

SUNDERLAND STRATEGIC TRANSPORT CORRIDOR – ADOPTION OF PREFERRED ROUTE

The Director of Development and Regeneration submitted a report (copy circulated) on the preferred route for the Sunderland Strategic Transport Corridor (SSTC) so that it could be further developed in sufficient detail to allow a bid for funding and applications for planning and other statutory permissions to be made.

(For copy report – see original minutes).

The Chairman reminded Cabinet Members of the previously agreed two broad corridors, the Deptford and the Claxheugh options, for public consultation. He advised that the consultation process had indicated a large majority in favour of the Claxheugh route as it would give direct access to the major regeneration sites, reduce traffic on the other river crossings and less impact on property. In addition the setting would provide for a more landmark structure and overall it would be a less costly option.

The Chairman informed that although every effort had been, and would continue to be made, to minimise the impact on property, it was inevitable that some private land and building would be affected. He reported that Pallion Engineering had formally requested that its concern that the SSTC would ultimately lead to the loss of their facility be brought to the attention of Cabinet Members. He advised that Council officers and Sunderland ARC had met with Pallion Engineering and believed that the proposed corridor could accommodate the continued operation of Pallion Engineering and indeed improve access to it, however the company requested that the proposals be reviewed to establish a route which was not detrimental to its interests.

Cabinet Members were advised that the report acknowledged the potential effect of the SSTC on Pallion Engineering's activities but it was considered that this effect could be mitigated to the extent that the scheme would be of overall benefit to the site as development opportunities were realised.

The Chairman therefore suggested, in proposing that the Claxheugh option was adopted as the preferred route for the SSTC, that officers and Sunderland ARC continue detailed discussions with Pallion Engineering to ensure that the scheme minimised the impact on this site.

Consideration having been given to the report, it was:-

20. RESOLVED that:-

- (i) approval be given to the adoption of the Claxheugh Option as the preferred route for the SSTC,
- (ii) approval be given, for development control purposes, the section of the SSTC between Farrington Row and North Bridge Street illustrated on drawing C.950.SK046 displayed at the meeting,

- (iii) a further report on discussions with Pallion Engineering be submitted to Cabinet in due course.

CABINET MEETING –19TH JANUARY 2005

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

SUNDERLAND STRATEGIC TRANSPORT CORRIDOR – ADOPTION OF PREFERRED ROUTE

Author(s):

Director of Development and Regeneration

Purpose of Report:

The purpose of this report is to obtain Cabinet approval of the preferred route for the Sunderland Strategic Transport Corridor(SSTC) so that it can be further developed in sufficient detail to allow a bid for funding and applications for planning and other statutory permissions to be made.

Description of Decision:

Cabinet is requested to:-

- (i) approve the adoption of the Claxheugh Option as the preferred route for the SSTC;
- (ii) Approve, for development control purposes the section of the SSTC between Farrington Row and North Bridge Street illustrated on drawing C.950.SK046

Is the decision consistent with the Budget/Policy Framework? *Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

It is planned to submit an application for funding through the Local Transport Plan. The deadline for such applications is 29th July 2005. A decision on the preferred route is needed so that the chosen scheme can be developed for full appraisal, for an application for funding and for an application for planning permission.

Planning applications for major developments in the City centre are both anticipated and have been received. It is necessary to identify at an early stage what land is required for the SSTC so that that land can be protected from other development

Alternative options to be considered and recommended to be rejected:

No other alternative options have been considered and none are recommended.

Is this a “Key Decision” as defined in the Constitution?

Yes

Relevant Review Committee:

Environment and Community Services

Is it included in the Forward Plan?

Yes

SUNDERLAND STRATEGIC TRANSPORT CORRIDOR – ADOPTION OF PREFERRED ROUTE

REPORT OF THE DIRECTOR OF DEVELOPMENT AND REGENERATION

1.0 Purpose

- 1.1 The purpose of this report is to obtain Cabinet approval of the preferred route for the Sunderland Strategic Transport Corridor(SSTC) so that it can be further developed in sufficient detail to allow a bid for funding and applications for planning and other statutory permissions to be made.

