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TRANSPORT STATEMENT

Alliance Medical Limited

South Tyneside District Hospital
Integrated Diagnostic Centre

July 2021

Transport Statement

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1 Introduction

1.1 Vectos has been appointed by Alliance Medical Limited to provide advice on the traffic and transport for the proposed new Integrated Diagnostic Centre to be located at South Tyneside District Hospital, Harton Lane, South Shields. The site is identified will hereafter be referred to as 'the Site' within this Transport Statement.

1.2 The site comprises the former staff accommodation block, towards the western edge of the wider South Tyneside District Hospital site and a former training building. A site location plan, showing the new building in the context of the wider site, is provided at **Appendix A**.

1.3 The development seeks approval for a new single storey building which is to provide centralise the provision of diagnostics at the existing hospital. While the facility will be new, some of the existing scanning facilities located elsewhere on-site will be replaced as part of this proposal.

1.4 The new facility will provide the following:

- 3 CT scanners with control and equipment rooms
- 2 1.5T MRI Scanners with control and equipment rooms
- 2 mobile units, to be located on hardstanding at the rear of the site
- Uptake rooms
- Public waiting area
- Associated supporting facilities and staff rest facilities
- Plant enclosure area at rear and side of building

1.5 The proposed facility will make use of the existing car park which is located at the site. No changes are proposed to access or parking at the site other than to convert one existing parking spaces into a disabled parking space.

1.6 This Transport Statement considers the potential transport effects of the development proposals.

1.7 This report is structured as follows:

- **Section 2**: Accessibility Audit – outline the current nature and accessibility of the Site in terms of all modes of transport;
- **Section 3**: Transport Policy – reviews relevant planning policy documents at a local and national level;
- **Section 4**: Development Proposals – sets out the relevant details of the proposals for the redevelopment of the Site;

— **Section 5**: Effects of Development – assesses the potential transport impact of the proposed development; and

— **Section 6**: Summary and Conclusions.

2 Existing Conditions

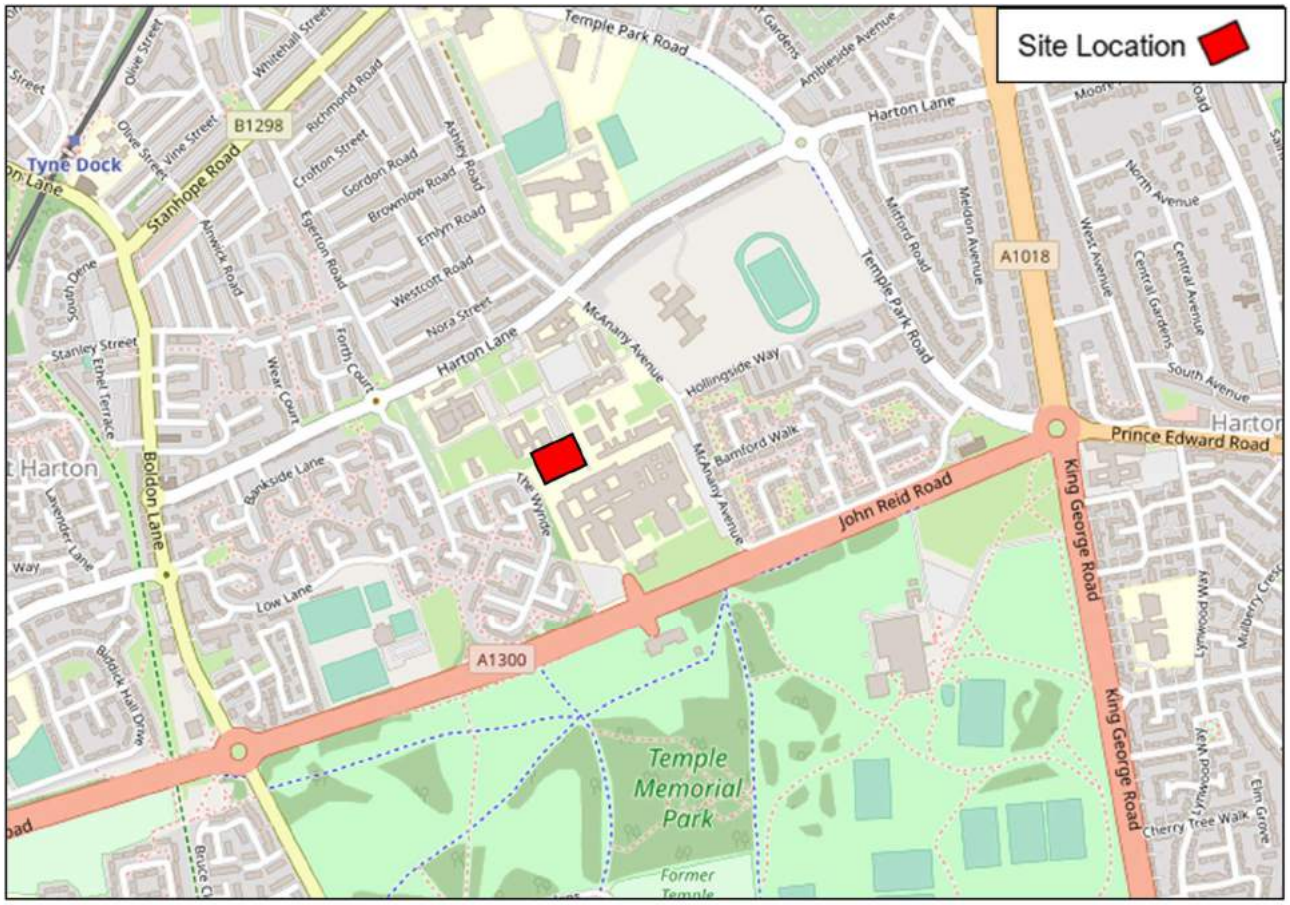
2.1 This section of the report describes the baseline conditions at the Site, including the accessibility by sustainable travel modes and the connectivity of the Site to the local highway network.

