Proposed Residential Development
Land off Mill Lane, Whitburn

January 2026

TRANSPORT ASSESSMENT

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REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Story Homes to advise on the traffic and transportation issues relating to the proposed planning application on the land off Mill Lane in the Whitburn area of South Tyneside.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming planning application.

1.2 Scope of Report

1.2.1 Following this introduction, Section 2 of the report details the existing site conditions and describes the adjacent highway network.

1.2.2 Section 3 provides details of the proposed development including vehicular, pedestrian and cycle access. Section 4 of the report considers the aspects of national and local planning policy which are relevant to the development.

1.2.3 Section 5 considers the accessibility of the site by non-car modes. Section 6 contains details of the Framework Travel Plan whilst, Section 7 considers the trip generation and traffic impact assessment of the local highway network. Section 8 considers historical accident statistics, whilst Section 9 draws together the conclusions to this report.

2 DESCRIPTION OF THE SITE AND LOCATION

2.1 Existing Site

2.1.1 The site is located approximately 1 kilometre north of Whitburn village centre.

2.1.2 The site is currently occupied by open land and vehicular access into the site is currently provided via gated access point off Lizard Lane.

2.1.3 The site is bounded to the north by Kitchener Road, to the east by the A183 Mill Lane, to the south by Marsden Primary School and to the west by Lizard Lane.

2.1.4 The location of the application site is shown within **Plan 1**.

2.2 Existing Highway Network

2.2.1 The A183 Mill Lane which bounds the site to the east, is a two-way single carriageway road which runs in an approximate north-south alignment and has an approximate carriageway width of 9.3 metres in the vicinity of the application site. To the north, it connects to A183 Coast Road which in turn, provides access towards South Shields to the north. To the south, the A183 Mill Lane provides access to Whitburn village centre.

2.2.2 The A183 Mill Lane is subject to a 30-mph speed limit along the entirety of the site frontage.

2.2.3 Footways can be found on the eastern side of the A183 Mill Lane, whilst a footway/cycleway can be found on the western side. These provisions provide access into Whitburn village centre to the south.

2.2.4 To the south, uncontrolled pedestrian crossings with dropped kerbs and associated tactile paving can be found at various junctions. In addition to this, a Zebra Crossing can be found approximately 500 metres to the south of the centre of the site, which allows for safe pedestrian movement across the A183 Mill Lane.

2.2.5 Lizard Lane which bounds the site to the east is a two-way single carriageway road which runs in an approximate north-south alignment and has an approximate carriageway width of 5.8 metres in the vicinity of the application site.

2.2.6 Lizard is subject to a 40-mph speed limit along the entirety of the site frontage.

2.2.7 Footways can be found on the western side of Lizard Lane along the site boundary, whilst further south, the footways continue along the eastern side. These footways provide access into Whitburn village centre to the south.

3 DEVELOPMENT SITE AND PROPOSALS

3.1 Development Proposals

3.1.1 It is proposed to develop the site to provide a total of 205 residential units, comprises of the following mix of residential properties.

- 8 x 1-bedroom units;
- 30 x 2-bedroom units;
- 65 x 3-bedroom units;
- 85 x 4-bedroom units;
- 17 x 5-bedrooms units.

3.1.2 The proposed site layout plan is displayed in **Plan 2**.

3.2 Vehicular Access

3.2.1 Vehicular access to the site is proposed via a new access off the A183 Mill Lane in the form of a ghost island right turn priority-controlled junction. The access is located 40 metres to the south of the Shearwater/A183 Mill Lane priority-controlled junction and meets with the current junction spacing requirement from South Tyneside Council

3.2.2 The proposed access will have a carriageway width of 5.5 metres, incorporate 10 metre corner radii and provide 2 metre footways on either side of the access road. The running lanes on the A183 Mill Lane will be 3.5 metres with a 3 metre wide right turning lane.

3.2.3 An uncontrolled pedestrian crossing is proposed 15 metres to the south of the proposed site access junction. This uncontrolled pedestrian crossing will consist of a tactile paving, dropped kerbs and a refuge island.

