



**PLANNING AND HIGHWAYS COMMITTEE
THURSDAY 22ND SEPTEMBER 2022**

**REPORT TO CONSIDER:
OBJECTION TO THE CITY OF SUNDERLAND
(TRANSFORMING CITIES FUND – HOLMESIDE BUS
RATIONALISATION) TRAFFIC REGULATION ORDER**

REPORT TO PLANNING AND HIGHWAYS COMMITTEE

OBJECTION TO THE CITY OF SUNDERLAND (TRANSFORMING CITIES FUND HOLMESIDE BUS RATIONLISATION) TRAFFIC REGULATION ORDER

1.0 PURPOSE OF THE REPORT

1.1 To advise the Committee regarding the objections received, by the Council, in respect of the changes to be made to Traffic Regulation Orders within the City Centre to allow for the successful delivery of the Transforming Cities Fund (TCF) Holmeside Bus Rationalisation Project which includes additional enhancement works to connecting other TCF funded projects (Sunderland Station & Holmeside Multi Story Car Park). Also, to request the committee not to uphold the objections that cannot be resolved within the constraints of the scheme, as set out below.

2.0 SCHEME BACKGROUND

2.1 As part of the Capital Programme 2021/2022 to 2024/2025 approved by Council in March 2021, £21.613m of funding from TCF Tranche 2 was included, with £0.880m of this allocated for the Holmeside Bus Rationalisation (Highway Improvement Scheme). The gross approved budget for this project is currently £1.135m including the Council's required £0.255m match funding contribution.

2.2 The initial approved £1.135m Holmeside bus rationalisation and priority measures forms part of the Regional TCF application to the DfT. The scheme is seen by the Council as a catalyst for change within the city centre and is aligned with the objectives of the statutory North East Transport Plan and the region's Bus Service Improvement Plan.

2.3 The scheme is intended to help reduce congestion, provide bus priority, help ensure journey time reliability for buses and taxis, enhance the pedestrian environment (particularly bus passengers) and provide enhanced road safety measures. The original client briefs main objectives were:

- Road narrowing at Crowtree Road junction providing a larger crossing.
- Introduction of a camera enforced "bus gate" at this crossing, or near to, to prohibit other vehicles being able to use Holmeside as a through route.
- Formalised loading and parking along Holmeside.
- Intelligent bus stop facilities for real time passenger information.
- Introduction of Air Quality Monitoring Equipment
- Traffic signals and signing amendments throughout the link from the A1018 to Holmeside.

2.4 Prior to the public engagement stage, a briefing session was held with the Leader, Deputy Leader & Portfolio Holder. During this stage no concerns were raised, and approval received to go out to the next engagement stage with Local Ward Members, Key Stakeholders & the Public to seek their views and comments.

- 2.5 As part of the public engagement process, engagement documents were issued to Local Ward Councilors and all organisations on the Councils list of Key Stakeholders, such as the emergency services and bus operators. No objections were received, with the bus operators and taxis in full support.

Stagecoach Support Comment:

“Firstly, structurally, I confirm Stagecoach are comfortable to the concept of revising Holmeside and Vine Place to be westbound only, with a camera enforcement measure to restrict it as “buses and authorised vehicles only” at the Crowtree Road junction.

Furthermore, as we have discussed, of the four current primary bus pick up points in the city centre, Vine Place (eastbound) is a relatively minor boarding point for public transport customers, and we consider that greater improvements can be delivered for the much more prominent demands of westbound boarding customers in this Holmeside/ Vine Place area, through a revised and improved public realm design which will include improved bus stop provision and facility.

From the positive stakeholder engagement sessions we have had over recent months, we are pleased to recognise Sunderland City Council have been able to address and successfully mitigate Stagecoach’s requests for further detailed consideration of various elements in this proposed scheme; these include the provision of an alternate eastbound bus stop on A1231 Stockton Road (which will enable a continuation of facilities for public transport customers to this corner of the city centre, without undue impacts to bus journey times).

Once delivered, Stagecoach are encouraged that these proposals should assist in bringing an improved retail experience to Sunderland City Centre and help to provide a stimulus which will encourage new development to this quarter.

