

# Former Mecca Bingo Hall, South Shields

## Transport Statement

Curtins Ref: TPLE 1273/TS

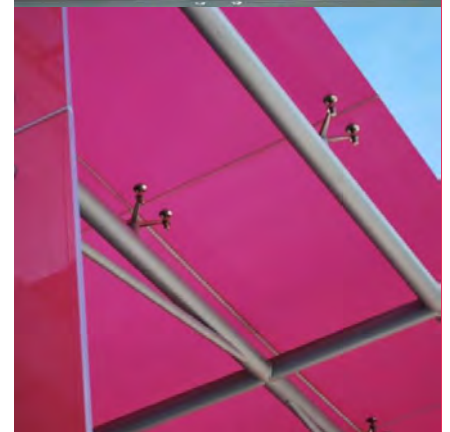
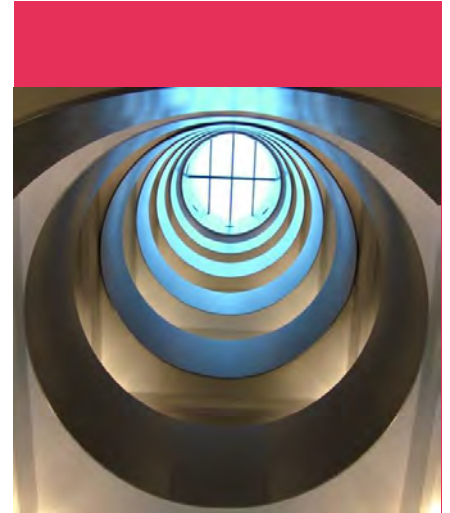
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## Table of contents

|     |  |    |
|-----|--|----|
| 1.0 | Introduction.....                                    | 1  |
| 1.1 | Scope of Works.....                                  | 1  |
| 1.2 | Purpose of this Report.....                          | 1  |
| 1.3 | Scope of the Report.....                             | 1  |
| 1.4 | Structure of the Report.....                         | 1  |
| 2.0 | Site Location and Existing Situation.....            | 2  |
| 2.1 | Site Location and Existing Use.....                  | 2  |
| 2.2 | Local Highway Network.....                           | 2  |
| 2.3 | Safety Analysis.....                                 | 6  |
| 3.0 | Accessibility by Sustainable Modes of Transport..... | 8  |
| 3.1 | Introduction.....                                    | 8  |
| 3.2 | Pedestrian Accessibility.....                        | 8  |
| 3.3 | Accessibility by Cycle.....                          | 9  |
| 3.4 | Accessibility by Bus.....                            | 10 |
| 3.5 | Accessibility by Rail.....                           | 13 |
| 3.6 | Local Facilities and Services.....                   | 14 |
| 3.7 | Summary.....   | 15 |
| 4.0 | Development Proposals.....                           | 16 |
| 4.1 | Background and Context.....                          | 16 |
| 4.2 | Access and Servicing.....                            | 16 |
| 4.3 | Parking.....   | 17 |
| 4.4 | Travel Plan.....                                     | 19 |
| 5.0 | Impact Assessment.....                               | 20 |
| 5.1 | Introduction.....                                    | 20 |
| 5.2 | Proposed Development Impact.....                     | 20 |
| 6.0 | Summary and Conclusions.....                         | 22 |

|     |                   |    |
|-----|-------------------|----|
| 6.1 | Summary .....     | 22 |
| 6.2 | Conclusions ..... | 22 |

## Appendices

- Appendix A** – Accident Data
- Appendix B** – Site Masterplan
- Appendix C** – Vehicle Tracking
- Appendix D** – TRICS Datasheets

## 1.0 Introduction

### 1.1 Scope of Works

1.1.1 Curtins has been appointed by Harlea Homes to provide traffic and transportation advice as part of a planning application for the redevelopment of the former Mecca Bingo Hall on Dean Road, South Shields, which will be transformed into 56 apartments and 5 commercial units.

### 1.2 Purpose of this Report

1.2.1 This Transport Statement (TS) has been prepared to inform Highways Officers at South Tyneside Council (STC) of all traffic and transportation matters associated with the application.

### 1.3 Scope of the Report

1.3.1 This TS follows the scope defined as follows:

- Details of the vehicular, pedestrian and cycle access arrangements;
- Details of parking provision;
- An audit of access to the site by all modes of travel;
- A review of accident records on the highway network adjacent to the site;
- Consider the proposed parking provision and any implications on or off site;
- Consider the highway impact of the existing consented use;
- Consider the highway impact associated with the proposed development; and
- Combine the above into a Transport Statement report.

1.3.2 The contents of the report are consistent with the DfT's former *Guidance for Transport Assessment*.

### 1.4 Structure of the Report

1.4.1 Following this introduction, Section 2 of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians and cyclists.

1.4.2 The accessibility of the site is described in Section 3, with Section 4 considering the development proposals.

1.4.3 The highway impact is shown in Section 5 and this report is summarised and concluded in Section 6.

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## 2.0 Site Location and Existing Situation

### 2.1 Site Location and Existing Use

- 2.1.1 The site is located on Dean Road, adjacent to the Imeary Street/Sunderland Road roundabout, to the south of South Shields town centre and to the east of the Metro line, in South Tyneside.
- 2.1.2 There is a building on site which is currently vacant although it was previously occupied by a Mecca Bingo hall. This building will be retained, although it will be intensively refurbished and altered internally, in order to make it viable for the proposed residential and commercial uses proposed. The site also has a car park area to the rear of the building, accessed off Dean Road.
- 2.1.3 The site is bound to the north by a Durham Army Cadets Force base that includes a car park area, as well as some residential dwellings and commercial units to the east, Dean Road to the south and a Salvation Army building and other small office units to the west.
- 2.1.4 **Plan TPLE1273\_001** illustrates the location of the site in relation to the surrounding areas, and **Plan TPLE1273\_002** shows the site in a more local context relating to the local highway network.
- 2.1.5 A site visit was undertaken by Curtins staff on Thursday 29<sup>th</sup> October 2015 to examine the existing site and to observe transport and highway operation within the vicinity of the site. The information gathered from this visit is included within this report.

### 2.2 Local Highway Network

- 2.2.1 **Dean Road** forms the southern boundary to the site, linking it with key transport nodes such as Chichester Metro station or the A194, which is one of the strategic roads in the borough, to the west. It also links to Imeary Street-Sunderland Road, Westoe Road and Horsley Hill Road to the east. It is a two-way road with the exception of the section between Imeary Street and Westoe Road (westbound only). Dean Road is shown in **Figure 2.1** below.
- 2.2.2 Dean Road is subject to a 30mph speed limit and is lit along its length within the vicinity of the site access. There are double yellow lines along the southern side of the road, which preclude parking, while on the northern side they are only placed around junctions, as parking is permitted in most of its remaining length.
- 2.2.3 Dean Road has footways along on both sides of the carriageway. The footway in front of the site is variable in width and was measured to be around 3m. It is at its widest to the east (at the roundabout) and to the west, its width is variable depending if the adjacent properties had retained the front garden and fences or not, although a minimum 1.8m width is always available. On the opposite side of the

road, the footway is also approximately 2m wide. The pedestrian infrastructure was observed to be in good condition with dropped crossings and tactile and colour contrast paving at all junctions.



Figure 2.1 – Dean Road from the Pedestrian Crossing in Front of the Site

- 2.2.4 The carriageway is approximately 6.5m wide (parking bays excluded), although in the vicinity of the site entrance, due to the proximity of the Imeary Street / Sunderland Road roundabout, it is wider as it has two eastbound lanes and a central hatched area with pedestrian refuges, which is shown in **Figure 2.1** above.
- 2.2.5 The aforementioned refuges are located to the east and west of the site and allow a staggered crossing of Dean Road for pedestrians. Guardrails are present in front of the development site.
- 2.2.6 One of the vehicular accesses to the car park on the northern section of the redevelopment site is from Dean Road. It is located between property number 62 and the former Mecca Bingo building (see **Figure 2.2** on the next page). It is 3.35m in width, which allows a vehicle to be able to pass a pedestrian pushing a pram with spare width still available.
- 2.2.7 The above points demonstrate that Dean Road in its current form and layout is suitable to remain as the main development access routing point.



Figure 2.2 – Dean Road Vehicular Access to the Site Car Park

2.2.8 **Imeary Street (Figure 2.3)** links Dean Road with Chichester Road and Westoe Road to the north and is the key link for traffic travelling to South Shields town centre from the site.



Figure 2.3 – Imeary Street



- 2.2.9 Parking is permitted along its entire length on both sides (except at junctions, which there are pinch points. Street lighting is adequate in the vicinity of the site on Imeary Street.
- 2.2.10 There is a narrow road that runs in parallel to Imeary Street, shown on Figure 2.4, which it is linked to the latter via two links at both ends. This road/link allow access to the development site car park from Imeary Street and also rear access to some of the properties on Imeary Street. Road markings were not observed and it appears not to be named.
- 2.2.11 The road and the southern link have a width of approximately 5m. The northern link has a 1.7m footpath on one side. These roads have street lighting present.



