

## PLANNING AND HIGHWAYS COMMITTEE

### AGENDA

Meeting to be held in the Civic Centre (Committee Room 2) on  
Tuesday, 20<sup>th</sup> March 2012 at 5.30 p.m.

ITEM		PAGE
1.	<b>Receipt of Declarations of Interest (if any)</b>	
2.	<b>Apologies for Absence</b>	
3.	<b>Minutes of the last meeting of the Committee held on Monday 20<sup>th</sup> February, 2012</b>  (copy attached)	1
4.	<b>Report of the meeting of the Development Control (Hetton Houghton and Washington) Sub Committee held on 28<sup>th</sup> February, 2012</b>  (copy attached)	5
5.	<b>Washington Bus Link Improvement Schemes – Formal Objection</b>  Report of the Executive Director of City Services (copy attached)	10

Elaine Waugh,  
Head of Law and Governance,  
Civic Centre  
SUNDERLAND  
12<sup>th</sup> March, 2012

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**At a meeting of the PLANNING AND HIGHWAYS COMMITTEE held in the CIVIC CENTRE on MONDAY, 20<sup>TH</sup> FEBRUARY, 2012 at 5.30 p.m.**

**Present:-**

Councillor Tye in the Chair

Councillors Ball, Copeland, Curran, Fletcher, Forbes, T. Foster, Francis, E. Gibson, Howe, Kay, Lauchlan, T. Martin, Padgett, D. Richardson, J. Scott, Tate, Thompson, Wood and A. Wright.

**Declarations of Interest**

There were no declarations of interest.

**Apologies for Absence**

Apologies for absence were submitted on behalf of Councillors Charlton, Ellis, Essl, Gallagher and P. Watson.

**Minutes of the Last Meeting of the Committee held on Tuesday, 24<sup>th</sup> January, 2012**

1. RESOLVED that the minutes of the last Committee held on Tuesday, 24<sup>th</sup> January, 2012 be confirmed and signed as a correct record subject to the date of the meeting being amended from 21<sup>st</sup> January to 24<sup>th</sup> January.

**Report of the Meeting of the Development Control (North Sunderland) Sub-Committee held on 1<sup>st</sup> February, 2012**

The report of the meeting of the Development Control (North Sunderland) Sub-Committee held on 1<sup>st</sup> February, 2012 (copy circulated) was submitted.

(For copy report – see original minutes).

2. RESOLVED that the report be received and noted.

## **Report of the Extraordinary Meeting of the Development Control (Hetton, Houghton and Washington) Sub-Committee held on 31<sup>st</sup> January, 2012**

The report of the extraordinary meeting of the Development Control (Hetton, Houghton and Washington) Sub-Committee held on 31<sup>st</sup> January, 2012 (copy circulated) was submitted.

(For copy report – see original minutes).

Councillor Tate referred to application 11/02873/FUL: Plot 19C Hetton Lyons Industrial Estate and requested that the final paragraph of the minutes in relation to this, before the minute of the vote which was taken, include the following:-

In addition, by virtue of its detrimental visual and environmental impact, the proposed operation of the site would deter other businesses from setting up within the Industrial Estate, which would prejudice its future vitality and economic viability.

3. RESOLVED that the report be received and noted subject to the inclusion of the comment above.

### **Washington Bus Link Improvement Schemes – Formal Objection**

The Executive Director of City Services submitted a report (copy circulated) to inform the Committee of a formal objection received to the proposed bus link improvement schemes at nine bus links in Washington.

(For copy report – see original minutes).

Craig Wilkinson, Senior Project Engineer presented the report and was on hand to answer Members queries.

Councillor Padgett commented that the general feeling was that taxis always had been allowed to use the links due to them being public service vehicles. If they were not permitted to use the bus links it would result in long detours. In particular he felt the bus link at Barmston was a separate case, and felt it would be better served by allowing taxis through this particular bus link and introducing a pedestrian crossing instead.

Councillor T. Martin commented that there were examples of this across the city, resulting in longer journeys for taxis, an issue which had come before Licensing Committees in the past. Taxis are public service vehicles and this should be taken into account generally, but Councillor Martin also commented that he realised this may not always be the case if certain areas were deemed dangerous.

Councillor Wood advised that a number of discussions at various meetings have been had on the issue of bus links, and there needs to be a joined up approach to the issue. He felt that as taxis were the only form of public transport which operated 24/7 they should be allowed to use the links.

Councillor Wood also commented that it did not appear to make sense for the links to remain bus only 24/7 as buses did not operate all day, and felt that allowing taxis to use the links would help reduce CO<sup>2</sup> omissions. He therefore advised that he would support a decision to uphold the objection from Washington Hackney Operators Association.

Councillor E. Gibson enquired if any complaints had been made from the public in the area on this issue as these would need to be taken into consideration.

Councillor Thompson commented that historically the links were actually pedestrian areas which the buses were allowed to use. They are a different concept to the bus routes such as on the A690. He felt the Committee should follow the public opinion for the bus links to be maintained as they are, for bus use only.

Councillor Francis supported Councillor Martin's views and commented that the abuse of bus links was usually by cars and had nothing to do with taxis. He felt the users of taxis could become confused if they were taken on a longer route, and that the Council should be aiming to keep costs down for the public.

Councillor Tate commented that he understood the dilemma and the need for safety, so would not oppose the Washington Members' proposals, but did feel there was a need for greater clarity/standardisation for the usage of bus links.

Councillor Padgett enquired if the scheme for Barmston could be left until the new plans for the area were completed.

The Chairman commented that he did sympathise with the Washington Members' concerns and would like to find a middle ground on the issue.

Mr. Wilkinson advised that blanket taxi access everywhere was not appropriate and needed to be based on individual merits whilst also considering local concerns raised by Councillors. Historically the previous traffic orders at these locations did not allow taxis to use them but it had been accepted that there were great difficulties for the Police to enforce this, which was why the Council had investigated the issue.

Through the results of consultations it was found that a village centre feel was requested and steps to try and minimise traffic use would help the Police to enforce and promote the amenity of the area and safety. Mr. Wilkinson also advised that they could review the individual sites in the future as the Council had powers to re-consult and amend the orders in due course if needed.

In response to Councillor Padgett's request, in relation to holding back the Barmston proposals until the end of April, Mr. Wilkinson advised that he did not think it would be possible to implement the nine schemes in part and he would have to seek legal advice.

Mr. Wilkinson also advised that the alternative routes were not significant distances with a possible one mile diversion. It was a difficult balance to get right when also considering safety issues and the amenity of the area.



Councillor Kay referred to the bus links in the City Centre which taxis were allowed to use and commented that he was not a fan of this due to safety reasons and the public's perception that only buses could use these. However he understood Councillor Padgett's request in relation to Barmston, which may be a separate case if it could be isolated from the other schemes, but clarity was needed.

The Chairman commented that he was mindful to propose a deferral of the item to allow further discussions.

Mr. Wilkinson referred to the delegated decisions and the feedback received from the community on the specific proposals and advised that in relation to the Barmston link 85 properties had received the questionnaire, 34 had responded and in relation to the question asked 'should the proposed changes be implemented?' 22 stated yes, 7 no difference and 5 stated no.

Councillor Padgett enquired if the questionnaire had been circulated before the flats/shops had been demolished in Barmston. Mr. Wilkinson advised that it was issued before, so there would have been an awareness of the situation.

Councillor Scott commented that he agreed with the proposal to defer the item.

Councillor Wood commented that he would be happy to defer and felt that 22 favourable responses out of 85 properties consulted was not an overwhelming endorsement of the scheme.

Councillor Thompson wished to clarify that through the results of the consultations for other areas of Washington, one of the bus links would actually be closed, which indicated how strongly the public felt on the matter. As most of the bus links were located near schools he felt there was a need to weigh up public safety over potential increases in taxi fares.

The Chairman commented that there was a worry over the public's perception of bus links and the possible presumption that taxis could use these, and felt the item should be deferred to enable further discussions and consideration, and to possibly allow further consultation if necessary

4. RESOLVED that the item be deferred pending further discussions, consideration and possible consultation.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) P. TYE,  
Chairman.

**At a meeting of the DEVELOPMENT CONTROL (HETTON, HOUGHTON AND WASHINGTON) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY, 28<sup>TH</sup> FEBRUARY, 2012 at 5.45 p.m.**

**Present:-**

Councillor Fletcher in the Chair

Councillors Charlton, Lauchlan, Morrissey, Padgett, D. Richardson, Scaplehorn, Scott, Tate, Thompson and Wakefield.

**Declarations of Interest**

Councillor Tate declared a personal interest in application 11/03553/FUL – Land North of Sycamore House, Louvain Terrace West, Hetton le Hole, Houghton Le Spring and Items for Information, 11/02362/OUT – Land at North Road, Hetton le Hole, Houghton le Spring as a Member of Hetton Town Council, which is a consultee in the application.

**Apologies for Absence**

Apologies for absence were submitted on behalf of Councillors I. Richardson, Tye and Vardy.

**Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Deputy Chief Executive submitted a report, supplementary and a circulatory report (copies circulated), which related to Hetton, Houghton and Washington areas, copies of which had also been forwarded to each Member of the Council upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(For copy report – see original minutes).

**Change in Order of Business**

The Chairman proposed that the application for 11/03442/FUL – Land North of Pattinson Road, Pattinson Industrial Estate, Washington, be heard first.

**11/03442/FUL – Erection of 83 dwellings, with associated landscaping, parking and highway works – Land North of Pattinson Road, Pattinson Industrial Estate, Washington**

Danielle Pearson, Senior Planner presented the report and was on hand to answer Members queries.

Councillor Padgett enquired if there had been any assurances given over Primary School places and expressed concern in relation to their distance from the development resulting in long journeys and question marks over bus availability etc.

Mrs. Pearson advised that the Authority could only request a financial contribution and the ratio provided by Children's Services had been satisfied.

In response to Councillor Tate's enquiry as to what the rest of the land was designated as, Mrs. Pearson advised that various parts of land designated for employment had been released for housing as a departure from the Unitary Development Plan

The representative from Hellens Investment advised that Barratt Homes had submitted an application for homes on the remaining land and was in the process of being validated.

Councillor Thompson enquired over the off site play provision sought in regard to the Section 106 Agreement and play provision in the area as he was concerned parents would have to travel in a car to the nearest playing area for their children.

The representative of Hellens Investment advised that Teal Farm did have an onsite play area and the Barretts application also had an area of open space in the vicinity which would be available.

Mrs. Pearson advised that from a planning position there were sometimes requests from residents for the removal of the on site play areas due to instances of anti-social behaviour.

Councillor Thompson referred to the School Places and queried why the funding would be given to Holley Park and Lambton Primary Schools when they seemed such a distance away.

Mrs. Pearson informed the Committee that Children's Services had advised that these schools had the capacity for the additional intake of pupils.

The Chairman commented that in the cases of big Housing Schemes, Children's Services advise there are plenty of school places yet in Washington, parents are fighting for places.

Councillor Thompson commented that it was 2.5 miles by car to the schools, which have parking issues, double yellow lines and Nexus have stated that public transport is not viable so children will have a 30 minute bus ride plus walk. This did not fit in with the school availability issues and Councillor Thompson had concerns over this.

Councillor Scaplehorn wished to echo Councillor Thompson's concerns.

The representative of Hellens Investment advised that £400,000 of funding would be available for road improvements and additional bus lay-bys. They were also in discussions with bus operators but could not proceed without the planning consent.

Councillor Padgett also wished to raise concerns over the limited bus routes in the area and commented that he did not want to see children having to get multiple buses and emphasised the need to ensure the children were able to get to school safely.