Site Location

2.2 The development site is located in the grounds of South Tyneside District Hospital, bounded to the east and south by hospital access roads, a car park to the west and further hospital buildings to the north.

2.3 A location plan is shown at **Figure 2.1**.

Figure 2.1: Site Location Plan



Source: Openstreetmap

Highway Network

2.4 As stated, the site is bound by hospital access roads that provide access to/from the development and the car parks that serve the various hospital buildings. These roads lead to the highway network in northern, eastern and southern directions. There is a one-way system in place to manage traffic within the wider hospital development.

2.5 To the east runs McAnany Avenue, which is a street-lit single carriageway road that runs in a general north to south direction. McAnany Avenue is subject to a 20mph speed limit with footways provided along both sides of the carriageway and has elements of traffic calming, in the form of a kerb build-out and speed bumps. McAnany Avenue forms a staggered crossroads junction with Harton Lane and Ashley Road at its northern end.

2.6 To the north, the hospital access roads lead to Harton Lane. Harton Lane is a street-lit single carriageway road which runs in a general west to east direction, from the B1302 Boldon Lane to the west and the A1018 King George Road to the east. Harton Lane is subject to a 30mph speed limit with footways provided along both sides of the carriageway, with kerb side parking along the northern frontage for the residential properties along its length.

2.7 The internal access roads heading south from the site lead to the A1300 John Reid Road. John Reid Road is a dual carriageway with lanes provided in both directions and a footway provided along its northern flank providing a connection to the various residential areas that lie to the south of the development site that include Cleadon, Boldon and Hedworth amongst others.