Figure 2.4 – Narrow Road Parallel to Imeary Street

- 2.2.12 **Wawn Road** forms the western bound of the block were the redevelopment site is placed. It connects Dean Road and the Wawn Road Surgery, finishing in a cul-de-sac. It is a single-carriageway, two-way road, with a speed limit of 30mph.
- 2.2.13 Parking is not permitted on the western side from Dean Road to the surgery access (in the cul-de-sac it is permitted), while on the eastern side there are lay-bys for car parking.

- 2.2.14 Footways are between 1.8m and 2.4m in width and there is a pedestrian link to the south east that links this road with the aforementioned minor road and eventually with Imeary Street. Street lighting is adequate.



Figure 2.5 – Wawn Road

## 2.3 Safety Analysis

- 2.3.1 Road safety data has been obtained from the Crashmap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)) to provide baseline data to assess existing conditions around the vicinity of the development site (adjacent sections of Wawn Street, Dean Road, Imeary Street, the minor road that links the site car park and the latter, and the Dean Road / Sunderland Road / Imeary Street roundabout).
- 2.3.2 Crashmap uses validated Department for Transport data for collisions where a Personal Injury Accident has occurred (where Police attended). Data outlined below is from the period covering from 2012 and 2014.
- 2.3.3 This indicates that there have been 4 Personal Injury Collisions within the last 3 year period of available data across the study area (January 2012 - December 2014), which equates to one every 9 months.

- 
- 2.3.4 One of these accidents was reported on the Dean Road / Sunderland Road / Imeary Street roundabout and involved a pedal cycle user, while another one occurred on one of the arms of the same roundabout (Dean Road east) and involved a pedestrian. Both of the incidents were categorised as slight. This junction accident rate cannot be considered as high, taking into account the volume of traffic experienced by its arms but also in comparison it with other key junctions on the area.
  - 2.3.5 One of the remaining accidents took place on Imeary Street and the remaining one on the link between the site car park and Imeary Street. These accidents are isolated, not clustered, and they have also been reported as slight.
  - 2.3.6 The accident plot is shown in **Appendix A**.

### 3.0 Accessibility by Sustainable Modes of Transport

#### 3.1 Introduction

3.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use. This is particularly important when siting residential development.

3.1.2 This section considers the accessibility of the site by sustainable transport modes including walking, cycling and public transport.

#### 3.2 Pedestrian Accessibility

3.2.1 The site is bounded by Dean Road and Imeary Street. They benefit from good quality existing pedestrian facilities as shown on **Figure 3.1** and are well lit, which would allow future site residents to reach key destinations in the area safely by this mode.



Figure 3.1 – Examples of Pedestrian Facilities in the Area: Colour Contrast and Tactile Surfaces on Dean Road (left) and Zebra Crossings and Guardrails on Imeary Street (right)

3.2.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. **Section 3.6** shows the distances to local facilities and available travel modes.

3.2.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 3.1**.

| CIHT Classification      | Town Centres (m) | Commuting/School/Sightseeing (m) | Elsewhere/Local Services (m) |
|--------------------------|------------------|----------------------------------|------------------------------|
| <b>Desirable</b>         | 200              | 500                              | 400                          |
| <b>Acceptable</b>        | 400              | 1,000                            | 800                          |
| <b>Preferred Maximum</b> | 800              | 2,000                            | 1,200                        |

Table 3.1 – Suggested Acceptable Walking Distances

- 3.2.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Plan **TPLE1273\_003** shows distances of 500m, 1,000m and 2,000m which are termed ‘*Desirable*’, ‘*Acceptable*’ and the ‘*Preferred Maximum*’ by the CIHT for commuting and school trips.
- 3.2.5 The 500m catchment incorporates the adjacent existing residential streets that are located around the proposed development site, reaching as far as East Stainton Street to the north, the Horsley Hill Road / Redhead Avenue junction to the north east, the South Tyneside College campus to the east, the Grosvenor Road / St Georges Avenue to the south east, the South Shields and Westoe Club to the south and Chichester Metro Station to the west.
- 3.2.6 The 1000m catchment includes many residential areas along Westoe Road, Mowbray Road, Horsley Hill Road, King George Avenue, Mortimer Road, Stanhope Road, Dean Road and Laygate. Black Road, Croft Terrace, York Avenue, Campbell Park Road or Victoria Road East, as well as the majority of the educational and sports facilities that would be available to homeowners at the site (see **Table 3.5**).
- 3.2.7 The 2000m catchment extends to South Shields town centre to the north (including the Metro station), the coastline to the north east, Jack Clark Park to the east, Harton and Harton Nook to the south east, the A1018 / Nevison Avenue roundabout to the south, Tyne Dock Metro station to the south west and the River Tyne to the west.
- 3.2.8 The pedestrian catchment clearly shows that all required facilities are within walking distance of the proposed development.

### 3.3 Accessibility by Cycle

- 3.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan TPLE1273\_004** presents a 5km cycle catchment for the site. This distance equates to a journey time of around 25 minutes, while cycling at a speed of 12kph.
- 3.3.2 The 5km catchment encompasses an area that reaches the River Tyne to the north-west and north, the Northern Sea coastline to the east, Cleadon and Whiteleas to the south and Jarrow town centre

and Tyne Dock to the west. Metro stations on the Yellow Line section Bede-South Shields, as well as Brockley Whins on the Green Line are also included.

3.3.3 There are cycling facilities available around the site on all directions:

- To the north, there are cycle lanes on the carriageway on Imeary Street (northbound) and Westoe Road (southbound) that link the site with South Shields town centre and the National Cycle Route 1, which is mainly off-road;
- To the south, there are cycle lanes on both sides of Sunderland Road (at some sections the lanes are on the carriageway and at others are off-road) as far as Cleadon;
- To the east there are two routes that connect the redevelopment site with residential areas, the coast and again the National Cycle Route 1. These routes are Horsley Hill Rd-Wescott Ave-Wentworth-Wardle Ave-Mowbray Rd and Grosvenor Rd; and
- To the west and south west there are a number of minor road advised for cycling, allowing reaching the National Cycle Route 14, the Port of Tyne or the off-road cycle path along Temple Park Road in Harton.

3.3.4 The availability of goods, services, educational facilities and employment opportunities, as well as the surrounding good quality cycling facilities ensures that this mode of transport can be a realistic travel option for residents of the proposed development.

### 3.4 Accessibility by Bus

3.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

3.4.2 The site is well served by bus services as there are four bus stops within 150m from the centre of the site and another one within 250m, hence they are in the recommended 400m catchment area. There are additional stops within that area but routes serving them can already be taken at the closest stops.

3.4.3 The majority of the local bus stops have excellent waiting facilities. All of them have an information board with the timetables and other travel information as shown on **Figure 3.2**.

3.4.4 **Table 3.2** summarises the information about the closest stops to the site (location, distance to the site and routes stopping there) and **Table 3.3** includes details about the bus routes (frequencies, destination and operator):



Figure 3.2 – Bus Stops on Dean Road (left) and Imeary Street (right)

| Bus Stops  | Distance to the Site | Services Available                   |
|--|----------------------|--------------------------------------|
| Dean Rd / Sunderland Rd (Eastbound), located on Dean Rd in front of the site.                          | 30m                  | 5, 18, 27, 960, E2, X20              |
| Dean Rd / Sunderland Rd (Westbound), located in front of the site but on the opposite side of Dean Rd. | 60m                  | 5, 18, 27, 960, E2, X20              |
| Imeary St – Dean Rd (Northbound) located in front of 25 Imeary St.                                     | 100m                 | 2, 3, 5, 7, 18, 20, 20A, 27, 30, X20 |
| Dean Rd / Ada St (Southbound), located on Dean Rd in front of the work and school clothing shop.       | 140m                 | 4, 20, 20A, 30, X20                  |
| Horsley Hill Road (Eastbound), adjacent to the junction with Westoe Rd.                                | 220m                 | 1,8                                  |

Table 3.2 – Information about the closest bus stops to the development site.