1. RESOLVED that the application be delegated to the Deputy Chief Executive to:-

- (i) grant permission subject to the 20 conditions set out in the circulatory report and subject to completion of a Section 106 Agreement by 6<sup>th</sup> March 2012 or such other date as is agreed by the Deputy Chief Executive; and
- (ii) refuse permission should the legal agreement not be completed by 6<sup>th</sup> March 2012 or such other date as is agreed by the Deputy Chief Executive.

**11/01307/FUL – Change of use of building to be used as a gym and martial arts centre (amended description) – Former Garage, Mill Pitt, Houghton-le-Spring, DH4 4RA**

Mike Mattok, Technical Manager, Development Control presented the report and was on hand to answer Members queries.

The Chairman introduced Mr. Alan Connolly, agent for the applicant who wished to stress that the Members did not need to have concerns as to parking issues as whilst it had proved impossible to purchase the adjacent land, the owner of that land had given permission for them to use it for customer parking if needed. However there was no real parking problem as the majority of customers did not arrive by car. The membership for the gym was at the level now where parking was not an issue. Mr. Connolly circulated photographs to the Committee.

Mr. Connolly advised that they had invested £20,000 worth of apparatus and customers had won several martial art awards, since the facility had opened.

There were letters of support for the proposal and a nearby resident, who had experienced anti-social behaviour in the past, has had no problems since the gym opened, yet feared these problems could return, should this application be refused.

Mr. Connolly also advised that a number of crimes in the area had been solved via the help of the CCTV cameras at the gym.

Councillor Scott commented that the gym had provided a great improvement to the area but queried if there was the possibility of a Section 106 Agreement to improve the roads around the area.

The Chairman commented that the roads had already seen an improvement based on the photographs circulated.

Mr. Mattok advised that the applicant had originally offered an informal arrangement for parking but unfortunately they could not provide a formal agreement and that in the circumstances as there was no highway concern in regard to parking that it was inappropriate to require a planning obligation for that

Councillor Scott commented that the gym had been a tremendous help to the area and should not be rejected.

Councillor Charlton asked Officers if the parking issues were acceptable. Eric Henderson, Engineer advised that the use was no more onerous than the previous planning use of the building in terms of highway safety Councillor Charlton commented that it appeared the positives outweighed the negatives for approving the application.

2. RESOLVED that the application be approved subject to the three conditions set out in the report.

**11/03412/LAP – Erection of an 8 metre CCTV column including a 360 degree camera – Rectory Park, The Broadway, Houghton-le-Spring, DH4 4BB**

Councillors Wakefield, Scott and D. Richardson all wished to express their support for the application.

3. RESOLVED that the application be approved subject to the six conditions set out in the report.

**11/03553/FUL – Erection of new dwelling (Amended plan received 08.02.2012) – Land North of Sycamore House, Louvain Terrace West, Hetton-le-Hole, Houghton-le-Spring, DH5 9PR**

Mr. Mattok presented the report and advised that a tree had been cut down in the garden, which had originally been shown on the application site plans but was not protected under a TPO.

There was the potential of Birds/Bats inhabiting the tree but as this was gone, there was no evidence to call upon. Mr. Mattok advised that this reason alone would not be sufficient to refuse the application and therefore recommended approval subject to the conditions set out in the supplementary report and with an additional condition for a further tree planting.

Councillor Tate queried that as the back street was very narrow, would a one way system not be of benefit.

Mr. Henderson advised that in practice, a one way system would cause more problems than it would solve and would resist this option if possible.

4. RESOLVED that the application be approved subject to the 12 conditions as set out in the supplementary report and inclusion of an additional condition in relation to the planting of a tree.

#### **Items for Information**

5. RESOLVED that site visits be undertaken to the following applications:-

11/03181/OUT – Site of Emerson House at the request of Councillor Thompson.

12/00100/FUL – Land North of Armstrong Road at the request of Councillor Scaplehorn.

#### **Town and Country Planning Act 1990 – Appeals**

The Deputy Chief Executive submitted a report (copy circulated) concerning the appeals received and determined for the period 1<sup>st</sup> January to 31<sup>st</sup> January, 2012.

(For copy report – see original minutes).

6. RESOLVED that the report be received and noted.

(Signed) J. FLETCHER,  
Chairman.

**REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES**

**WASHINGTON BUS LINK IMPROVEMENT SCHEMES  
FORMAL OBJECTION**

**1.0 PURPOSE OF REPORT**

- 1.1 Planning and Highways Committee, 20 February 2012, deferred the decision on objections by Washington Hackney Operators to the published order for buses and pedal cycles for 9 bus links in Washington.
- 1.2 This report is a revised submission of the objections.

**2.0 BACKGROUND**

- 2.1 The bus links are an original feature when Washington New Town was constructed.
- 2.2 At its meeting of 17<sup>th</sup> September 2008 Washington Area Committee agreed to consider removing all the bus links in the Washington area subject to the evaluation of three bus link removal pilot schemes.
- 2.3 The pilot bus link removal schemes were evaluated during 2009/10 and it was concluded that many of the bus links were subject to different environmental characteristics. Removal en masse was not considered appropriate, so each bus link was reviewed independently.
- 2.4 On 1<sup>st</sup> December 2010 an improvement programme involving a range of treatments for the nine bus links received the support of Washington Area Committee.
- 2.5 Implementation of the bus link improvement schemes was approved in a Delegated Decision of 14<sup>th</sup> October 2011, which gave approval to implementation subject to a positive public response to the publication of proposals.

**3.0 PROPOSALS**

- 3.1 The proposed scheme of measures involves the introduction of a new Traffic Regulation Order (TRO) and associated signing to create a route for buses and pedal cycles only, which is considered to be more robust and enforceable. The bus links affected by the proposals are listed below and drawings attached at Appendix A.

Table 3.1 – Location of proposed measures

<b>LOCATION</b>	<b>DRAWING NO.</b>
Well Bank Road, Donwell	TRS/10/2018/01
Barmston Way, Barmston	TRS/10/2019/01
Newstead Court, Glebe	TRS/10/2020/01
Raby Road, Oxclose	TRS/10/2021/01
Titchfield Road, Biddick	TRS/10/2022/01
Hambleton Road, Lambton	TRS/10/2023/01
Vigo Lane, Rickleton	TRS/10/2024/01
Marlborough Road, Sulgrave	TRS/10/2025/01
Un-named bus link from Sycamore Avenue to Sedling Road, Harraton	TRS/10/2026/01

3.2 The estimated cost of introducing the improvements to all nine bus links is approximately £25,000, which will be funded from the 2011/12 Public Transport element of the Local Transport Plan.

#### **4.0 PUBLICATION OF PROPOSALS**

4.1 Notices for the publication of proposals were posted on 9<sup>th</sup> December 2011 with formal objections required in writing by 6<sup>th</sup> January 2012. The formal objection period was extended from 21 to 28 days due to the Christmas period.

4.2 Washington Hackney Operators Association (WHOA) was sent a copy of the notice by the Head of Law and Governance in response to their comments received previously and as part of the publication of proposals process.

4.3 To date one formal objection has been received following the publication of proposals and this came from WHOA. It should be noted that WHOA also made comment on a number of other issues not relevant to the scheme in question, which will be dealt with as a separate matter.

#### **5.0 CONSIDERATION OF OBJECTION**

5.1 The following table details the objections received and the reasons given as to why this objection should not be upheld:-



Table 5.1 – objection and response

ISSUE	RESPONSE
<p>Did not receive a response to previous e-mail of 25 July 2011.</p>	<p>The previous email received from WHOA was in response to the initial consultations. The issues raised were considered in association with other comments received and the delegated decision of 14<sup>th</sup> October 2011 did not uphold the objections. The council recommended that the scheme be implemented as proposed, subject to a positive response to the publication of proposals. WHOA has been a contributor to the statutory consultee process and has been formally included within the ongoing democratic process.</p>
<p>Taxis are not given priority, which is in conflict with National Guidance.</p>	<p>The Council has to achieve the best balance between national guidance and local concerns. It is not considered appropriate to give taxis blanket access to all restricted locations across the City. Each location must be considered on individual merit.</p>
<p>Barmston Village Centre has moved, the old one is to be demolished and only the NE38 Sports Bar remains.</p>	<p>Barmston Village Centre is currently subject to significant redevelopment. Some premises have been relocated within the village centre area, but these are still within 50m of the bus link. The proposed bus link improvement scheme is still considered appropriate to prevent through traffic using the village centre.</p>
<p>Marlborough Road is isolated, the school is quite a distance away and the shops are on another road.</p>	<p>Marlborough Road provides vehicle access to Usworth Grange Primary School, within 100m of the bus link. The bus link segregates Marlborough Road from Manor Road. The local shops and Usworth Colliery Primary School are located in Manor Road within 50m and 200m of the bus link respectively. Whilst pedestrian access is obtained from adjacent</p>

<p>Newstead Court has a school close by, has no village centre and is on a blind bend, which is a danger to pedestrians.</p> <p>Sycamore Drive near Wear Industrial Estate is fully supported by WHOA.</p> <p>Washington Area Committee has a deciding vote and has funded schemes without public consultation, such as the Brandy Lane Road Closure.</p>	<p>roads / footpaths, Marlborough Road clearly serves as a route to schools and shops.</p> <p>The curvature of Newstead Court is considered acceptable as traffic flow is relatively low due to the existence of the bus link. In Newstead Court there have been no personal injury accidents reported by Northumbria Police in the last three year period to September 2011. Newstead Court is in close proximity to the Galleries and would become a very popular alternative access road if the bus link were to be removed; this could be to the detriment of road safety. The village centre has been demolished, but there are plans to redevelop the area in future.</p> <p>Comment noted.</p> <p>The Council followed statutory consultation procedures to close the bus link in Brandy Lane. When the scheme was published in the public domain, formal objections were received including an objection from WHOA. The formal objections were considered by the Planning and Highways Committee of the Council before a delegated decision to implement the scheme was made by the Executive Director of City Services. The same process is being followed for the current bus link improvement schemes.</p>
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## 6.0 ISSUES DISCUSSED BY COMMITTEE

- 6.1 The previous Planning and Highways Committee of 20<sup>th</sup> February 2012 debated a number of issues in respect to the content of the proposals and the objection from WHOA. These issues have been summarised below.

Issue	Comment
<p>Barmston Village Centre has changed whilst the scheme has been developed. Shops had been relocated and housing was to be demolished. Could the Barmston element of the project be deferred pending further consideration?</p> <p>Taxis always had been allowed to use the links as they are considered public service vehicles. If they were not permitted to use the bus links it would result in long detours.</p> <p>Taxis are the only form of public transport which operated 24/7 they should be allowed to use the links. and felt that allowing taxis to use the links would help reduce CO2 omissions</p> <p>Had any complaints had been made from the public in the area on this issue as these would need to be taken into consideration.</p> <p>Historically the links were actually pedestrian areas which the buses were allowed to use. They are a different concept to the bus routes such as on the A690.</p> <p>Abuse of bus links was usually by cars and had nothing to do with taxis.</p> <p>22 favourable responses out of 85 properties consulted was not an overwhelming endorsement of the scheme.</p>	<p>There is no evidence to suggest that the proposals would not be suitable for the area once the re-development of Barmston is complete. The impact of any further changes would be considered by the Council if problems become evident in future.</p> <p>Taxis are currently prohibited from using the bus links and the current proposals do not extinguish any current rights.</p> <p>It should be noted that taxi trips are only sustainable in one direction normally and whilst it will provide a public service, it will also increase traffic flows in the village centre.</p> <p>The Area Committee had acted upon public concern over the use of the bus links and has already considered the implications of amending the use of the links.</p> <p>Noted</p> <p>There is evidence to suggest that taxis are currently utilising the bus links as well as the general public. It is considered that allowing taxi access in this situation will reduce the compliance by the general public.</p> <p>Response rates for public consultation events generally range between 20 and 30 %. This response rate is considered acceptable.</p>

7.23 Committee then RESOLVED that the item be deferred pending further discussions, consideration and possible consultation.

