



Our ref: - QD1183
5th December 2016

Miller Homes NE Ltd
Nautilus House
North Shields
NE29 6AR
Attn. Edward Burton

Dear Eddie,

Proposed Development at Victoria Road West, Hebburn

We have prepared this expanded note to cover key Highways and Transportation aspects of our discussions with South Tyneside Council and with Highways England and to highlight changes and updates to the proposals to redevelop this site.

- Committed Development

There are currently residential developments underway on a number of sites. These were supported by TAs during their planning stage. The future traffic likely to be generated by these part completed developments is taken into account as described in 3.7 of the TA.

It is noted that the TA for School Street site redevelopment (2013) states that the site contained a large apartment block comprising in the order of 100 dwellings, which was demolished in the early 1990s and goes on to simply say that the vehicle trip generation associated with the proposed development of 81 houses is likely to be of the same order.

It is further noted that the TA for the Hebburn College redevelopment (2014) takes account of trips generated by the former college. It goes on to assess an opening year of the following year (2015) and a design year five year on from that (2020) and concludes that the development will result in overall betterment to the highway network over the previous use as a College Campus.

Similarly, the Assessment of the Bedewell Industrial Estate redevelopment (June 2015) assesses a design year of 2020 (using TMS growth for heavy vehicles). This TA also makes an adjustment for 'Consented Development'.

The QDL TA for the Victoria Road West site, therefore, includes a consideration of 'Consented Development' including that associated with the current permitted use, that of an employment site. We consider this approach is reasonable given that this is a brown field site. This is the approach that several earlier TAs, considered by STC, have taken.

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Current Planning Practice Guidance 2014 (Para 13), which makes reference to Paragraph 32 of the National Planning Policy Framework, does state that ‘At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval. Clearly, in its current situation, the former Siemens site is such a site. As requested we have also considered the potential impact of relevant local sites benefitting from as yet unimplemented planning approvals.

- Base Figures

The traffic survey was carried out on 7th July 2016. Further consideration was given to the effect of seasonal variation of a July count compared with (say) a September count. NE Area Traffic information (V3502) was examined. 12hr Daily Flows for July were very similar to September. As the counts were carried out on 7th July, which is clear of School Holidays, no adjustments to the surveyed flows were, therefore, considered to be necessary.

- Growth Factors

We tabled the TA with a 2017 opening date and (five years on) 2022 analysis with average growth for the area. This is approach, together with the consideration of local future local development traffic as set out above, is in accordance with general good practice and previous TAs.

The TA now applies TEMPRO 7.0, published on 28th July 2016. The predictions are now reflected in the 2016-2017 and 2017-2022 factors used in the Network Figures. These factors are 0.32% and 1.55% respectively. In more recent comments STC requested we apply a growth factor to 2026. This is discussed further below.

Again, the PPG of 2014 says that ‘The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant Government policy.’

Although not agreed in advance, the design year of 2022 was tabled in the first TA of July 2016. No comment to the contrary were received until 24th Nov 2016.

Clearly the HE has recently lodged an objection and may require further analysis. We did reply to the HE points in our email of 1st Dec 2016.

- Trip Distribution

The survey gave us directional splits at the South Drive junction onto Victoria Road West. We used this to establish the trip distribution to and from the site. These turning movements do reflect flows on VRW (more southbound AM and northbound PM). As set out in STC comments, that given the location of the proposed development in close proximity to congested sections of the network, it is considered feasible that people could choose to depart and arrive at South Drive via a different route as they react to traffic conditions.

- Findings of the TA

The two nearest significant VRW junctions were assessed. These are Mill Lane and Station Road. Here the peak ‘site’ flow comprises 15% and the 9% (respectively) of those flows.

Net AM flow (south) away from site will be 60vph (FIGURE 11 of TA). These are likely to be split at the Mill Lane junction with 23vph travelling towards the A194. These, again will split at the A194 junction as set out in Highways England comment below.

Similarly, given the switch of use from Employment to Residential, net two-way flows along A185 (Gateshead) are predicted to actually decrease in both peak hours. Since the meeting, STC will have taken a view as to the extent of required consultation.

- Access Junction choice

The proposal provides two priority access junctions with build outs into Victoria Road West. Visibility splay provision will be 2.4m by 59m, clear of all existing trees. The visibility dimensions was suggested by STC in view of historic vehicle speeds. The current proposal would provide a standard 7.3m road width for VRW through these two new junctions (see details below).

The QDL letter of 22nd August 2016, which has been considered by the Highways Officer, covered in detail the access options.

By way of background information, the road width at Hartleyburn Avenue is 9.5m comprising a northbound lane 3.25m wide, a central ghost of 2.70m and a southbound lane of 3.55m.

The road width elsewhere varies between 9.0m and 9.3m with central hatching. The pattern of the hatching varies to suit parking and bus stops. In some cases right turns are unmarked.

We would request that STC officers consider these proposals and determine/ inform us what lane widths are considered appropriate in these locations. The extent of the proposed build outs would then be amended (reduced) to accommodate these lane width and a view taken as to which highway verge trees would need to be removed for safety reasons.

- Lining and existing features

Notwithstanding the request above, the currently proposed access solution complies with standards. These are shown on QD1183-20-11. The revised layout (at the southern access) provides a clear indication that vehicles behind a south-bound bus drawing up at the stop will need to stop if their way ahead is not clear to overtake. This is not, in itself, an unusual situation; there are only two buses an hour most of the day with five in the AM peak hour. There are 16 right turners into the site in the AM peak hour. This results in, at most an average of a bus every 12 mins and a turning car every 4 mins which poses a low risk of conflict. The bus markings are shown 3.0m wide.

- Highways England's Holding objection of 29/11/16

We tabled the projected vehicle trip generation along Mill Lane in the original TA of July 2016 (FIG 4) and (the same figures) in the revised TA04 issued 4th November 2016 and TA05 in 18th November 2016 (as FIG 10).

We've now extended that Figure to indicate the split at the A194. A study in 2012 by WYG using the Tyne Tunnel 2 model as a supporting document concluded that local development traffic would distribute across the network such that the split at the A194 would be in the ratio of 36 (NE Arm) to 34 (SW Arm) and the split at the A194/A19 (A19 N – A194 E – A19 S) junction which would be 10-22-04 respectively. We have applied these splits to the AM and PM flows generated by this site.

Assuming none of that generated traffic is linked to trips to and from Monkton or Koppers Way then this traffic would find its way to/from Mill Lane (B1306) junction with A194. The predicted flows along A194 toward A19 and A184 are now shown in the expanded Figure 10 (attached).

- Proximity to the rail crossing

The layout has been amended so there is now no direct route of any sort between the site and Parkside/ South Drive. This is in response to comments from Network Rail and Nexus about the safety of the existing crossing of the rail line that runs from the end of South Drive. This amendment should again address concerns raised by nearby residents about the impact on Parkside and South Drive.

The shortest route from any dwelling on the site to the crossing is now over a quarter of a mile (425m) from the crossing. That dwelling would be further away than 160 existing properties in South Drive, Parkside, Woodvale Drive and parts of North Drive and Victoria Road West.

- Requirement for Travel Plan

A Travel Plan has now been provided in a format that reflects the current Supplementary Planning Document.

We hope this further information assists your consideration.

Yours sincerely,

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