| Bus Services*    | Route  | Frequency        |                                |                                 |
|------------------|--|------------------|--------------------------------|---------------------------------|
|                  |  | Monday to Friday | Saturday                       | Sunday                          |
| <b>1</b><br>(SC) | South Shields Market » Biddick Hall » South Shields Market<br>(via Westoe, Horsley Hill Square, Harton Nook, The Ridgeway, Stanhope Road, Laygate, and Chichester) | No service       | 2 services from 5:30 to 6:30am | 7 services from 6:15 to 10:45am |
| <b>2</b><br>(SC) | South Shields Market » Biddick Hall » South Shields Market<br>(via Chichester, Stanhope Road, The Ridgeway, Harton Nook and Westoe)                                | No service       | 3 services from 5:30 to 7:00am | 8 services from 6:30 to 10:30am |

| Bus Services*       | Route  | Frequency           |            |            |
|---------------------|--|---------------------|------------|------------|
|                     |  | Monday to Friday    | Saturday   | Sunday     |
| <b>3</b><br>(SC)    | South Shields Market » Biddick Hall » South Shields Market (via Chichester, Laygate, Stanhope Road, The Ridgeway, Harton Nook, Horsley Hill Square and Westoe) | 10min               | 10min      | 30min      |
| <b>4</b><br>(SC)    | South Shields Market » Biddick Hall » South Shields Market (via Westoe, Harton Nook, The Ridgeway, Stanhope Road and Chichester)                               | 10min               | 10min      | 30min      |
| <b>5</b><br>(GNE)   | Jarrow » Hedworth » Boldon » Chichester » Westoe » South Shields   | 30min               | 30min      | 1h         |
| <b>7</b><br>(SC)    | South Shields » Marsden » South Shields (via Chichester, Mortimer Road, Harton Nook, Horsley Hill and Westoe)  | 30min               | 30min      | 1h         |
| <b>8</b><br>(SC)    | South Shields » Marsden » South Shields (via Westoe, Horsley Hill, Harton Nook, Mortimer Road and Chichester)  | 10min               | 10min      | 30min      |
| <b>18</b><br>(SC)   | South Shields Market » Brockley Whins » South Shields Market   | 10min               | 10min      | 30min      |
| <b>20</b><br>(GNE)  | South Shields » Sunderland » Durham (via Hall Lane Estate, East Rainton, West Rainton, Belmont and Gilesgate Moor)   | 20min               | 20min      | 20min      |
| <b>20A</b><br>(GNE) | South Shields » Sunderland » Durham (via Rainton Bridge Business Park, East Rainton, West Rainton, Belmont and Gilesgate Moor)                                 | 20min               | 20min      | No service |
| <b>X20</b><br>(GNE) | South Shields » Sunderland » Durham (via Rainton Bridge Business Park, Belmont and High Grange)  | 30min               | 30min      | 1h         |
| <b>27</b><br>(GNE)  | South Shields » Jarrow » Hebburn » Heworth » Gateshead » Newcastle   | 12min               | 12min      | 20min      |
| <b>30</b><br>(SC)   | South Shields Market » Cleadon » The Boldons » Boldon Asda & Cineworld   | 30min               | 30min      | 1h         |
| <b>960</b><br>(KC)  | South Shields » Jarrow » Waterview Park  | 1 / day / direction | No service | No service |
| <b>E2</b><br>(SC)   | Sunderland » Fulwell » Mill Whitburn » Horsley Hill » Laygate » South Shields  | 20min               | 20min      | 30min      |

\*Bus Operators: SC = Stagecoach, GNE = Go North East, KC = Kingsley Coaches

Table 3.3 – Summary of Routes and Frequencies of the Bus Services stopping close to the development site



3.4.5 **Tables 3.2 and 3.3** demonstrate that bus travel is a realistic possibility for residents of the proposed development. There is a bus to Newcastle city centre at least every 15 minutes with the same frequency link to Hebburn or Gateshead, and accessing South Shields town centre is very easy due to large amount of routes that end there. This is therefore an excellent level of service for the development site.

### 3.5 Accessibility by Rail

3.5.1 There is a Tyne and Wear Metro station, Chichester (**Figure 3.3**) which is 460m from the site entrance. The station can be easily accessed on foot in around 6 minutes and by some of the bus services shown in **Table 3.3** in less than 5 minutes.



Figure 3.3 – Chichester Metro Station Access with Handrails and Cycle Parking Facilities

3.5.2 There are 5 cycle racks available at Chichester station, in front of the eastern entrance.

3.5.3 Chichester is on the Yellow Line (South Shields – Monument – The Coast – Monument – St. James). A summary of the service frequency and travel times to key destinations is outlined in **Table 3.4**. As it can be observed in that table, Newcastle Central Station is a short journey from Chichester. From there, a wide range of regional and national services is available.



| Destination  | Travel Times | Frequencies (Yellow Line)                     |   |   |
|--|--------------|---|---|---|
|  |              | Mon-Fri                                       | Saturday                                      | Sunday  |
| <b>South Shields</b>   | 2 min        |   |   |   |
|  <b>Heworth</b>         | 17 min       | Every 12 minutes from 7:00 to 19:00, every 15 | Every 12 minutes from 9:00 to 19:00, every 15 | Every 15 minutes from 10:00 to closure, every 30 the rest of the day. |
|  <b>Central Station</b> | 24 min       |   |   |   |
| <b>Monument</b>  | 26 min       | the rest of the day.                          | the rest of the day.                          |   |
| <b>Whitley Bay</b>   | 52 min       |   |   |   |

Table 3.4 – Tyne and Wear Metro Yellow Line Frequencies and Travel Times from Chichester to Key Destinations

3.5.4 **Plan TPLE1273\_005** shows a wide area of accessibility by public transport (Bus and Metro) from the site within relatively short time periods. In less than 30 minutes, Jarrow, Hebburn, Heworth, Whitburn or Sunderland can be reached, while Gateshead, Newcastle or Wallsend are less than 45 min away from the site.

### 3.6 Local Facilities and Services

3.6.1 It is important when siting residential development that it is located with access to good and services. The key services for residential developments are education, health and retail.

3.6.2 **Table 3.5** shows the significant amount of educational and sports facilities close to the site, as well as the potential routes available for people to get there. The flat topography makes walking or cycling an attractive means of travel.

| School / Sports Facility      | Distance from Site | Travel Route     |
|-------------------------------|--------------------|------------------|
| South Shields and Westoe Club | 100m               | Walk, Cycle      |
| South Tyneside College        | 400m               | Walk, Cycle      |
| Westoe Village Kindergarten   | 450m               | Walk, Cycle, Bus |
| Robert Redhead Park           | 550m               | Walk, Cycle, Bus |
| Laygate Community School      | 650m               | Walk, Cycle, Bus |
| Baby Sensory                  | 800m               | Walk, Cycle, Bus |
| Mortimer Community College    | 850m               | Walk, Cycle, Bus |
| Mortimer Primary School       | 950m               | Walk, Cycle, Bus |
| West Park Kindergarten        | 950m               | Walk, Cycle, Bus |
| St Bedes RC Primary School    | 1km                | Walk, Cycle, Bus |
| Westoe Crown Primary School   | 1.3km              | Walk, Cycle      |

Table 3.5 – Routes to Educational Establishment

3.6.3 **Table 3.6** shows the closest local medical centres to the site. They can be travelled main by cycle or on foot, although some of the bus services outlined in **Table 3.3** can be used on some stages of the journey.

| Surgery                       | Distance from Site | Travel Route     |
|-------------------------------|--------------------|------------------|
| Dean Road Dental Practice     | 150m               | Walk, Cycle      |
| Wawn Street Surgery           | 150m               | Walk, Cycle      |
| Imeary Street Surgery         | 150m               | Walk, Cycle      |
| Ravensworth Surgery           | 250m               | Walk, Cycle      |
| Westoe Surgery                | 550m               | Walk, Cycle, Bus |
| Stenhope Parade Health Centre | 600m               | Walk, Cycle, Bus |
| St George Medical Centre      | 1km                | Walk, Cycle, Bus |
| Trinity Medical               | 1km                | Walk, Cycle, Bus |

Table 3.6 – Routes to GP’s Surgeries

3.6.4 **Table 3.7** shows other local services that would be available to people living on the site. Additionally, there are all kinds of retail opportunities less than 2km away from site, with supermarkets of all the main brands as well as clothing, furniture, bicycle or cosmetic product shops around South Shields town centre. Therefore, it can be clearly seen that there is a wide variety of services available locally to residents.

| Local Service                     | Distance from Site | Travel Route     |
|-----------------------------------|--------------------|------------------|
| St Michaels and All Angels Church | 550m               | Walk, Cycle      |
| Green Street Post Office          | 1km                | Walk, Cycle, Bus |
| South Tyneside Council            | 1.1km              | Walk, Cycle, Bus |

Table 3.7 – Routes to Other Local Services

### 3.7 Summary

3.7.1 It can be concluded that the proposed development is in a sustainable location with a wide range of public transport links available and attractive walking and cycling facilities. Local facilities are numerous with educational, sports, retail and medical facilities all within walking distance of the development site.

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## 4.0 Development Proposals

### 4.1 Background and Context

4.1.1 This TS is part of a detailed planning application for 56 residential dwellings and 5 commercial units on a site formerly occupied by a Mecca Bingo Hall that will be heavily renovated. The flats will be private housing and regarding the types, it will be a mix of one, two and three bedroom dwellings. The exact split of houses is:

- 29 One Bed Flats;
- 25 Two Bed Flats; and
- 2 Three Bed Flats.

4.1.2 The vast majority (52) of these flats will be accessed from the existing entrance on Dean Road and a lift will allow residents to reach the flats on the first, second, third and fourth floors, although stairs are also provided. The remaining 4 flats, located on the ground floor and basement of the north-west wing of the building, will have separate accesses off the existing car park.

4.1.3 The floor areas of the five commercial units will be 59m<sup>2</sup>, 65m<sup>2</sup>, 121m<sup>2</sup>, 315 m<sup>2</sup> and 342m<sup>2</sup>. The end use designation of these units has yet to be established.

4.1.4 **Appendix B** shows the proposed site masterplan for the development proposals.

### 4.2 Access and Servicing

4.2.1 The main vehicular access to the development will be via a simple priority junction on Dean Road. This is an existing car park that is under the ownership of the applicant and will be now only available for use by the residents. This access already operates without any known issues at the present time.