## 8.0 FURTHER CONSIDERATIONS

- 8.1 The Portfolio Holder for the Attractive and Inclusive City, the Chair of Area Committee and the Head of Law and Governance have been consulted for advice.
- 8.2 Extensive consultations were carried out during the development of the nine Bus Link Improvement Schemes. The nine schemes received the support of Washington Area Committee on 1<sup>st</sup> December 2011. Implementation of the nine schemes was approved in the Delegated Decision of 14<sup>th</sup> October 2011, subject to a positive response to the publication of proposals.
- 8.3 Many of the issues discussed at Committee have been considered during the development of the scheme. The proposals have been generated through consideration of the competing demands at each location. It is clear that limiting vehicular movement through the bus links has gained public support and any subsequent increase may influence road safety concerns due to the proximity of schools and village centres.
- 8.4 The objections are not considered to be significant as the proposals do not extinguish any existing right for taxis to use the bus links, therefore the objection should not be upheld.
- 8.5 Therefore, Committee is requested to consider the formal objection about taxi access through the approved Bus Link Improvement Scheme and confirm its support, or otherwise, to the recommendations of this report.

## 9.0 RECOMMENDATIONS

- 9.1 It is therefore RECOMMENDED that:-
- (i) The formal objection received during the publication of proposals opposing the proposed bus link improvement schemes should not be upheld.
  - (ii) The Executive Director of City Services be requested to instruct the Head of Law and Government to confirm the making of the proposed orders.
  - (iii) The objector is informed of the decision and any items not considered relevant to this objection will be given a formal response.

## APPENDIX A

### PROPOSED LAYOUT DRAWINGS

**APPENDIX B**

OBJECTION RECEIVED

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-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Proposed new signing  
TSRGD 974 (20mm)
-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
-  Existing Carriageway Markings to be burned off
-  Existing Bus Link to be Maintained

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to be illuminated externally.  
Proposed new signs TSRGD 974 to be erected on existing supports (non illuminated)  
This drawing should be read in conjunction with Design Risk Assessment

REV - A Modifications to Key Nov 2011



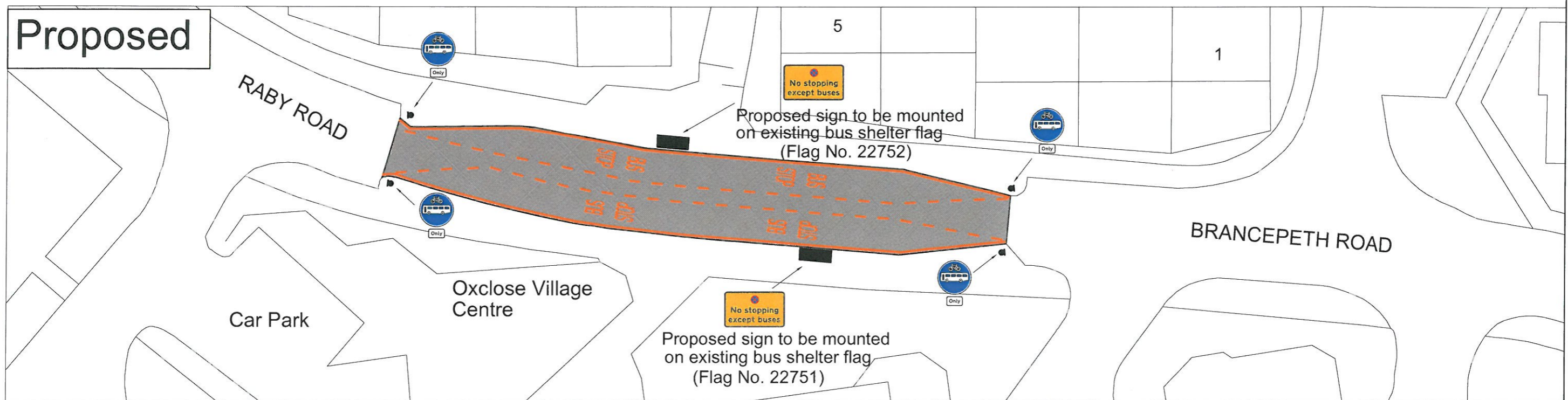
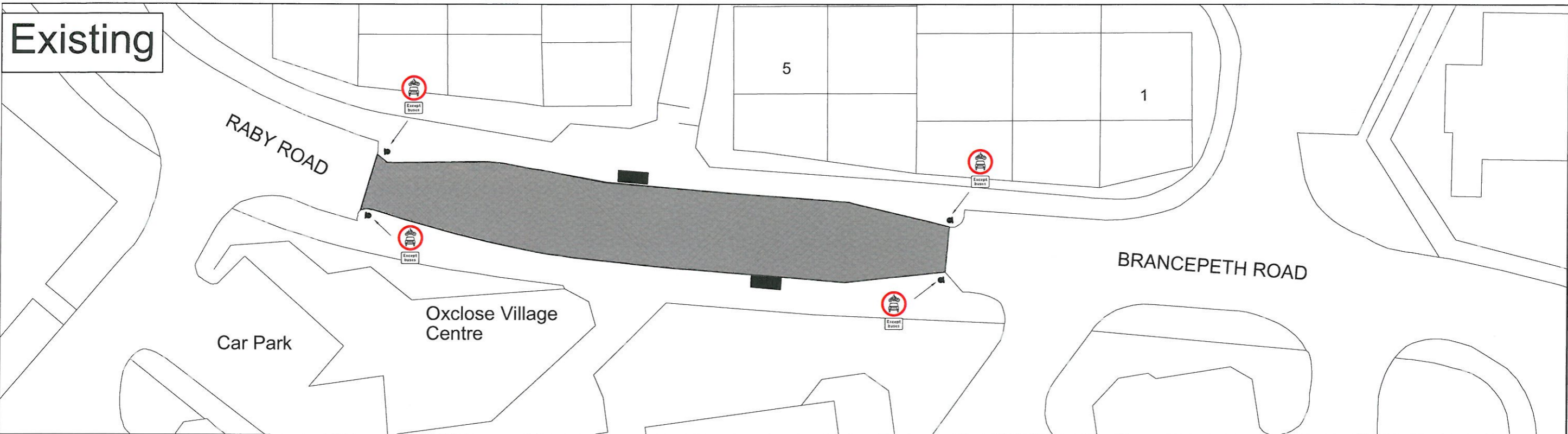
**Sunderland City Council**

City Services  
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Telephone: 0191 520 5555  
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PROJECT Barmston Way, Barmston, Washington	
TITLE Proposed Bus Link Improvement Scheme Preliminary Design	
PROJECT CONTACT Craig Wilkinson	CONTACT DETAILS 561 1608
DRAWN VP DATE June 2011	APPROVED JCW DATE June 2011
CHECKED BY JCW DATE June 2011	
SCALE NTS	SHEET SIZE A3
DRAWING NO. TRS / 10 / 2019 / 01	REVISION A





-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Existing Bus Link to be Maintained
-  Existing Bus Shelter
-  Proposed new signing  
TSRGD 974 (20mm)

-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
- Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination
- Proposed new signs TSRGD 974 to be erected on existing bus shelter flags (non illuminated)
- This drawing should be read in conjunction with Design Risk Assessment

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REV - A Modifications to Key Nov 2011



**Sunderland City Council**

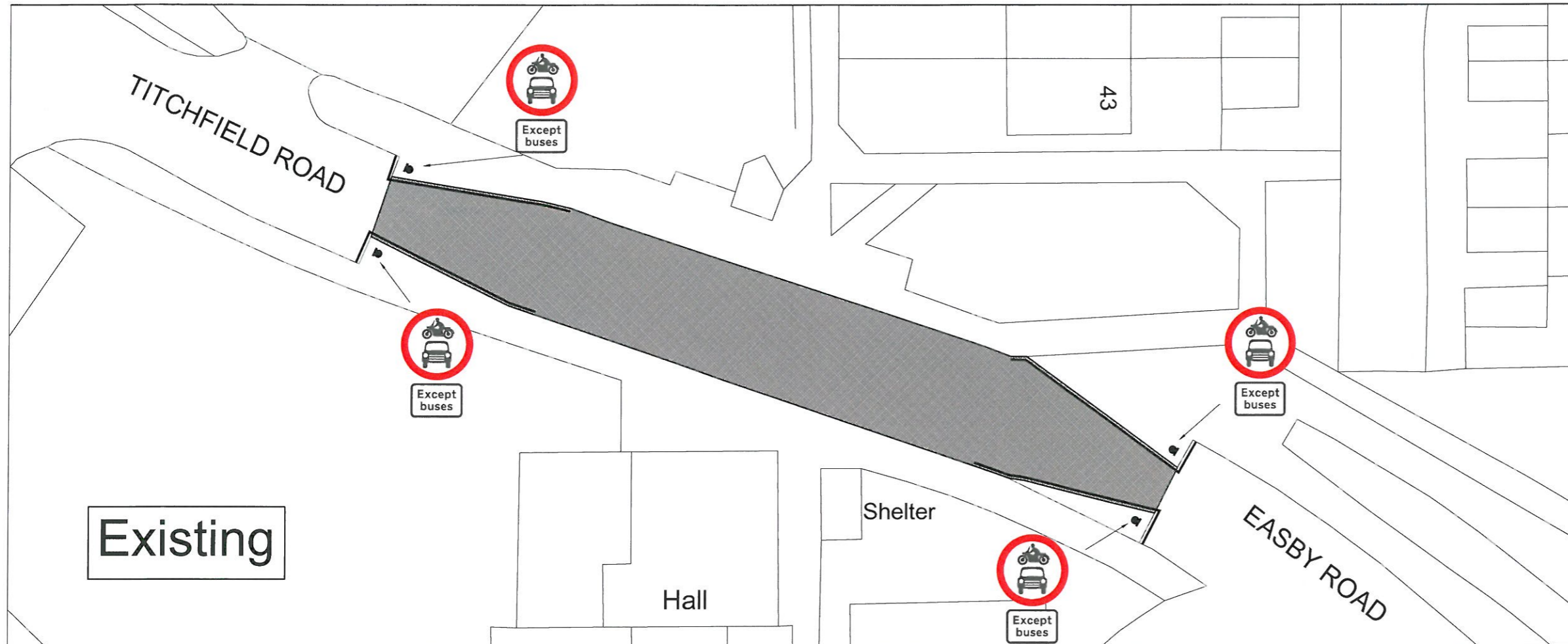
City Services  
P.O. Box 102, Civic Centre  
Sunderland SR2 7DN




Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT Brancepeth Road, Oxclose, Washington		
TITLE Proposed Bus Link Improvement Scheme Preliminary Design		
PROJECT CONTACT Craig Wilkinson	CONTACT DETAILS 561 1608	
DRAWN BY VP	DATE July 2011	SHEET SIZE A3
CHECKED BY JCW	DATE July 2011	SCALE NTS
APPROVED BY	SIGNED	DATE
DRAWING NO. TRS / 10 / 2021 / 01	REVISION A	



