

Salcombe Avenue, Jarrow

Transport Statement

170228/SK21697/TS01(-00)
February 2017

SK Transport Planning Ltd
Albion Wharf
Manchester M1 5LN
www.sktransport.co.uk
ls@sktransport.co.uk
0161 234 6509

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK21697	TS01	-00	Draft	L Speers	LGS	14/02/2017
SK21697	TS01	-00	No amends. Final issue	L Speers	LGS	28/02/2017

1 INTRODUCTION

- 1.1 SK Transport Planning Ltd (SK) has been appointed by Dunelm Geotechnical and Environmental to prepare a Transport Statement (TS) in support of a proposal to develop 20 dwellings on a site off Salcombe Avenue in Jarrow. The proposed layout is attached as appendix a.
- 1.2 The TS assesses the traffic, transport and accessibility impact of the proposal. The TS has been prepared in accordance with local guidance set out in Tyne & Wear 'Validation Checklist 2016' and South Tyneside Council's SPD6 (Parking Standards) and SPD7 (Travel Plans), and relevant national guidance as outlined in the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and Department for Transport (DfT) 'Guidance on Transport Assessment'.
- 1.3 The proposal is below the scale that would typically warrant the production or submission of any form of transport assessment or travel plan. However, this document has been produced to clearly outline the existing transport characteristics of the area and to establish the effects of the proposal, from a transport perspective.
- 1.4 The site is in an accessible location and opportunities exist for future residents to travel by sustainable modes. To build on this a framework travel plan has been developed for the proposal. The framework is attached as appendix b.
- 1.5 The TS considers the following elements:
 - Site characteristics
 - Development proposal
 - Accessibility impact
 - Traffic impact

2 EXISTING SITUATION

Site Location

- 2.1 Figure 2.1 shows that the site is located to the south of Jarrow in an existing residential area. The site relates well to the established community and to local retail and commercial areas fronting the Newcastle Road and Bedesway corridors.



Figure 2.1: Site Location

Local Highway Network

- 2.2 The site is located off Salcombe Avenue, a residential category road that provides an access function for residential properties along its length. Near the site, Salcombe Avenue has footways on its eastern carriageway edge and street lighting is present. Footways are not provided along the site frontage, however existing public rights of way (PROW) routes cross the site. These routes provide segregated connections to the wider area and include a route that runs along the alignment of the A19, a route that connects to an A19 underpass, and a route that provides a connection to the residential areas to the south of the site.
- 2.3 Salcombe Avenue forms a loop arrangement from Brixham Close and Falmouth Drive to the south of the site. It also provides access to streets served from Newlyn Drive, a cul-de-sac to the north of the site.
- 2.4 From Falmouth Drive access is gained, via other residential streets, directly onto a roundabout on the strategic network formed at the intersection of the A1300 John Reid Road and A194 Leam Lane/Hadrian Road. The A194 is a dual carriageway road that routes east-west to the south of the site providing access to South Shields (in the east) and to the A19 and A194M (in the west). A footbridge crossing is provided across the A194 to the west of the A1300 roundabout and a signalised cross is provided to the east, adjacent to the Tesco.

Network Traffic Flows

- 2.5 The DfT database has been used to establish existing daily traffic levels on key routes near to the site, as shown on figure 2.2.



Figure 2.2: DfT Link Locations

2.6 Table 2.1 shows existing the daily traffic flows.

Link Location	Two-way Traffic Flows (in vehs)
A194 Newcastle Road (E)	23,792
A914 Leam Lane (E)	43,060
A19 (N)	29,574
A19 (S)	36,936
A194 Leam Lane (W)	39,322
A1300 John Reid Road	22,839

Table 2.1: Queens Road Link Flows

Road Safety Record

2.7 The DfT database (traffweb) has been reviewed to establish the road safety characteristics of the streets immediately serving the site for the most recent three-year period available.

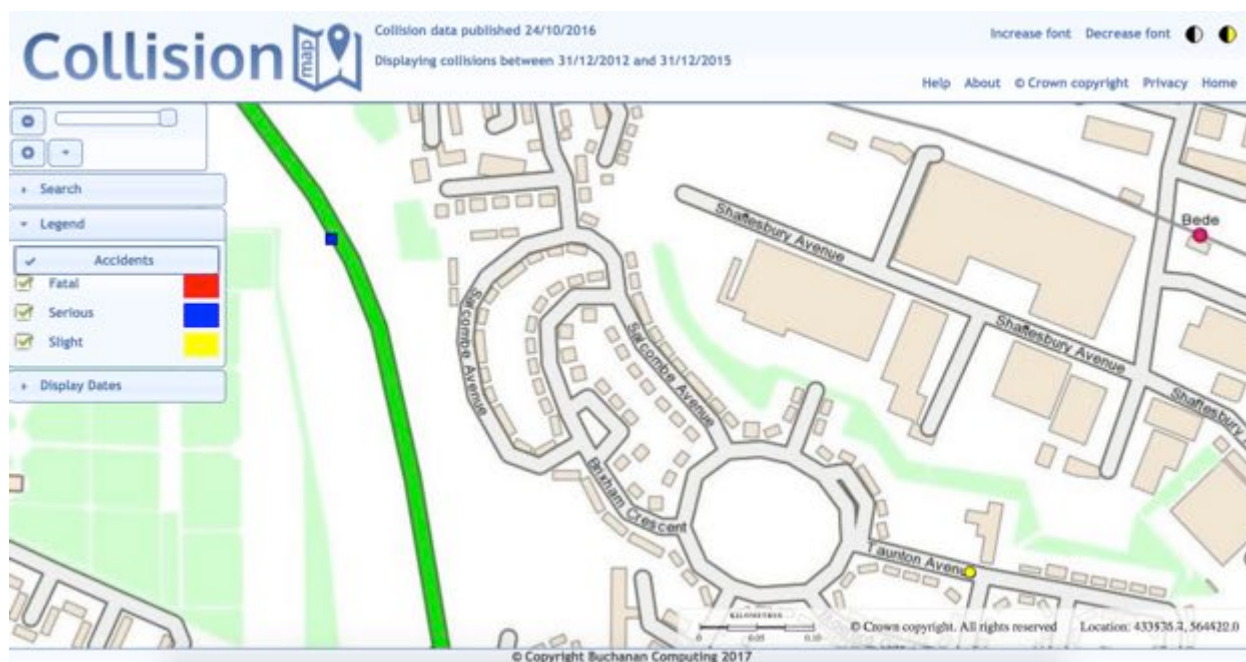


Figure 2.3: DfT Accident Record

- 2.8 Figure 2.3 shows that there have been no accidents in Salcombe Avenue during the period considered.

3 PROPOSAL

- 3.1 The proposed layout is attached as appendix a.
- 3.2 The proposal seeks to deliver 20 dwellings on the site, with a mix of bungalow, houses and apartments.
- 3.3 Parking for the dwellings is provided from driveway formations accessed directly from Salcombe Avenue. The proposed driveway arrangements are in line with the existing arrangements for residents in the area, which are a mixture of driveway.
- 3.4 A small parking area is provided to the east of the site. The total 37 parking spaces is proposed.
- 3.5 The proposal requires the diversion of existing footpath routes crossing the site. These have been sensitively diverted to ensure that the routes can still be effectively accessed from Salcombe Avenue.
- 3.6 The proposal will be serviced from kerbside, in line with existing arrangements for surrounding residential properties.