4.2.2 Servicing will take place from the existing car park with a bin store provided as part of the proposals, located within the existing building. Swept path analysis has been undertaken on this servicing arrangement to ensure its suitability.

4.2.3 These tracks are shown in **Appendix C**, which shows that the standard design refuse wagon can safely access and the relevant part of the development in line with Design guidance. The refuse wagon used in the vehicle tracking has been used and accepted for previous residential planning applications in South Tyneside.

### 4.3 Parking

- 4.3.1 Car parking is to be provided at the rear of the building utilising the existing car park that is under the applicant’s ownership and amounts to 47 car parking spaces.
- 4.3.2 According to the SPD6 – Parking Standards (December 2010), which is part of the South Tyneside Local Development Framework, the maximum parking provision per dwelling on developments located on lands qualified as ‘Urban Area’ (where the site is classified as being located) is 2, adding an extra space every 3 dwellings for visitors. This would suggest a parking provision of 131 spaces would be the maximum provision allowable, based on 112 for the 56 flats with 19 visitor parking spaces.
- 4.3.3 We would argue that the commercial elements of the development are ancillary uses and complement the existing shops already located in the locale, which do not have any specified parking.
- 4.3.4 However, it may be appropriate to allow provision below these figures in the case of dwellings, where provision can be linked to the demographics of the area, locality of important facilities and access to local public transport.
- 4.3.5 Local car ownership levels should also be taken into account when establishing an appropriate parking provision. Data from the 2011 Census data for area E08000023 (South Tyneside) have been obtained for this purpose as shown in **Table 4.1**.

|                       | Number of Households | Households with X number of cars |              |             |            |            | Number of Vehicles |
|-----------------------|----------------------|----------------------------------|--------------|-------------|------------|------------|--------------------|
|                       |                      | 0 cars                           | 1            | 2           | 3          | 4 + cars   |                    |
| England & Wales       | 23,366,044           | 25.6%                            | 42.2%        | 24.7%       | 5.5%       | 1.9%       | 27,294,656         |
| South Tyneside        | 67,167               | 38.5%                            | 41.1%        | 16.6%       | 3.0%       | 0.8%       | 58,301             |
| Development Dwellings | 56                   | 22                               | 23           | 9           | 2          | 0          |                    |
| Number of Cars        |                      | 0<br>(22*0)                      | 23<br>(23*1) | 18<br>(9*2) | 6<br>(2*3) | 0<br>(0*4) | <b>47</b>          |

Table 1.1 – Car Ownership in England & Wales and South Shields and predicted number of cars owned on the development. Source: 2011 Census.

- 4.3.6 The above shows that around 39% of households in South Shields don’t have a car, 41% have access to one vehicle, and 17% have access to two vehicles. Based on this vehicle ownership census data and the number of dwellings proposed, it is possible to suggest that 47 spaces are needed. The 56 apartments can be split as follows:

- 22 will not own any vehicle (0 spaces needed in total);
- 23 will have access to one car (23 spaces);
- 9 will require space for two cars (18 spaces); and
- 2 will have three vehicles (6 spaces).

4.3.7 This assessment is very robust but takes into account that it is unlikely that people living in the flats have more than 2 vehicles because, as shown in **Tables 4.2** only around 1% of 1, 2 and 3-bedroom flats all over England (occupied by the owner) have access to at least three cars.

| Beds | Owner Occupied Flats  | Number of Flats | Households with X number of cars |              |            |            |            | Number of Vehicles |
|------|-----------------------|-----------------|----------------------------------|--------------|------------|------------|------------|--------------------|
|      |                       |                 | 0 cars                           | 1            | 2          | 3          | 4 + cars   |                    |
| 1    | England               | 69,604          | 46%                              | 48%          | 5%         | 1%         | 0%         | -                  |
|      | Development Dwellings | 29              | 13                               | 14           | 2          | 0          | 0          | -                  |
|      | Number of Cars        | -               | 0<br>(13*0)                      | 14<br>(14*1) | 4<br>(2*2) | 0<br>(0*3) | 0<br>(0*4) | 18                 |
| 2    | England               | 304,680         | 42%                              | 51%          | 6%         | 1%         | 0%         | -                  |
|      | Development Dwellings | 25              | 10                               | 13           | 2          | 0          | 0          | -                  |
|      | Number of Cars        | -               | 0<br>(11*0)                      | 13<br>(13*1) | 4<br>(2*2) | 0<br>(0*3) | 0<br>(0*4) | 17                 |
| 3    | England               | 520,683         | 39%                              | 53%          | 7%         | 1%         | 0%         | -                  |
|      | Development Dwellings | 1               | 0                                | 1            | 0          | 0          | 0          | -                  |
|      | Number of Cars        | -               | 0<br>(0*0)                       | 1<br>(1*1)   | 0<br>(0*2) | 0<br>(0*3) | 0<br>(0*4) | 1                  |
|      |                       |                 |                                  |              |            |            | <b>36</b>  |                    |

Table 2.2 – Owner Occupied Flats Car Ownership in England and predicted number of cars owned on the development. Source: 2001 Census.

4.3.8 The table above gathers data from the 2001 Census in relation to the percentage of flats (not houses) that have different number of vehicles depending on the number of rooms of the dwelling

4.3.9 If all flats were owner occupied only 36 vehicles would be parked on site. The latter values are from 2001 hence current number of vehicles would be predicted to be slightly higher, in line with the progressive growth of the car ownership rates during the last 15 years. However, we would not expect that growth to have reached 47.

4.3.10 It is therefore considered that 47 spaces for the residential units is a conservative approach and would avoid overspill parking on the adjacent roads. This is in line with the parking numbers for the development.

4.3.11 The site is in a highly sustainable location with very frequent bus and light rail services close to the site, which reduces the need for a reliance on a car. The excellent public transport provision and local facilities should lessen the need for a car and therefore the need for excessive parking provision.

4.3.12 Cycle parking will also be provided at one secure space per unit either in the cycle store in the car park or within the foyers of the property or in individual flats. Across the whole development there will be 56 cycle spaces.

---

#### **4.4 Travel Plan**

- 4.4.1 As part of this application, an Interim Travel Plan (ITP) has been produced to accompany this TS. This sets out initiatives that will be introduced to encourage sustainable modes of travel rather than residents' reliance on the private car. This site is especially suitable for a Travel Plan as the site enjoys outstanding public transport links.

## 5.0 Impact Assessment

### 5.1 Introduction

5.1.1 This chapter looks at the proposed impact of the development on the local highway network and its likely impact on the roads within the vicinity of the site.

5.1.2 As discussed in Chapter 4, the site will have and 56 flats with ancillary retail units housed in the ground floor.

### 5.2 Proposed Development Impact

5.2.1 To determine the trip generation associated with the existing and proposed development, the TRICS database has been used. This is an industry-standard software tool which comprises a vast database of traffic surveys of existing developments, across the UK and Ireland, sub categorised into particular land uses such as foodstore, residential, leisure, healthcare, retail or office developments.

5.2.2 Average trip rates have been used from TRICS due to the sustainable nature of the site. Table 5.1 shows the calculated trip rates and trip generation for the proposed development. The full TRICS outputs are presented in **Appendix D**.

| Proposed Development Traffic Peak Period Traffic Generation |                         |       |       |                         |       |       |
|---|-------------------------|-------|-------|-------------------------|-------|-------|
| Land Use  | AM Peak (08:00 – 09:00) |       |       | PM Peak (17:00 – 18:00) |       |       |
|   | Arr                     | Dep   | Total | Arr                     | Dep   | Total |
| Flat<br>Trip Rate (per dwelling)                            | 0.069                   | 0.239 | 0.308 | 0.256                   | 0.145 | 0.401 |
| Flat<br>Vehicle Trips                                       | 4                       | 13    | 17    | 14                      | 8     | 22    |

Table 5.1 – Development Peak Period Traffic Generation

5.2.3 As Table 5.1 shows the impact of the development on the highway network is minimal. In the morning peak, this equates to an additional vehicle every four minutes arriving or departing from the site and in the evening peak, this equates to an additional vehicle every three minutes arriving or departing from the site.

5.2.4 A material consideration is the existing use of the site. Although not presently occupied, the building is presently a Mecca Bingo Hall and could be re-commissioned to work as such with no planning application required. The building currently has 1210m<sup>2</sup> of floor space. Although Bingo Halls are not



traditional peak traffic generators, they can have spiked demand in the weekend and later evening periods.

