

**PLANNING AND HIGHWAY COMMITTEE
MONDAY 6TH SEPTEMBER 2021**

**REPORT TO CONSIDER:
OBJECTIONS TO THE PROPOSED PROHIBITION OF
MOTOR VEHICLES TRAFFIC REGULATION ORDER
ON PART OF BURDON LANE (RYHOPE & DOXFORD)**

REPORT TO PLANNING AND HIGHWAYS COMMITTEE:

OBJECTIONS TO THE PROPOSED PROHIBITION OF MOTOR VEHICLES TRAFFIC REGULATION ORDER (TRO) ON PART OF BURDON LANE (RYHOPE & DOXFORD)

1. PURPOSE OF REPORT

- 1.1. To advise the Committee regarding objections received, by the Council, in respect of the proposed prohibition of motor vehicles TRO on part of Burdon Lane, between its junctions with Nettles Lane and Woodham Drive, and to request the committee to not uphold those objections that cannot be resolved within the constraints of the scheme, as set out below.

2. BACKGROUND

- 2.1. The TRO is part of the Ryhope to Doxford Link Road (RDLR) project, which has been a longstanding aspiration of the Council and is documented so far back as within the Unitary Development Plan (UPD), which was adopted in 1998. More recently those aspirations have been repeated and expanded upon within the Core Strategy and development plan 2015-2033. The RDLR once complete will link the A1018 and Southern Radial Route in the southeast of the city with Doxford Park and the A19 in the west, providing a new high-quality transport corridor for all modes of transport, alleviating congestion on the surrounding local road network, providing improved access to future developments within the South Sunderland Growth Area (SSGA) and improving sustainable transport networks. It is anticipated that the RDLR will bring economic, strategic, and environmental benefits to both the local area and wider community.
- 2.2. The TRO plan, which is included in Appendix A shows the four sections of the RDLR route (denoted by the light blue dashed line), each separated by a roundabout. Numbered from east to west; sections 1 and 3 have been constructed and are in operation; section 2 has been designed by the Council, the construction of which is due to start in October 2021 and is the focus of this report; and section 4 at the western extent, which is being designed by external Consultants.
- 2.3. The topography along the route of the Council designed section 2 is such that the RDLR must pass beneath Burdon Lane, which will remain at existing ground level, supported by a new pedestrian, cyclist, and equestrian bridge. Because of this, the RDLR will be constructed in a deep cutting.
- 2.4. The decision to close Burdon Lane to motorised traffic between its junctions with Nettles Lane and Woodham Drive was made based on the guidance given in the SSGA Supplementary Planning Document (SPD), Transport Assessment (TA) in addition to current Council policy, all of which promotes the creation of sustainable travel facilities. Such facilities provide great benefit to the environment; by reducing carbon emissions; providing dedicated safe space with improved air quality for exercise; and encourage the modal shift to sustainable transport, all of which enable residents to live a healthier lifestyle within a cleaner and safer environment.