Framework Travel Plan

- 3.7 The proposal is beneath the scale that would typically trigger a requirement for the submission of a travel plan. However, the applicant is keen to develop an access strategy that will enable residents to reduce car use and realise potential for sustainable local trip making, where practicable.
- 3.8 The framework is attached as appendix b, with a summary of the measures proposed provided in table 3.1. The measures proposed are commensurate with the scale and impact of the proposal.

Walking Toolkit:		
Measure	Responsibility	Timescale
Walking route information & initiatives in resident welcome pack	Travel Plan Co-ordinator	On occupation
Promote www.walkbudi.com & www.walkit.com in resident welcome pack	Travel Plan Co-ordinator	On occupation
Cycling Toolkit:		
Measure	Responsibility	Timescale
Provide cycle route website links in resident welcome pack	Travel Plan Co-ordinator	On occupation
Promote local and national cycling events/initiatives	Travel Plan Co-ordinator	Within 6 months of occupation
Public Transport Toolkit:		
Measure	Responsibility	Timescale
Provide link to journey planning software in welcome pack	Travel Plan Co-ordinator	On occupation
Promotion of integrated ticketing schemes in welcome pack	Travel Plan Co-ordinator	On occupation
Promotion & Marketing Toolkit:		
Measure	Responsibility	Timescale
Appoint travel plan co-ordinator	Contractor	On occupation
Production of resident welcome packs	Travel Plan Co-ordinator	On occupation

Table 3.1: Interim Toolkit

4 ACCESSIBILITY

Access on Foot

- 4.1 The site is well connected to the surrounding area by a comprehensive network of pedestrian routes, typical of its suburban location. Pedestrian provision is generally of good condition, with sufficient footway width and street lighting present. The streets immediately serving the site are residential in character, providing a suitable environment for pedestrian trips.
- 4.2 Segregated routes are provided from the site that link to areas to the west of the A19 and also provide direct connections to areas surrounding the A194. Suitable crossing facilities are in place on busier routes. A footbridge and a signalised crossing are provided across the A194, south of the site. The segregated routes also connect to an underpass under the A19, that enables access to areas west of the site.
- 4.3 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km.
- 4.4 Figure 4.1 shows a 2km walking catchments from the site, representing a walk time of 25 minutes, using an average walking speed of 80 m/min. The walking catchment has been derived using the interactive walkit.com tool, a pedestrian journey planning system promoted by DfT.

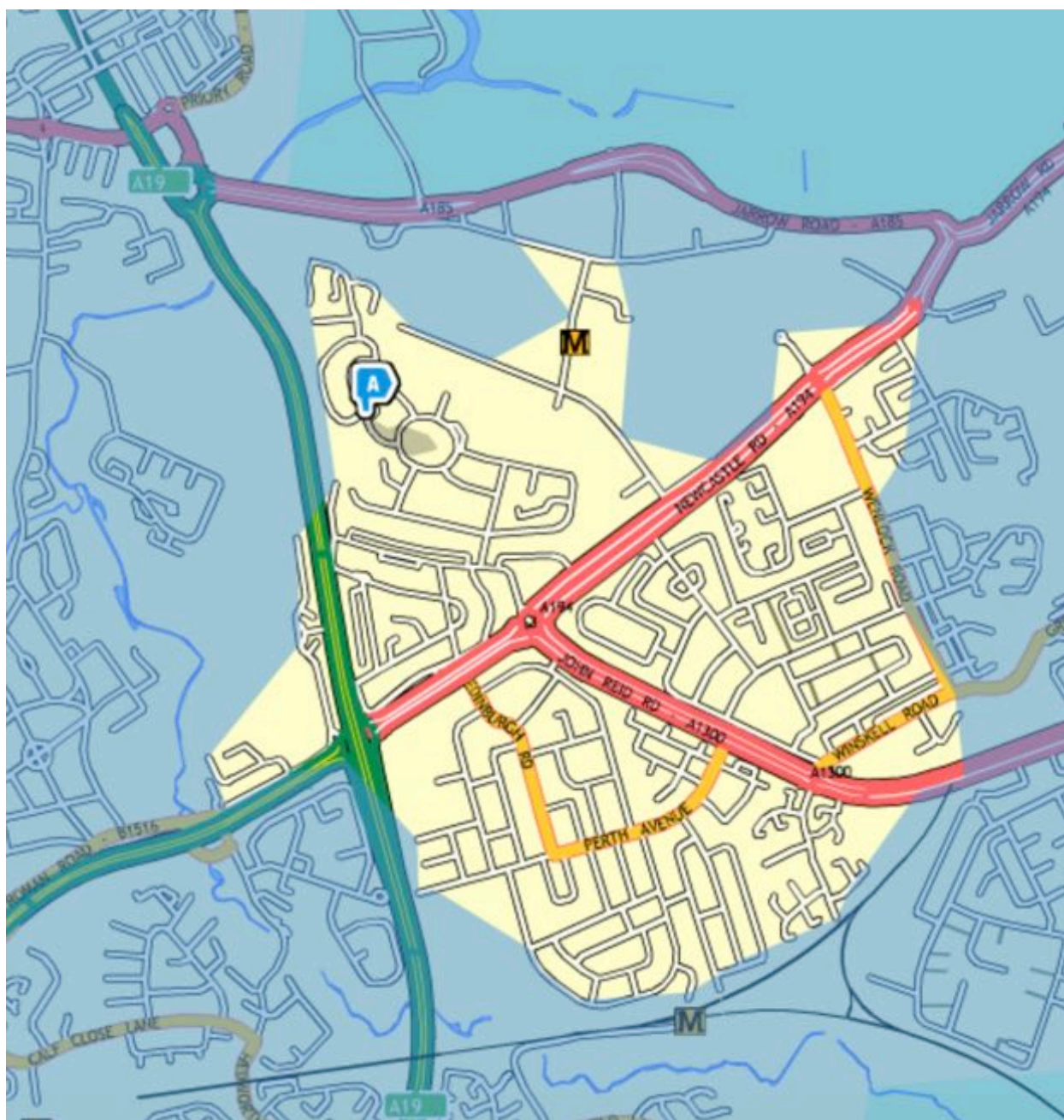


Figure 4.1: 2km Walking Catchment

- 4.5 The walking catchment shows that the site relates well to surrounding residential areas and retail and commercial destinations located in the area. The site is accessible to both Simonside and Bedesway employment areas.
- 4.6 Opportunities exist for future residents to access local services and amenities, and employment areas on foot. The existing pedestrian infrastructure provides a good basis for these trips.

Access by Cycle

- 4.7 Figure 4.2 shows the site in the context of the existing cycle network. It shows that the site is served by an existing route that routes north-south past the site between the A185 St Bedesway and the A194 Leam Lane. At its northern end this route links to Route 14 of the National Cycle Network, which provides a continuous connection between Newcastle and South Shields via Jarrow.