3.2.4 Visibility splays of 2.4 by 43 metres can be achieved in to both the north and south.

3.2.5 **Plan 3** shows the proposed vehicular access off the A183 Mill Lane.

3.3 Pedestrian and Cycle Access

3.3.1 Pedestrian and cycle access into the site will be afforded via the proposed vehicular access point off the A183 Mill Lane. There are also pedestrian links onto Lizard Lane to the west.

3.3.2 Pedestrians will also benefit from the proposed uncontrolled pedestrian crossing with associated refuge island, allowing for safe pedestrian movement across the A183 Mill Lane.

3.3.3 The internal site layout has been designed to maximise connections to the existing pedestrian infrastructure in the vicinity of the site.

3.4 Internal Layout

3.4.1 Visibility splays of 25 metres have been provided on the main access routes through the site and forward visibility splays of 25 metres on the bends to accord with the internal 20 mph speed limit. This will ensure a pedestrian friendly environment and accords with MfS guidance.

3.4.2 Any solid boundary treatments on the plot frontages / sides or adjacent to the driveways are not to be more that 0.6 metres in height to ensure highway visibility is not compromised for motorists emerging from access points.

3.4.3 **Plan 4** shows the internal site visibility splays.

3.5 Car Parking

3.5.1 Car parking standards for the Whitburn area are contained within South Tyneside Local Development Framework 'SPD 6 Parking Standards' which was adopted in December 2020. For residential development it states the following maximum standards:

- 2 spaces per dwelling.
- 1 visitor space per 3 dwellings.

3.5.2 The proposed development is in accordance with the maximum car parking standards. Where garages are provided these will have internal dimensions that accord with the required design standards.

3.5.3 Cycle parking for the residential houses will be provided for via cycle storage units however the proposed garages/sheds can also be utilised.

3.6 Servicing

3.6.1 In order to fully advise the local highway authority, a swept path analysis has been undertaken using a 11.6 metre vehicle which is used by South Tyneside council.

3.6.2 The analysis, included at **Plan 5**, demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout.

3.7 Pre-Application Comments

3.7.1 South Tyneside Council have provided pre-application comments in order to assist with the Transport Assessment. The pre-application comments are included in **Appendix 1**.

4 TRANSPORT PLANNING POLICY

4.1 Introduction

4.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and is a relevant material consideration. The Planning Practice Guidance provides further detail on how the NPPF should be applied.

4.1.2 Local transport planning policy has been taken from the South Tyneside Local Development Framework: Core Strategy which was adopted in June 2007. Reference has also been made to the emerging South Tyneside Local Plan 2023-2040.

4.1.3 This section will briefly outline the pertinent policies relating to the proposed development.

4.2 National Policy

National Planning Policy Framework

4.2.1 The latest version of the NPPF was issued in December 2024. The presumption in favour of sustainable development is a central theme running through the NPPF, which states at paragraph 109 that 'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) *making transport considerations an important part of early engagement with local communities;*

b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*

c) *understanding and addressing the potential impacts of development on transport networks;*

d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*

e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains*'

4.2.2 Paragraph 110 of the NPPF states:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

4.2.3 As will be demonstrated within this Transport Assessment, the proposed development accords with the policy test contained within paragraph 115 of the NPPF, which states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*

b) *safe and suitable access to the site can be achieved for all users;*

c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

4.2.4 Paragraph 116 concludes 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, following mitigation, would be severe, taking into account all reasonable future scenarios*.'

4.2.5 Paragraph 117 continues by advising:

'*Within this context, applications for development should:*

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

4.2.6 Paragraph 118 advises that:

'*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a*

vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

4.2.7 The provision of a Travel Plan as part of the development is in accordance with the guidance.

4.2.8 The proposed development therefore accords with the aims and objectives of the NPPF.

Planning Practice Guidance

4.2.9 The Government has produced the National Planning Practice Guidance to supplement the NPPF. Within the guidance, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

4.2.10 The guidance advises that in determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account a number of considerations. It is considered that the size and nature of this development requires a full Transport Assessment.