- 2.5. This Traffic Order will allow the section of Burdon Lane over which it is applied to be used as a non-motorised user / sustainable travel route. An exception to the order will be made to allow access to off-street premises to the west of Nettles Lane. This will enable the sustainable travel route to be extended as far as possible, giving it maximum benefit, while not preventing access to residential and business premises along this section of Burdon Lane.
- 2.6. The Traffic Order will provide an additional sustainable travel route that will link existing and future routes of a similar nature creating sustainable travel inter-connectivity between residential areas within the SSGA and links to the surrounding employment and education areas.
- 2.7. Burdon Lane has become heavily used over the years as an alternative east / west route to the A690 and B1404 for motorised traffic. It is a narrow, winding and undulating rural road of national speed limit that has had a significant number of recorded road traffic accidents in recent years. It is no longer suitable for the volume of traffic that currently use it, which will increase in the future if this Traffic Order is not made, due to the traffic generated by the new housing developments within the SSGA and expected traffic growth.
- 2.8. It is anticipated that the closure of Burdon Lane to motorised traffic will negatively affect a small proportion of the local community but will have little impact on the wider travelling public that will be attracted to the new higher standard RDLR.
- 2.9. A Public Consultation exercise was held to notify Councillors, Statutory Undertakers and a core sample of the community about the proposed prohibition of motor vehicles traffic order and invite comments on the proposals. Councillors and Statutory Undertakers were sent a plan and description of the proposals via email on 2nd March 2021. No comments were received. 1022 consultation packs were sent out via Sunderland SEND on 19th March 2021 to a sample of the community within the Burdon Lane and RDLR corridors, which included a plan and a description of the proposals. 27 residents submitted comments, all of which were recorded and considered.
- 2.10. One comment initiated a change to the proposals, resulting in the eastern extent of the Traffic Order being moved further east to reduce the likelihood of future occurrences of anti-social behaviour. Residents directly affected by this were consulted separately with positive feedback received. This change was incorporated into the proposals and forms the amended scheme shown in Appendix A.
- 2.11. No further comments were considered, by technical officers, to be sufficient to require a change to the proposals. A Decision Record (DR) and associated report were subsequently written to record this decision. A copy of the DR was sent to all residents that commented on the proposals.
- 2.12. The DR and associated report justified the reasons to progress with the Traffic Order, listing the planning and policy documents that have been adopted over the years which supports the making of the order. The issues that were raised during

the Public Consultation process from members of the public were also included in the DR and associated report, and are listed here in order of popularity (with the number of responses associated with each issue shown in brackets); Loss of Burdon Lane as a vehicular route (13); Woodham Drive to Highclere Drive becoming a rat-run (12); Proposed diversion route causing increased journey time (5); Bevan Avenue and Smith Grove becoming a rat-run (4); Increased traffic on local road network (3); Noise / Environmental impact (3); Enforcement of TRO (3); Enough sustainable transport routes already (3); Loss of access to property / business (1); and, Increased anti-social behaviour (1).

- 2.13. The planning application for the RDLR project is being run in parallel with this traffic order. Although both are separate statutory processes, the timescales involved in both make it prudent for them to be run in tandem, to hit the required project milestones and reduce the risk of future delays to the project. If the planning application is not granted, the need for this traffic order will be reconsidered.

3. CONSULTATIONS

- 3.1. A legal notice was published on 23rd June 2021 notifying residents of the intention to make the Traffic Order, with copies sent to those residents who responded to the initial consultation. A deadline of 16th July was set to allow residents the opportunity to raise any objections formally. The notice was advertised in the Sunderland Echo and on site, following the statutory due process.
- 3.2. In response to the Traffic Order publication, 37 formal objections were received. Of the 37 objections, 14 were from residents included in the initial public consultation process, nine of whom provided comments on the proposed Traffic Order. Multiple issues were cited in each objection and a total of 23 issues were identified.
- 3.3. The ten most frequently raised issues are listed below, followed in brackets by; the total number of residents that raised it; the number of residents that raised it that were included in the initial public consultation; and the number of residents that raised it that were included in the initial public consultation and provided comments on the proposed Traffic Order.
- Increased travel time / distance (33 / 11 / 7)
 - Creating rat runs through residential streets and associated safety implications (29 / 11 / 7)
 - Increased environmental impact (25 / 8 / 5)
 - Burdon Lane not currently used widely as a sustainable travel route so no need to change use (18 / 3 / 2)
 - RDLR does not replace Burdon Lane due to its differing alignment (18 / 3 / 2)
 - Increased traffic volume on local road network causing current congestion to be exacerbated, particularly around schools, which may increase accident rates (15 / 10 / 6)
 - Inadequate communication with residents (10 / 6 / 4)

- Various concerns about increased journey times on the existing road network (5 / 5 / 3)
 - Other options suggested to keep Burdon Lane open to motorised traffic (5 / 4 / 2)
 - Various concerns about inappropriate vehicle speeds on existing road network (2 / 2 / 2)
- 3.4. Of the ten most frequently raised issues above, none have high response numbers, particularly from the residents that were include in the initial public consultation, which are those who live closest to and are most likely to be affected by the proposed order. The high number of issues raised by residents that were not included in the initial public consultation may be attributed to residents and Councillors canvassing wider local opinion via social media.
- 3.5. The remaining thirteen issues each returned response numbers of 1, meaning they were raised by a single person or persons. Appendix B shows a detailed summary of all the issues raised together with the Council's responses.
- 3.6. All objections raised have been appropriately responded to and therefore, no change to the Traffic Order is required.
- 3.7. A formal objection was received from one of the residents, which included a request under the Freedom of Information Act (FOI). Following due process, the requested information was sent to the resident.