In closing, we trust our comments remain of assistance in the consultation process, and we look forward to continuing to engage collaboratively with officers on these evolving proposals.”

Go North East Support Comment:

“The Transforming Cities Fund will provide funding to deliver many improvements around the North East, including the proposed scheme for Holmeside in Sunderland City Centre. The redevelopment of this area will deliver benefits to the City and it’s residents, as well as improving public transport operation. One-way westbound operation of Holmeside will improve traffic flows and pedestrian safety in the area, with westbound buses being able to be easily diverted via Burdon Road without any negative impact on journey time. Bus Operators raised concerns about potential queuing to access the new car park having an impact on bus punctuality, however Council officers have provided assurance this is unlikely to be an issue and if it does arise it will be managed appropriately. Council officers have engaged with bus operators throughout the development of the plans and made adjustments where required and we are grateful for this engagement, and I can confirm that Go North East are fully supportive of the scheme.”

Station Taxi Support Comment:

“With reference to your initial proposals for the Holmeside Bus Gate and our serious concerns that terminating access to Vine Place for taxis would have severely affected our operations, I can now confirm that following further discussions and a meeting with yourselves, that Station Taxis (Sunderland) Ltd. is now supportive of the modified proposals for the Holmeside Bus Rationalisation scheme.

The modified proposals by Sunderland City Council will now allow continued access for taxis into Vine Place at all times through a new bus gate, which will be marked “Buses, Taxis & Cycles Only” accordingly.

As stated above, we now support the Holmeside Bus Rationalisation scheme”

2.6 A drawing showing the initial proposals, drawing SU04-SCC-GEN-Z0-SK-C-SK_063-S1_REV_P01_PROPOSED_TRO_STRATEGY is shown in Appendix A of this report.

2.7 During the engagement process, residents/businesses contacted the Council to raise some comments regarding the proposals. A total of 32 responses were received 62% support with 38% not supporting the proposals. During this stage residents/businesses were provided the opportunity to have a detailed one to one discussion with the design team. During this stage design alternation have been made to mitigate some of the concerns raised. Appendix B shows the engagement feedback summary.

2.8 From 6th July – 29th July 2022 the Traffic Regulation Order (TRO) was advertised both on site and in the local press. The 21-day advertisement period gives persons who may object to the scheme the opportunity to raise their objection formally with the Council.

2.9 In response to the TRO for the proposed scheme advertisement the Council received 12 objections to the proposals. The full objections are shown in the table below.

3.0 CONCLUSION

3.1 The Council has a duty under Section 122 of Road Traffic Regulation Act 1984; “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”.

3.2 It is expected to improve vehicular parking facilities throughout the area for both long term commuters and short-term visitors whilst still allowing access to businesses throughout the area for both workers and customers. This will become a greater priority following development of Sunderland City Centre and the Riverside.

3.3 It is therefore considered necessary to introduce the new Traffic Regulation Orders associated with the TCF Holmeside Bus Rationalisation Project. The introduction of the changes will allow the following scheme objectives and targets to be met.

- Achieve modal shift for short to medium journeys from motorised transport to sustainable, active forms of travel to improve air quality;

- Encourage active travel through the provision of cycle and walking facilities;
- Reduce the number of vehicle movements within the City Centre, creating a more attractive streetscape for pedestrians and cyclists.

Also, the successful delivery will support the North East Transport Plan and the associated Bus Service Improvement Plan, particularly the objectives of:

- Appealing sustainable transport choices, and;
- A safe and secure network

4.0 RECOMMENDATIONS

It is RECOMMENDED that the Executive Director of City Development be advised that:

- 4.1 **The objections to THE CITY OF SUNDERLAND (TRANSFORMING CITIES FUND HOLMESIDE BUS RATIONLISATION) TRAFFIC REGULATION ORDER not to be upheld.**
- 4.2 **The objectors are notified accordingly of the decision;**
- 4.3 **The Executive Director of City Development instruct the Assistant Director of Law and Governance to take all necessary steps to make and bring into effect the associated parking improvements order and,**
- 4.4 **The Executive Director of City Development take all necessary action to implement the physical works associated with THE CITY OF SUNDERLAND (TRANSFORMING CITIES FUND HOLMESIDE BUS RATIONLISATION) TRAFFIC REGULATION ORDER.**