4.2.11 It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The guidance has been considered in the preparation of this TA and the scope discussed and agreed with Wigan Council.

4.2.12 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The guidance has been considered in the production of the accompanying Framework Travel Plan.

4.3 Local Policy

South Tyneside Local Development Framework: Core Strategy (2007)

4.3.1 The South Tyneside Development Framework is based around achieving the following transport related goals in the South Tyneside area.

Policy ST1: Spatial Strategy for South Tyneside

Policy ST1 states:

'The principles of securing mixed-use development, promoting accessibility, and ensuring that development maximises the community benefits of regeneration, whilst avoiding or minimising environmental impacts and congestion and safeguarding natural and cultural assets'

Policy SP25: Improving accessibility

Policy SP25 states:

'The Council will support public transport, walking and cycling initiatives that maximise the accessibility of the new development'

'Transport Assessments will be required for any major developments'

'Parking standards will apply to the new development, and will be set out in a Supplementary Planning Document'

South Tyneside Local Plan 2023-2040

4.3.2 Although the South Tyneside Local Plan 2023-2040 has yet to be adopted, it is at a relatively advanced stage and therefore, the relevant planning policies have been included.

Policy SP25: Infrastructure

Policy SP25 states:

'The delivery of the social, environmental, and physical infrastructure that the borough requires will be met by:

a) Supporting new and enhancing existing sustainability transport infrastructure to reduce reliance on private vehicles, improving air quality, and addressing other environmental challenges

Policy SP26: Delivering Sustainable Transport

Policy SP26 states:

'New development will be expected to support sustainable transport and improve accessibility in South Tyneside. The needs of pedestrians, cyclists, bus and rail users, should be prioritised to reduce the need for travel by private vehicle.'

'Where appropriate, new development will be supported by a Transport Statement or Transport Assessment and a Travel Plan.

New development should promote sustainable transport and accessibility by:

a) *Delivering or facilitating sustainable transport modes, including public transport, footpaths and cycle routes that are fully integrated into existing networks*

b) *Having regard to the walking and cycling networks as defined in the Local Cycling and Walking Infrastructure Plan (LCWIP) by ensuring that development has suitable active travel links to the wider network and protecting the integrity of strategic cross- boundary cycling and walking routes*

c) *Provide or contribute towards the provision of new and/or improved sustainable travel infrastructure where the predicted number of additional trips will lead to a cumulative increase in car-based trips*

d) *Where appropriate, improve locations that are less attractive to pedestrians, cyclists, and equestrians, including crossing points at roads*

e) *Ensure sufficient conveniently sited and secure cycle spaces are provided'*

'Development shall be designed to meet the needs of public transport users by ensuring:

a) *Road layouts include direct, convenient, and safe bus routes that are not obstructed by on- street parking*

b) *Bus priority measures are implemented, where appropriate*

c) *All new homes and commercial development are located no more than 400m from a bus stop*

d) *Bus stops shall have appropriately designed shelters, good pedestrian access and be open to public supervision*

e) *Demonstrate how they have sought to maximise opportunities to improve accessibility to Metro stations.'*

Policy SP26 continues:

'Development shall be designed to meet the needs of public transport users by ensuring:

a) *Road layouts include direct, convenient, and safe bus routes that are not obstructed by on- street parking*

b) *Bus priority measures are implemented, where appropriate*

c) *All new homes and commercial development are located no more than 400m from a bus stop*

d) *Bus stops shall have appropriately designed shelters, good pedestrian access and be open to public supervision*

e) *Demonstrate how they have sought to maximise opportunities to improve accessibility to Metro stations.'*

Policy SP26 concludes:

'To ensure the needs and impacts of private vehicles are met, new development proposals should:

a) *Mitigate impacts on the strategic and/or local highway network arising from the development itself, or the cumulative impacts of development, through the provision of, or contribution towards, necessary and relevant transport improvements, including those secured by legal agreement*

b) *Implement appropriate road safety solutions where applicable*

c) *Ensure that sufficient vehicle parking spaces will be provided in accordance with the Council's parking standards'*

4.3.3 Within the Local Transport Plan there are no site-specific policies that are relevant to the proposed development site.