4. CONCLUSION

- 4.1. During the process of preparing this Traffic Order, the Council have; designed the proposals in line with Council policy and guidance; consulted with the public, local councillors and statutory undertakers receiving a low response rate; reviewed and considered all comments received through the public consultation process; made a small change to the proposals following comments received through the public consultation process; legally published the amended proposals, providing copies to the residents that responded to the initial public consultation; prepared the traffic order in parallel with the planning application to hit required project milestones in the knowledge that the order may not be required if planning consent is not granted; received objections from 37 residents, a low number and many of which cited repeated issued previously raised through the public consultation process, all of which have been dismissed for the reasons described in the Summary of Objections table in Appendix B.

5. RECOMMENDATION

- 5.1. **It is RECOMMENDED that the Executive Director of City Development be advised that:**

- 5.2. The objections to the traffic regulation order notice, for the proposed Prohibition of Motor Vehicles should not be upheld;**
- 5.3. The objectors are notified accordingly of the decision;**
- 5.4. 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 traffic regulation order once planning permission has been granted for section two of the RDLR; and**
- 5.5. The Executive Director of City Development take all necessary action to implement the physical works associated with the traffic regulation order.**

Appendix A – Prohibition of Motor Vehicles TRO Plan



APPENDIX B – Summary of the Objections

Objection Number	Summary of Objection	Response to Objection
1	Increased travel time / distance	<p>This objection is a duplication of the issues raised during the initial consultations with the local community, local councillors and key partner organisations. It was considered along with all those received and used to inform the council's Decision Record dated 1 June 2021. After careful consideration and on balance the decision made was to amend the traffic order and formally publish the proposals.</p> <p>The proposals build on existing infrastructure already constructed as part of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. A Transport Assessment (TA) has also been produced that demonstrates the proposals would have no significant impact on the existing road network. It is expected that travel times would reduce for most motorists.</p> <p>When compared to the existing route along Burdon Lane, motorised traffic diverted along the B1286 through Ryhope Village would be required to travel less than one additional mile (0.8), which in terms of journeys by car is relatively small. Any inconvenience from a relatively small increase in distance travelled is greatly outweighed by the benefits of the SSGA, RDLR and proposed traffic order.</p>
2	Creating rat runs through residential streets and the associated safety implications	<p>This objection is a duplication of the issues raised during the initial consultations with the local community, local councillors and key partner organisations. It was considered along with all those received and used to inform the council's Decision Record dated 1 June 2021. After careful consideration and on balance the decision made was to amend the traffic order and formally publish the proposals.</p> <p>The proposals build on existing infrastructure already constructed as part of the development of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. A Transport Assessment (TA) has also been produced that demonstrated the proposals have no significant impact on the existing road network.</p> <p>Road safety and amenity are a priority for the council and directions signs would be installed in advance of the road closure to direct traffic along the B1286 through Ryhope Village in short term and once fully complete along the RDLR. The existing road network in the vicinity of Burdon Lane is comprised of a winding network of residential streets, so there would be no benefit for through traffic in using these streets. It is acknowledged there may be some demand for an increased number of local traffic journeys from the surrounding area to gain access to and egress from the B1286; however, any increase in traffic volume is expected to be relatively small and unlikely to have any impact on road safety or amenity. Any inconvenience from a relatively small increase in local traffic journeys is greatly outweighed by the benefits of the SSGA, RDLR and proposed traffic order.</p>
3	Increased environmental impact	<p>This objection is a duplication of the issues raised during the initial consultations with the local community, local councillors and key partner organisations. It was considered along with all those received and used to inform the</p>