OBJECTIONS RECEIVED

Objector	Nature of Objection	Consideration of Objection
<p>Objector 1</p>	<p>My name is ***** from ***** (* Holmeside)</p> <p>We have owned our business on the same block in Holmeside since 1977 (45 years) we are one the oldest surviving businesses in Sunderland closely followed by the Bakers Oven on the same block (both independent traders) We believe that our success has been helped in part by the fact that we have vehicular access.</p> <p>We supply and service sewing machines up to the weight of 30kg and therefore require access, exit and parking for this service, along with several courier deliveries 6 days a week.</p> <p>Many of our customers are elderly and would require disabled parking near to our shop. When studying the traffic flow we would lose on average 80 buses an hour, we believe the people on buses passing and seeing our shop does generate business.</p> <p>Therefore I am writing this objection for the proposed plans to Holmeside and Vine Place that include one way traffic and bus gate. I have studied the said plans and can't see how they would possibly work and what the relevance is with the plans improving the future of the town Centre and keeping businesses alive. We have got through COVID and survived don't make us go through this.</p> <p>Bus Gate</p> <p>The proposed bus gate on vine place will stop all traffic from leaving to the West, all customers would have to leave from the East . There is only 1 mile from my shop to the North Sea. There are 87 miles from my shop to the West coast. This clearly shows that most of our customers come from the West, North and South of our shop. Therefore the bus gate would hinder their exit from Sunderland causing congestion. These customers should be able to exit the town Centre in the quickest manner. We feel that the thought of a chargeable bus gate would scare customers from coming into the town Centre at all. We believe the bus gate is purely a money making scheme and there seems to be no consideration on the effects of this proposal and</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>There are currently no disabled parking bays in this location although currently the loading restriction to the rear of the premises (Single Yellow) will still allow people to load/unload when visiting the premises.</p> <p>Bus services will continue to operate along the route although proposed to be Westbound only and passengers will still be able to see the shop.</p> <p>The removal of the Eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the City Centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p> <p>Vehicles are currently restricted from using Holmeside as there is a Prohibition of Motor Vehicles except</p>

	<p>how this is going to affect our family business and the other businesses in the town Centre on a long term basis. We believe if the bus gate is fitted it will never be removed.</p> <p>Maritime Street</p> <p>On previous plans Maritime Street has been changed to a main through-fair to accommodate the proposed one way system and bus gate. With this in mind we will lose all passing trade from every vehicle coming up Holmeside apart from half of the buses because of the proposal. We believe this will severely punish our business. It also makes parking and drop offs almost impossible.</p> <p>Lastly as part of this objection I would like to request a freedom of information request please could you provide a full copy of the funding bid, including your criteria of the bid along with the timescales stipulated.</p>	<p>for Access (westbound). This stretch of highway is not enforced and is currently abused by vehicles using Holmeside to exit the city causing road safety concerns, this also applies to the eastbound bus lane which is currently operational.</p> <p>As previously stated, vehicles are currently abusing the restrictions which are in place along Holmeside. A new link road along Maritime Street will allow those vehicles who travel along Holmeside for access to have a safe passage to exit, if this was not in place vehicles would require making unsafe turning movements on the highway causing a risk to road safety or be penalised with a fixed penalty notice by going through the bus gate.</p> <p>Income generated from fixed penalties issued as a result of a motorist contravening road safety measures such as the bus gate is ring fenced and must be spent on future road safety/highway intervention schemes. This is not a Council income stream. The objector has been advised that any Freedom of Information Requests need to be submitted to OCEFOI@sunderland.gov.uk to follow the correct process.</p>
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<p>Objector 2</p>	<p>I would like to voice my concerns and objections to the work that is proposed to happen regarding the Bus Gate and one way system on Holmeside/Vine Place/ Maritime Street</p> <p>I am extremely concerned that this will drastically affect my business. We have a bus stop in Vine Place that a lot of my customers use to come straight into me. Having the buses move to go via City Hall I think is to far for these customers to walk to me, they will go elsewhere.</p> <p>I am also concerned regarding the access my delivery drivers need. With the reduction of loading bays in the street. I think this will inevitably cause disabled drivers (who currently use the loading bay) to park on the single yellows in the back lane making it extremely difficult for access to the back of the bakery, this will also have an impact on deliveries to me.</p> <p>These issues are going to affect my takings as they did while the one way system was in place through covid, my business can not sustain reductions like then. We are also now have constant prices rises from our suppliers and more price rises coming with gas and electric etc</p> <p>I do not think this has been fully thought out for everyone's point of view.</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the Eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council is looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>During the initial Public Engagement exercise disabled parking in loading bays was raised as a concern. Sunderland Council amended the proposals based on these comments. To help alleviate this concern and allow for those businesses who require deliveries from larger vehicles the proposals include a Good Vehicles only Loading Bay which is near the premises.</p> <p>However, to remove all disabled parking completely from loading bays would need to be City wide and does not fall under the scope of this project. The Council are considering an option on this matter.</p> <p>With that in mind, it is proposed to construct a new 400 space car park which will include disabled parking. The one-way system which was operational during the height of the COVID-19 pandemic was in place to allow for social distancing as per the Governments guidelines. During this time the whole of the country was in lock down with advice to stay home to protect lives. The foot fall in Sunderland City Centre dropped drastically which affected many businesses and resulted in loss of</p>
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		<p>income.</p> <p>The proposed changes are to complement two other major projects in the city namely the Southern Station Redevelopment & the Proposed New Multi Story Car Park which will help regenerate this part of the city increasing footfall.</p>
<p>Objector 3</p>	<p>I would like to voice my objection to the proposed plans for one way system and bus gate on Holmeside/Vine place.</p> <p>I am extremely concerned that I will lose a lot of visibility by the buses being reduced to one way, a lot of my customers are elderly and get off the bus in vine place to come visit us, i don't know whether they would walk round from plater way or Fawcett Street they may go elsewhere which would drastically affect my business. And after a really hard 2 years in business this is something, we could do without.</p> <p>I look forward to hearing from you, please could you send me a confirmation email.</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the City Centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p>