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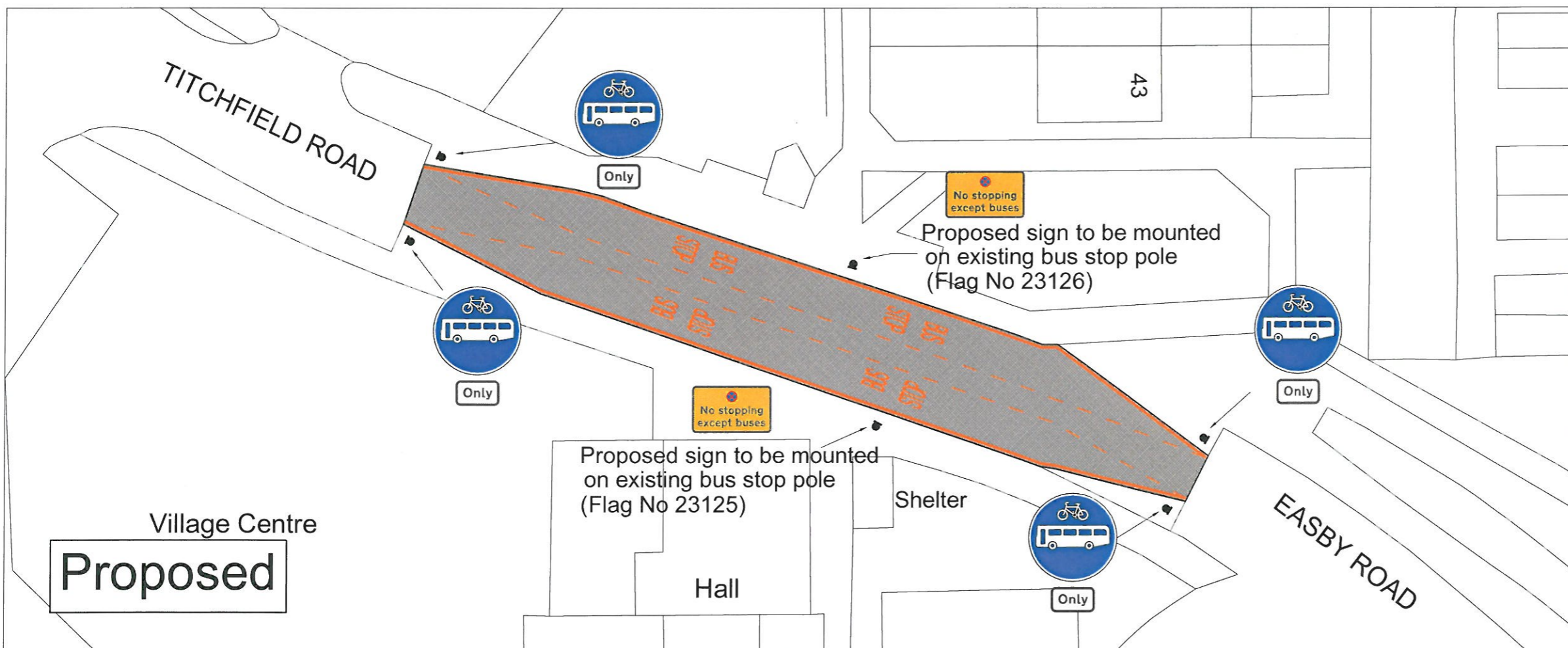
-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Proposed new signing  
TSRGD 974 (x-height 20mm)
-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
-  Existing Carriageway Markings to be removed
-  Existing Bus Link to be Maintained

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to be illuminated externally.

Proposed new signs TSRGD 974 to be erected on existing bus stop poles (non illuminated)

This drawing should be read in conjunction with Design Risk Assessment

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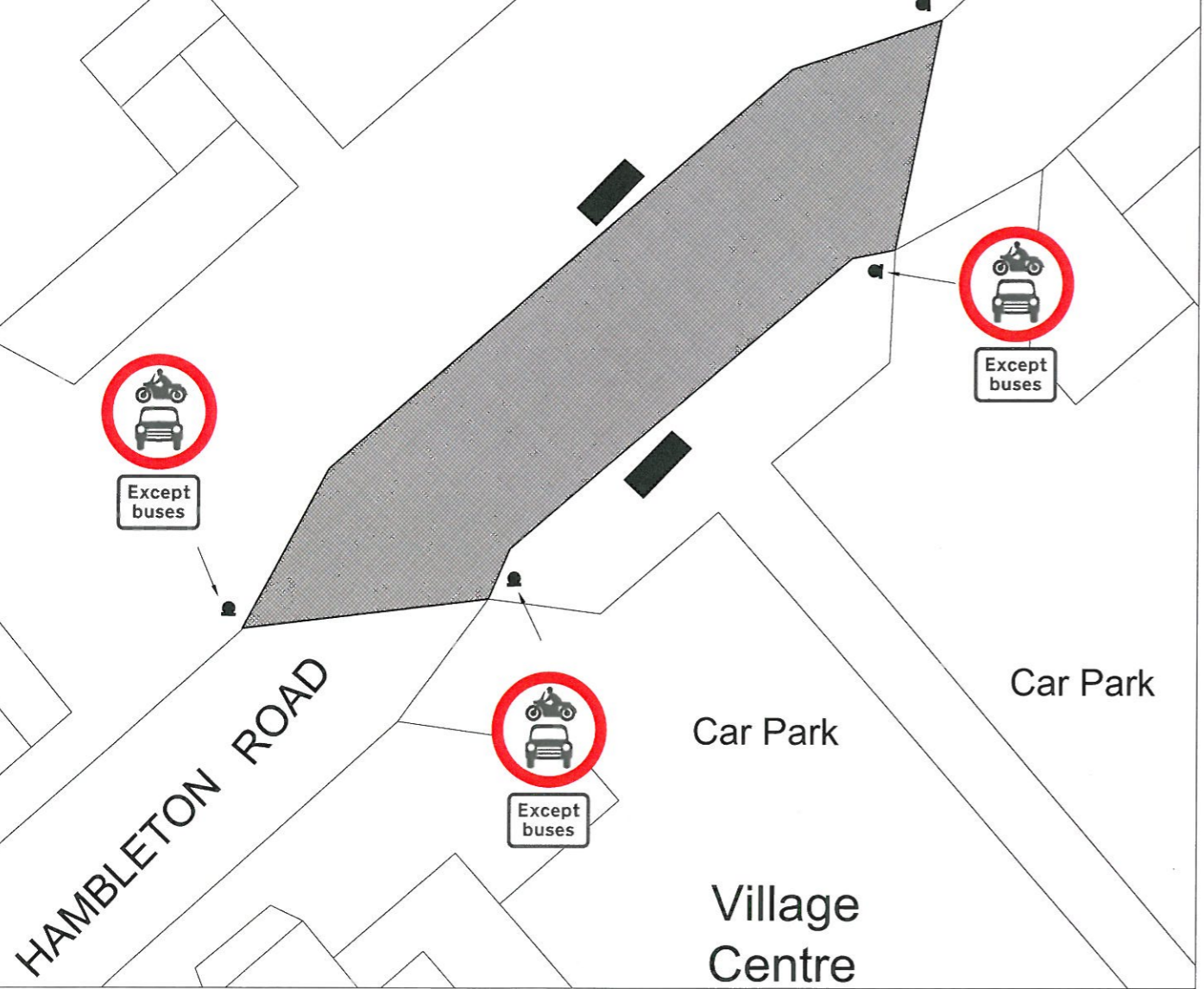
Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT		Easby Road, Biddick, Washington	
TITLE		Proposed Bus Link Improvement Scheme Preliminary Design	
PROJECT CONTACT	CRAIG WILKINSON	CONTACT DETAILS	561 1608
DRAWN	VP	APPROVED	JCW
DATE	July 2011	DATE	July 2011
CHECKED BY	JCW		
DATE	July 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2022 / 01	REVISION	A



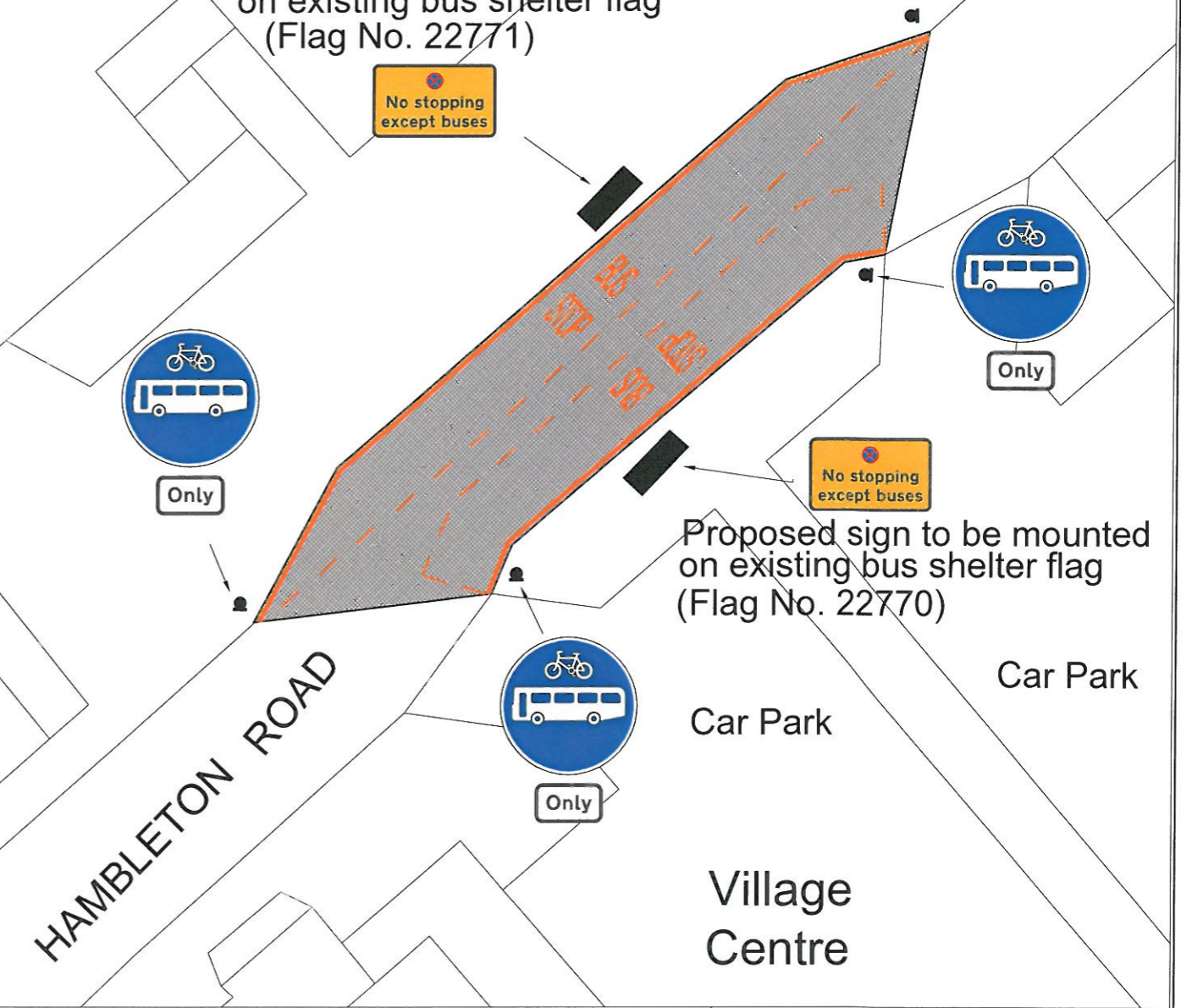
# Existing

Lambton Primary School



# Proposed

Lambton Primary School



Existing signs to be taken down and removed from site

Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)

Existing Bus Link to be Maintained

Existing Bus Shelter

Proposed new signing  
TSRGD 974 (20mm)

Proposed Bus Stop Clearway Markings  
TSRGD 1025.4

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination

Proposed new signs TSRGD 974 to be erected on existing bus shelter flags (non illuminated)