		<p>council's Decision Record dated 1 June 2021. After careful consideration and on balance the decision made was to amend the traffic order and formally publish the proposals.</p> <p>The proposals build on existing infrastructure already constructed as part of the development of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. The SSGA and RDLR extend the current residential boundaries and provide an excellent opportunity to create improved and more sustainable transport routes linking existing and proposed housing development including any associated facilities and amenities. The proposals have been designed to achieve an improved environmental standard, which have in conjunction with the Transport Assessment (TA) been verified by an Environmental Impact Assessment (EIA).</p> <p>The proposed prohibition of motor vehicles traffic order in Burdon Lane is a key feature of the proposals that helps achieve a net benefit in carbon reduction by promoting more sustainable forms of travel other than the private car. Creating safe and attractive routes for use by more sustainable forms of traffic provides improved access to local facilities and amenities.</p>
4	Burdon Lane not currently used widely as a sustainable travel route so no need to change use	<p>This objection is a duplication of the issues raised during the initial consultations with the local community, local councillors and key partner organisations. It was considered along with all those received and used to inform the council's Decision Record dated 1 June 2021. After careful consideration and on balance the decision made was to amend the traffic order and formally publish the proposals.</p> <p>The proposals build on existing infrastructure already constructed as part of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. A Transport Assessment (TA) has also been produced that demonstrates the proposals would have no significant impact on the existing road network.</p> <p>Due to the rural nature of Burdon Lane, it is not widely used by pedestrians, cyclists and equestrians due to several factors, such as the road width, alignment, speed limit and volume of traffic which make it undesirable. The South Sunderland Growth Area (SSGA) extends the current residential boundaries and provides an excellent opportunity to create improved and more sustainable transport routes linking existing and proposed housing developments including their associated facilities and amenities. The proposals have been designed to achieve an improved environmental standard, which have in conjunction with the Transport Assessment (TA) been verified by an Environmental Impact Assessment (EIA).</p>
5	RDLR does not replace Burdon Lane due to its differing alignment	<p>The proposals build on existing infrastructure already constructed as part of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. A Transport Assessment (TA) has also been produced that demonstrates the proposals would have no significant impact on the existing road network.</p> <p>Existing travel patterns would continue to change as the SSGA is developed, which would have a detrimental effect on the road safety and amenity of the existing routes if the RDLR was not developed. For the majority of motorists the RDLR would be of great benefit; however, it is acknowledged that there may be some inconvenience to a small</p>

		proportion of local residents. It is considered that any inconvenience to local residents is greatly outweighed by the benefits of the SSGA, RDLR and proposed traffic order.
6	Increased traffic volume on local road network causing current congestion to be exacerbated, particularly around schools, which may increase accident rates	<p>This objection is a duplication of the issues raised during the initial consultations with the local community, local councillors and key partner organisations. It was considered along with all those received and used to inform the council's Decision Record dated 1 June 2021. After careful consideration and on balance the decision made was to amend the traffic order and formally publish the proposals.</p> <p>The proposals build on existing infrastructure already constructed as part of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. A Transport Assessment (TA) has also been produced that demonstrates the proposals would have no significant impact on the existing road network.</p> <p>The impact of traffic growth and the re-allocation of traffic due to the RDLR on the existing highway network was reviewed in the TA and any impact was demonstrated to be minimal. It is considered that any inconvenience from traffic growth or the reallocation of traffic on local road network is greatly outweighed by the benefits of the SSGA, RDLR and proposed traffic order.</p>
7	Inadequate communication with residents	<p>This objection is a duplication of the issues raised during the initial consultations carried out prior to the formal publication of proposals and involving extensive consultations with the local community, local councillors and key partner organisations, such as the emergency services. Consultation packs were delivered to over 1000 properties within the Burdon Lane and RDLR route corridors to gauge support for the proposals.</p> <p>It is acknowledged that a short response time was initially communicated to residents due to an unfortunate delay in the printing and postal process. However, once this was brought to our attention the deadline for responses was extended by four weeks to ensure all those consulted were given the opportunity to respond. In view of the issues raised the proposals were amended to incorporate some minor improvements to the extents of the traffic order and additional consultations were carried out with those local residents directly affected, local councillors and key partner organisations, such as the emergency services.</p> <p>All responses received were summarised and considered in the Decision Record dated 1 June 2021. After careful consideration and on balance the decision made was to continue to develop the amended scheme and formally publish the traffic order in line with statutory procedures. The traffic order was published on 23rd June in the Sunderland Echo and on-street in the local area. An objection period of 23 days was published with a deadline of 16th July 2021 providing two days more than the statutory minimum period of 21 days.</p> <p>All those residents who had provided feedback initially were issued with a copy of the Decision Record and the Publication of Proposals. This is likely to be the reason why nine, about one third of the objections received were duplicated from the initial consultations and are now the subject of this report.</p>
8	Various concerns about increased	The proposals build on existing infrastructure already constructed as part of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented

	<p>journey times on the existing road network:</p> <ul style="list-style-type: none"> • Burdon Lane / Ryhope Street South junction - obstructive parking • Black Road / Ryhope Street South junction - layout / congestion • Ryhope Street South - obstructive parking outside shops 	<p>and adopted in council policies and strategies. A Transport Assessment (TA) has also been produced that demonstrates the proposals would have no significant impact on the existing road network. Existing problems with increased journey times are not directly relevant to the proposals; however, they may be reduced by the development of the SSGA, RDLR and proposed traffic order. They have been passed onto the relevant Council department for consideration and in due course a detailed response will be provided to each individual direct.</p>
9	<p>Other options suggested to keep Burdon Lane open to motorised traffic:</p> <ul style="list-style-type: none"> • Construct a bridge adequate for vehicles to maintain Burdon Lane as a motor vehicle route • Construct a new roundabout at the intersection of Burdon Lane and the RDLR 	<p>The proposals build on existing infrastructure already constructed as part of the development of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. The SSGA and RDLR extend the current residential boundaries and provide an excellent opportunity to create improved and more sustainable transport routes linking existing and proposed housing development including any associated facilities and amenities. The proposals have been designed to achieve an improved environmental standard, which have in conjunction with the Transport Assessment (TA) been verified by an Environmental Impact Assessment (EIA). The proposed prohibition of motor vehicles traffic order in Burdon Lane is a key feature of the proposals that helps achieve a net benefit in carbon reduction by promoting more sustainable forms of travel other than the private car. Creating safe and attractive routes for use by more sustainable forms of traffic provides improved access to local facilities and amenities.</p> <p>From Transport Assessment (TA) there is no evidence that an additional roundabout would be required because only a small proportion of local residents would benefit from the roundabout. The additional land and increased costs, which would be significant, could not be justified.</p>
10	<p>Various concerns about inappropriate vehicle speeds on existing road network including:</p> <ul style="list-style-type: none"> • Ryhope Street (B2186) • Highclere Drive 	<p>The proposals build on existing infrastructure already constructed as part of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. A Transport Assessment (TA) has also been produced that demonstrates the proposals would have no significant impact on the existing road network. Existing problems with inappropriate speeds on the highway network are not directly relevant to the proposals; however, they have been passed to the relevant department for consideration. A detailed response will be provided in due course to each individual direct.</p>