<p>Objector 4</p>	<p>I am the owner of the ***** in Holmside.</p> <p>You will no doubt be aware that the council have put forward proposals which will see east bound bus traffic cease to fit in with the new gyratory. The traders on holmeside do not support this and feel that two way bus traffic is essential as it offers good visibility from the people travelling on public transport up and down the street.</p> <p>The worry for the traders is that we have history of 18 months of one way bus traffic and I would expect all traders to confirm that had it not been for grants available at that time most would not have survived I know I would be one of them and the lady in Harrison and brown would have been another.</p> <p>Also I am not sure if anyone has given this proposal any thought regarding the environmental effects that this could have the proposal states we will have improved air quality this is impossible you can not run a large amount of diesel taxis up holmeside and have clean air.</p> <p>The current route for buses to enter and leave the town via holmeside and fawcett street is perfect come in to the priestman roundabout down vine place then Holmside and out on fawcett street you could not build a better route.</p> <p>The alternative is priestman roundabout Albion place into the interchange out up Stockton road along park place and down burdon road to fawcett street. Now I am no expert on the subject but I do know that it is the responsibility of everyone to make sure we burn less fossil fuel to reduce the harmful production of co2 green house gas any proposal that increases the miles traveled and fuel burnt should be looked at very carefully.</p> <p>Considering we have just had the hottest recorded temperature ever and the first state of emergency due to extreme weather the burning of excess fossil fuel is more important than ever it's not just the rest of the world problem it's affecting the uk now and has to be addressed.</p> <p>One other point which the council say is the reason the one way bus traffic has to go ahead is because the crossing from the bottom of park lane to the bee hive pub is dangerous and a road safety concern I don't accept this it has pedestrian controlled lights</p>	<p>The changes which are proposed along Holmside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the Eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmside and the vicinity.</p> <p>Air quality assessments have been carried out by an independent company with findings demonstrating that there will be no detriment to air quality in the area. The removal of the eastbound bus movement will improve air quality and Sunderland City Council intend to install air quality sensors to monitor air quality going forward. The bus operators who are all key stakeholders are fully in support of the proposals.</p> <p>This scheme is part of a wider highway improvement package of work which includes proposed alterations to the inner ring road to support carbon reduction and sustainable travel. By introducing a one-way traffic movement along with restrictions to</p>
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	<p>with visual warnings to tell you when to cross audible warnings and tactile pavement short of putting a lollipop lady you can do no more and have to give people the chance to cross the road safely.</p> <p>In the past holmeside has always been the poor relation in the town but not anymore the last available unit on holmeside has just been let which make holmeside probably the only street in the city with 100% occupancy and if we are to take any notice of last week's echo report a survey put Sunderland first for public transport -parking-and no congestion all three which this council says we have wrong can you help in any way or advise we have already submitted or objections to the proposal many thanks.</p>	<p>buses, cycles and taxis along with the rationalisation of the pedestrian crossings into a single more user-friendly crossing it is foreseen that road safety will be greatly improved.</p> <p>This project alongside the other Transforming Cities Fund schemes including the new multi storey car park and Station redevelopment will be a catalyst for change in this city centre environment.</p>
<p>Objector 5</p>	<p>I would like to raise my objections to the proposed Holmeside one way system/gyratory.</p> <p>I have a business on the corner of Holmeside. One of my concerns would be a lack of visibility. Reducing the buses to one way only drastically reduces passing trade, having experienced the one way system through Covid I know how that affected business.</p> <p>Safety has been said to be the main reason for these changes happening, due to accidents at the crossing slightly up from me. By making the traffic turn right at either myself or at the beehive then going across through Blandford Street to me is going to be more of a safety issue, predominately pedestrianised this will be an accident waiting to happen.</p> <p>But as a business owner I am extremely worried at how this will affect my business, there is nothing new to bring anyone round to this side of time, the buses at some times can be a saving grace. At an unprecedented time for all of us, prices going up with everything we need as much help as possible and from a business point of view I don't think this has been thought out very well.</p> <p>Look forward to hearing from someone</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the Eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p> <p>The new link road following on from Maritime Street will give vehicles a safe option to exit the city without being penalised for passing through a</p>