2.0 Description of Decision

- 2.1 Cabinet is requested to:-

- (i) approve the adoption of the Claxheugh Option as the preferred route for the SSTC;
- (iii) Approve, for development control purposes the section of the SSTC between Farrington Row and North Bridge Street illustrated on drawing C.950.SK046

3.0 Background

- 3.1 The purposes of the SSTC are to improve access to the Sunderland arc sites from the A19 and to improve cross river capacity. Improved access will enhance the attractiveness of the arc sites to inward investors; reduction of traffic flows on existing bridges will reduce congestion and also provide opportunities for further public transport priority schemes.
- 3.2 Key criteria used in the development of the SSTC are that it should be dual carriageway width, should have minimum impact on existing buildings and it should also avoid any areas of significant archaeological or natural interest.
- 3.2 At its meeting on 13th October 2004 Cabinet approved two routes to be taken forward for consultation. These were the “red route” that includes a new bridge at Deptford and the “blue route” that includes a new bridge at Claxheugh. These options are illustrated on drawings C900.SK.301 and 302 displayed.

4.0 The Deptford Option (Red Route)

Route Description

- 4.1 This option begins with capacity improvements at the A19/A1231 junction. The route then follows Wessington Way to a point just to the east of Queen Alexandra bridge. Existing junctions on Wessington Way would be improved to provide additional capacity.
- 4.2 A new bridge at Deptford would take the route across the river to the existing roundabout at Beach Street. Trimdon Street would be dualled to its junction with Hylton Road. From this point a new spine road would run north and then west through Deptford and under the approach to Queen Alexandra bridge. The route would pass through the Pallion Engineering site and the former Groves site and connect back to the existing highway network at European Way.
- 4.3 From the SSTC/Hylton Road junction both the red and the blue routes follow the same alignment via Silksworth Row, Livingstone Road, St Mary's Way, West Wear Street, Sans Street, West Lawrence Street and Hendon Road which would all become dual carriageway. At Hendon Road a new access to the Port of Sunderland would be built.
- 4.4 The SSTC may also include some improvements to roads to the south of the City Centre to increase highway capacity in that area to provide relief for the more congested northern and western sections of the Inner Ring road. Further work is to be carried on this section the results of which will be the subject of a future report to Cabinet.

Advantages and Disadvantages

- 4.5 The red route provides a direct link to the City Centre and would reduce traffic flows on the Queen Alexandra and Wearmouth Bridges. It would also have a marginal effect on traffic flow on Hylton Bridge. It is the preferred option in the current Unitary Development Plan.
- 4.6 The red route would provide a more circuitous and less attractive access to development sites at Deptford, Pallion and Groves and would not reduce congestion at the northern end of Queen Alexandra bridge. It would have a greater effect on property than the blue route and would provide a lesser opportunity for a landmark gateway bridge across the river. Some mitigation would be required to reduce environmental impacts although less than that required for the blue route.
- 4.7 Both routes have been developed to the stage where it has been possible to prepare only very broad cost estimates. These estimates are indicative only and are best used as a comparator of the difference between the routes rather than a true estimate of total cost at this stage. On this basis the cost of the red route is estimated to be £171m.

5.0 The Claxheugh Option (Blue Route)

Route Description

- 5.1 This option begins with capacity improvements at the A19/A1231 junction. The route then follows Wessington Way to its junction with Timber Beach Road. Existing junctions on Wessington Way would be improved to provide additional capacity.
- 5.2 From this point a new bridge would be constructed across the river to the mid level of the former Groves site. The route would connect to the existing highway network at European Way via the existing underpass beneath the Metro line.
- 5.3 From the southern bridgehead a new spine road would be constructed east through the Groves and Pallion Engineering sites before passing under the approaches to Queen Alexandra bridge. The route would continue through the Deptford area before rejoining the existing highway network at Beach Street. Trimdon Street would be dualled to its junction with Hylton Road.
- 5.4 From Hylton Road the blue route follows the same alignment as the red route and as described in paragraphs 4.3 and 4.4 above

Advantages and Disadvantages

- 5.5 The blue route provides direct access to development sites at Groves, Pallion and Deptford. It would reduce traffic flows on Queen Alexandra and Hylton bridges and would relieve congestion at the Queen Alexandra bridgeheads. There would be a lesser reduction in traffic on Wearmouth bridge than for the red route. It would present a significant opportunity for a landmark river crossing, more so than the red route, and would have a lesser effect on property than the red route.
- 5.6 The blue route would lead to some increase in traffic in residential areas and provides a less direct access to the City Centre. It would require some mitigation to reduce its environmental impact and more than would be the case for the red route.
- 5.7 The indicative estimated cost of the blue route is £152m.
- 5.8 Both routes would have an impact on property but at this stage of the development of the options it is not possible to say with precision which properties would be affected or to what degree. An initial appraisal does however indicate that the red route would have a greater impact on property than the blue and therefore pose a potential increased financial risk.