4.4 National and Local Policy Summary

4.4.1 Reference to national guidance contained within NPPF confirms that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.

4.4.2 The review of both national and local policy has shown that the proposals conform to the aims and aspirations and will meet the objectives of relevant transport policies contained therein.

5 ACCESSIBILITY BY NON-CAR MODES

5.1 Introduction

5.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

5.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

5.1.3 The accessibility of the site has been briefly considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by Metro.

5.2 Access on Foot

5.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

5.2.2 The A183 Mill Lane currently has a footway on the western side of the road along the site frontage of around 3 metres wide. On the eastern side, there is a combined footway/cycleway of around 3.5 metres wide. There is also a formal pedestrian refuge island on the A183 Mill Lane just south of the Kitchener Road junction to further enhance pedestrian safety and connectivity.

5.2.3 As previously mentioned, there is a proposed uncontrolled pedestrian crossing with associated refuge island, allowing for safe pedestrian movement across the A183 Mill Lane.

5.2.4 These footways will provide pedestrian access to the amenities in Whitburn to the south of the site and Marsden to the north.

5.2.5 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.

5.2.6 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

5.2.7 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 5.1**.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 5.1 IHT 'Providing for Journeys on Foot' Walk Distances

5.2.8 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

5.2.9 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about*

800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.

5.2.10 **Table 5.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 5.2 Manual for Streets Walk Distances

5.2.11 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,950 metres;
- Commuting – 2,100 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

5.2.12 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 5.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	

1,950m	2,100m	1,600m	1,600m	1,950m

Table 5.3 WYG Report/NTS Data Walk Distances

5.2.13 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

5.2.14 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

5.2.15 A 20-minute walk equates to a walking distance of around 1,600 metres.

5.2.16 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes. In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, local supermarkets, restaurants, and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in **Plan 6**.

5.2.17 The 800-metre catchment covers the northern area of Whitburn whilst, the 2-kilometre pedestrian catchment covers the entirety area of Whitburn and its numerous 'day to day' amenities, including the Cooperative, Whitburn's Doctors Surgery, a Post Office and Whitburn Academy. As such, potential employment, education, retail and leisure opportunities are located within walking distance of the application site.

5.2.18 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 5.1** below:

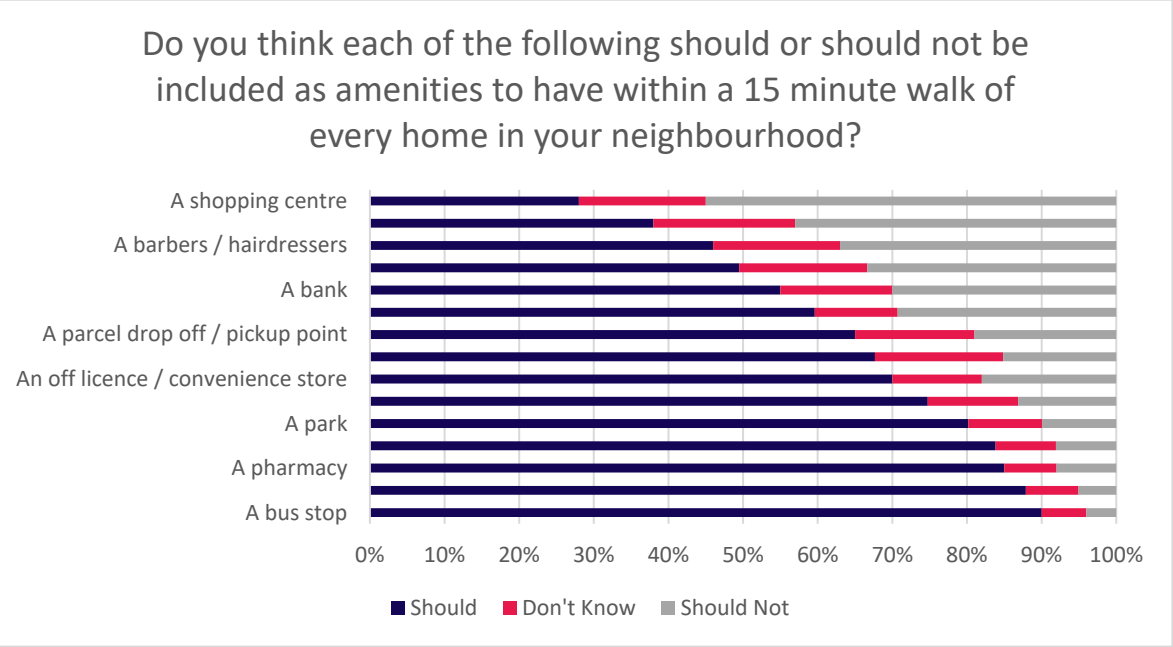


Figure 5.1 YouGov Poll Results (Source YouGov)

5.2.19 Figure 5.1 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

5.2.20 As can be seen in **Plan 6**, the site is located in close proximity to a number of a local amenities, which provides a wide range of amenities and services as well as employment and leisure opportunities.

5.2.21 **Table 5.1** below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Nearest Bus Stops	250m	400m	**YES**
Marsden Primary School	300m	3,200m	**YES**
Simars Premier Convenience Store	550m	1,600m	**YES**
Whitburn Doctor's Surgery	1,260m	1,600m	**YES**
Whitburn Library	1,460m	1,600m	**YES**
The Cooperative	1,530m	1,600m	**YES**
Avenue Pharmacy	1,570m	1,600m	**YES**
Post Office and Convenience Store	1,600m	1,600m	**YES**
Whitburn Academy	1,820m	4,800m	**YES**

Table 5.1 – Approximate Distance from Site to Local Facilities

5.2.22 As can be seen in the above table, the site is located within close proximity to a number of local amenities including local shops, schools and health facilities.

5.2.23 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

5.3 Access by Cycle

5.3.1 An alternative mode of travel to the site could be achieved by bicycle.

5.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips,* [cycle links] *can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed*.'

5.3.3 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including the entirety of South Tyneside including the areas of Sunderland, Fulwell, Hedworth and South Shields.

5.3.4 As detailed above, a formal combined footway/cycleway is located on the eastern side of the A183 Mill Lane.

5.3.5 National Cycle Route 1 runs along the A183 Mill Lane, as shown on **Figure 5.2** below. This route a direct and safe link to the centre of Whitburn and all of its local day to day amenities as well as other local cycle routes in the area ensuring good cycle linkages to local and regional destinations.