---

## 6.0 Summary and Conclusions

### 6.1 Summary

- 6.1.1 Curtins has been appointed by Harlea Homes to provide traffic and transportation advice in relation to the proposed redevelopment of Mecca Bingo Hall on Dean Road, South Shields into 56 flats with ancillary retail units on the ground floor.
- 6.1.2 In order to appreciate the site, a site visit was undertaken by Curtins staff on Thursday 29<sup>th</sup> October 2015. The information recorded during the site visit has been used in conjunction with information supplied by the design team and Harlea Homes to inform this Transport Statement.
- 6.1.3 The development proposals accord with national and local planning policy for housing developments. The development is well connected to local facilities and public transport and is well integrated into the local community, as it is adjacent to well established residential areas.
- 6.1.4 Cycling is actively encouraged by the Council and the development will actively encourage cycling by extolling the virtues of cycling through the accompanying ITP and through the provision of excellent parking facilities on site.
- 6.1.5 Bus travel is a very attractive option for residents of the proposed development given there are many existing frequent services operating from stops adjacent to the site offering a direct link to educational, retail, employment and medical facilities. The Metro is also very easy to reach from site and can be used for longer trips around the Tyne and Wear area.
- 6.1.6 The traffic impact of the proposed development upon the highway network in the vicinity of the proposed development has been assessed. Analysis of the trip rates for the development show that the development will have a negligible impact on the local highway with an additional trip every four minutes in the morning peak and every three minutes in the evening peak.
- 6.1.7 Sustainable travel to the site will be actively promoted via an adopted Travel Plan which will assist in reducing the traffic and environmental impact of the proposed development.
- 6.1.8 The detailed parking analysis undertaken as part of this TS shows that the parking provision provided is appropriate for this development.

### 6.2 Conclusions

- 6.2.1 It is concluded that there are no reasons from a traffic and transportation perspective why the development proposals should not be granted planning approval.

## Plans

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Drg No:

TPLE1273 - 001

Rev:

/

Project: DEAN ROAD, SOUTH SHIELDS

Drg Title: REGIONAL SITE LOCATION PLAN

Drawn: SG

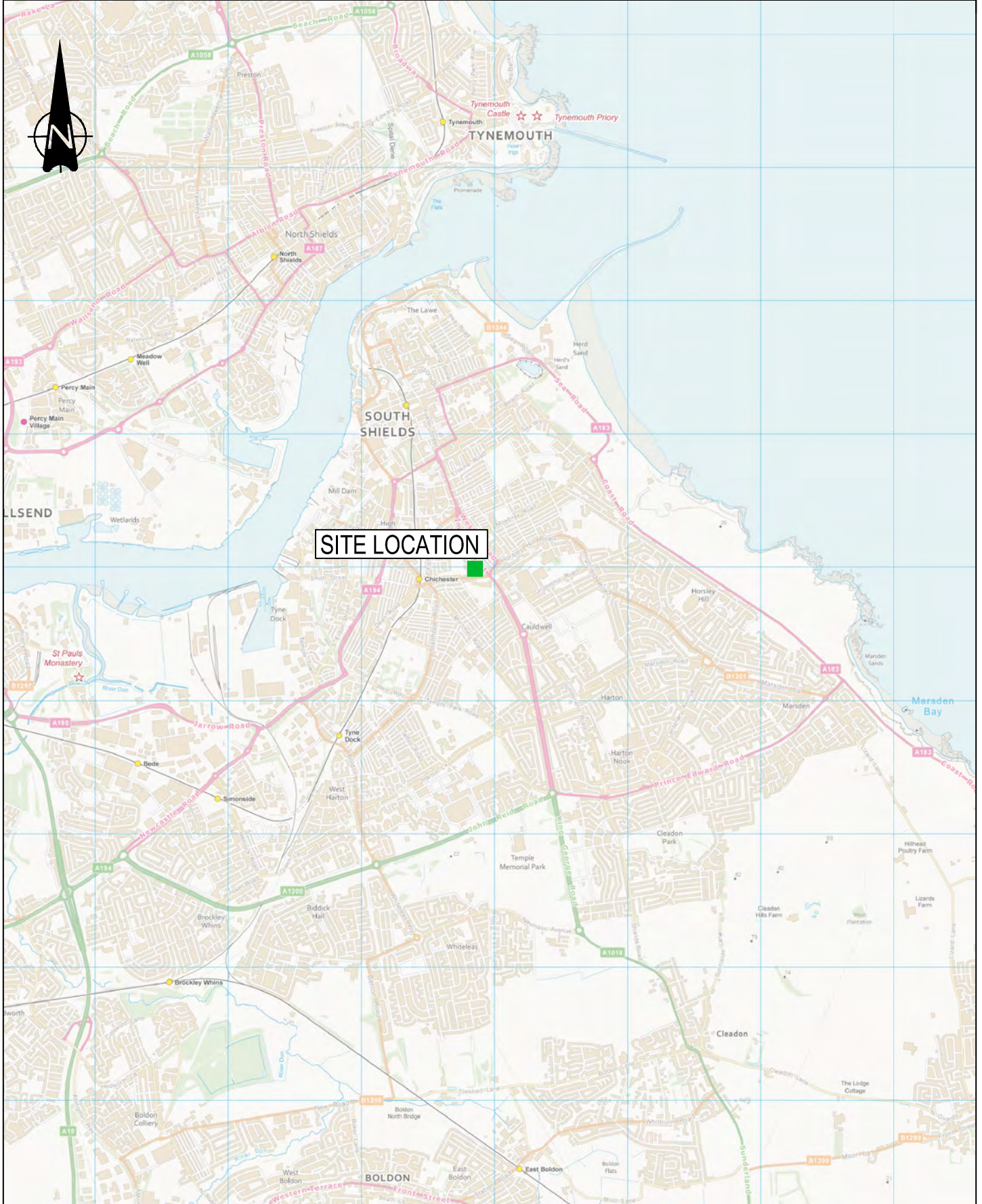
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Scale: NTS



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Drg No: TPLE1273 - 002

Rev: /

Project: DEAN ROAD, SOUTH SHIELDS

Drg Title: LOCAL SITE LOCATION PLAN

Drawn: SG

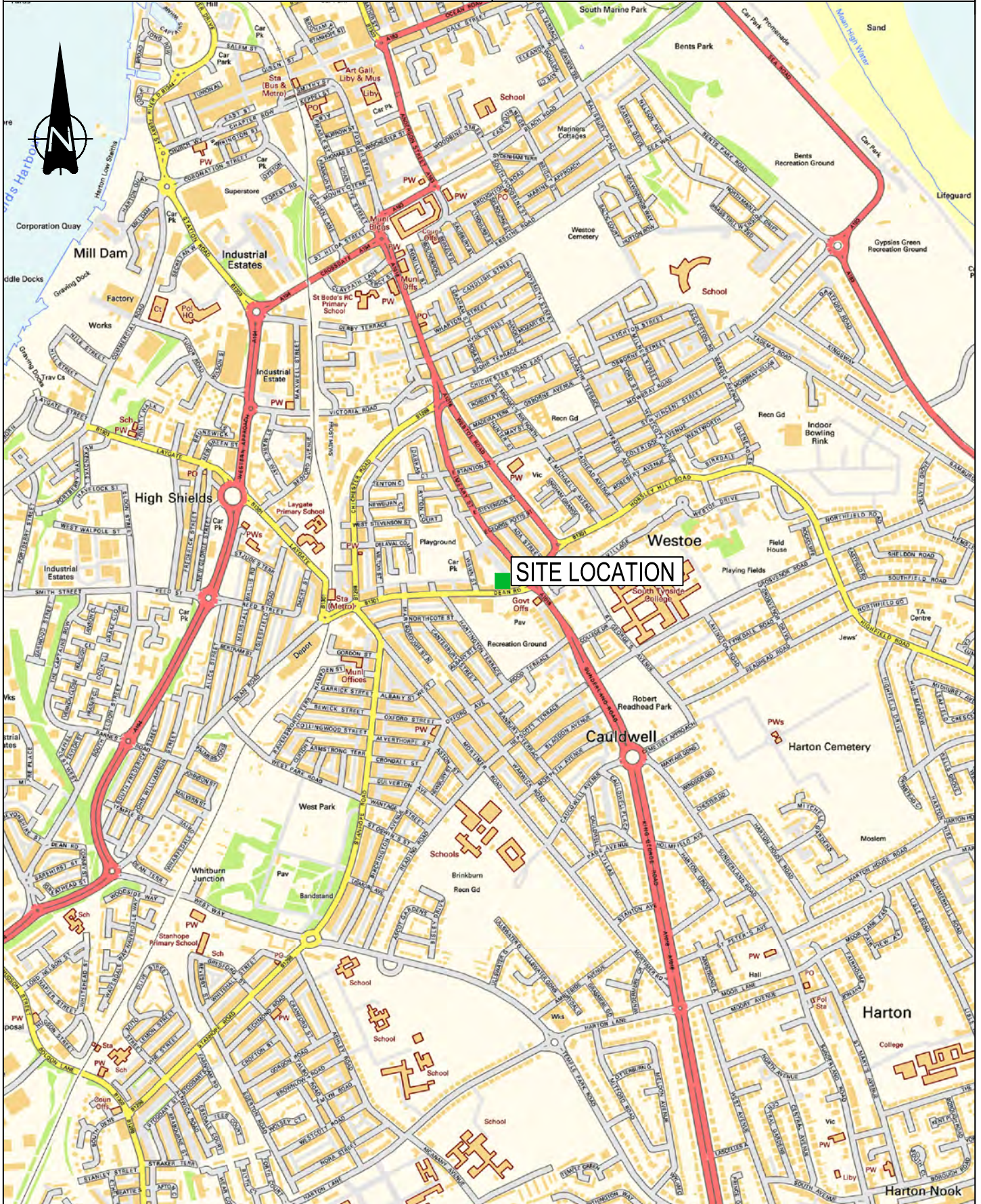
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Drg No:

TPLE1273 - 003

Rev:

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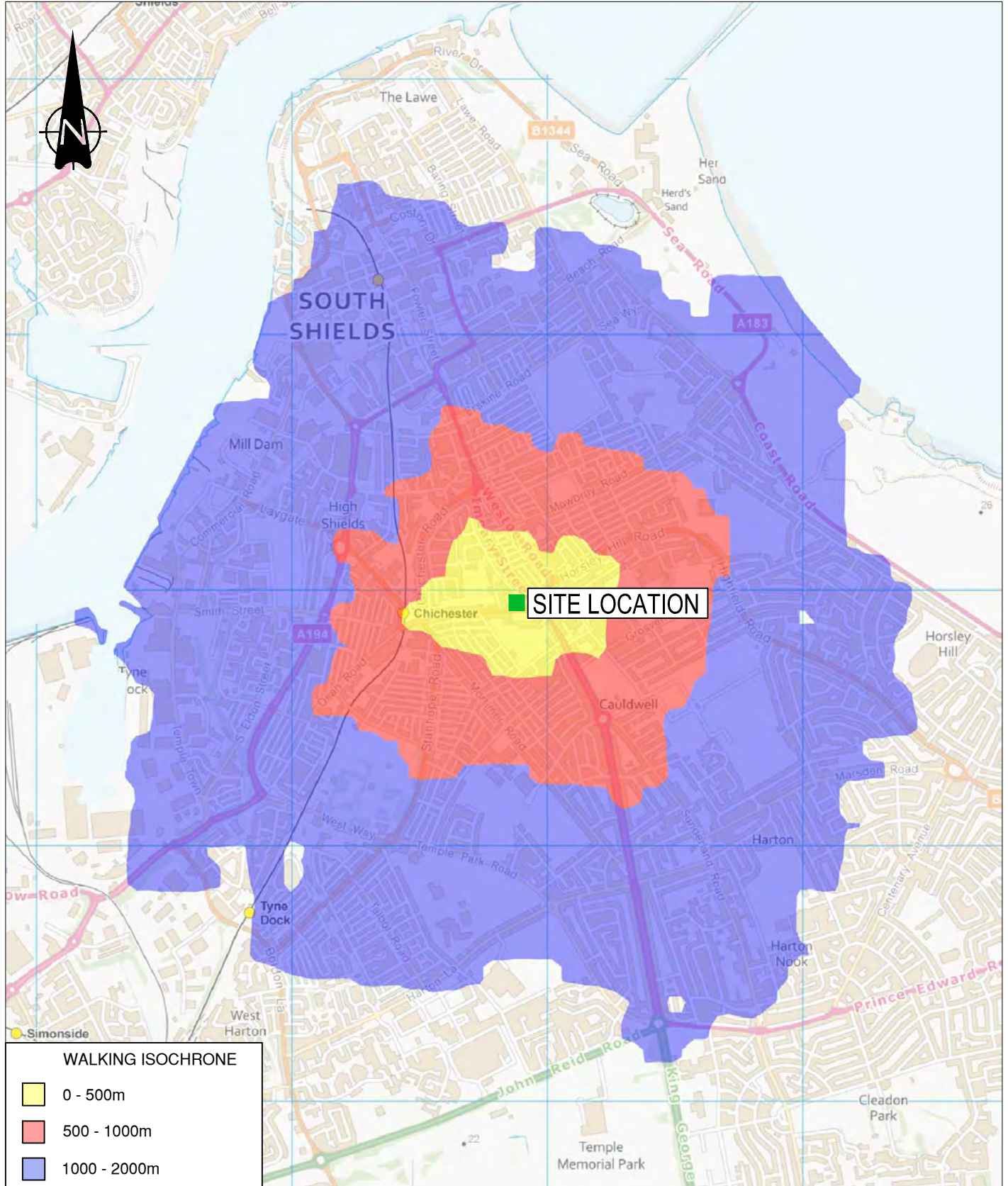
Project: DEAN ROAD, SOUTH SHIELDS

Drg Title: PEDESTRIAN CATCHMENT AREA

Drawn: SG

Checked: DR

Scale: NTS



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Drg No: **TPLE1273 - 004**

Rev: /

Project: **DEAN ROAD, SOUTH SHIELDS**

Drg Title: **CYCLE CATCHMENT PLAN**

Drawn: **SG**

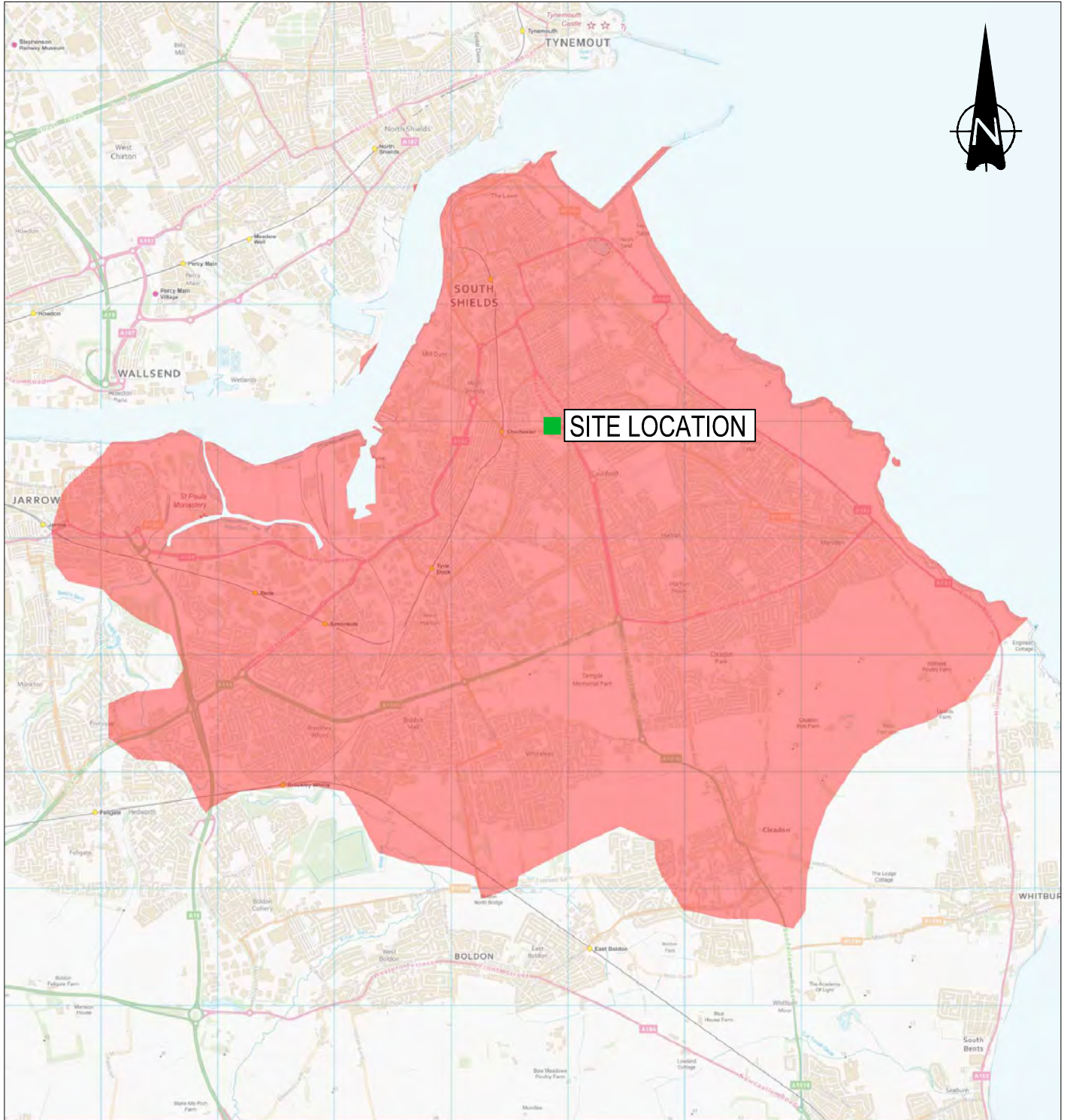
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
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 **5km CYCLE ISOCHRONE**

