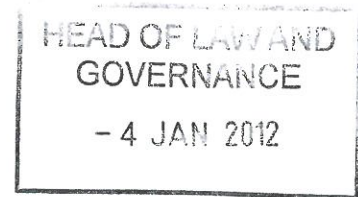




RE & LA WALLACE
41 Woburn,
Biddick,
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Tyne and Wear
NE38 7JX
robwallace281@hotmail.com
Tel.. Rob 07962275924



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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19	20	21	22	23	24	25
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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



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To E. Waugh,

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

It was with dismay I read her next letter dated 20th 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

..... 29th June 2011