This drawing should be read in conjunction with Design Risk Assessment

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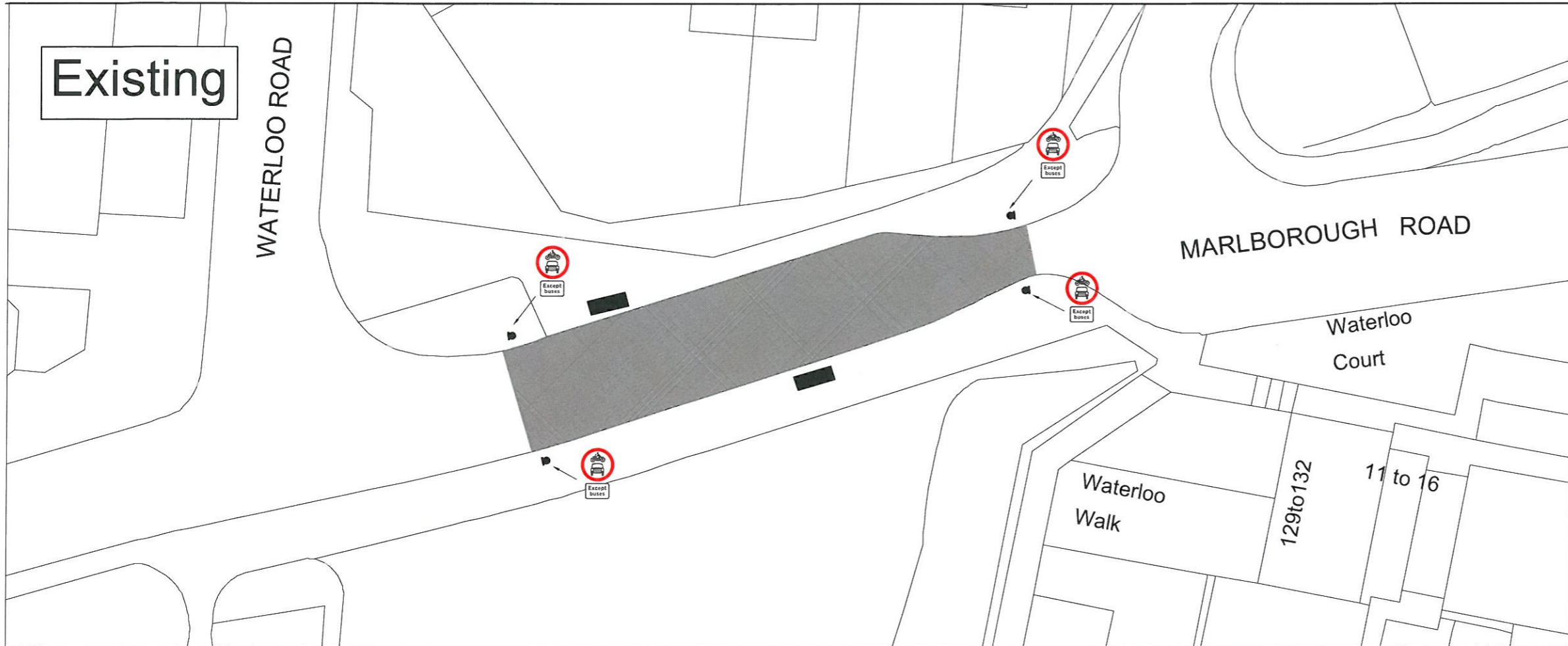
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Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

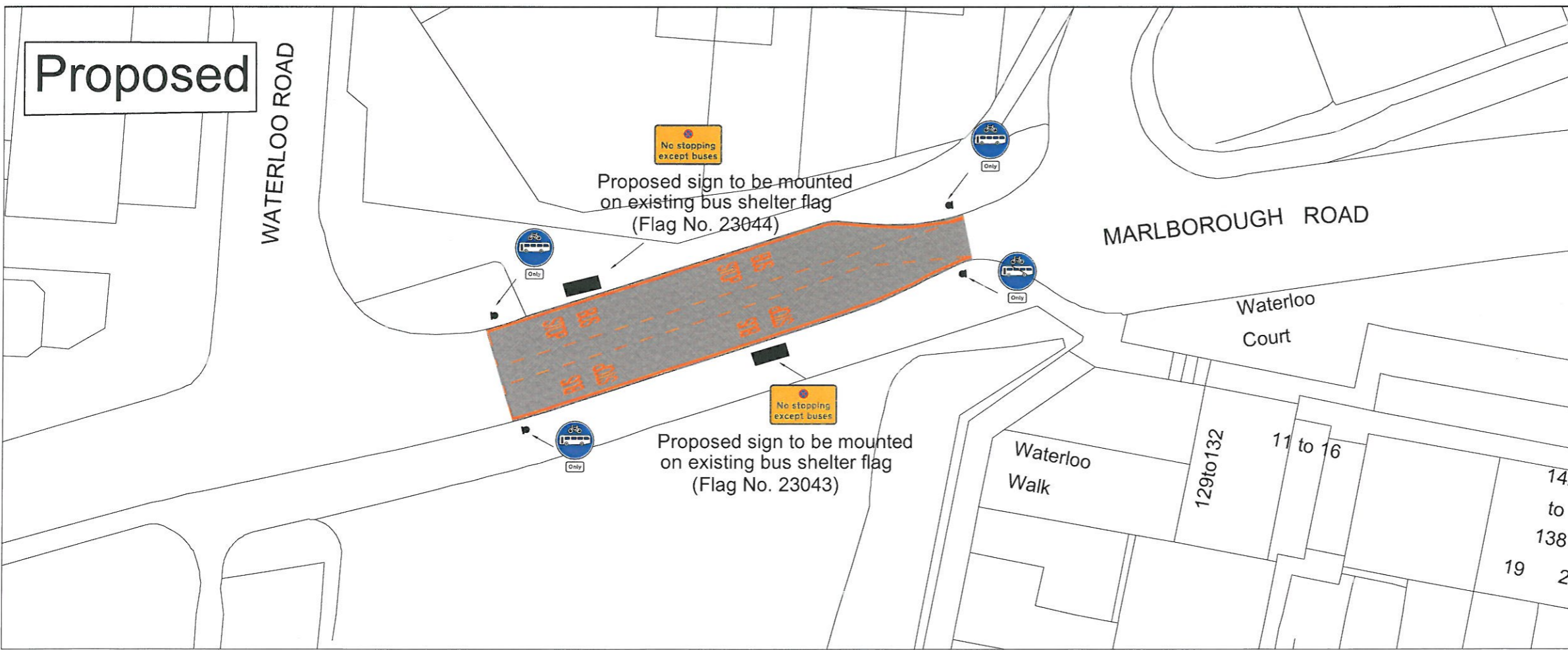
PROJECT Hambleton Road, Lambton, Washington		
TITLE Proposed Bus Link Improvement Scheme Preliminary Design		
PROJECT CONTACT Craig Wilkinson	CONTACT DETAILS 561 1608	
DRAWN BY VP	DATE July 2011	SHEET SIZE A3
CHECKED BY JCW	DATE July 2011	SCALE
APPROVED BY	SIGNED	DATE
DRAWING NO. TRS / 10 / 2023 / 01	REVISION A	



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-  Existing signs to be taken down and removed from site
  -  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
  -  Proposed new signing  
TSRGD 974 (20mm)
  -  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
  -  Existing Bus Link to be Maintained
  -  Existing Bus Shelter
- Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to be illuminated externally.  
Proposed new signs TSRGD 974 to be erected on existing bus shelter flags (non illuminated)
- This drawing should be read in conjunction with Design Risk Assessment



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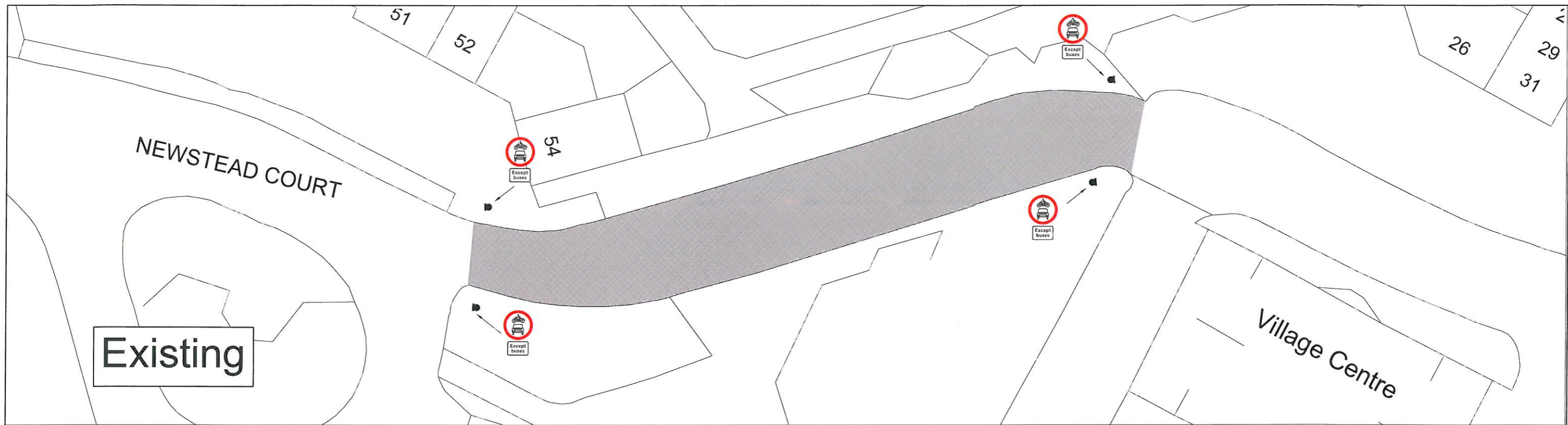
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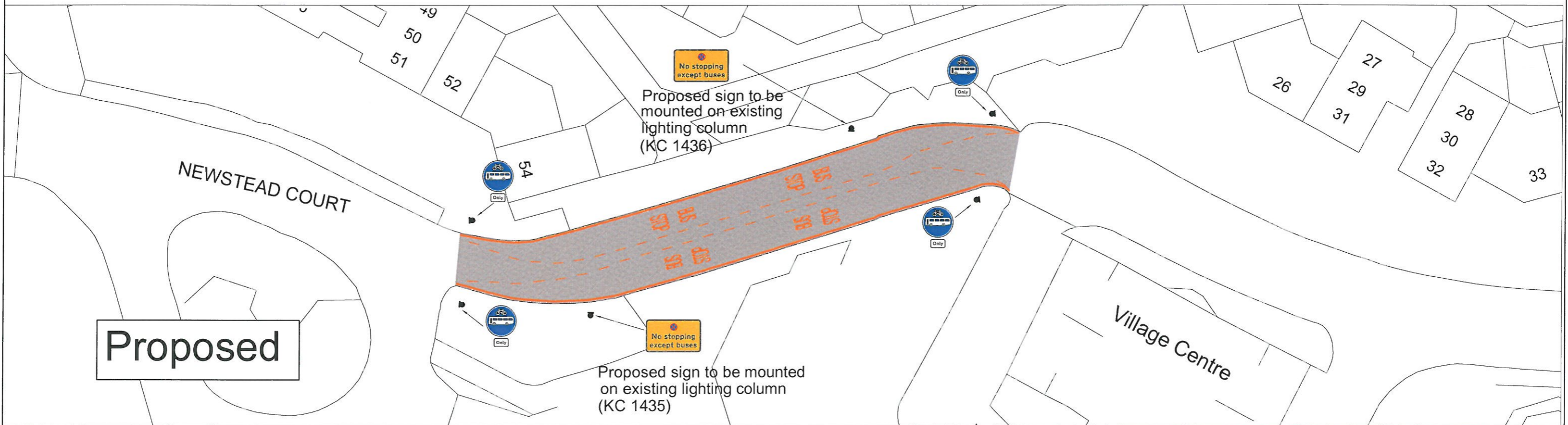
Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT		Marlborough Road, Sulgrave, Washington	
TITLE		Proposed Bus Link Improvement Scheme Preliminary Design	
PROJECT CONTACT	CONTACT DETAILS		
Craig Wilkinson	561 1608		
DRAWN	VP	APPROVED	PL
DATE	July 2011	DATE	July 2011
CHECKED BY	PL		
DATE	July 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2025 / 01		REVISION
			A