6.0 Results of Consultation

- 6.1 Letters and brochures explaining both options were sent out to all property owners in the vicinity of both routes. Similar material was also sent to statutory and non statutory stakeholders and special interest groups. A staffed exhibition was held at Crowtree Leisure Centre for three days, at St Luke's Community Centre in Pallion for two days and at Hylton Castle library for one day. The Sunderland Echo also carried out a phone in poll for its readers.
- 6.2 Almost three hundred people attended the exhibitions and of those who recorded their views 73% favoured the Claxheugh option.
- 6.3 There was a limited response from the statutory stakeholders; the majority of those who did reply preferred the Claxheugh option.
- 6.4 Only three responses from property owners were received. Of these one was concerned about the potential effects on their property which is located near the northern bridgehead of the Claxheugh option. Another objected to both routes because of their potential effect on their site at Pallion. The third was strongly supportive of the Claxheugh option.

7.0 Commentary

- 7.1 The delivery of the arc business plan is key to the future development of the City. Development areas in Pallion, Deptford and the Groves site are not well served by the existing highway network because of their relative remoteness and difficulty of access to the A19. It is unlikely that these sites could be successfully developed to their full potential without a significant improvement in accessibility.
- 7.2 The Claxheugh option provides the most direct connection to the national road network and with its greater potential for creating a landmark structure as a gateway to the City is more likely to create the conditions that would be attractive to developers.
- 7.3 The Claxheugh option has the potential to increase traffic flows on sensitive streets particularly St Luke's Terrace and Front Road. The attractiveness of these streets as a route for through traffic could however be reduced by careful design of the SSTC and appropriate management of traffic priorities at junctions.
- 7.4 The Deptford option provides a less direct connection to development sites with visitors from the A19 having to 'backtrack' to gain access. It also presents less of an opportunity for creating a landmark structure that ideally needs to be visible from afar. It would however offer a greater degree of traffic reduction on Wearmouth bridge.

- 7.5 Both routes pass through the Pallion Engineering site. It has been possible to identify an alignment that avoids the majority of the buildings on the site including those that contain the dry dock and fabrication yards. One smaller building to the east of the site would however be required for the SSTC. In this way the potential negative effect of the SSTC on Pallion Engineering's activities and property holding is minimised. It is likely also that the SSTC would be of benefit to Pallion Engineering should they seek to develop parts of their site that are currently underused.
- 7.6 Construction of the SSTC will depend in part on attracting transport funding from the Government as well as securing contributions from developers. Whilst the Government is interested in the regeneration potential of the SSTC its evaluation of the project is focussed on the transport benefits that would accrue. The Claxheugh option has the higher benefit/cost ratio and would thus have a better chance of attracting Government funds.
- 7.7 Both routes would make a contribution to reducing congestion however the Claxheugh option performs better as a trigger for regeneration and is also cheaper. It is proposed that the Claxheugh option be adopted as the preferred option and that it should be taken forward for further development and a bid to Government for funding.

8.0 Hylton Road to North Bridge Street

- 8.1 This section of the SSTC is common to both options, it has therefore been possible to progress the detailed design to the stage where it possible to identify the land that would be required. The proposal is shown on drawing C.950.SK046 displayed and it is proposed that this part of the SSTC alignment be adopted for development control purposes.

9.0 Reasons for Decision

- 9.1 It is planned to submit an application for funding through the Local Transport Plan. The deadline for such applications is 29th July 2005. A decision on the preferred route is needed so that the chosen scheme can be developed for full appraisal, for an application for funding and for an application for planning permission.
- 9.2 Planning applications for major developments in the City centre are both anticipated and have been received. It is necessary to identify at an early stage what land is required for the SSTC so that that land can be protected from other development

10.0 Alternative Options

- 10.1 No other alternative options have been considered and none are recommended.