Drg No: TPLE1273 - 005

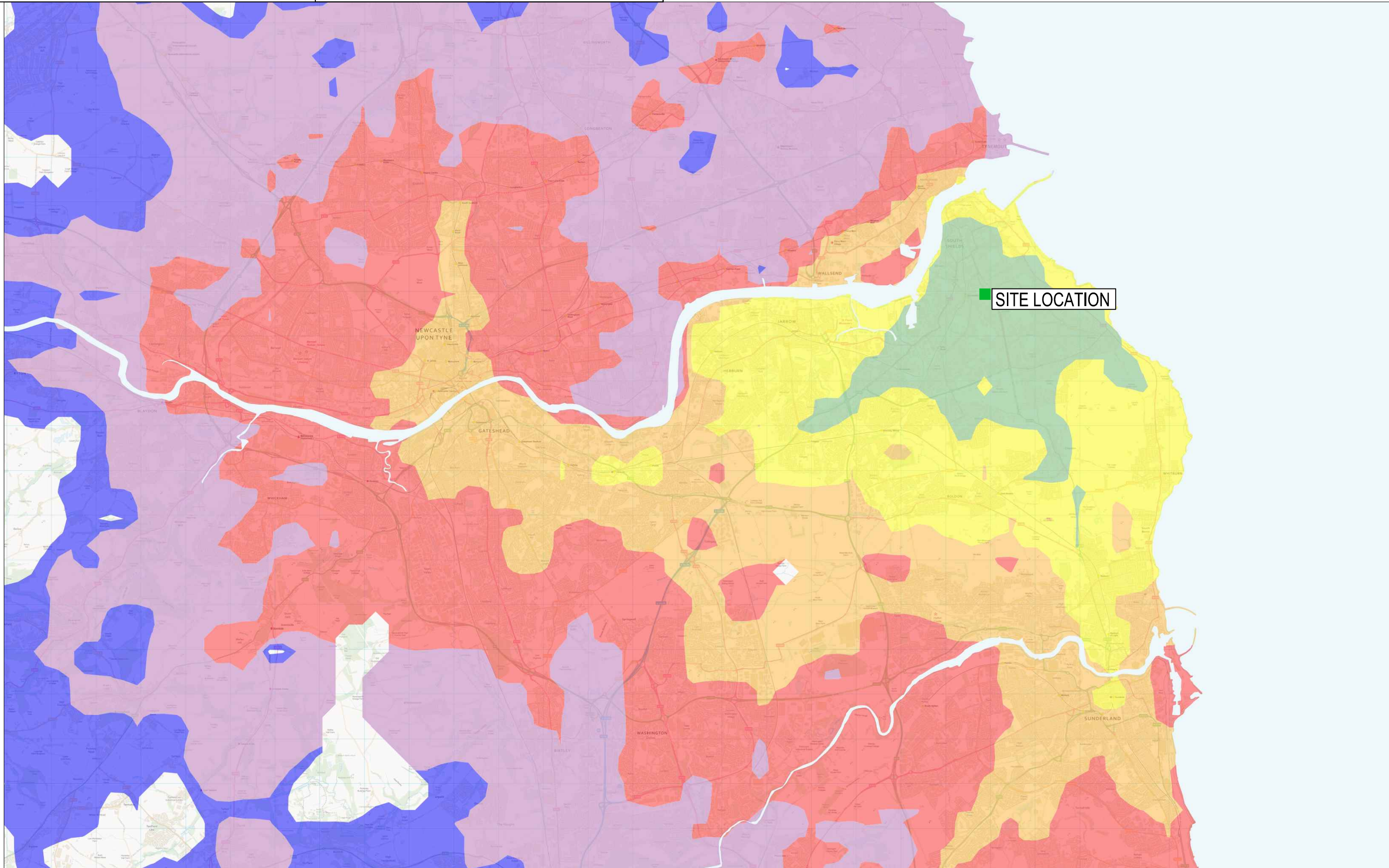
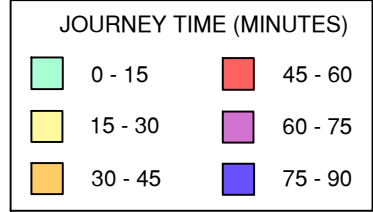
Rev: /

Project: DEAN ROAD, SOUTH SHIELDS  
Drg Title: PUBLIC TRANSPORT ACCESSIBILITY  
Drawn: SG  
Checked: DR  
Scale: NTS



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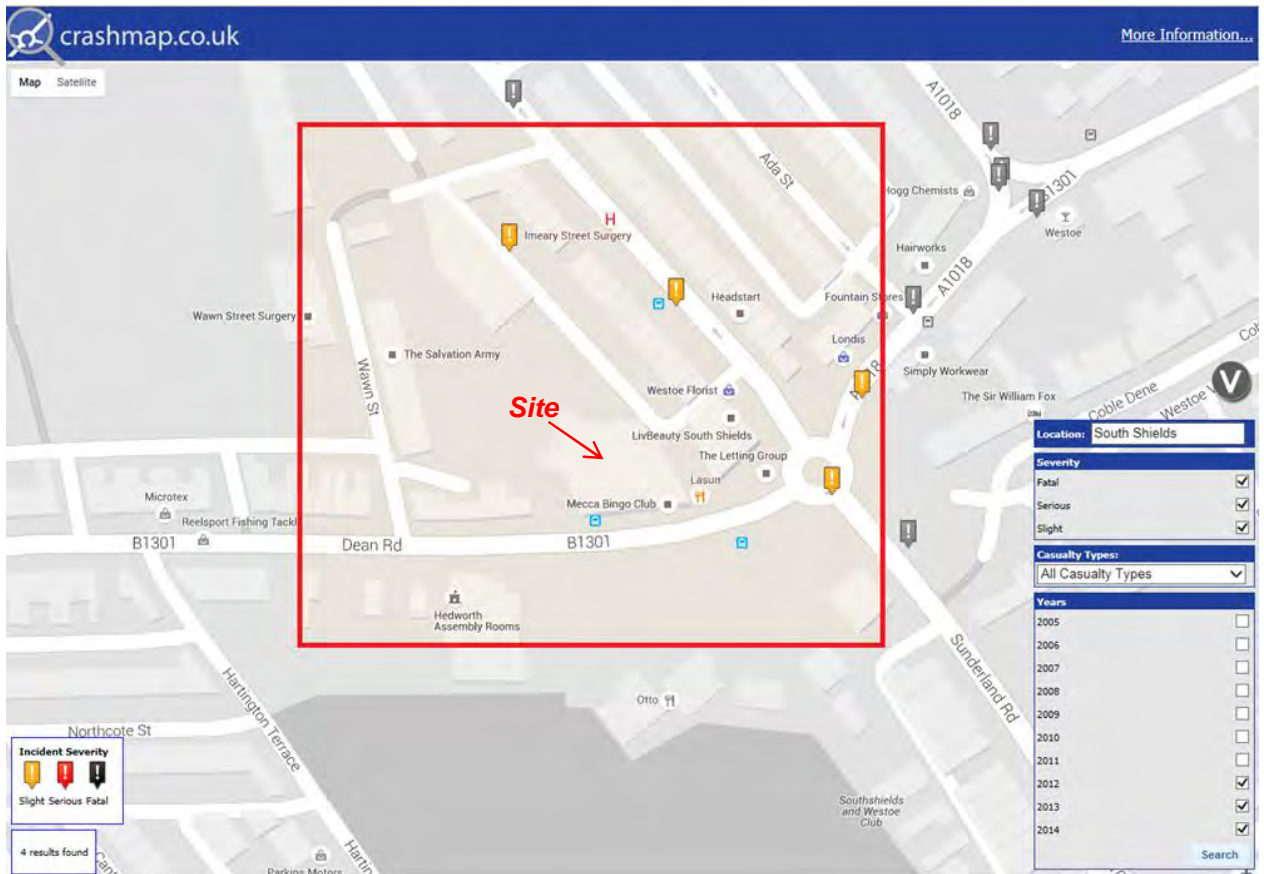
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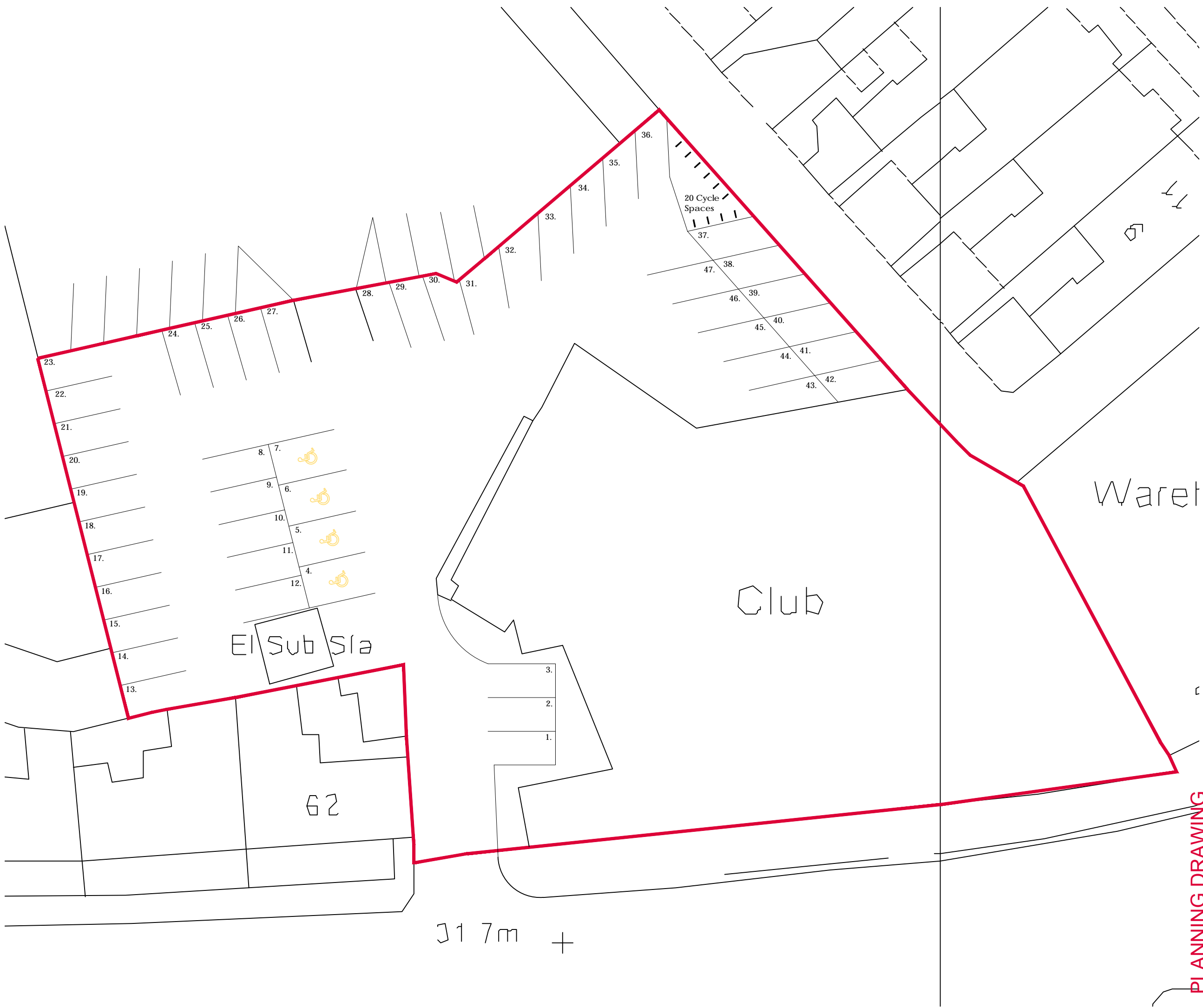