Existing



Proposed

-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Existing Bus Link to be Maintained
-  Proposed new signing  
TSRGD 974 (20mm)

-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4
- Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination
- Proposed new signs TSRGD 974 to be erected on existing lighting columns (non illuminated)

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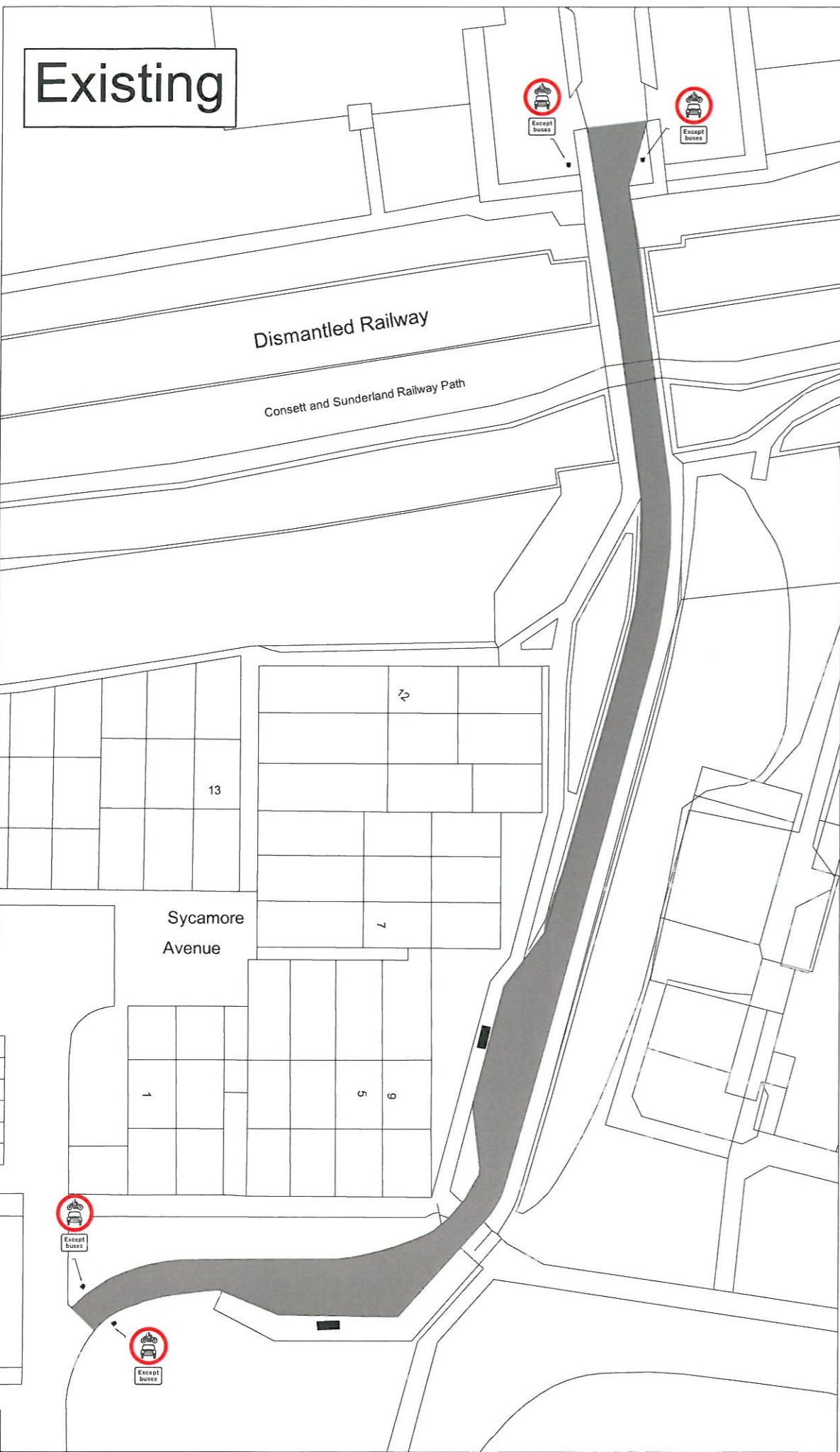
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Sunderland SR2 7DN

Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

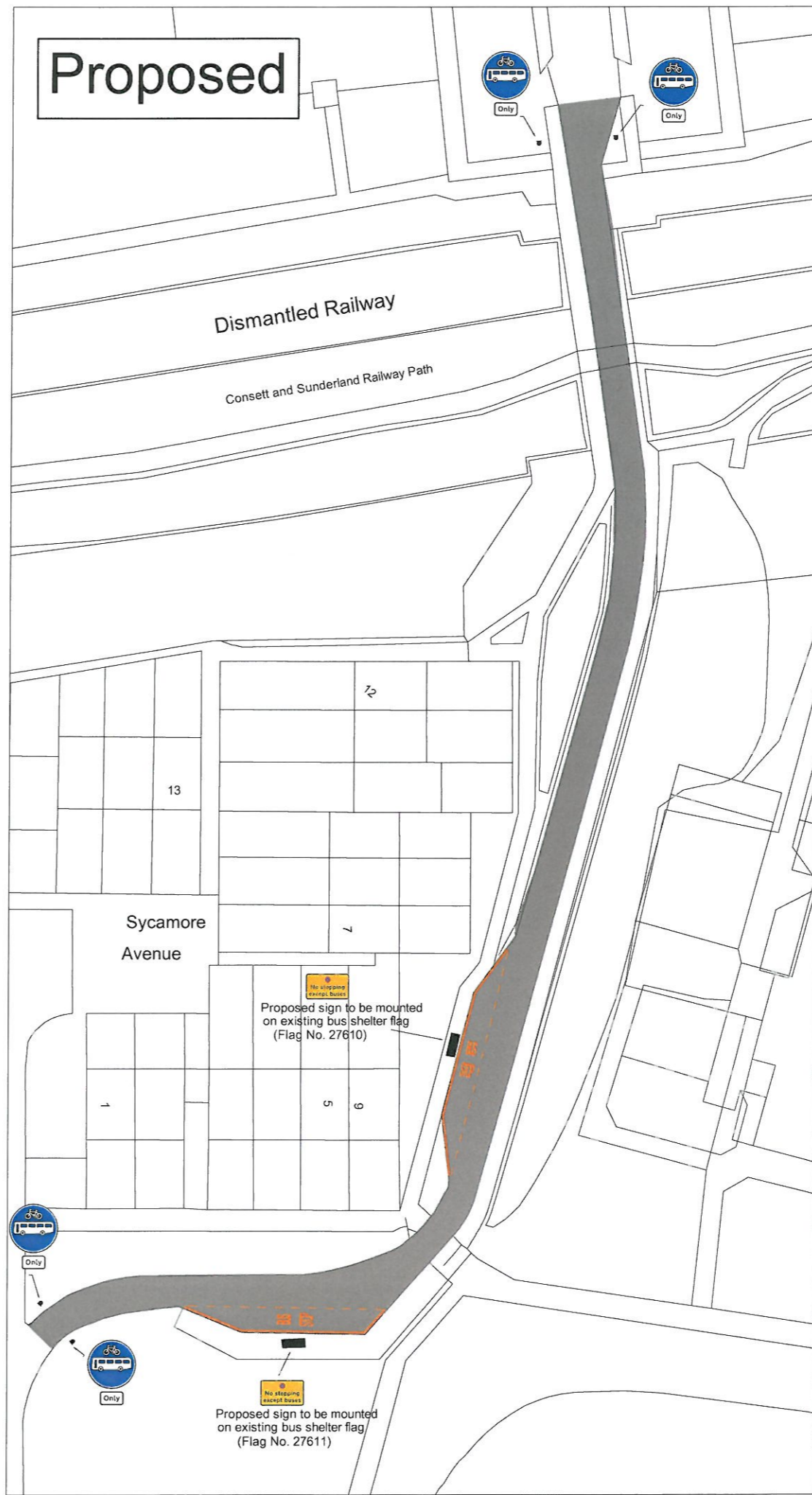
PROJECT Newstead Court, Glebe, Washington		
TITLE Proposed Bus Link Improvement Scheme Preliminary Design		
PROJECT CONTACT Craig Wilkinson	CONTACT DETAILS 561 1608	
DRAWN BY VP	DATE June 2011	SHEET SIZE A3
CHECKED BY JCW	DATE July 2011	SCALE NTS
APPROVED BY	SIGNED	DATE
DRAWING NO. TRS / 10 / 2020 / 01	REVISION A	



# Existing



# Proposed



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-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Existing Bus Link to be Maintained
-  Existing Bus Shelter
-  Proposed new signing  
TSRGD 974 (20mm)
-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination  
Proposed new signs TSRGD 974 to be erected on existing bus shelter flags (non illuminated)  
This drawing should be read in conjunction with Design Risk Assessment

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Sunderland SR2 7DN  
  
Telephone: 0191 520 5555  
Fax: 0191 553 1460  
Web: www.sunderland.gov.uk

PROJECT  
Un-named Bus Link from Sedling Road to Sycamore Avenue, Harraton, Washington

TITLE  
Proposed Bus Link Improvement Scheme - Preliminary Design

PROJECT CONTACT	CONTACT DETAILS
Craig Wilkinson	561 1608

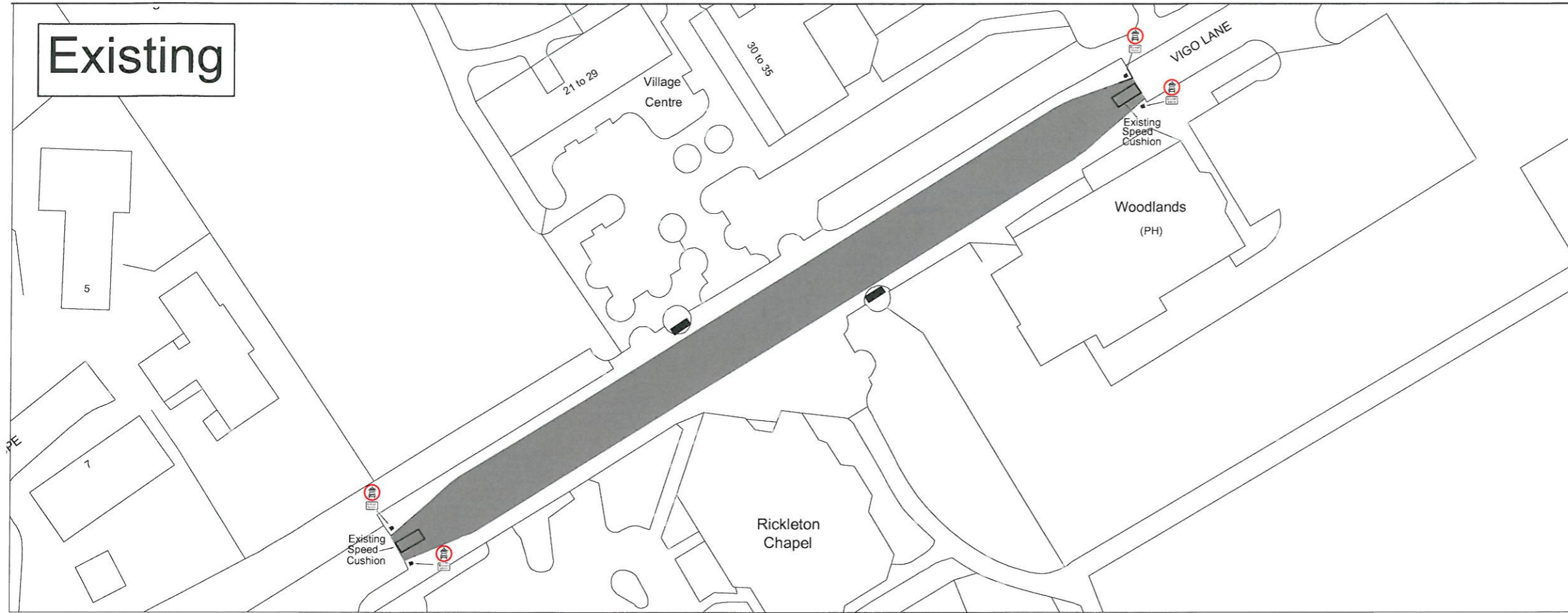
DRAWN	VP	APPROVED	PL
DATE	July 2011	DATE	July 2011

