to suit comments received from NCC and the public via the consultation exercise. See section 3.3 of the Traffic Management Plan and drawing 25984/R/CVD/106 contained in Appendix A.
13	Reasons for any road closures to be explained.	Main reason for the road closure is for H&S of other road users at times of high construction traffic or abnormal loads - as discussed and agreed with the Highway Authority (NCC). Further details are contained in section 4.6.1 of the Traffic Management Plan.
14	Dilapidation survey should be extended to include all properties on the route and not just the road itself.	Dilapidation surveys are not necessary for properties and this has been discussed and agreed with NCC. Further details on dilapidation surveys can be found on section 3.7 of the Traffic Management Plan, with the extent of the work indicated on figure 25984-r09 included in Appendix A.
15	Road closure will prevent access to the only Airy Holm Farm bridleway.	The closure of South Lane (the road to Newlandsgrange Cottage) will be implemented only when required as referenced in Section 4.6.1 of the Traffic Management Plan.
16	The following roads should be avoided to ensure parish residents safety; B6309 between Ebchester and Stocksfield, and A695 between Blaydon and A68 junction at Riding Mill.	These roads will be avoided Section 2.2 and 2.3 of the Traffic Management Plan describes the normal and abnormal road route in more detail, and further explained in figure 25985-r06 in Appendix A.
17	10mph limit on construction traffic suggested instead of the proposed 20 mph.	The proposed speed limit for construction traffic has been reduced to 10mph (see Section 4.5 of the Traffic Management Plan) - speed activated signs are also proposed.
18	Vegetation construction of passing places.	NRL will conduct protected species surveys prior to the commencement of works as per Planning Condition 20. Vegetation removal will be scheduled for outside of the bird breeding season and as controlled by Planning Condition 21.
19	Efforts should be made to clean mud from vehicles leaving the construction site.	Proposals to keep the highway clear of mud are referenced in the Traffic Management Plan (Section 4.12).
20	The nominated contact with NRL should be available for face-to-face meetings at evenings and weekends.	The nominated representative will be available to meet the public as required further details on Community Liaison are covered in section 4.9.1.
21	Consultation list should be extended to include the Emergency Services, the local Primary School at Whittonstall, School Transport Services, local farmers, local equestrian services, and the Parish Council.	In addition to the above procedures for alerting emergency services are discussed in section 4.9.
22	Concern with passing place locations and gaining access to his land / livestock. Doubts that the verges are highways owned.	Passing place locations are shown on drawing 25984/R/CVD/102 as discussed with NCC and is included in Appendix A. Further information on the proposed road closure is given in section 4.6.1 of the Traffic Management Plan. The one-ways system has been replaced with a manual control system as detailed in section 4.8.2 of the Traffic Management Plan. The verges are owned by NCC and this has been confirmed by NCC.