## Appendices

# Appendix A – Accident Data



## Appendix B – Site Masterplan



- NOTES:
- DO NOT SCALE FROM THIS DRAWING.
1. This drawing is copyright of WardmanBrown. WardmanBrown is a trading name of Wardmans Architectural Services Limited.
  2. All dimensions to be verified on site prior to any shop or site works being commenced.
  3. Any discrepancies to be reported to the Designer BEFORE any work is put in hand.
  4. This drawing must be read in conjunction with relevant consultants and specialists drawings.
  5. This drawing must be read in conjunction with the drawings specified.

- CDM 2015 - ( Refer to Project Health & Safety Information )
- HAZARDS
1. Live services adjacent/on site.
  2. Excavations - Ground Collapse
  3. Handling major components
  4. Working at height - Falling
  5. Machinery & Equipment
  6. Ensure all blockwork has a minimum crushing strength of 3.5N/mm<sup>2</sup>
  7. The weight of each block must not exceed 20Kg

| REV | DATE | DETAILS |
|-----|------|---------|
|     |      |         |
|     |      |         |
|     |      |         |
|     |      |         |
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**Wardman Brown**

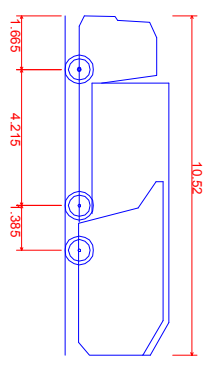
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Chartered Institute of  
Architectural Technicians  
Registered Practitioner

|   |            |               |
|---|------------|---------------|
| CLIENT:<br>Dennis Harley Developments Ltd                                 |            |               |
| PROJECT:<br>PROPOSED ALTERATIONS<br>Mecca Bingo, Dean Road, South Shields |            |               |
| DRAWING TITLE:<br>Existing Site Plan                                      |            |               |
| PURPOSE OF ISSUE:<br><b>PLANNING DRAWING</b>                              |            |               |
| SCALE: 1:250 @ A3   |            |               |
| DATE: NOV 2015  | DRAWN: ISW | DRG REVISION: |
| DRAWING NO: <b>I015010 - 011</b> -  |            |               |

PLANNING DRAWING

## Appendix C – Vehicle Tracking



Phoenix 2-23W (with Elite 2 6x4 chassis)  
 Overall Length 10.520m  
 Overall Width 4.215m  
 Overall Body Height 3.211m  
 Min Body Ground Clearance 0.416m  
 Track Width 2.530m  
 Lock-to-lock time 4.005s  
 Curb to Curb Turning Radius 9.950m

| Rev. | Description: | Date: | By: | Chkd: |
|------|--------------|-------|-----|-------|
|      |              |       |     |       |



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Status: **FOR INFORMATION**

Project: **Dean Road, South Shields**

Dwg Title: **Vehicle Tracking (Refuse Vehicle)**

| Scale:  | Size:          | First Issue: | Drawn: | Checked: |
|---------|----------------|--------------|--------|----------|
| NTS     | A3             | 03-12-15     | SG     | TP       |
| Dwg No: | TPLE1273 - 100 |              |        | Rev: /   |

## Appendix D – TRICS Datasheets

Calculation Reference: AUDIT-148301-151117-1147

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

|    |                      |        |
|----|----------------------|--------|
| 03 | SOUTH WEST           |        |
|    | DC DORSET            | 1 days |
| 04 | EAST ANGLIA          |        |
|    | CA CAMBRIDGESHIRE    | 1 days |
| 06 | WEST MIDLANDS        |        |
|    | ST STAFFORDSHIRE     | 1 days |
|    | WM WEST MIDLANDS     | 1 days |
| 08 | NORTH WEST           |        |
|    | CH CHESHIRE          | 1 days |
| 09 | NORTH                |        |
|    | CB CUMBRIA           | 3 days |
|    | TV TEES VALLEY       | 2 days |
| 10 | WALES                |        |
|    | FS FLINTSHIRE        | 1 days |
| 11 | SCOTLAND             |        |
|    | EB CITY OF EDINBURGH | 1 days |
|    | HI HIGHLAND          | 1 days |
|    | SA SOUTH AYRSHIRE    | 1 days |

## Filtering Stage 2 selection:

Parameter: Number of dwellings  
 Actual Range: 27 to 85 (units: )  
 Range Selected by User: 25 to 100 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 26/05/15

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 3 days |
| Tuesday   | 4 days |
| Wednesday | 4 days |
| Thursday  | 1 days |
| Friday    | 2 days |

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 14 days |
| Directional ATC Count | 0 days  |

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Town Centre                        | 2 |
| Edge of Town Centre                | 5 |
| Suburban Area (PPS6 Out of Centre) | 6 |
| Edge of Town                       | 1 |

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 8 |
| Built-Up Zone    | 2 |
| No Sub Category  | 4 |



## Filtering Stage 3 selection:

Use Class:

C3 14 days

Population within 1 mile:

10,001 to 15,000 5 days

20,001 to 25,000 4 days

25,001 to 50,000 5 days

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 1 days

50,001 to 75,000 3 days

75,001 to 100,000 2 days

125,001 to 250,000 2 days

250,001 to 500,000 5 days

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 11 days

Travel Plan:

No 14 days

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 14       | 47          | 0.041     | 14         | 47          | 0.129     | 14       | 47          | 0.170     |
| 08:00 - 09:00       | 14       | 47          | 0.069     | 14         | 47          | 0.239     | 14       | 47          | 0.308     |
| 09:00 - 10:00       | 14       | 47          | 0.072     | 14         | 47          | 0.078     | 14       | 47          | 0.150     |
| 10:00 - 11:00       | 14       | 47          | 0.089     | 14         | 47          | 0.089     | 14       | 47          | 0.178     |
| 11:00 - 12:00       | 14       | 47          | 0.077     | 14         | 47          | 0.086     | 14       | 47          | 0.163     |
| 12:00 - 13:00       | 14       | 47          | 0.084     | 14         | 47          | 0.077     | 14       | 47          | 0.161     |
| 13:00 - 14:00       | 14       | 47          | 0.089     | 14         | 47          | 0.109     | 14       | 47          | 0.198     |
| 14:00 - 15:00       | 14       | 47          | 0.098     | 14         | 47          | 0.109     | 14       | 47          | 0.207     |
| 15:00 - 16:00       | 14       | 47          | 0.116     | 14         | 47          | 0.098     | 14       | 47          | 0.214     |
| 16:00 - 17:00       | 14       | 47          | 0.150     | 14         | 47          | 0.104     | 14       | 47          | 0.254     |
| 17:00 - 18:00       | 14       | 47          | 0.256     | 14         | 47          | 0.145     | 14       | 47          | 0.401     |
| 18:00 - 19:00       | 14       | 47          | 0.161     | 14         | 47          | 0.119     | 14       | 47          | 0.280     |
| 19:00 - 20:00       |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00       |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 1.302     |            |             | 1.382     |          |             | 2.684     |

Parameter summary

Trip rate parameter range selected: 27 - 85 (units: )  
 Survey date date range: 01/01/07 - 26/05/15  
 Number of weekdays (Monday-Friday): 14  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

## Our Locations

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