11.0 Financial Implications

- 11.1 The submission for Local Transport Plan 2006/07 approval in July 2005 will seek funding from the Governments capital programme for major transport schemes. In the interim, funding for the project will be pursued by the Director of Development and Regeneration in conjunction with Sunderland arc from One North East Legacy Fund, Single Programme and ERDF.
- 11.2 It should be noted that Council funding may also be required. However, recourse to this funding option will only be considered after all other available funding options have been fully explored. A further report to Cabinet will be produced if this proves necessary.
- 11.3 Whilst transport funding would cover a significant proportion of total costs it is anticipated the developer contributions and possible contributions from other Government sources would also be forthcoming for sections of the route.

12.0 Background Papers

- 12.1 SSTC Options Report – Arup, December 2004

SUNDERLAND STRATEGIC TRANSPORT CORRIDOR

CLAXHEUGH OPTION

MAP – PDF TO BE INSERTED

SUNDERLAND STRATEGIC TRANSPORT CORRIDOR

DEPTFORD OPTION

MAP – PDF TO BE INSERTED

SUNDERLAND STRATEGIC TRANSPORT CORRIDOR – ESTABLISHMENT OF DEVELOPMENT CONTROL LINES

The Director of Development and Regeneration submitted a report (copy circulated) seeking approval of Development Control lines for the Sunderland Strategic Transport Corridor (SSTC).

(For copy report – see original minutes).

Cabinet Members having been advised that it was necessary to establish Development Control lines so that the route of the SSTC could be protected from other development that would otherwise make its construction more difficult or more expensive, it was:-

8. RESOLVED that it be recommended to Council to:-
 - (i) approve the Development Control Line for whole of the SSTC, as shown on Drawings C950.G.023 and C950.G.024 displayed at the meeting,
 - (ii) approve the Development Control Line for the stage of the SSTC shown on Drawing C950.G.017 displayed at the meeting,
 - (iii) rescind all previous Development Control lines that relate to the route of the SSTC or any part thereof, and
 - (iv) approve the necessary amendments to the Unitary Development Plan.

CABINET MEETING – 20TH APRIL 2005

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

SUNDERLAND STRATEGIC TRANSPORT CORRIDOR – ESTABLISHMENT OF DEVELOPMENT CONTROL LINES

Author(s):

Report of the Director of Development and Regeneration

Purpose of Report:

The purpose of this report is to obtain approval of Development Control lines for the Sunderland Strategic Transport Corridor (SSTC)

Description of Decision:

That Cabinet recommends to Council that it formally:-

- (i) approves the Development Control Line for whole of the SSTC shown on Drawings C950.G.023 and C950.G.024;
- (ii) approves the Development Control Line for the stage of the SSTC shown on Drawings C950.G.017;
- (iii) rescinds all previous Development Control lines that relate to the route of the SSTC or any part thereof, and that
- (iv) the necessary amendments be made to the Unitary Development Plan.

Is the decision consistent with the Budget/Policy Framework?

***Yes**

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

It is necessary to establish Development Control lines so that the route of the SSTC can be protected from other development that would otherwise make its construction more difficult or more expensive.

Alternative options to be considered and recommended to be rejected:

No alternative options are offered for consideration

Is this a “Key Decision” as defined in the Constitution?

Yes

Is it included in the Forward Plan?

No

Relevant Review Committees:

Environment and Community Services

Regeneration

SUNDERLAND STRATEGIC TRANSPORT CORRIDOR – ESTABLISHMENT OF DEVELOPMENT CONTROL LINES

REPORT OF THE DIRECTOR OF DEVELOPMENT AND REGENERATION

1.0 Purpose

- 1.1 The purpose of this report is to obtain approval of Development Control lines for the Sunderland Strategic Transport Corridor (SSTC)

2.0 Description of Decision

- 2.1 That Cabinet recommends to Council that it formally:-

- (i) approves the Development Control Line for whole of the SSTC shown on Drawings C950.G.023 and C950.G.024;
- (v) approves the Development Control Line for the stage of the SSTC shown on Drawings C950.G.017;
- (vi) rescinds all previous Development Control lines that relate to the route of the SSTC or any part thereof, and that
- (vii) the necessary amendments be made to the Unitary Development Plan.

3.0 Background

- 3.1 At its meeting on 19th January 2005 Cabinet approved the blue (Claxheugh) route as the preferred option for the SSTC. Since then the proposal has been worked up to a sufficient level of detail that it is possible to define the route for the purposes of development control.