CHECKED BY	PL
DATE	July 2011

SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2026 / 01	REVISION	A



# Existing



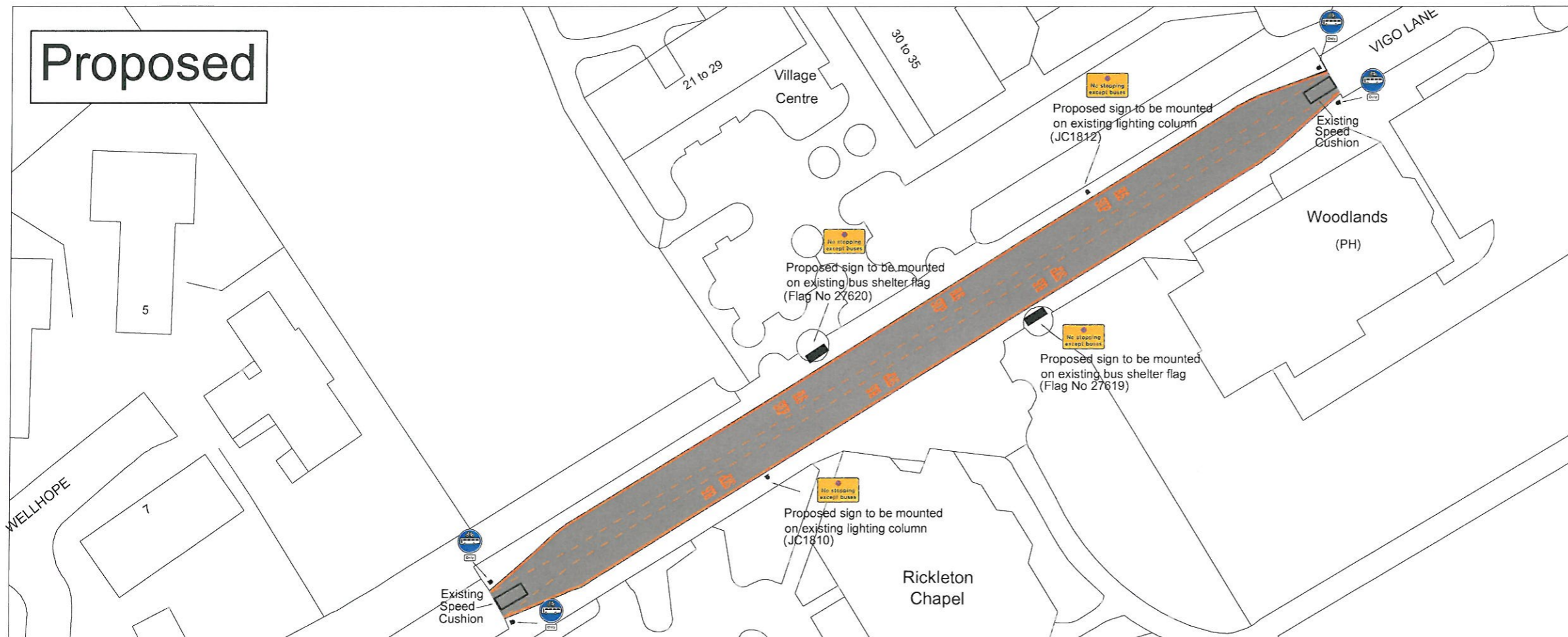
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-  Existing signs to be taken down and removed from site
-  Proposed new signing to replace existing signs  
TSRGD 953 (750mm)  
TSRGD 953.2 (x-height 75mm)
-  Existing Bus Link to be Maintained
-  Existing Bus Shelter
-  Proposed new signing  
TSRGD 974 (20mm)  
(No Stopping x-height 40mm)
-  Proposed Bus Stop Clearway Markings  
TSRGD 1025.4

**Note:**  
Proposed new signs TSRGD 953 and TSRGD 953.2 to be housed on existing poles and to use existing illumination  
Proposed new signs TSRGD 974 to be erected on existing bus shelter flags and lighting columns (non illuminated)  
This drawing should be read in conjunction with Design Risk Assessment

REV - A Modifications to Key Nov 2011

# Proposed





**Sunderland City Council**

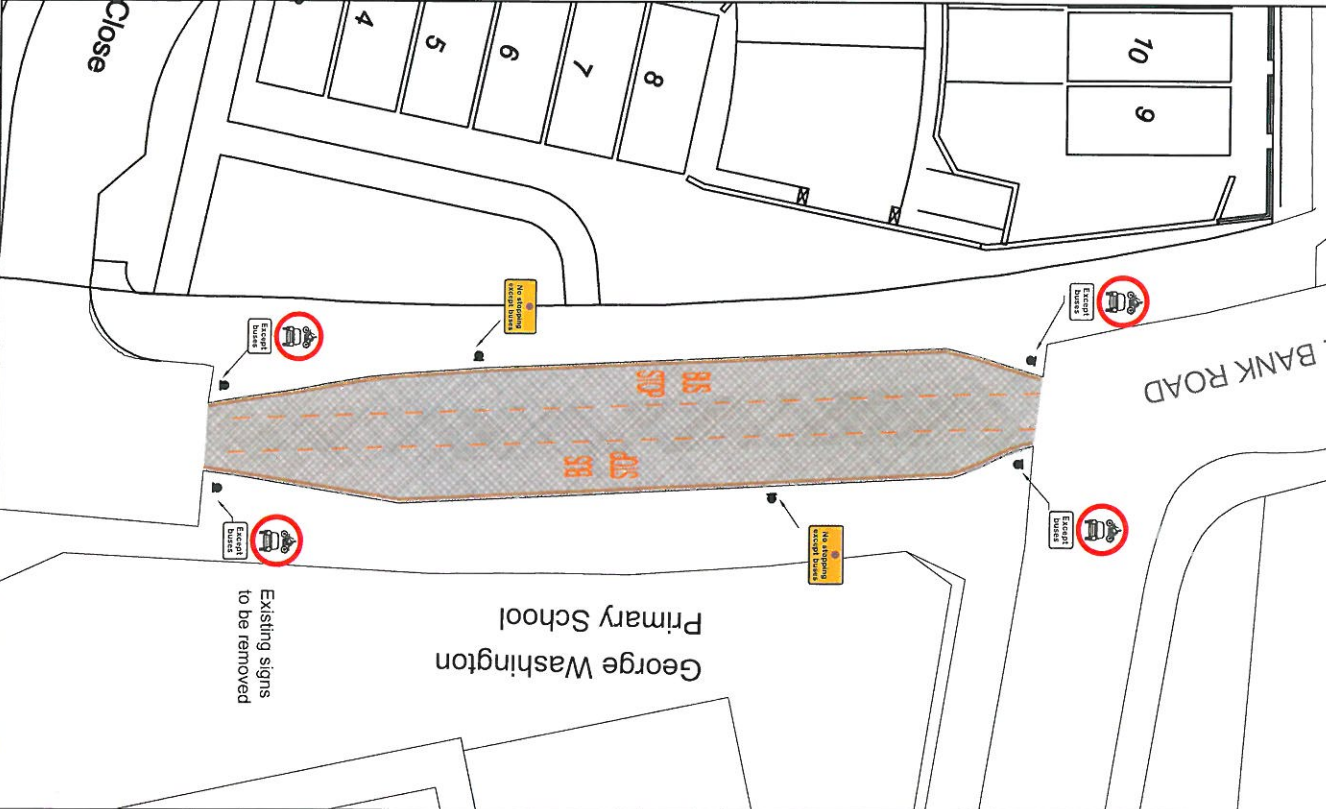
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Telephone: 0191 520 5555  
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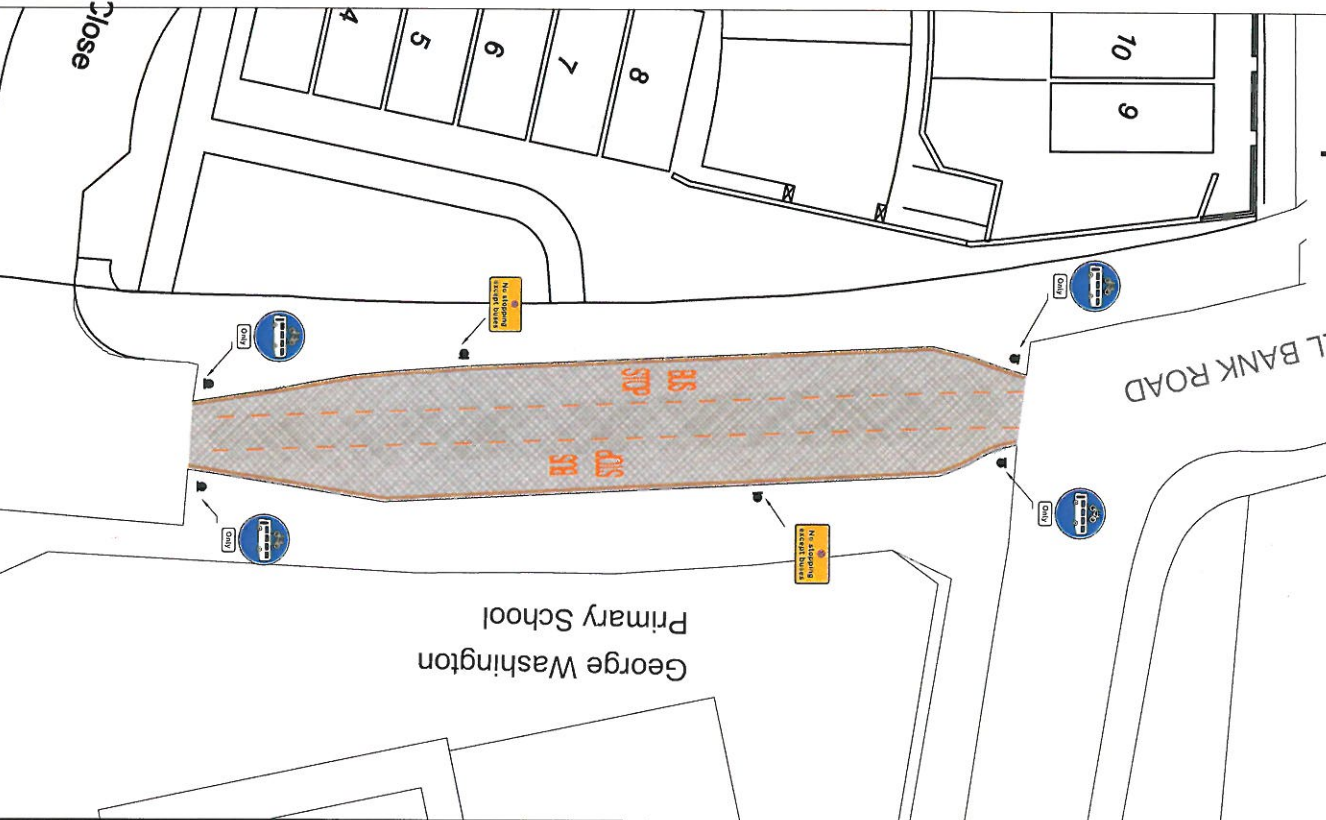
PROJECT		Vigo Lane, Rickleton, Washington	
TITLE		Proposed Bus Link Improvement Scheme Preliminary Design	
PROJECT CONTACT		CONTACT DETAILS	
Craig Wilkinson		561 1608	
DRAWN	VP	APPROVED	PL
DATE	July 2011	DATE	July 2011
CHECKED BY	PL		
DATE	July 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO.	TRS / 10 / 2024 / 01		REVISION
			A