- 4.8 The local cycle route also provides connection to other local routes serving local amenities and services, and retail and employment areas. Suitable crossings are provided on the strategic highway network, including underpasses and signals.

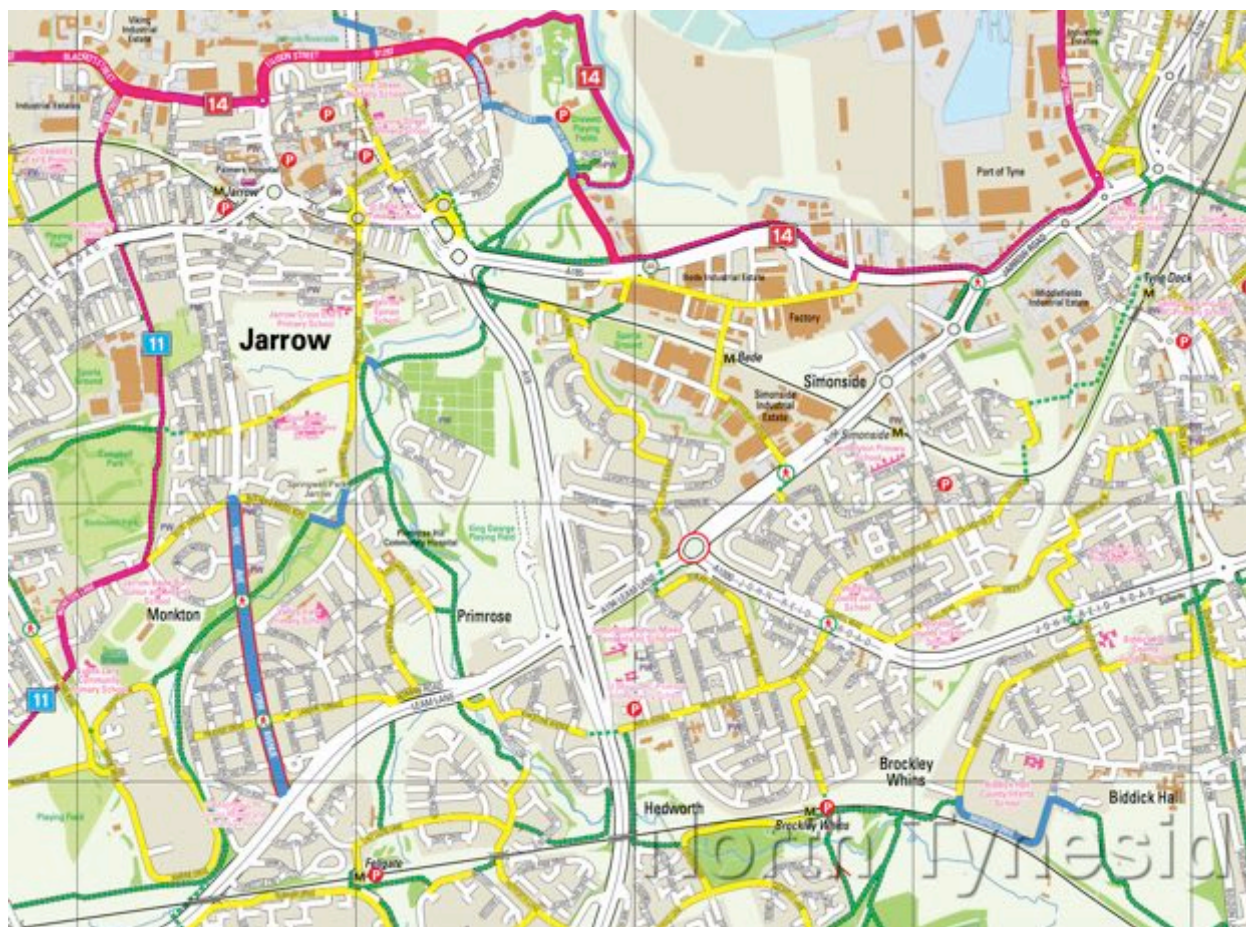


Figure 4.2: Local Cycle Network

- 4.9 The site is well placed for future access by cycle using existing local infrastructure.

Access by Public Transport

- 4.10 The site is located 350m/4 minutes from existing bus stops on Falmouth Drive. Table 4.1 provides a summary of the buses serving these stops.

No	Route	Typical Daytime Frequency (buses per hour)		
		Mon-Fri	Saturday	Sunday
10/10A	South Shields – Jarrow	1	2	2
11/11A	Jarrow – South Shields	1	2	2

Table 4.1: Local Bus Routes

- 4.11 The Bede Metro station is located 1km from the site; a 13-minute walk or three-minute cycle. The Bede station sits on the South Shields to St James (Newcastle) line and provides a high frequency and direct connection between these areas. The Metro line can also be used to interchange between other Metro services to provide links to Sunderland, Whitley Bay and the airport. Figure 4.3 shows the Metro network.

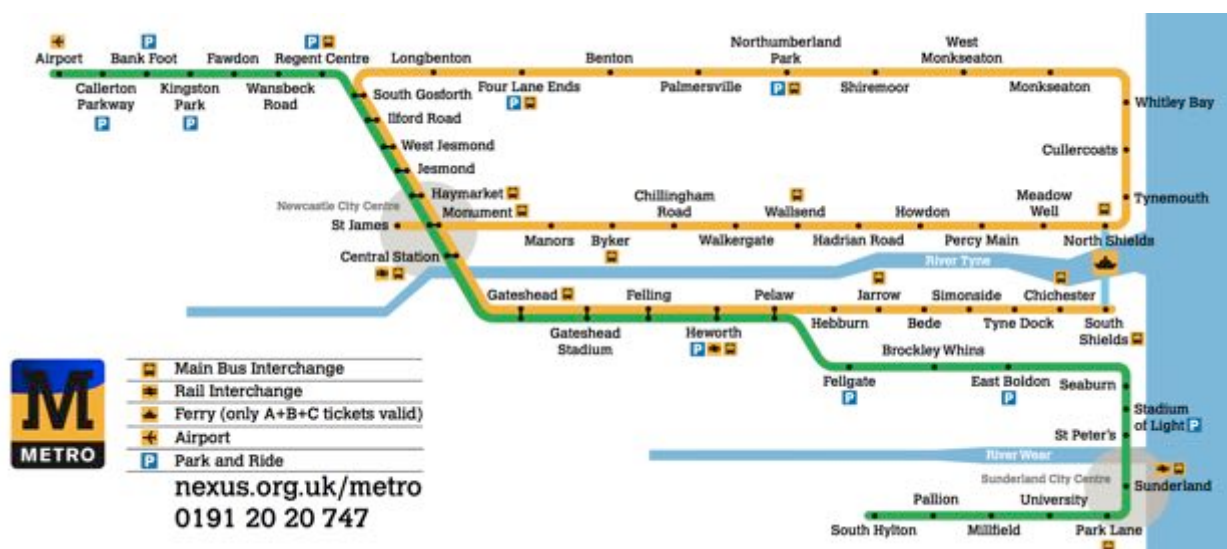


Figure 4.3: Metro Network

4.12 Table 4.2 provides a summary of typical services routing through Bede station.

Route	Typical Daytime Headway		
	Mon-Fri	Saturday	Sunday
To South Shields	12 minutes	12 minutes	15 minutes
To Newcastle (St James)	12 minutes	12 minutes	15 minutes

Table 4.1: Metro Services from Bede Station

4.13 The assessment shows that opportunities exist for future residents to access local and regional destinations using existing public transport facilities.