4.0 Reason for Decision

- 4.1 It is necessary to establish Development Control lines so that the route of the SSTC can be protected from other development that would otherwise make its construction more difficult or more expensive.

5.0 Development Control Line - Whole Route

- 5.1 The SSTC includes 'on line' improvements to the A19/A1231 junction and the conversion of four of the existing roundabouts on Wessington Way to signal controlled junctions. The proposed bridge crosses from the Wessington Way/Castletown Way junction to the mid level of the former Groves Cranes site. There is a new single carriageway link westwards to European Way, passing under the Metro line, and a new dual carriageway eastwards towards Pallion and Deptford.

- 5.2 The route proceeds eastwards on the mid level alignment avoiding the main buildings on the Pallion Engineering site before passing under the main span of Queen Alexandra Bridge and continuing through the Deptford area and rejoining the existing highway network at Beach Street. The existing roundabout will be converted to a signal controlled junction as will those at Hylton Road, Paley Street, High Street and Borough Road.
- 5.3 From Beach Street eastwards Trimdon Street will be dualled, there will also be some local widening on Silksworth Row. From Paley Street to Bridge Street the SSTC passes the former Vaux Brewery site and provides for three lanes in each direction plus provision for bus priority. This scale of infrastructure is necessary to accommodate the through traffic on the busiest section of the ring road as well as significant volumes of traffic turning in to and out of existing and proposed City Centre developments.
- 5.4 West Wear Street and Sans Street will be dualled before the SSTC reverts to the existing roads, West Lawrence Street and Hendon Road. The junctions of West Wear Street with High Street West and of Sans Street with Borough Road will be converted to traffic signal controlled junctions. A new access to the Port of Sunderland runs east from a new signal controlled junction on Hendon Road into the port area. Other changes to the highway network that would create the southern section of the inner ring road are under consideration and will be the subject of a future report.
- 5.5 The proposals for the SSTC together with the Development Control line for the whole of the scheme are shown on drawings C950.G.023 and .024 displayed.
- 5.6 The Development Control line represents the boundary of the scheme as currently proposed and defines a scheme that can accommodate the traffic flows and movements that are predicted to arise in the future as developments happen and background traffic growth continues. The adopted line will be a material consideration in the determination of the planning applications for the development of the Vaux, Groves and other sites currently being considered by the Council. However, it is the case, and particularly so in the City Centre, that the layout of the SSTC could be changed to accommodate a particular developers requirements providing that the facilities offered by an alternative proposal match those that are offered by the scheme as it stands.
- 5.7 If approved the SSTC Development Control line will constitute a departure from the Unitary Development Plan (UDP) until the line is taken forward and incorporated in the UDP Alteration No.2. The existing development control lines rescinded as a consequence of approving the line of the SSTC are set out in Appendix 1
- 5.8 Policy SA 50.2 of the Unitary Development Plan Adopted 1998 protects the alignment of a new Wear bridge at Deptford. The Council has now adopted an alternative alignment at Claxheugh and since it is extremely unlikely that the need for a second new bridge across the river will arise within a reasonable planning horizon it is proposed that that the Local Planning

authority no longer takes account of the Deptford crossing as a determining factor in its consideration of planning applications in that area.