		<p>bus gate.</p> <p>This project alongside the other Transforming Cities Fund schemes including the new multi storey car park and Station redevelopment will be a catalyst for change in this city centre environment.</p>
<p>Objector 6</p>	<p>***** property company own several properties on both Holmeside and Blandford street and it fills me with horror at what the council is proposing with this scheme. Blandford street and Maritime Terrace are predominantly pedestrian shopping streets and free of carbon emissions from vehicles, what you are proposing is both dangerous for children in prams and wheelchairs being in close proximity to exhaust fumes. It will have a detrimental effect to trade on three streets namely Maritime Terrace and Maritime Street and Blandford Street. People should be able to walk freely with out the dangers of cars, large vehicles and a large amount of articulated lorries crossing this street. What the council should be doing is listening to the traders and Landlords on these streets and make it easy for customers to access them freely and safely. Putting vehicles across Blandford Street and Maritime Street will damage the foot flow of customers to this part of the town when retail jobs and employment is needed in Sunderland. Holmeside will lose out enormously with the loss of busses on this street as people on the busses see the street and shops and come back and visit. Bus passengers are really the only people that see Holmeside regularly. We have lost the foot flow from the civic centre, can any one tell me from the planning department when they last shopped on Holmeside ? We desperately need the people on the busses to see the shops. A good town centre needs independent traders and SUNDERLAND council should be investing in these streets to bring people to Sunderland. The proposed bus gate on Vine Place will prevent all vehicles leaving to the West, and all customers would have to leave to the East. This is going to cause congestion as customers can not leave the town centre from Vine place and will have to go on a detour to get to the chosen destination, which will add to more carbon emissions. I am also requesting a copy of the freedom of information regarding the funding of this scheme and are there</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the Eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p> <p>It is only proposed to remove a small section of pedestrianised road on Maritime Street. Blandford Street and Maritime Terrace will remain pedestrianised.</p>