Walking and Cycling

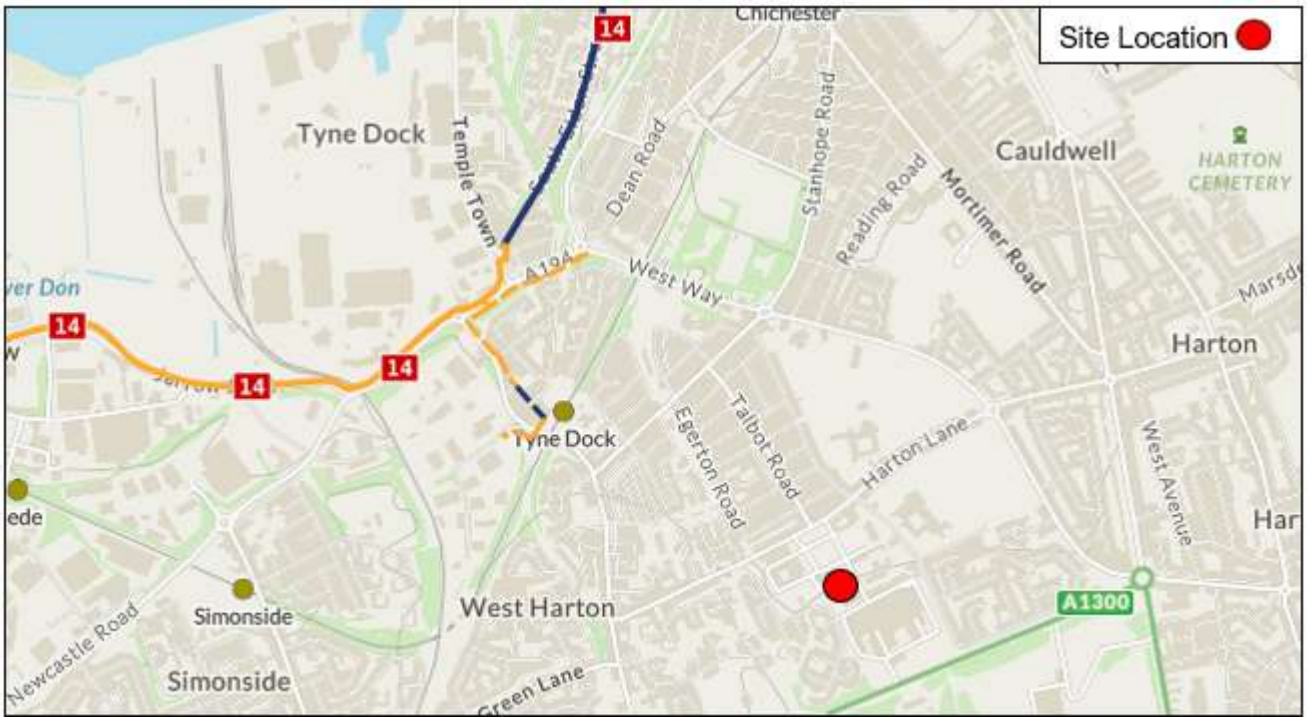
2.8 As previously discussed, footways are provided on all roads leading to/from the site that form good connections to the development for pedestrians.

2.9 There are two zebra crossing facilities situated to the south of the development site providing a safe route across the hospital access road for pedestrians in this location. A further zebra crossing is also provided along the access road to the east of the development building.

2.10 There are also pedestrian islands provided on Harton Lane in the vicinity of the hospital access and along McAnany Avenue, which facilitate the crossing of these roads.

2.11 National Cycle Route 14 is accessible to the north of the site, as shown from an extract of the national cycle map taken from the Sustrans Website at **Figure 2.2**.

Figure 2.2 – Sustrans Cycle Map Extract



Source: Sustrans

2.12 National Cycle Route 14 is runs from Darlington, north-east to Hartlepool, then north-west through Durham to Consett and routing back north-east to South Shields along the south side of the River Tyne.

2.13 All residential areas of South Shields can be reached from the development site within a 20-minute cycle time. The whole of South Tyneside is within an accessible cycle ride, with residents in Boldon and Cleadon able to reach the site within approximately 15 minutes and those in Whitburn a 25-minute cycle ride away.

Public Transport

Bus Services

2.14 The nearest bus stops to the site are located approximately 300m to the north of the development along Harton Road, with bus stops and shelters provided in both directions.

2.15 A summary of the services available from these stops have been set out in **Table 2.1**.

Table 2.1 – Bus Services (Harton Road (Stop ID: twrdmjmw))

Service	Route	Weekday Frequency
5	Jarrow - South Shields	2 per hour
11	South Shields - Jarrow	2 per hour
12	South Shields Interchange - Cleadon Park The Lonnen	2 per hour
26 Crusader	Jarrow - South Shields	2 per hour

2.16 As can be seen from **Table 2.1** there are 8 services per hour available from this stop during a typical weekday that provide connections to the local area, from where further services can be accessed.

2.17 Further bus stops are also provided along McAnany Ave to the east of the site providing links to areas within the South Shields region, Cobalt and Jarrow amongst others.

Metro Services

2.18 Tyne Dock station is situated approximately 1.3km to the north-west of the site accessible within a 16 minute walk / 5 minute cycle time.

2.19 Tyne Dock is a Tyne and Wear Metro Station that provides access to the hospital site and the suburbs of Tyne Dock, West Harton and South Tyneside.