5 TRAFFIC IMPACT

Forecast Development Traffic Flows

- 5.1 The TRICS database has been used to forecast the future traffic flows associated with the proposal. The TRICS output is attached as appendix c, with a summary provided in table 5.1.
- 5.2 To ensure a robust assessment the TRICS land use category Private Housing has been used. This will overestimate the future traffic generated by the site, as private houses typically generate more traffic than affordable housing, apartments and bungalows.

Period	Trip Rate (per unit)			Traffic Flows		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak	0.062	0.260	0.322	1	5	6
PM Peak	0.328	0.199	0.527	7	4	11
Daily	2.187	2.312	4.499	44	46	90

Table 4.1: Development Traffic Flows

Traffic Impact

- 5.3 Even with the worst-case assessment, the traffic forecast shows that the proposal will generate less than DfT significance thresholds (set as 100+ daily vehicles or 30+ hourly vehicles) in all time periods. As a result, the traffic generated by the proposal will have an imperceptible effect on local traffic conditions.
- 5.4 For completeness, the traffic flows have been distributed onto the local highway network, based on existing patterns of movement, to allow a comparison of the daily traffic flows forecast opening year (2018) network traffic flows.
- 5.5 The existing traffic flows have been growthed to the opening year (2018) using local area TEMPRO adjusted NTM growth factors.

Link	2015 Flows	Development Flows	2018 Base	2018 With Development	Impact
A194 Newcastle Road (E)	23792	24	24439	24463	0.10%
A194 Leam Lane (E)	43060	43	44231	44274	0.10%
A19 (N)	29574	12	30378	30390	0.04%
A19 (S)	36936	15	37941	37956	0.04%
A194 Leam Lane (W)	39322	16	40392	40408	0.04%
A1300 John Reid Road	22839	23	23460	23483	0.10%

Table 5.2: Link Traffic Flows & Highway Impact

- 5.6 The impact assessment shows that the change in flows resulting from the proposal will have a negligible effect when considered against local network flows. As a result, the proposal will not have a perceptible effect on highway operation.

Road Safety Impact

- 5.7 A review of accident data on the street the providing access to the site has been undertaken. This shows that there have been no recorded accidents during the period assessed.
- 5.8 The traffic impact analysis shows that the propose will generate an insignificant level of traffic that will not cause a perceptible change in road safety levels.

Parking Impact

- 5.9 The proposal will provide 37 parking spaces. 33 of the spaces are provided as driveway arrangements and four spaces are provided in a small parking area to the south of the site.
- 5.10 Local area parking standards are outlined in South Tyneside Council's document 'SPD6: Parking Standards'. The standards are set as maximum provision. The setting of a maximum standard allows development parking provision to be considered on site by site basis, with consideration given to accessibility, car ownership and local conditions. This is in the spirit of NPPF, which states the following should be considered when setting appropriate levels of parking at new developments:

- The accessibility of the development
- The type, mix and use of the development
- The availability of and opportunities for public transport trips
- Local car ownership levels

- 5.11 The standard sets a maximum of two spaces per dwelling and 1 space per three dwellings for visitors. This would equate to a maximum provision for the site of 47 spaces. An assessment has been undertaken to demonstrate that the level of parking proposed (37 spaces) is in line with the future requirements of the proposal and will not lead to a road safety or amenity issue.

Accessibility & Public Transport

- 5.12 The site is located in an established residential community in close proximity to existing employment and retail areas. The assessment shows that opportunities exist to access these local destinations on foot or by cycle using existing infrastructure.
- 5.13 The assessment also shows that opportunities exist to access Jarrow, South Shields and other regional destinations using existing bus and Metro services.

Mix & Car Ownership

- 5.14 The proposal provides a mix of accommodation types, including apartments and bungalows. Car ownership and consequently parking demand varies with accommodation types, with car ownership being lower for non-private housing accommodation.
- 5.15 The 2011 Census has been reviewed to establish typical car ownership levels by accommodation type for the local area. Table 4.3 shows the car ownership levels for the medium level output area (South Tyneside 012) within which the site sits.

Cars	Houses	Flats	Houses	Flats
No cars	773	423	39%	77%
1 car	834	118	42%	21%
2 or more cars	362	9	18%	2%

Table 5.3: Car Ownership by Accommodation Type

- 5.16 Table 5.3 shows that the level of non-car owning households is considerably lower in apartments, when compared to houses. Of the 20 dwellings proposed, four are apartments.
- 5.17 Table 5.4 provides a comparison of car ownership levels in South Tyneside, as a whole, and in the local area within which the site sits.

Cars	South Tyneside			Local Area		
	All	Houses	Flats	All	Houses	Flats
No cars	38%	33%	59%	47%	39%	77%
1 car	41%	43%	35%	38%	42%	21%
2 or more cars	20%	24%	6%	15%	18%	2%

Table 5.4: Car Ownership by Area

- 5.18 Table 5.4 shows that car ownership levels in the local area are generally lower than for the authority area as a whole.

TRICS Forecast

- 5.19 As a further test of the appropriateness of the parking levels proposed a parking accumulation exercise has been undertaken. This assessment uses the TRICS development forecast. The starting occupancy of site parking areas is set as 37 vehicles.

	IN	OUT	TOTAL	ACC
07:00-08:00	1	5	6	33
08:00-09:00	3	7	10	29
09:00-10:00	3	3	7	29
10:00-11:00	3	3	6	28
11:00-12:00	3	3	6	28
12:00-13:00	4	3	7	28
13:00-14:00	4	4	7	28
14:00-15:00	3	4	6	28
15:00-16:00	5	3	8	29
16:00-17:00	5	3	9	31
17:00-18:00	7	4	11	33
18:00-19:00	4	3	7	35