	<p>any conditions attached to it.</p>	<p>By introducing a one-way traffic movement around Holmeside/Vine Place and Maritime Street it is foreseen that road safety will be greatly improved.</p> <p>Vehicles are currently restricted from using Holmeside as there is a Prohibition of Motor Vehicles except for Access (Westbound). This stretch of highway is not enforced and is currently abused by vehicles using Holmeside to exit the city causing road safety concerns, this also applies to the Eastbound Bus Lane which is currently operational.</p> <p>Traffic modelling has been carried out by an independent industry leading consultant that demonstrates that all junctions will operate well within capacity and should not cause any congestion.</p>
<p>Objector 7</p>	<p>Aphrodite is an independent menswear store that has traded successfully in Sunderland City Centre from the same location for 28 years this coming September, throughout these years we have seen a number of retailers both national and independent come and go. Our business has been built through very loyal and returning customers from Sunderland and the Northeast.</p> <p>Having followed and read the proposed plans to change Holmeside and Vine Place one way traffic and bus gate I feel this will have a very damaging effect on footfall and business in this part of the city. We are all aware that our City Centre is not the most attractive place to shop at present and changes must be correct and not to the detriment of losing more business.</p> <p>The bus gate proposed will leave businesses in Vine Place very isolated, we rely on customers pulling up outside our store to either collect online orders or shop. What would be more beneficial is to have twenty-minute free parking bays between the streets of Vine Place, Derwent Street, Olive Street, Park Lane, and Stockton Road allowing customers enough</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend</p>

	<p>time to shop. Having a camera catching cars coming through this bus gate will drive revenue for the council in fines but long term put people off shopping in the city again.</p> <p>Changing the road plans for traffic moving up Holmeside into Maritime Street is a very strange move, the street on Maritime is very narrow for wagons to turn into, to take away the pedestrian streets around this area will have a damaging effect on trade along with accidents that will surely happen with the volume of traffic passing each day.</p> <p>I hope these points raised will be taken on board, we all want the best for our city.</p>	<p>more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p> <p>A loading bay has been provided to the front of your premises to facilitate customers picking up goods. In addition, there are multiple parking options throughout the city centre including a proposed new multi storey car park on Holmeside.</p> <p>All traffic movements have been designed in accordance with guidance and standards set by the Department for Transport. A software system called Vehicle Tracking has been used which shows that large vehicles including max legal artic lorries are able to make the turning movement from Holmeside to Maritime Street with no issues.</p>
<p>Objector 8</p>	<p>I would like to voice my concerns and objections to the work that is proposed to happen regarding the Bus Gate and one way system on Holmeside/Vine Place/Maritime Street.</p> <p>I am extremely concerned that this will reduce the visibility of my business as we do get customers passing on the bus, realise we are here and contact us.</p> <p>I do not think this has been fully thought out for everyone's point of view.</p> <p>Look forward to hearing from you.</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement</p>

		<p>schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p>
<p>Objector 9</p>	<p>I would like to voice my concerns and objections to the work that is proposed to happen regarding the Bus Gate and one way system on Holmeside/Vine</p> <p>I am extremely concerned that this will reduce the visibility of my business.</p> <p>The reduction to one way for buses in buses passing down Holmeside I believe will have a detrimental effect on my business through passing trade as lot of my customers travel by bus.</p> <p>We also have a lot of deliveries on larger vans, the loading bays are being reduced and this could result in the deliveries not waiting and charge us for a missed delivery.</p> <p>My customers also by in bulk and they need to have full access to collect said items, I can not afford to lose these customers.</p> <p>I am also opposed to the bus gate as I think this will effect my business.</p> <p>From a business owner I am not sure this has been fully thought through the and the negative impact this could have on businesses.</p> <p>Look forward to hearing from you.</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p> <p>Observations made on site show that the loading bays are rarely at 100% capacity. It was noted that several cars within the bays were blue badge holders. To allow businesses to still obtain deliveries a “Goods Vehicles</p>