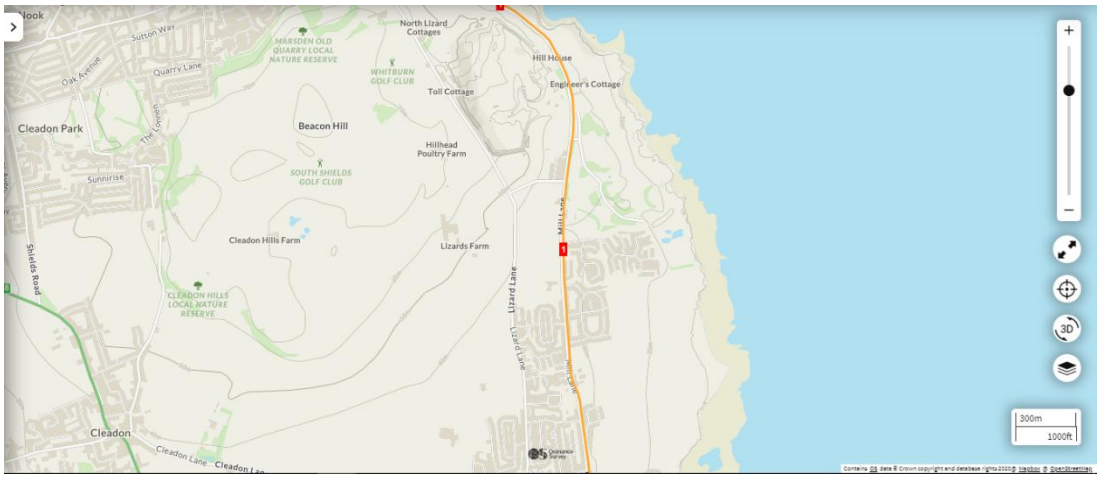


Figure 5.2 Cycle Map (https://www.walkwheelcycletrust.org.uk/)

5.3.6 The site can therefore be considered as being accessible by cycle.

5.4 Access by Bus

5.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

5.4.2 The nearest bus stops are located close to the south-eastern corner of the site on the A183 Mill Lane, around 250 metres from the centre of the site and therefore within a 5-minute walk.

5.4.3 Additional bus stops are located further along the A183 Mill Lane and to the south along Lizard Lane.

5.4.4 As part of the South Tyneside Council pre-application comments they have requested a bus lay-by be provided for the northbound bus stop close to the site. Our view is that this bus stop currently operates safely and suitably and can exist with the proposed site access in a safe manner and as such, there is no requirement for a bus lay-by to be provided.

5.4.5 A summary of the services available from the nearest bus stops from the development site is provided in **Table 5.5** below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
E1	South Shields - Sunderland	4 Services	Every 30 minutes	Every 60 minutes	2 services	Every 30 minutes	Every 60 minutes	Every 30 minutes
E2	Sunderland - South Shields	4 Services	Every 30 minutes	Every 60 minutes	3 Services	Every 30 minutes	Every 60 minutes	Every 30 minutes

Table 5.5 Existing Bus Services Operating in the Vicinity of the Site

5.4.6 As can be seen from Table 5.5, the bus stops located at the A183 Mill Lane provide access to the bus services E1 and E2. These provide up to 2 services an hour Monday to Sunday to destinations such as the Sunderland, Whitburn and South Shields.

5.4.7 It is noted that the above service provides a choice of how people travel with the bus services operating from around 6:26am to around 11:03pm, making travel by public transport a real alternative to travelling by car for commuting trips, in particular.

5.4.8 In order to demonstrate the level of accessibility, some example journey times by bus are present in **Table 5.6** below.

Destination	Duration
Whitburn	5 minutes
Sunderland	16 minutes
South Shields	17 minutes

Table 5.6 - Example Bus Journey Times from the Site

5.4.9 The above demonstrates that both Sunderland and South Shields are within a 20 minute bus journey of the site.

5.4.10 It is therefore concluded that the site is highly accessible by bus.

5.5 Accessibility by Metro

5.5.1 Although the nearest Metro stations fall outside the recommended 2 kilometres walking distance, the station at South Shields is accessible via a 17-minute bus journey. The Metro provides up to 5 direct services to Sunderland, Gateshead and Newcastle.

5.5.2 This allows the opportunity for a multi-modal journey between the site and Gateshead and Newcastle city centres within around a 43-minute journey.

5.5.3 This provides opportunities for travel to and from the site via Metro.

5.6 Accessibility Summary

5.6.1 The site has been considered in terms of accessibility by non-car modes.

5.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whitburn village centre, which is only a short walk from the site.

- It has been demonstrated that the site is accessible by cycle, with the site being located adjacent to National cycle route 1 and existing cycle facilities between the site and the centre of Whitburn.
- The services from the bus stops on the A183 Mill Lane, travelling to South Shields and Sunderland demonstrates that the site is accessible by bus.
- The site is also accessible via Metro with South Shields station located just a short bus journey from the site.

5.6.3 In light of the above, it is considered the site is suitably accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

6 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

6.1 Introduction

6.1.1 To encourage residential travel to and from the site by non-car modes, a Travel Plan is proposed.

6.2 Travel Plan

6.2.1 A Framework Travel Plan is included at **Appendix 2**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

6.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

6.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be effective.