Table 5.5: Parking Accumulation

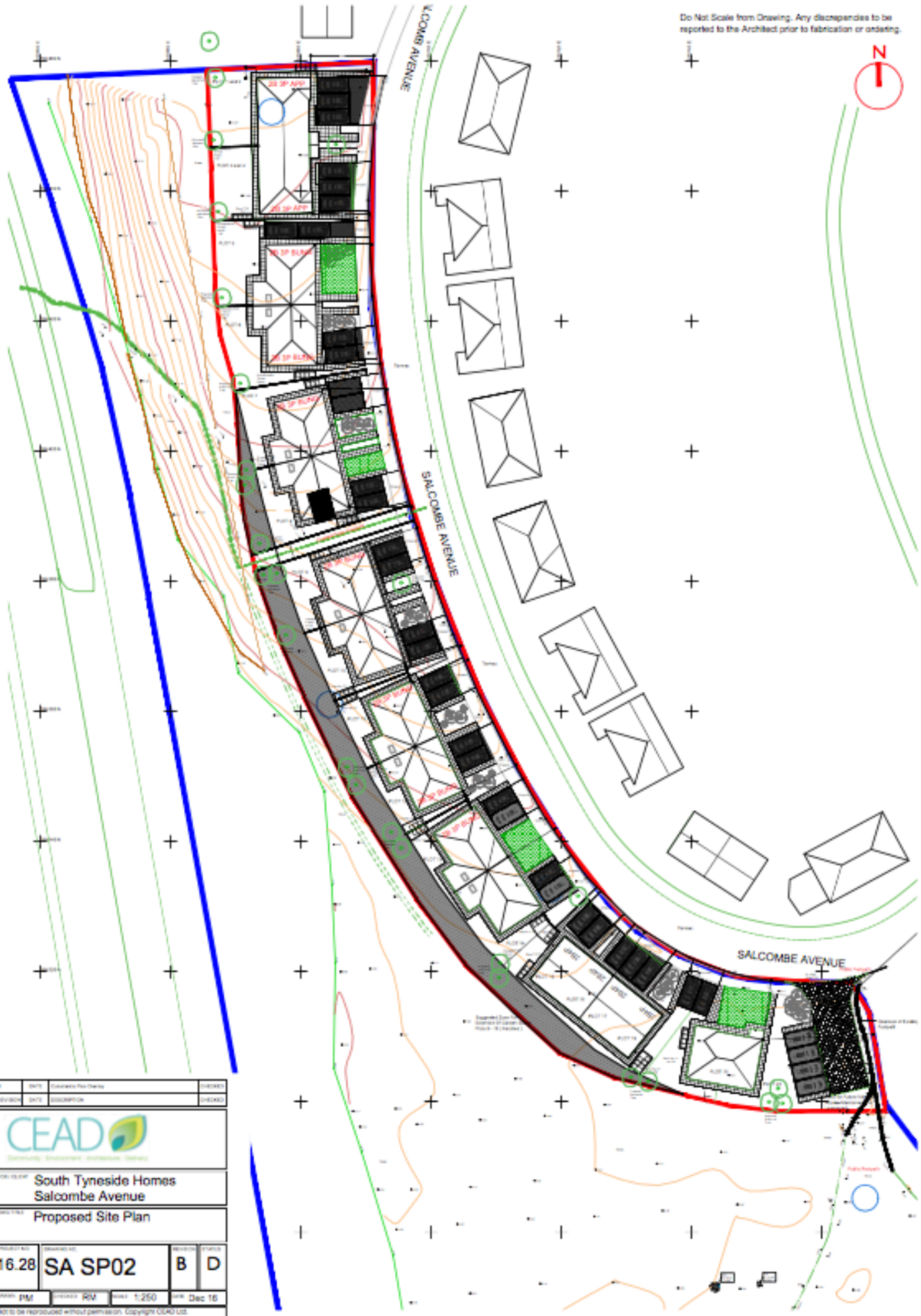
- 5.20 Table 5.5 shows that the level of parking proposed is commensurate with the traffic forecast for the development.
- 5.21 The assessment shows that the level of parking proposed is commensurate with the scale, accessibility and operational requirements of the proposal.

6 CONCLUSIONS

- 6.1 SK Transport Planning Ltd has been appointed by Dunelm Geotechnical and Environmental to prepare a Transport Statement in support of a proposal to develop 20 dwellings on a site off Salcombe Avenue in Jarrow.
- 6.2 The Transport Statement assesses the traffic, transport and accessibility impact of the proposal using a method that is line with local and national policy requirements. Within this context it is shown that the proposal is below the scale that would typically warrant the production or submission of any form of transport assessment or travel plan. This is further supported by the findings of the assessment, which shows that the proposal will have a negligible effect on the transport network.
- 6.3 The Transport Statement shows that opportunities exist for future residents to travel by sustainable modes. To build on this a framework travel plan has been developed for the proposal.
- 6.4 The Transport Statement concludes that the proposal meets the requirements of NPPF and will not result in unacceptable effects on local transport conditions.

Appendix A

Do Not Scale from Drawing. Any discrepancies to be reported to the Architect prior to fabrication or ordering.



NO.	DATE	DESCRIPTION	CHECKED
1	16/12/16	ISSUED FOR PERMIT	CEAD
			
PROJECT NAME South Tyneside Homes Salcombe Avenue			
DRAWING TITLE Proposed Site Plan			
PROJECT NO.	REVISION NO.	SCALE	DATE
16.28	SA SP02	B	D
DESIGNED BY	REVISED BY	SCALE	DATE
PM	RM	1:250	Dec 16
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Appendix B

170214/SK21697/TS01(-00)
SALCOMBE AVENUE, JARROW
FRAMEWORK TRAVEL PLAN

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SK21697	FTP01	00	Draft	L Speers	LGS	14/02/2017

1 INTRODUCTION

- 1.1 SK Transport Planning Ltd (SK) has been appointed by appointed by Dunelm Geotechnical and Environmental to prepare a framework travel plan in support of a planning application a proposal to develop 20 dwellings on a site off Salcombe Avenue in Jarrow.
- 1.2 In accordance with local policy, the proposal is below the scale that would typically warrant the production or submission of any form of transport assessment or travel plan.
- 1.3 A Transport Statement has been produced that examines the impact of the proposal on the surrounding transport network. The Transport Statement assesses the traffic, transport and accessibility impact of the proposal. The Transport Statement has been prepared in accordance with local guidance set out in Tyne & Wear 'Validation Checklist 2016' and South Tyneside Council's SPD6 (Parking Standards) and SPD7 (Travel Plans), and relevant national guidance as outlined in the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and Department for Transport (DfT) 'Guidance on Transport Assessment'.
- 1.4 The Transport Statement shows that the site can be accessed by non-car modes and that the impact of the proposal will not significantly impact on local road safety levels or highway operation.
- 1.5 The Transport Statement should be referred to for full details of the proposal and the forecast impact. The proposed layout is attached as appendix a of the Transport Statement.
- 1.6 This framework travel plan outlines policy interventions and infrastructure measures that are commensurate with the scale and impact of the proposal.

Travel Plan Process

- 1.7 A travel plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of measures designed to meet the objective to reduce the environmental impact of a development by supporting sustainable modes of transport and outlining measures that will build on the location of the site.
- 1.8 The travel plan process is not a one-off, static event, but a constantly evolving strategy that should grow and adapt to meet the travel patterns and needs of the end users of the site. This travel plan is submitted as an interim/framework document for discussion with South Tyneside Council.
- 1.9 The framework travel plan outlines the accessibility of the site, infrastructure measures proposed as part of the development, and management and policy measures to be considered for adoption upon occupation of the site.
- 1.10 The measures outlined in the framework have been drawn from UK and local area best practice. Specifically, the measures and initiatives included in the framework acknowledge the Council's travel planning guidance as outlined in 'SPD7: Travel Plans'.

Benefits

- 1.11 Travel plans result in a variety of benefits to the occupiers of a development and the wider community, including:
- Promoting active and healthy lifestyles
 - Reducing demand for parking
 - Providing sustainable and vibrant communities
 - Reducing road safety and congestion issues
 - Reducing carbon emissions and improving local air quality issues

Aims & Objectives

- 1.12 The main aims of a travel plan are to reduce the environmental effects of transport associated with developments and raise awareness of non-car means of access.