6.0 Phasing of the SSTC

- 6.1 The whole of the SSTC has an estimated cost of £176m at 2005 prices. This is a preliminary cost estimate and contains high risk factors to reflect the preliminary nature of the design and current uncertainty over some key elements of cost such as public utility diversions. As the design is developed risk factors will be reduced as greater certainty over costs emerges and more information becomes available. It is likely that the total cost will reduce as part of this process.
- 6.2 Private sector developers will be asked to contribute to the cost of those sections of the SSTC that are of direct benefit to their sites. The SSTC will make a significant contribution to the regeneration potential of the areas it serves. This has been recognised by ONE North East and the Tyne and Wear Partnership who have funded the development of the project thus far. There is the prospect of further public sector regeneration funds to continue development of the SSTC and also for part of the construction costs. In recognition of the large transport benefits of the SSTC the Department for Transport (DfT) will be asked to contribute the majority of the funding.
- 6.3 The DfT have advised that after allowing for potential contributions from developers the resources available in the Local Transport Plan 2006-2011 are unlikely to enable the scheme to be approved and fully funded through the LTP process as one project. Accordingly, following discussions with DfT, consideration has been given to how or if the SSTC could be divided into stages to give more flexibility to make each stage fundable in a single 5 year transport plan but without unduly compromising the achievement of the scheme's objectives or jeopardising future implementation of the whole scheme.
- 6.4 A principal consideration in dividing the scheme is how each section could be funded. To be considered for transport funding from the DfT there must be sufficient transport related benefits as measured by reductions in journey time and accidents to significantly outweigh the costs.
- 6.5 Stage 1 is the improvements to St Mary's Way, Livingstone Road and Trimdon Street at an estimated cost of £25m. Significant contributions to this cost will be sought from the developers of the former Vaux Brewery and Farringdon Row sites.
- 6.6 Stage 2 is the bridge itself which crosses from an improved Wessington Way/Castletown Way junction on the A1231 to the mid level of the former Groves Cranes site on the south side of the River. There will be links to the existing highway network at European Way via the Metro underpass and to Pallion New Road via Woodbine Terrace. The junction of Woodbine Terrace and Pallion new Road will be converted to traffic signal control and Woodbine Terrace itself will be widened. This stage is costed at £67m and delivers £248m of transport benefits. As such it is classed as good value for money according to Government standards and at less than half of the cost of the

whole scheme is potentially more affordable within a single Local Transport Plan period. A contribution from the developer of the Groves site could reasonably be anticipated.

- 6.7 Stage 3 is the link from the new bridge through Pallion and Deptford to Beach Street. This section presents particular engineering challenges and is estimated to cost £43.5m. There is the prospect of some developer contributions should the sites in that area be redeveloped but even without such contributions the link generates sufficient transport benefits to justify a future bid to the DfT.
- 6.8 Stage 4 is the improvements to the capacity of the Wessington Way junctions including the A19/A1231 junction. There are sufficient transport benefits and the opportunity to enhance conditions for pedestrians, cyclists and public transport to justify a major scheme bid to the DfT for the estimated cost of £17.9m
- 6.9 Stage 5 is the remainder of the SSTC to the east of Wearmouth Bridge as described in paragraph 4.4 above. This section at an estimated cost of £22.5m does not generate sufficient transport benefits on its own to qualify for LTP major scheme funding. Alternative external funding sources therefore need to be explored. For example individual junction improvements could be funded from the block allocation in the Local Transport Plan. The Port Access road could be funded from a combination of public sector regeneration funds, Local Transport Block Allocation and possibly developer contributions.
- 6.10 Delivering the SSTC as a staged process will clearly take longer than delivering it as a single scheme but as set out above the whole of the scheme is potentially still deliverable.
- 6.11 The SSTC is also intended to deliver regeneration benefits. As an early phase of development the construction of a landmark structure across the river will make an important statement to inward investors. It will also improve access between development sites and the national road network although to a lesser degree than the scheme as a whole.
- 6.12 Government advice is that a bid for the whole of the scheme is very unlikely to be successful. Accordingly the phased approach described above is believed to be a solution that secures some of the transport and regeneration benefits of the whole scheme at an early stage and has a better chance of securing the necessary funding.
- 6.13 A standalone Stage 2 requires improvements to Woodbine Terrace and its junction with Pallion New Road that would not form part of the SSTC if the SSTC was delivered as a single scheme. The improvements with their associated Development Control line are shown on Drawing C950.G.017 displayed.

7.0 Effects on Traffic Flows

- 7.1 The principal effect of the SSTC, or more particularly the new bridge, will be a significant reduction in traffic flows on Queen Alexandra bridge and lesser

reductions on Wearmouth and Hylton bridges. By providing additional cross river capacity congestion at existing bridgeheads will be reduced. By virtue of its location the new bridge will have an effect on traffic on existing roads in the Pallion area. A study has been carried out using the Sunderland Traffic Model to identify the magnitude of these effects.