7 TRAFFIC IMPACT ANALYSIS

7.1 Introduction

7.1.1 Having established that the proposed development site is suitably accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

7.2 Assessment Criteria

7.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

7.3 Surveyed Traffic Flows

7.3.1 Before considering the potential changes in traffic that would occur on the local highway as a result of development proposals, the existing levels of traffic on the highway network in the vicinity of the site must first be established.

7.3.2 Traffic surveys were carried out on the Thursday 8th May 2025 for the following junctions:

- A183 East Street/North Guards Priority Junction;
- A183 East Street/Adolphus Street/B1299 Front Street Crossroad Junction.

7.3.3 The 2025 traffic survey is contained within **Appendix 3**.

7.3.4 Analysis of the survey data confirms that the AM and PM peak hours occurred between 0800 to 0900 hours and 1630 to 1730 hours respectively.

7.3.5 The AM and PM peak traffic flows are shown in **Figures 1** and **2** in passenger car units (PCUs).

7.4 Growthed Flows

7.4.1 Information provided by the applicant anticipates that the forecast year of the first occupation of the development will be the end of 2028, with a likely completion year of 2032.

7.4.2 In order to factor the surveyed traffic flows to the future years, TEMPRO (Version 8.1) adjusted National Road Traffic Model (NTM) growth factors have been derived for the South Tyneside 018.

7.4.3 The resultant NTM adjusted growth factors are shown below.

- 2025 to 2032 AM peak – 1.0719;
- 2025 to 2032 PM peak - 1.0718;

7.4.4 The resultant 2032 growthed traffic flows are shown in **Figures 3** and **4** for the AM and PM peak periods respectively.

7.5 Committed Development

7.5.1 It is our understanding that there are no major committed developments within the vicinity of the site that need to be included with this traffic impact analysis. As such, the growthed flows represent the base traffic flows.

7.6 Proposed Trip Distribution

7.6.1 To derive the trip distribution reference has been made Journey to Work data collected as part of the 2011 Census (Dataset WU03EW), which is most recent data source for this level of data. Journey to Work data has been analysed for the MSOA South Tyneside 018, where the site is located and routes derived using the Google route planner.

7.6.2 The resultant trip distribution information is contained within **Appendix 4**.

7.6.3 The proposed residential trip distribution for the weekday AM and PM peak periods is displayed in **Figure 5**.

7.7 Proposed Development

7.7.1 In order to establish the vehicular trip rates for the proposed residential development, reference has made to the latest TRICS database in the field of 'Residential – Houses Privately Owned' using the following parameters;

- Greater London and Republic of Ireland sites excluded;
- Range of sites between 150 and 500 units;
- Edge of Town, Suburban Area and Neighbourhood centre locations;
- Monday to Friday surveys only; and
- No surveys undertaken during COVID Pandemic.

7.7.2 These parameters have been selected to include sites that have similar characteristics in terms of location, scale and accessibility to the development site and therefore are appropriate for assessing the traffic impact of the proposed development.

7.7.3 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed residential development are included in **Table 7.1**, below, with the TRICS output being provided at **Appendix 5**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	**AM Peak Hour**	0.128	0.350	26	72
	PM Peak Hour	0.320	0.144	66	30

Table 7.1 Proposed Residential Trip Rates and Trip Generation (205 units)

7.7.4 As can be seen from the above table, the proposed development is predicted to result in 98 two-way vehicular trips during the weekday AM peak and 96 two-way vehicular trips during the PM peak periods.

7.7.5 This equates to around an additional two-way vehicular movement every 40 seconds even during the busiest periods of the day.

7.7.6 In order to assign the traffic, forecast to be generated by the proposed development, the trip distribution shown in the Figure 5 has been utilised. The resultant proposed development flows are displayed in **Figures 6** and **7**.