1.13 The scale of the proposal is beneath that which would usually require the submission of a travel plan. To this end, the main aim of the framework plan is to identify:

- Roles and responsibilities
- Existing access opportunities
- Commitment to the appointment of a travel plan co-ordinator
- Measures to be considered for implementation

2 AUDIT

Site Location

2.1 Figure 2.1 shows that the site is located to the south of Jarrow in an existing residential area. The site relates well to the established community and to local retail and commercial areas fronting the Newcastle Road and Bedesway corridors.



Figure 2.1: Site Location

Car

- 2.2 The site is located off Salcombe Avenue, a residential category road that provides an access function for residential properties along its length. Near the site, Salcombe Avenue has footways on its eastern carriageway edge and street lighting is present. Footways are not provided along the site frontage, however existing public rights of way (PROW) routes cross the site. These routes provide segregated connections to the wider area and include a route that runs along the alignment of the A19, a route that connects to an A19 underpass, and a route that provides a connection to the residential areas to the south of the site.
- 2.3 Salcombe Avenue forms a loop arrangement from Brixham Close and Falmouth Drive to the south of the site. It also provides access to streets served from Newlyn Drive, a cul-de-sac to the north of the site.
- 2.4 From Falmouth Drive access is gained, via other residential streets, directly onto a roundabout on the strategic network formed at the intersection of the A1300 John Reid Road and A194 Leam Lane/Hadrian Road. The A194 is a dual carriageway road that routes east-west to the south of the site providing access to South Shields (in the east) and to the A19 and A194M (in the west). A

footbridge crossing is provided across the A194 to the west of the A1300 roundabout and a signalised cross is provided to the east, adjacent to the Tesco.

Walking

- 2.5 The site is well connected to the surrounding area by a comprehensive network of pedestrian routes, typical of its suburban location. Pedestrian provision is generally of good condition, with sufficient footway width and street lighting present. The streets immediately serving the site are residential in character, providing a suitable environment for pedestrian trips.
- 2.6 Segregated routes are provided from the site that link to areas to the west of the A19 and also provide direct connections to areas surrounding the A194. Suitable crossing facilities are in place on busier routes. A footbridge and a signalised crossing are provided across the A194, south of the site. The segregated routes also connect to an underpass under the A19, that enables access to areas west of the site.
- 2.7 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km.
- 2.8 Figure 2.2 shows a 2km walking catchments from the site, representing a walk time of 25 minutes, using an average walking speed of 80 m/min. The walking catchment has been derived using the interactive walkit.com tool, a pedestrian journey planning system promoted by DfT.
- 2.9 The walking catchment shows that the site relates well to surrounding residential areas and retail and commercial destinations located in the area. The site is accessible to both Simonside and Bedesway employment areas.
- 2.10 Opportunities exist for future residents to access local services and amenities, and employment areas on foot. The existing pedestrian infrastructure provides a good basis for these trips.

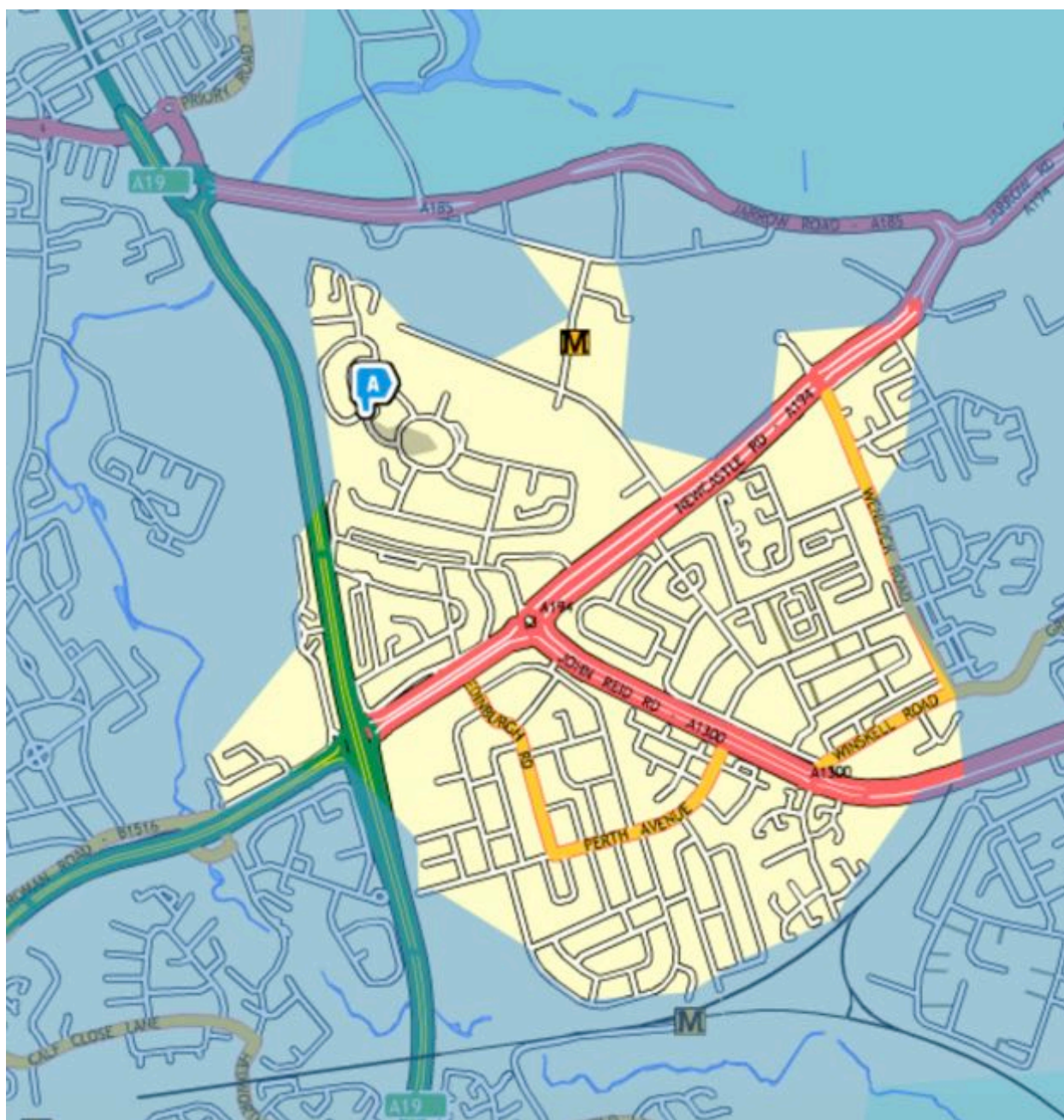


Figure 2.2: 2km Walking Catchment

Cycling

- 2.11 Figure 2.3 shows the site in the context of the existing cycle network. It shows that the site is served by an existing route that routes north-south past the site between the A185 St Bedesway and the A194 Leam Lane. At its northern end this route links to Route 14 of the National Cycle Network, which provides a continuous connection between Newcastle and South Shields via Jarrow.
- 2.12 The local cycle route also provides connection to other local routes serving local amenities and services, and retail and employment areas. Suitable crossings are provided on the strategic highway network, including underpasses and signals.
- 2.13 The site is well placed for future access by cycle using existing local infrastructure.