2.20 The station is typically served by 5 trains per hour on weekdays and Saturdays whilst during the evening hours and on Sundays this is reduced to 4 trains per hour.

Summary

2.21 The site is highly accessible by walking, cycling and public transport networks, which will help to encourage sustainable mode use amongst staff, patients and visitors to the facility.

3 Policy Context

3.1 This section of the report considers the relevant transport planning policies in relation to the development proposal.

National Policy

National Planning Policy Framework (NPPF, February 2019)

3.2 The National Planning Policy Framework (NPPF) was updated in February 2019 and sets out national planning policies for England and how they should be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

3.3 The NPPF identifies that "plans and decisions should apply a presumption in favour of sustainable development" and for decision-taking this means:

"c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

— the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

— any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

3.4 Paragraph 109 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Local Policy

South Tyneside Core Strategy (June 2007)

3.5 This document sets out the strategy, policies and proposals by which all planning applications for development in the area are assessed. It is a blueprint for the economic, social and environmental transformation of the Borough, taking forward the vision of South Tyneside's Regeneration Strategy, and provides the framework for implementing the aims and objectives of the Council's Community Strategy that affect the use of land and buildings.

3.6 Policy ST1 (Spatial Strategy for South Tyneside) include an aim to maximise the re-use of previously developed land, in areas which are built-up, where possible. This is to help deliver benefits to the community and promote accessibility, while also minimising impacts on the environment.

3.7 Policy A1 relates to improving accessibility through new developments. This focuses on improving active modes and public transport. Parking standards are to be applied in line with the relevant SPD.

South Tyneside Development Management Policies (December 2011)

3.8 The development management policies seek to address local issues and to provide guidance as to how planning applications will be considered.

3.9 Policy DM1 (Management of Development) states that applications should be acceptable in terms of highway capacity and safety, or include a means of mitigating any adverse impacts.

3.10 Additionally, developments will also need to include provision of convenient safe routes for pedestrians and cyclists between facilities.

4 Development Proposals

4.1 This section of the report summarises the proposals for the site, it includes a description of the proposed use and provides details with regard to access, parking and servicing arrangements.

Development Description

4.2 The existing site was used until recently for a staff accommodation and a training building, the existing layout is provided at **Appendix B** for reference.

4.3 The existing buildings are to be demolished by the Trust and AML will construct a new single storey building on the site, which will be used as a new Integrated Diagnostic Centre. The proposed layout of which is provided at **Appendix C** of this report.

4.4 The new building will bring together diagnostic services provided in multiple locations into one facility for the existing hospital including:

- 3 CT scanners with control and equipment rooms
- 2 1.5T MRI Scanners with control and equipment rooms
- 2 mobile units, to be located on hardstanding at the rear of the site
- Uptake rooms
- Public waiting area
- Associated supporting facilities and staff rest facilities
- Plant enclosure area at rear and side of building

4.5 It should be noted that three existing static scanning facilities and four mobile scanners are to be replaced this development will bring together these diagnostic services in one location.

4.6 The facility will benefit from making use of the existing car park which is located on the site and provides 28 parking spaces. It is proposed one of the spaces will be converted to accommodate disabled users.

Patients and Visitors

4.7 Information provided as part of the design brief suggests that most patients will spend approximately one hour at the facility. It is anticipated that the maximum number of patients who can be seen per hour is approximately 15 patients. It is noted that these patients will be a mix of in-patients, who will be transported to the facility from elsewhere at the hospital site and out-patients, who will travel to and from the facility from home.

4.8 It is understood that 15% of patients will have an escort, based on information from their other facilities. The application of this escort factor, brings the total number of patients and visitors to around 17 patients/visitors per hour.

4.9 At present patients and their escorts are currently using the 3 existing statics and 4 mobile scanners within the hospital. As the proposal is a re-provision of existing scanners, in a centralised location, there is to be no increase in patients or visitors associated with the proposals.

Staff

4.10 It is understood that there will be up to 25 staff working at any one time at the facility, including technicians, radiologists, booking staff, managers and reception staff.

4.11 The facility will operate a 12-hour day, with staff working in two shifts. The shift changeovers occurring outside of the traditional traffic peak hours (08:00-09:00 and 17:00-18:00).

4.12 There will be no increase in staff as a result of the proposed development, as the facilities will be a re-provision of existing facilities, in a centralised location.