	• Eltham Road	
11	Increased anti-social behaviour associated with motorbikes and quadbikes	<p>This objection is a duplication of the issues raised during the initial consultations with the local community, local councillors and key partner organisations. It was considered along with all those received and used to inform the council's Decision Record dated 1 June 2021. After careful consideration and on balance the decision made was to amend the traffic order and formally publish the proposals.</p> <p>The proposed pedestrian, cyclist and equestrian gates would make accessing the non-motorised sections of Burdon Lane more difficult for motorbike and quadbike riders. A balance needs to be struck between making the route awkward enough to dissuade motorbike and quadbike riders while not diluting the appeal of the route to permitted users. In view of this objection and to address the concerns, the proposals will be amended to include one additional gate of a similar nature located at the western end of the bridge to further limit the potential for antisocial behaviour. The police were included in the public consultations and have powers to address any anti-social behaviour problems should they arise.</p>
12	Mixed messages from Councillors, leading to residents being unsure of whether Councillors support their views	Councillors are free to state their opinions and generate discussion on the proposals. This generates public interest and promotes feedback, which is welcomed.
13	No new or improved public facilities, such as schools to accommodate residents of the new housing	There are other facilities such as schools proposed as part of the wider South Sunderland Growth Area (SSGA). These issues are considered during the planning process for any new housing developments and are not relevant to the proposed traffic order.
14	Local developer requires prior agreement with Council to permit access off Burdon Lane into development site	This issue is being considered as a representation rather than an objection, as it is not directly relevant to the proposed traffic order. Negotiations are ongoing with the developer to permit temporary access to their development site.
15	The Eastern Field access is within the extent of the TRO and	It is noted that the parcel of land served by the Eastern Field Access is adequately served by other points of access, which would not be unduly affected by the proposed traffic order. In addition, the Eastern field access is not currently in use and has been closed with physical barriers, despite this the full field is accessible and in use. Restricting the use of the Eastern field access by virtue of the traffic order has no material effect on the landowner.

	therefore will not be accessible	
16	Severance of Burdon Lane to motorised traffic restricting access to business, residential dwellings including increased travel time / distance for customers and residents	<p>This objection is a duplication of the issues raised during the initial consultations with the local community, local councillors and key partner organisations. It was considered along with all those received and used to inform the council's Decision Record dated 1 June 2021. After careful consideration and on balance the decision made was to amend the traffic order and formally publish the proposals.</p> <p>The proposals build on existing infrastructure already constructed as part of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. A Transport Assessment (TA) has also been produced that demonstrates the proposals would have no significant impact on the existing road network. It is expected that travel times would reduce for most motorists.</p> <p>Access to local businesses and residences is not being restricted. When compared to the existing route along Burdon Lane, motorised traffic diverted along the B1286 through Ryhope Village would be required to travel less than one additional mile (0.8), which in terms of journeys by car is relatively small. Given the nature of the business with little or no reliance on 'passing trade' it is not considered that this would have a detrimental effect and any inconvenience from a relatively small increase in distance travelled is greatly outweighed by the benefits of the SSGA, RDLR and proposed traffic order. It is anticipated that the RDLR would have a significant positive impact on the local economy following the construction and sale of the new properties which would bring new people into the area generating increased trade.</p>
17	Planning consent for the RDLR which this Traffic Order relies upon has not been granted	The TRO and planning application are separate statutory processes. The proposed construction of the RDLR is one of the reasons as well helping facilitate an alternative traffic route. It is prudent for the Council to commence the TRO process in tandem with the planning application. The implementation of the TRO would be reconsidered if the planning application was refused or the RDLR scheme did not go ahead.
18	Affects rights to claim for compensation	The Council are not sequencing the two statutory processes to avoid any legitimate claim for compensation from either process. The Council does not believe that any claim would be prejudiced and would consider any claim made under the relevant statute.
19	Non-compliance of the Road Traffic Regulation Act 1984 Section 122 with regard to ensuring the safe movement of all traffic when making a TRO	The proposals build on existing infrastructure already constructed as part of the development of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. The SSGA and RDLR extend the current residential boundaries and provide an excellent opportunity to create improved and more sustainable transport routes linking existing and proposed housing development including any associated facilities and amenities. The proposals have been designed to achieve an improved environmental standard, which have in conjunction with the Transport Assessment (TA) been verified by an Environmental Impact Assessment (EIA).