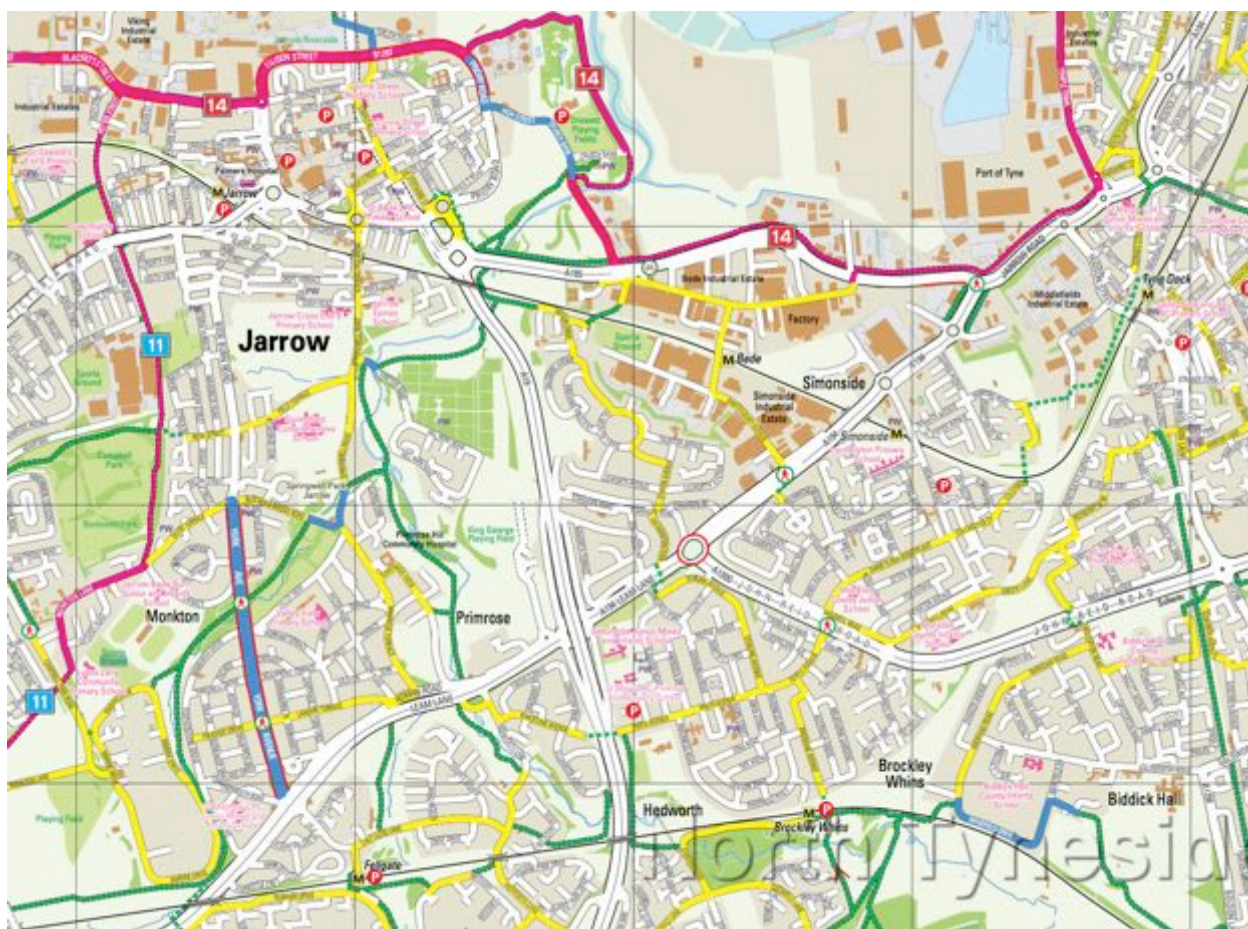


Figure 2.3: Local Cycle Network

Public Transport

2.14 The site is located 350m/4 minutes from existing bus stops on Falmouth Drive. Table 2.1 provides a summary of the buses serving these stops.

No	Route	Typical Daytime Frequency (buses per hour)		
		Mon-Fri	Saturday	Sunday
10/10A	South Shields – Jarrow	1	2	2
11/11A	Jarrow – South Shields	1	2	2

Table 2.1: Local Bus Routes

2.15 The Bede Metro station is located 1km from the site; a 13-minute walk or three-minute cycle. The Bede station sits on the South Shields to St James (Newcastle) line and provides a high frequency and direct connection between these areas. The Metro line can also be used to interchange between other Metro services to provide links to Sunderland, Whitley Bay and the airport. Figure 2.4 shows the Metro network.

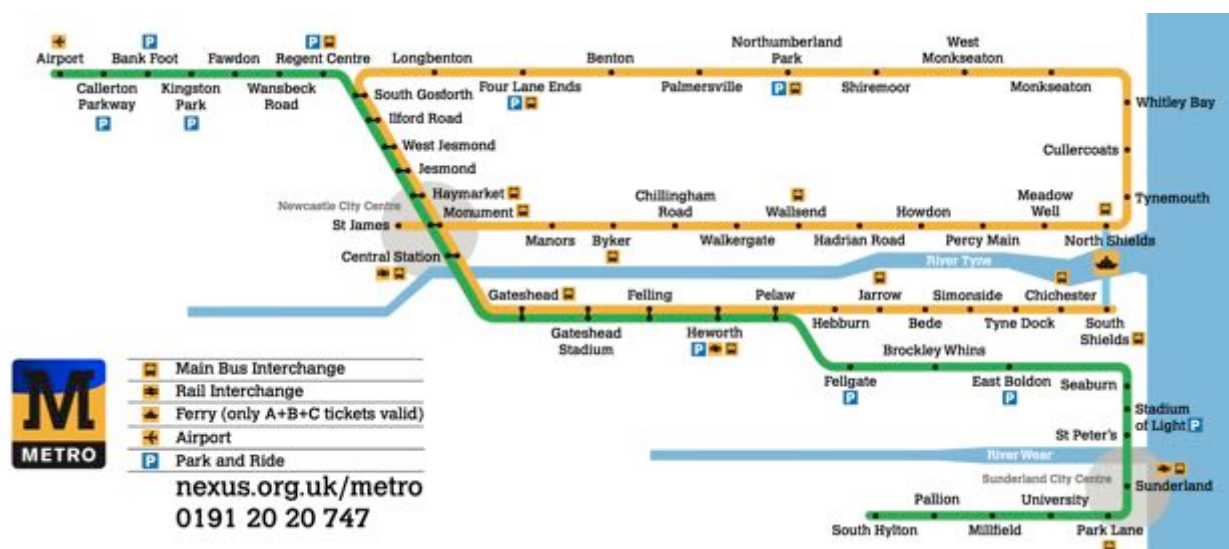


Figure 2.4: Metro Network

4.3 Table 2.2 provides a summary of typical services routing through Bede station.

Route	Typical Daytime Headway		
	Mon-Fri	Saturday	Sunday
To South Shields	12 minutes	12 minutes	15 minutes
To Newcastle (St James)	12 minutes	12 minutes	15 minutes

Table 2.2: Metro Services from Bede Station

2.16 The assessment shows that opportunities exist for future residents to access local and regional destinations using existing public transport facilities.