- 7.2 Three roads were examined in detail, St Lukes Terrace, Front Road and St Lukes Road west of Front Road. Of these it is Front Road (part of the Outer Ring Road) that will see the greatest percentage increase in traffic flows; flows on St Lukes Terrace will also increase
- 7.3 The table below gives examples of two-way peak hour flows on some roads in Sunderland in 2003. Its purpose is to aid Members' appreciation of the impact of various levels of traffic flow.

a.m. Peak Hour – 2 way flow	Road Location
700	Ryhope Road nr Christ Church
900	Fulwell Road
1100	Station Road, Fulwell
1300	Newcastle Road and Hylton Road
1500	Tunstall Road nr Queen Alexandra Road
1700	Thompson Road and Chester Road

Table 1

- 7.4 The Sunderland Traffic Model looks into the future to establish what traffic levels are likely to be as a result of background growth and new developments. The model can also be used to test the effectiveness of new highway proposals. The future year modelled is 2016 by which time the majority of the arc developments are assumed to have happened. The table below gives predicted traffic flows on roads in Pallion for three cases; without the SSTC, with stage 1 and 2 of the SSTC and with the whole of the SSTC. Flows are given for the morning and evening peak hours in 2016.

2 Way Peak Hour Traffic Flows in 2016

Road Name	No SSTC		SSTC Stages 1&2		All SSTC	
	am	pm	am	pm	am	pm
St Lukes Terrace	1233	1479	1737	1511	1265	1538
Front Road	521	705	752	1076	1028	1396
St Lukes Road	1494	1717	1327	1429	1526	1453

Table 2

- 7.5 With regard to St Lukes Terrace the model predicts that it will become busier in the am peak when the new bridge opens to traffic but traffic flows will revert to previous levels once the whole of the SSTC is complete. It is a feature of the Sunderland Traffic Model as for others of its type that traffic flows are unconstrained, that is to say the modelled 'flows' reflect the demand to travel on a particular road rather than its physical capacity to accommodate such flows. In practice St Lukes Terrace could not accommodate the demand and it is likely therefore that the demand would be satisfied by traffic using other routes such as Pallion New Road.
- 7.6 Front Road will become as busy in the morning peak when the new bridge opens to traffic as it will be in the evening peak without the new bridge. It will also be busier in the evening than would otherwise have been the case. For reference purposes it will become as busy in the future as Fulwell Road is now. When the whole of the SSTC is complete Front Road will again become busier; as busy as Newcastle Road and Hylton Road are now. The SSTC will have minimal impact on future traffic flows on St Lukes Road.
- 7.7 Front Road with Holborn Road, Springwell Road, Premier Road, Essen Way and Leechmere Road/Toll Bar Road form the Outer Ring Road. As such its importance in the strategic highway network has long been recognised. It is physically capable of accommodating the higher flows that will result from the construction of the SSTC but would benefit from measures intended to control traffic speeds and to provide good crossing facilities for pedestrians.

8.0 Effects on Property

- 8.1 Establishing a Development Control line protects the route from other development but also brings consequences for properties that are directly affected by the protected route.
- 8.2 No residential properties are directly affected by the SSTC there are however a number of commercial properties whose land or buildings are affected. Owner occupiers of such properties may wish to sell the property and find that they are unable to do so because of the effect of the SSTC. Where an owner occupier meets the formal requirements to show the property is blighted by the scheme the Council will be required to buy the property. The purchase will be on a compulsory purchase basis which will cover not only the market value but also statutory loss and disturbance payments. Property acquired in such a way would become part of the Council's estate and be managed accordingly

9.0 Alternative Options

- 9.1 There are no alternative options offered for consideration.

10.0 Financial Implications

- 10.1 In the event that a qualifying property owner can prove that his property is blighted by the SSTC then the Council would have to buy the property. The financial outlay would be temporary in that if the scheme goes ahead the cost would be recovered from the DfT as part of legitimate scheme costs. The temporary funding would be provided through the Local Transport Block Allocation. If the scheme is abandoned the property could be sold. In the interim period, which could be many years, the Council has the benefit of whatever rental income could be generated from the property to set against the cost of financing the purchase and the other costs of owning a property.

11.0 Background Papers

- 11.1 Phasing - Model Results Report – Arup 9th March 2005

Existing Development Control Lines to be Rescinded

Trimdon Street Dualling

St Mary's Way/Gillbridge Junction Improvement

The section of the SSTC between Farringdon Row and North Bridge Street
illustrated on drawing C.950.SK046

Eastern Relief Road Phase 1 (West Wear Street) Dualling

Eastern Relief Road Phase 2 (Sans Street and West Lawrence Street) Dualling

Eastern Relief Road Phase 4 (Hendon Road) Dualling

New Access to South Docks