		<p>Only" loading bay is proposed. This will stop any obstructive parking and allow for larger good vehicles to use it.</p>
<p>Objector 10</p>	<p>With reference to Holmeside/Vine place change of roads we have objections based on what had been proposed.</p> <p>The road at the moment works well for the city and provides passing trade in both ways for buses which this will have a major effect on my business as we rely on people getting off outside the shop (outside tullys and bakers oven) and is a short walk across the road for our customers.</p> <p>Another point to raise is we load large artic vans daily for deliveries and we are extremely concerned about the access for these to turn down maritime street and direct them back around the town. The proposed loading bays on Holmeside won't work for our business for loading purposes as it will take far too long to take in deliveries meaning no staff in shop to serve customers who bring regular custom to the store. Another concern is if the deliveries drivers can't stop then we will miss our deliveries and we rely on them daily for our customers.</p> <p>We the system that is in place works well for the city and and a lot of independent business if the system is changed customers will travel to retail parks and we will all loose business resulting in empty units across the city centre.</p> <p>I look forward to hearing from you.</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p> <p>All traffic movements have been designed in accordance with guidance and standards set by the Department for Transport. A software system called Vehicle Tracking has been used which shows that large vehicles including max legal artic lorries are able to make the turning movement from Holmeside to Maritime Street with no issues.</p> <p>Observations made on site show that the loading bays are rarely at 100% capacity. It was noted that several cars within the bays were blue badge holders. To allow businesses to still</p>

		<p>obtain deliveries a “Goods Vehicles Only” loading bay is proposed. This will stop any obstructive parking and allow for larger good vehicles to use it.</p>
<p>Objector 11</p>	<p>I would like to voice my objections to the work that is proposed to happen regarding the Bus Gate and one way system on Holmeside/Vine Place/Maritime Street.</p> <p>I am extremely concerned regarding the changes that I believe will affect my business.</p> <p>The loading bays are being reduced, my deliveries will not necessarily wait for other vans to move, this could end up me missing deliveries.</p> <p>Also by making buses one way I feel we could lose passing business, and when the work starts I am concerned how this will affect trade.</p> <p>I look forward to hearing from you.</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>Observations made on site show that the loading bays are never at 100% capacity. It was noted that several cars within the bays were blue badge holders. To allow businesses to still obtain deliveries a “Goods Vehicles Only” loading bay is proposed this will stop any obstructive parking and allow for larger good vehicles to use.</p> <p>It is not proposed to change any of the restrictions to the rear of the premises which are currently single yellow lines which allows for loading.</p> <p>The removal of the eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop are inevitable, however, this will have little impact on customer numbers.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p>

		<p>The Council and the Principal Contractors will work closely with all businesses to help reduce disruption and ensure a safe passage is available in and out for all customers.</p>
<p>Objector 12</p>	<p>I would like to voice my objections to the work that is proposed to happen regarding the Bus Gate and one way system on Holmeside/Vine Place/Maritime Street.</p> <p>I am extremely concerned that this will reduce visibility as a business, 50% reduction in buses passing down Holmeside I believe will drastically reduce my takings, also the new proposed one way will have a main road running past my shop which is where my customers are, I think this will affect them wanting to come and wait to be served as potentially dangerous and waiting for a sever accident to happen, again having a negative impact on my business.</p> <p>I do not think this has been fully thought out for everyone's point of view.</p> <p>I look forward to hearing from you.</p>	<p>The changes which are proposed along Holmeside are to help rationalise bus movements around the city and to help regenerate the city and reduce carbon emissions in the heart of the city.</p> <p>The removal of the eastbound bus movement has been consulted and agreed with the Bus Companies and other Key Stakeholders. The Council are looking to increase the use of Park Lane Interchange which is in very close proximity to Holmeside. The Council appreciate that some changes to locations that buses will stop at are inevitable. This will have little impact on customer numbers.</p> <p>Bus services will continue to operate along the route although proposed to be Westbound only. The location of the premises is currently not on a bus route and would be difficult to see when travelling past the junction on a bus.</p> <p>The council are committed to supporting local business in the city centre. The planned improvement schemes in this area will result in a more pleasant and safer streetscape for visitors who will hopefully spend more time in the area rather than passing through. Any lost visibility by the reduction in vehicles passing should be supplanted by additional visitors walking through Holmeside and the vicinity.</p> <p>A new link road along Maritime Street will allow those vehicles who travel along Holmeside for access to have a safe passage to exit, if this was not in</p>

		<p>place vehicles would require making unsafe turning movements on the highway way causing a risk to road safety or be penalised with a fixed penalty notice by going through the bus gate.</p> <p>The introduction of new link road will increase visibility to your premises and footways will be provided either side for customers to use allowing them to still visit your premises and wait to be served.</p>
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