Pedestrian Access

4.13 The pedestrian entrances to the building will be located along its south side, this is consistent with the existing building. There are existing footways along the southern and eastern edges of the plot which tie in with the wider pedestrian provision across the hospital site.

Vehicular Access

4.14 The vehicular access arrangements are not proposed to change as part of the development proposals. The existing vehicular access to the car park, located at the south-western corner of the site is to be retained.

4.15 The mobile scanners would be manoeuvred into position through the car park.

Parking

4.16 The existing car park is to be retained as part of the proposals. The car park currently provides a total of 28 spaces, which will continue to be provided as part of the proposals, for the patients/visitors and staff of the facility.

4.17 One existing parking spaces would be converted to an accessible parking space as part of the proposals.

Cycle Parking

4.18 The South Tyneside Local Development Framework SPD6 Parking Standards (December 2010) document provides two cycle parking standards which could feasibly be applied to this development:

- Use Class C2 (Hospitals): 1 cycle space per 20 staff plus 1 per 20 beds for visitors.
- Use Class D1 (Health Centres, surgeries, specialist clinics): 1 cycle space per 5 staff.

4.19 The application of the cycle parking standards for hospitals not considered the most appropriate in this case as the building is for diagnostic purposes, rather than accommodating patients overnight,

making it difficult to apply a standard for the number of beds/visitors. The application of the health centre/surgery/specialist clinic standard would result in a need to provide five cycle parking spaces.

4.20 It is proposed that three Sheffield stands, providing six spaces are provided in a secure store at the site.

Servicing Arrangements

4.21 The bin store is to be provided within the proposed eastern plant area. It is anticipated that the proposed facility may create a small number of additional delivery and servicing trips associated with its operation.

4.22 The waste produced by this facility will be collected and managed as part of the wider strategy for waste at the hospital.

5 Effect of Development

5.1 This section of the report will consider the effects of the development with regard to trip generation and servicing.

Trip Generation – Staff

5.2 As discussed in Section 4 it is anticipated that there will be up to 25 members of staff present at the facility at any one time. The facility will operate a 12-hour day, with staff working in two shifts, with the shift changeover periods occurring outside of the network peak hours of 08:00-09:00.

5.3 The shift changeover times for staff would overlap to ensure a continuous service and so there would be staff either inbound or outbound at different times.

5.4 As previously discussed, the development seeks to re-provide existing scanning facilities at the hospital in a centralised location. The staff required to operate the facility are already employed at the hospital and no additional staff are required. As such there will be no increase in the number of staff employed at the wider site as a result of the proposals and there will be no increase in trips to the site relating to staff.

Trip Generation – Patients/Escorts

5.5 As set out in Section 4 of this report, up to 15 patients an hour are anticipated at the unit, some of which will be accompanied by escorts, increasing this number to around 17 patients/visitors per hour. The patients will be a mix of in-patients and out-patients.

5.6 It is understood that as the facility replaces some existing services, with no net increase in the number of scanners available, there will be no change to the number of patients and visitors travelling to the hospital.

5.7 As such there is not anticipated to be any impact on the local road network from patients and visitors as a result of this proposal.

Delivery and Servicing Trips

5.8 It is anticipated that there may be a minimal increase in the number of delivery and servicing trips generated by the site. Many of which will be combined with existing deliveries to the hospital.

5.9 It is anticipated that the refuse collection will be managed as part of the hospital's wider waste strategy and will be minimised as a result.

Sustainable Transport

5.10 Due to the anticipated level of use of the facility it is considered that a dedicated Travel Plan is not necessary for the proposed development.

5.11 The hospital website currently provides detailed travel information by the various available modes to guide patients and visitors as to how they can travel sustainably. The information provided also

includes the details of the parking charges incurred for using the on-site parking areas, which may further deter patients/visitors from travelling by car to the facility. It is proposed that this information is also provided in waiting rooms and any staff rooms at the facility to support sustainable mode use at the site.

5.12 To further support sustainable transport uptake at the site, it is proposed to provide 6 cycle parking spaces for the unit.

6 Summary & Conclusions

6.1 Vectos have been retained by Alliance Medical Limited ('The applicants') to provide advice on traffic and transport aspects of the proposed development of a new Integrated Diagnostic Centre at South Tyneside District Hospital.

6.2 The development site is located in the grounds of South Tyneside District Hospital, bounded to the east and south by hospital access roads, a car park to the west and further hospital buildings to the north.