3 PROPOSAL

3.1 The proposed layout is attached as appendix a of the Transport Statement.

3.2 The proposal seeks to deliver 20 dwellings on the site, with a mix of bungalow, houses and apartments.

3.3 Parking for the dwellings is provided from driveway formations accessed directly from Salcombe Avenue. The proposed driveway arrangements are in line with the existing arrangements for residents in the area, which are a mixture of driveway.

3.4 A small parking is area is provided to the east of the site. The total 37 parking spaces is proposed.

3.5 The proposal requires the diversion of existing footpath routes crossing the site. These have been sensitively diverted to ensure that the routes can still be effectively accessed from Salcombe Avenue.

3.6 The proposal will be serviced from kerbside, in line with existing arrangements for surrounding residential properties.

4 MANAGEMENT

Travel Plan Co-ordinator

- 4.1 An effective travel plan needs a clear hierarchy of responsibility. Travel plan co-ordinators play an important role in developing the plan. Upon occupation of the site a travel plan co-ordinator will be identified and contact details given to the Council to enable the plan to be finalised and agreed six months after occupation of the site.
- 4.2 The travel plan co-ordinator will be responsible for the day-to-day running of the travel plan. The co-ordinator will form the main point of contact for the local authority and residents.
- 4.3 In summary, the travel plan co-ordinator's general role and responsibilities will include:
- Responsibility for the development of the final travel plan
 - Providing a point of contact for residents and the Council
 - Promoting and encouraging the use of travel modes other than the private car
 - Issuing resident welcome packs

Communication Strategy

- 4.4 Research shows that people will more readily make sustainable trips if information on available routes and mode choice is readily available. Resident welcome packs will be produced for issue by the travel plan co-ordinator. Information and links to Nexus and Tyne and Wear LTP journey planning software will be included.
- 4.5 The travel plan will be linked to other local and national campaigns to assist in raising awareness of the benefits to the environment and personal health of sustainable trip making. Campaigns that will be considered include:
1. Walk to Work Week
 2. Workwise Week
 3. Bike Week
- 4.6 The travel plan co-ordinator will be responsible for marketing and promoting the final plan. The following measures are proposed to raise awareness of local routes and initiatives:
1. Welcome packs for residents
 2. Promotion of local authority/local area travel campaigns/networks

5 TOOLKIT

- 5.1 The toolkit and implementation plan outlined overleaf have been developed to acknowledge and complement the site's location, the scale of the proposal, and the needs of future residents.
- 5.2 The measures will be refined for inclusion in the final travel plans for the site and agreement with the Council.

Walking Toolkit:		
Measure	Responsibility	Timescale
Walking route information & initiatives in resident welcome pack	Travel Plan Co-ordinator	On occupation
Promote www.walkbudi.com & www.walkit.com in resident welcome pack	Travel Plan Co-ordinator	On occupation
Cycling Toolkit:		
Measure	Responsibility	Timescale
Provide cycle route website links in resident welcome pack	Travel Plan Co-ordinator	On occupation
Promote local and national cycling events/initiatives	Travel Plan Co-ordinator	Within 6 months of occupation
Public Transport Toolkit:		
Measure	Responsibility	Timescale
Provide link to journey planning software in welcome pack	Travel Plan Co-ordinator	On occupation
Promotion of integrated ticketing schemes in welcome pack	Travel Plan Co-ordinator	On occupation
Promotion & Marketing Toolkit:		
Measure	Responsibility	Timescale
Appoint travel plan co-ordinator	Contractor	On occupation
Production of resident welcome packs	Travel Plan Co-ordinator	On occupation

Table 5.1: Interim Toolkit

Appendix C

Calculation Reference: AUDIT-443201-170124-0100

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	PK PERTH & KINROSS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 6 to 161 (units:)
 Range Selected by User: 5 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	6 days
Tuesday	7 days
Wednesday	7 days
Thursday	3 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	27
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	25
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:**Use Class:**

C3	26 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	6 days
20,001 to 25,000	5 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	18 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	25 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	27 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.	ANGUS
	KEPTIE ROAD		
	ARBROATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CA-03-A-04	DETACHED	CAMBRIDGESHIRE
	THORPE PARK ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	9	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
3	CH-03-A-06	SEMI-DET./BUNGALOWS	CHESHIRE
	CREWE ROAD		
	CREWE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	129	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
4	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD		
	BOUGHTON HEATH		
	CHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
5	DC-03-A-01	DETACHED	DORSET
	ISAACS CLOSE		
	POOLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
6	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
7	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
9	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK
	MANDELA AVENUE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
10	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
11	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
12	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
13	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
14	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
16	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
17	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
18	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
19	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE		
	GORNHILL		
	PERTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
20	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
21	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
23	ST-03-A-05	TERRACED & DETACHED	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
24	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
25	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
26	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
27	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	27	49	0.062	27	49	0.260	27	49	0.322
08:00 - 09:00	27	49	0.149	27	49	0.359	27	49	0.508
09:00 - 10:00	27	49	0.158	27	49	0.174	27	49	0.332
10:00 - 11:00	27	49	0.144	27	49	0.158	27	49	0.302
11:00 - 12:00	27	49	0.150	27	49	0.158	27	49	0.308
12:00 - 13:00	27	49	0.177	27	49	0.159	27	49	0.336
13:00 - 14:00	27	49	0.176	27	49	0.183	27	49	0.359
14:00 - 15:00	27	49	0.140	27	49	0.179	27	49	0.319
15:00 - 16:00	27	49	0.228	27	49	0.157	27	49	0.385
16:00 - 17:00	27	49	0.269	27	49	0.174	27	49	0.443
17:00 - 18:00	27	49	0.328	27	49	0.199	27	49	0.527
18:00 - 19:00	27	49	0.206	27	49	0.152	27	49	0.358
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.187			2.312			4.499

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP * FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	6 - 161 (units:)
Survey date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS**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	27	49	0.000	27	49	0.000	27	49	0.000
08:00 - 09:00	27	49	0.005	27	49	0.003	27	49	0.008
09:00 - 10:00	27	49	0.004	27	49	0.004	27	49	0.008
10:00 - 11:00	27	49	0.002	27	49	0.002	27	49	0.004
11:00 - 12:00	27	49	0.005	27	49	0.004	27	49	0.009
12:00 - 13:00	27	49	0.004	27	49	0.003	27	49	0.007
13:00 - 14:00	27	49	0.002	27	49	0.004	27	49	0.006
14:00 - 15:00	27	49	0.002	27	49	0.003	27	49	0.005
15:00 - 16:00	27	49	0.001	27	49	0.002	27	49	0.003
16:00 - 17:00	27	49	0.001	27	49	0.001	27	49	0.002
17:00 - 18:00	27	49	0.001	27	49	0.001	27	49	0.002
18:00 - 19:00	27	49	0.001	27	49	0.001	27	49	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP * FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 6 - 161 (units:)
Survey date range: 01/01/08 - 13/11/15
Number of weekdays (Monday-Friday): 27
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.