



**Our ref: - QD1183**  
**21<sup>st</sup> November 2016**

**Edward Burton**  
**Miller Homes NE Ltd**

**Dear Eddie,**  
**Proposed Development at Victoria Road West, Hebburn**

We have prepared this note to cover key Highways and Transportation aspects of our discussions with South Tyneside Council 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. These developments are taken into account as described in 3.7 of the TA.

- Base figures and growth factor

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 considered to be necessary.

The original TA used TEMPRO version 6.2, current at the time. The revised TA uses TEMPRO 7.0, published on 28<sup>th</sup> 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.

- Scope of TA

The two nearest significant VRW junctions assessed are Mill Lane and Station Road. Here the peak 'site' flow comprises 15% and the 9% of those flows peak hour.

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 so individual 'slip road' flows are unlikely to exceed 20vph. It is noted that STC had not referred this application to Highways England.

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.

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- Junction choice

The proposal provides two priority access junctions with build outs of 1.0m on Victoria Road West. Visibility splay provision will be 2.4m by 59m as suggested by STC (given historic vehicle speeds). The QDL letter of 22nd August 2016, which has been considered by the Highways Officer, covered in detail the access options.

- Lining and existing features

The proposed access solution complies with standards. 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 width opposite Hartleyburn Avenue remains the same. There is a 3.65m wide lane north bound, past the southern access, and the rest (3.95m) south bound. The bus markings are shown 3.0m wide.

- 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

- 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,



**Ken Hay**

**Transport Consultant**

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