6.3 The former nurses' accommodation building will be demolished by the Trust and a new single storey building to be erected. The new facility will provide: three CT scanners, two 1.5T MRI scanners and two mobile scanning units. Additionally, the operation of the facility will be supported by control and equipment rooms, uptake rooms, public waiting area, staff rest facilities and a plant enclosure.

6.4 It should be noted that the new facility will provide a total of 7 scanners in a centralised location, which are to replace 7 existing scanners provided at various locations across the hospital site.

6.5 The existing vehicular access and car park are proposed to be retained as part of the development. As such a total of 28 parking spaces will continue to be provided. It is proposed that one space is enlarged to become an accessible parking space. To the rear of the car park an area of hardstanding will be provided to accommodate the mobile scanning units.

6.6 Pedestrian access will continue to be taken from the southern side of the plot, where there is existing footway provision, which connects with the wider hospital footway network.

6.7 The proposals are for the replacement of existing scanning facilities and will not result in an increase in the number of scanners. As such there will be no change in the number of staff, patients or visitors to the site as a result of the development proposals.

6.8 The staff associated with the facility will work shifts, with their hours of travel falling outside of the network peak periods of 08:00-09:00 and 17:00-18:00. These staff are already working at the hospital and will simply be relocated to the new facility on-site.

6.9 Servicing and waste collection for the unit will be co-ordinated with the journeys to the existing hospital.

6.10 To support sustainable travel to the site it is proposed that 6 secure cycle parking spaces (in the form of three Sheffield stands) are provided within the site as part of the proposals. The hospital provides detailed travel information on their website to guide patients/visitors on how to travel sustainably. It is proposed that this information is also provided within waiting rooms and staff rooms at the facility.

Conclusion

6.11 In view of the above, the proposed development is considered to be acceptable in terms of meeting national and local policy. Safe and suitable access to the site can be provided, with no impediment to existing vehicle movements on the local highway network.

6.12 It is considered that the site complies with the transport tests set out in NPPF i.e.:

- Safe and suitable access can be achieved for all people; and
- The residual cumulative impacts of the development are not severe.

6.13 There are no transport reasons why this development should not be granted consent.

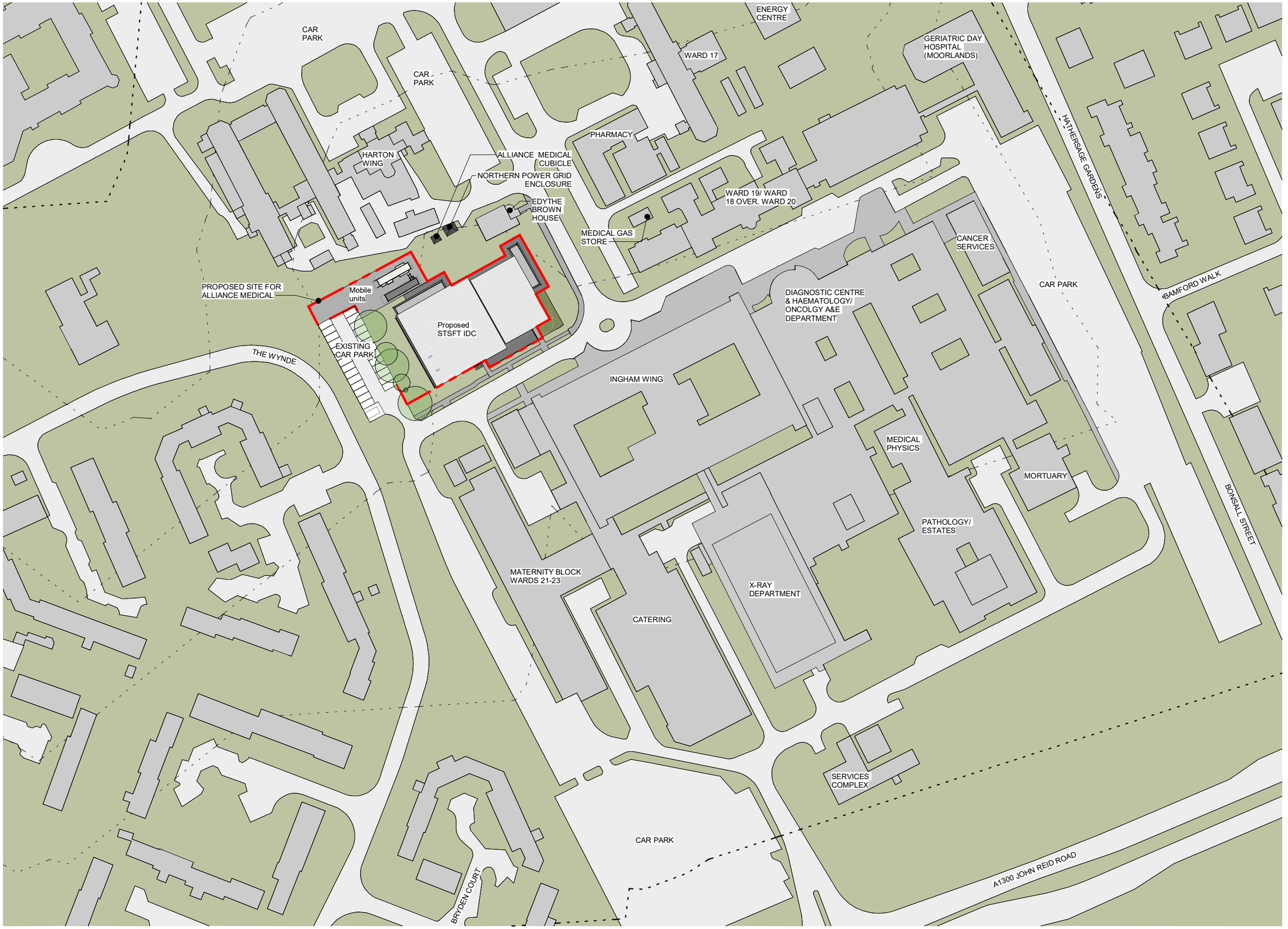
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Appendix A