		<p>The proposed prohibition of motor vehicles traffic order in Burdon Lane is a key feature of the proposals that helps achieve a net benefit in carbon reduction by promoting more sustainable forms of travel other than the private car. Creating safe and attractive routes for use by more sustainable forms of traffic provides improved access to local facilities and amenities.</p> <p>Access to local businesses and residences is not being restricted. When compared to the existing route along Burdon Lane, motorised traffic diverted along the B1286 through Ryhope Village would be required to travel less than one additional mile (0.8), which in terms of journeys by car is relatively small. Given the nature of the business with little or no reliance on 'passing trade' it is not considered that this would have a detrimental effect and any inconvenience from a relatively small increase in distance travelled is greatly outweighed by the benefits of the SSGA, RDLR and proposed traffic order.</p>
20	<p>Non-compliance of the Road Traffic Regulation Act 1984 Section 122 with regard to considering the following matters:</p> <p>(a) the desirability of securing and maintaining reasonable access to premises; (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through</p>	<p>As per the above response regarding Non-compliance with Road Traffic Regulation Act 1984 and:</p> <p>(a) Access to premises will be maintained.</p> <p>(b) Amenity improved with the construction of a new road and improvements to the environment linked to the closure of Burdon Lane.</p> <p>(d) The benefits to amenity by the removal of motorised traffic will create improved links to the business for non-motorised traffic, which is likely to be of benefit to an equestrian business.</p> <p>All matters required by statute have been factored into the decision-making process and in particular reasonable and safe access has been improved other than a relatively small inconvenience to journey distance and time for motorised traffic. This is borne out by our assessment of the diversion route and production of a Transport Assessment (TA) and Environmental Impact Assessment (EIA) discussed in more detail above. Any inconvenience from a relatively small increase in distance travelled is greatly outweighed by the benefits of the SSGA, RDLR and proposed traffic order.</p>

	which the roads run; (d) any other matters appearing to the local authority to be relevant	
21	Burdon Lane will no longer be included on the winter maintenance schedule	No change is proposed to the winter maintenance schedule for Burdon lane because of the introduction of the traffic order. It is not therefore accepted that the proposed Traffic Order would have no impact on access from the western side of Burdon Lane during the winter months. Due to the vertical alignment of Burdon Lane at the western edge of Ryhope Village, the western side of Burdon Lane provides the safest route to access premises west of Ryhope Village during the winter months.
22	Isolation of rural community, leading to reduced safety and negative impact on business and local jobs	<p>The proposals build on existing infrastructure already constructed as part of the development of the South Sunderland Growth Area (SSGA) and Ryhope Doxford Link Road (RDLR). The justification and benefits of the proposals are well documented and adopted in council policies and strategies. The SSGA and RDLR extend the current residential boundaries and provide an excellent opportunity to create improved and more sustainable transport routes linking existing and proposed housing development including any associated facilities and amenities. The proposals have been designed to achieve an improved environmental standard, which have in conjunction with the Transport Assessment (TA) been verified by an Environmental Impact Assessment (EIA).</p> <p>When compared to the existing route along Burdon Lane, motorised traffic diverted along the B1286 through Ryhope Village would be required to travel less than one additional mile (0.8), which in terms of journeys by car is relatively small and would not cause isolation to the rural communities. The proposed prohibition of motor vehicles traffic order in Burdon Lane is a key feature of the proposals that helps achieve a net benefit in carbon reduction by promoting more sustainable forms of travel other than the private car. Creating safe and attractive routes for use by more sustainable forms of traffic provides improved access to local facilities and amenities.</p> <p>Given the nature of the businesses with little or no reliance on 'passing trade' it is not considered that the traffic order would have a detrimental effect on rural communities and any inconvenience from a relatively small increase in distance travelled is greatly outweighed by the benefits of the SSGA, RDLR and proposed traffic order. It is anticipated that the RDLR would have a significant positive impact on the local economy following the construction and sale of the new properties which would bring new people into the area generating increased trade.</p>
23	Fly tipping will be exacerbated	The risk of an increase in fly tipping has been a consideration as part of the proposals. The inclusion of physical barriers to prevent vehicles over the parts of Burdon Lane included in areas where access to off street premises is not required. Where access is required to off-street premises the prohibition of motor vehicles traffic order has been complemented by the addition of no waiting at any time restrictions to deter public parking in these areas. The Council actively combat and enforce against fly tipping across the city. If the order is approved and restrictions implemented the situation would be monitored and measures taken in collaboration with the local land owners and

		residents to prevent these problems including the Police and the Council's Civil Enforcement Officers who enforce the access and parking restrictions.
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