# Existing



# Proposed



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Existing signs to be taken down and removed from site

Proposed new signing to replace existing signs  
 TSRGD 953 (750mm)  
 TSRGD 953.2 (x-height 75mm)

Existing Sign TSRGD 974 to be Maintained

Existing Bus Link to be Maintained

Existing Bus Stop Clearway to be Maintained

**Note:**  
 Proposed new signs to be housed on existing poles and to use existing illumination.

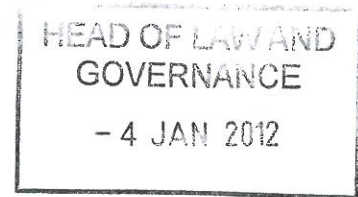


City Services  
 P.O. Box 102, Civic Centre  
 Sunderland SR2 7DN  
 Telephone: 0191 520 5555  
 Fax: 0191 553 1480  
 Web: www.sunderland.gov.uk

PROJECT	Well Bank Road, Donwell		
TITLE	Proposed Bus Link Improvement Scheme Preliminary Design		
PROJECT CONTACT	Craig Wilkinson	CONTRACT DETAILS	561 1608
DRAWN	VP	APPROVED	JCW
DATE	June 2011	DATE	June 2011
CHECKED BY	JCW		
DATE	June 2011		
SCALE	NTS	SHEET SIZE	A3
DRAWING NO	TRS / 10 / 2018 / 01	REVISION	



**RE & LA WALLACE**  
**41 Woburn,**  
**Biddick,**  
**Washington,**  
**Tyne and Wear**  
**NE38 7JX**  
**robwallace281@hotmail.com**  
**Tel.. Rob 07962275924**



**To Jenifer Clifford,**

**With regard to the improving of the Bus link signage in Washington, my previous email has had no response dealt with by Vicky Porter and the main aim for my response was to have the word TAXI included on these signs.**

**According to the LTP, Taxis play an important role in complementing the local Bus service and a crucial role in the evening economy yet we are not included in the LTP. The Commons Transport Committee has called for the Government to issue guidance to ensure we feature more prominently in local transport plans yet we have no mention!**

**We as a City need to be able to work together to fulfil our potential and drive forward to make these things happen, is it that I am asking the wrong people as we never seem to have the support, we are the same as everyone in this economic climate in having to cut costs and would also like to help others by cutting theirs too.**

**Regarding the Bus Links on the improvement scheme,**

**Barmston Way, the village centre has moved and the old one is due to be demolished, so the link is now only to stop anyone apart from busses driving past the NE38 sports bar only ?**

**The Marlborough road, is out on its own with a school quite a distance away and local shops on another road?**

**Newstead Court, has a school close by but has no village centre now and is on a blind bend anyway therefore a danger to pedestrians now and needs a crossing before someone does get hurt.**

**I support the Sycamore Ave to Wear Ind Est link to be Bus only as being single carriageway the Buses are timed not to meet**

**The one not on your list is the Unamed road between Parkway and the Leisure Centre next to Washington Police Station, why is this a Bus Link at all? We have 40ft LGV's having negotiate through the Galleries Town Centre car parks to deliver goods at Asda whilst they are very careful and courteous they are unable to take another route as the will be facing the wrong way to reverse into Asda to tip their loads as there is no turning point available, yet allowing them to use this link would take them away from the car parks and would allow the car parks to be a safer environment.**



Washington Area Committee seem to have the deciding vote on what happens in Washington to even paying for the closure of the Brandy lane bus link, yet they seem to be “we say and it happens” without any public consultation of their own, if I am wrong I am willing to listen and be corrected.

To sum up, the Bus link Improvement Scheme although good it may be, will extra enforcement be available to support this scheme, what will be the enforcement entail ie fines or license points?

Will we as Taxi drivers be listened to at least, and included in the LTP as this would put us in line with other Local Authorities with regard to Bus only lanes ect, and will word TAXI be added to these new signs.

And finally my personal opinion on this matter is that while I can see the benefits of this scheme the bigger picture is that this scheme has to be around 40 years old and is in need of an overhaul and not just a lick of paint metaphorically speaking of course.

Yours Sincerely,

A handwritten signature consisting of several overlapping loops, likely representing the name Rob Wallace.

**Rob Wallace 3.1.2012**  
**Washington Hackney Operators Association.**

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Regular news: **Issue 575 22 Jul 2011**

## MPs call for LTP guidance on taxi services

**James Dark**

The Commons Transport Committee has called on the government to issue guidance to local authorities to ensure that taxis and private hire vehicles (PHVs) feature more prominently in local transport plans.

The proposals for a greater role for taxis in LTP's was welcomed by the National Association of Taxi Users (NATU) which noted that LTPs currently ignore the role of taxis, especially their potential to provide a missing link to and between other methods of public transport. "This...

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## Taxis

Taxis complement the Tyne and Wear public transport system by providing a completely flexible service, available from any location at almost any time of the day or night. As they operate on a 24-hour basis, they are crucial to the evening economy, particularly in the cities of Newcastle and Sunderland.

We hold regular liaison meetings with operators to examine how taxi and private hire services can be integrated with other forms of community transport, so as to use the best solution to meet local needs.

An independent study into the role of taxis and private hire vehicles in Tyne and Wear was carried out in 2008 and this is helping to inform our future strategies. We are also seeking to improve waiting facilities at taxi ranks, to extend taxi marshalling schemes, provide information on taxi and private hire at public transport interchanges and maximise the use of technology such as smartcards.

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Posted November 14 2011

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### Getting Freight back on the rails

Posted September 20 2011

The Tyne and Wear Freight Partnership's Freight on Rail Working Group is holding a...[Read More](#)

### Great North Bike Ride 28 August

Posted August 01 2011

The Great North Bike Ride starts from Seahouses at approximately 9am. You will cycle...[Read More](#)

## Event Calendar

« Nov **December 2011** Jan »

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

## Get In Touch

Want to drop us a line or have a question? Please fill in your details below.

Name...

Email...

Message...

SUBMIT

**RE: Well Bank Road - Bus Link Improvement Scheme**

From: **Rob Wallace** (robwallace281@hotmail.com)  
Sent: 25 July 2011 20:57:31  
To: vicky.porter@sunderland.gov.uk (vicky.porter@sunderland.gov.uk)  
1 attachment  
bus link sign.jpg (20.8 KB)

Dear Sir/Madam,

As a trade representative for Washington Hackney Carriage Operators Association, I fully understand and applaud the Local Councillors for wishing to see the current scheme revised as I witness on a daily basis the abuse of these Bus links by the public who seem to speed up going through thinking the faster they go the less likely they will get caught and this has to stop before someone is seriously hurt or killed.

Where our views differ is the fact that we as Hackney Carriage drivers provide a service that runs alongside the buses, only we travel with the elderly and disabled who are unable to use the Bus service due to their conditions and without us they would simply never get out but for this they have to pay more to be driven the long way round.

Recently the Experimental traffic order (Brandy Lane, Dunnock Drive and Parsons Road) was made permanent with the later addition of a possible full closure of Brandy Lane yet they all run smoothly and are a great benefit to the general public and ourselves and our customers. With hindsight Brandy Lane would have been better designed as an open road only with a full Zebra Crossing in the centre of the Link as the give ways at present are too far apart and car drivers speed up to be into the link before the oncoming car does, this I think would be an economical and cost effective solution to the one at present and the most important a safer road for crossing without the expense of remodelling and closure. If all the Bus Links in Washington had a crossing in the centre this would also make for a safer Washington too.

We would like nothing better than to have the same respect paid to us as is paid to the Buses for the work we do in the community and would like nothing better than to have the word "TAXI" also on this sign. This would allow us to offer our customers a reduced fare and save fuel and wear and tear on our vehicles thus also helping the environment. This would help to put us in line with other Local Authorities who allow Taxis to use the Bus Lanes as when these out of town vehicles come into Washington they often drive through anyway thinking all Local Authorities have the same laws on the use of Bus Lanes and Links.

If I need to approach another department to help with this issue please let me know, to have "Taxi" on this sign in my opinion makes sense and I hope you agree.

Regards, Rob Wallace.

---

Subject: Well Bank Road - Bus Link Improvement Scheme  
Date: Tue, 19 Jul 2011 13:37:25 +0100  
From: Vicky.Porter@sunderland.gov.uk  
To: Dev&Reg-TrafficTROLList@sunderland.gov.uk

<<Well Bank Road PDF Plan.pdf>>  
Dear Sir / Madam,

Local Councillors have raised concern about vehicle speeds and abuse of the existing bus link in Well Bank Road near George Washington Primary School and the Council is considering a bus link improvement scheme.

The scheme involves maintaining the existing bus link by prohibiting motor vehicles except buses and pedal cycles, as shown on drawing number TRS/10/2018/01. New signs and modifications to the existing Traffic Regulation Order are to be introduced, which would make the bus link more robust and enforceable.

I would welcome your views on the proposed scheme and should be grateful if you would respond by Friday 2 September 2011.

Please contact Craig Wilkinson on (0191) 561 1608 if you have any queries regarding the above.

Regards,

Vicky Porter  
Engineering Technician  
Network Development (Strategy)  
City Services  
Sunderland City Council



Only





**RE & LA WALLACE**  
**41 Woburn,**  
**Biddick,**  
**Washington,**  
**Tyne and Wear**  
**NE38 7JX**  
**Robwallace281@hotmail.com**  
**Tel.. Rob 07962275924**

**To E. Waugh,**

**It was with relief to read Jenifer Cliffords letter dated 20<sup>th</sup> May 2011 stating the Experimental Traffic Order ( Brandy Lane, Dunnock Drive & Parsons Road ) was due to become permanent 18<sup>th</sup> June 2011.**

**It was with dismay I read her next letter dated 20<sup>th</sup> June 2011 stating the Brandy Lane order is to be revoked.**

**In my job as a Hackney Carriage Owner Driver I also represent the Independent Hackney trade as well as the IHCOS (Independent Hackney Carriage of Sunderland) members in Washington at Civic Liaison group meetings and local businesses such as the Galleries.**

**With this in mind I would like to raise an objection on behalf of the the new proposed order to prohibit the driving of motor vehicles at any time.**

**The reasons for the objection are as follows:-**

**Running costs of vehicle including mileage, tyres ect leading to higher emissions.**

**Extra cost of fuel.**

**Extra travelling time & inconvenience.**

**Higher Taxi fares for customers mainly elderly and disabled.**

**More congestion on the A1231 westbound at peak times.**

**Reverting back to Taxi and Private Hire cars having to wait outside a previous complainants home waiting for booked work from the Social club and Chinese Restaurant at unsocial hours.**

**The impact on local businesses such as the Royal Mail and the Counting house for the Banks who have shortened the security van routes thus lessening the risk of attack.**

**Confusion for other motorists.**

**The cost of the previous works together with the cost of the proposed works in the current financial position we are all in does not make sense to close this road.**

**My personal opinion is that if the road was originally opened as a straight through road with a give way at the entrance to the Duke Pub car park and wide Zebra crossing in the centre of the bus link to aid crossing for schoolchildren and pedestrians, the high bushes removed or the height lowered for visibility the Zig Zags on the road before and after the crossing would prevent parking and the crossing would slow the cars anyway.**

**The current position is some drivers approaching the give way lines which are quite far apart, try to beat the approaching car through obviously speeding up doing so.**

**I hope my letter has enough for this matter to turn back around and maybe lead to the possibility of us Taxi drivers being able to use all the Bus links in Washington leading to a reduction in Taxi Fares and running costs at some time in the future.**

**Regards, Rob Wallace**

**..... 29<sup>th</sup> June 2011**