Site Context Plan

Location Plan

South Tyneside and Sunderland NHS Foundation Trust IDC



Revision Schedule

*	First Issue	11/06/21
P1	Issued for planning	26/07/21

DO NOT SCALE OFF DRAWINGS
REPORT ALL DISCREPANCIES
CHECK ALL DIMENSIONS ON SITE

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PLANNING

Location Plan
at
South Tyneside and Sunderland NHS Foundation Trust IDC
Alliance Medical

AIC - MPA - ZZ - ZZ - DR - A - 05001
REV:P1 -26/07/21
Scale:1 : 1250 @ A3

MPA project number.: 3298

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Appendix B

Existing Layout Plan

Existing Site Plan

South Tyneside and Sunderland NHS Foundation Trust IDC



Revision Schedule

*	First Issue	11/06/21
P1	Issued for planning	19/07/21

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PLANNING

Existing Site Plan
at
South Tyneside and Sunderland NHS Foundation Trust IDC

for
Alliance Medical

MURPHYPHILIPPS

AIC - MPA - ZZ - ZZ - DR - A - 05010
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Appendix C

Proposed Site Layout

Proposed Site Plan

South Tyneside and Sunderland NHS Foundation Trust IDC

HARTON WING

ALLIANCE MEDICAL CUBICLE

NORTHERN POWER GRID ENCLOSURE

EDYTHE BROWN HOUSE

Mobile units

Mobile units

Existing Car Park

1x Wheelchair parking space

Entrance

THE WYNDE

INGHAM WING

Proposed pavement

Existing pavement

1508

4720

22855 22800 22925 23000 23010 23000 23040 22880 23040 23015 23125 22710 22270 22825 22955 22105 23080 22275 22995 23015 22075 22840 23095 22610 22705 22220 22145 22745 23215 23215 23566 22745 23456 22315 22415 22800 23566 23586 22870 22639 23255 22500 23145 22950 22795

General notes

- Extent of project scope of work
- Area not included in project scope of work
- Building fabric
- Structural frame
- Matchline

Site Plan

- Site Boundary
- Site
- Entrance Arrow
- Muster point

Levels

- Proposed Spot Level
- Existing Contours from survey

Note

- All survey information is based on topographical survey LW3987-01-2D
- For all M&E equipment, please refer to M&E consultants package.

Revision Schedule

*	First Issue	11/06/21
P1	Issued for planning	26/07/21

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PLANNING

Proposed Site Plan
at
South Tyneside and Sunderland NHS Foundation Trust IDC

for
Alliance Medical

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REV:P1 -26/07/21
Scale: As indicated @ A1

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