7.8 'With Development' Flows

7.8.1 To calculate the 'with development' flows, the proposed development trips have been added to the base flows.

7.8.2 The resultant 2032 'With Development' Flows are displayed in **Figures 8** and **9** for weekday AM and PM peaks respectively.

7.9 Changes in Traffic

7.9.1 Having established the levels of traffic that occur as a result of the existing use on the site and the levels of traffic that would occur as a result of the proposed development, the likely changes in traffic that would be experienced on the local highway network can be derived.

7.9.2 **Table 7.2**, below, summarises the changes in traffic that are predicted to occur at the junctions on the local highway network during the weekday peak periods as a result of the proposed development.

Peak Period	2032 Base Flows	2032 With Dev Flows	Changes in Traffic	Percentage Change
A183 East Street/North Guards Priority Junction				
Weekday AM Peak	1079	1123	44	4.1%
Weekday PM Peak	1149	1199	50	4.4%
A183 East Street/Adolphus Street/B1299 Front Street Crossroad Junction				
Weekday AM Peak	1160	1192	32	2.8%
Weekday PM Peak	1279	1319	40	3.1%

Table 7.2 Changes in Traffic Resulting from the Proposed Development

7.9.3 The overall residential traffic generation will only be just over additional vehicle every minute even in the busiest periods of the day. In addition, the maximum increase of 4.4% is likely to be within the daily traffic fluctuation at the A183 East Street/North Guards.

7.9.4 As such, the impact of the proposals is considered negligible. The adoption of a site Travel Plan will further assist with ensuring that vehicular trips from the site are minimised.

7.9.5 On this basis, it can be concluded that the development proposals will not have a material impact on the local highway network.

7.10 Capacity Assessments

A183 Mill Lane/Site Access Priority Controlled Junction

7.10.1 To assess the operation of the proposed A183 Mill Lane/Site Access priority-controlled junction the computer program JUNCTIONS 11 has been utilised using the junction layout displayed in **Plan 3** and the 2032 'With Development' Flows.

7.10.2 The results of this analysis are summarised below in **Table 7.3** whilst the full output is contained within **Appendix 6**.

Arm	2032 With Development Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
Site Access	0.15	0	0.07	0
A183 Mill Lane	0.03	0	0.08	0

Table 7.3 - Summary of JUNCTIONS 11 Results for the proposed A183 Mill Lane/Site Access Junction – 2032 With Development Flows

7.10.3 As can be seen in Table 7.3, the proposed A183 Mill Lane/Site Access junction is forecast to operate well within its theoretical capacity.

7.10.4 Based on the above it is concluded that the proposed site access junction can accommodate the levels of traffic forecast to be generated by the proposed development.

7.11 Capacity Assessment Summary

7.11.1 In summary, the capacity assessment undertaken as part of this traffic impact analysis has demonstrated that the proposed access junction off the A183 Mill Lane has been designed to accord with highway design standards and will have sufficient capacity to accommodate the proposed development traffic.

7.11.2 The impact on the remainder of the local road network would be minimal.

7.11.3 It is therefore concluded that the development proposals will result in a minimal impact and can be accommodated on the local highway network.

8 ACCIDENT ANALYSIS

8.1 Introduction

8.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2020 to 2024 in the vicinity of the development site.

8.1.2 The study area focuses on the site frontage along the A183 Mill Lane.

8.1.3 The accident data and reports assessed are included in **Appendix 7**.

Site frontage along A183 Mill Lane

8.1.4 According to the data provided, there has been one accident along the site frontage onto the A183 Mill Lane in the past 5 years, as shown in Figure 8.1 below.

Figure 8.1 Crash Map Accident Plot – Site Frontage along A183 Mill Lane

8.1.5 As can be seen from the figure above, one accident has occurred to the north of the site. This accident has occurred when a vehicle in the act of turning right has collided with a vehicle that was passing another vehicle. This accident was due to driving error.

9 CONCLUSIONS

9.1.1 Eddisons has been instructed by Story Homes to advice on the traffic and transport matters relating to a planning application for a residential development off Mill Lane in the Whitburn area of Tyneside.

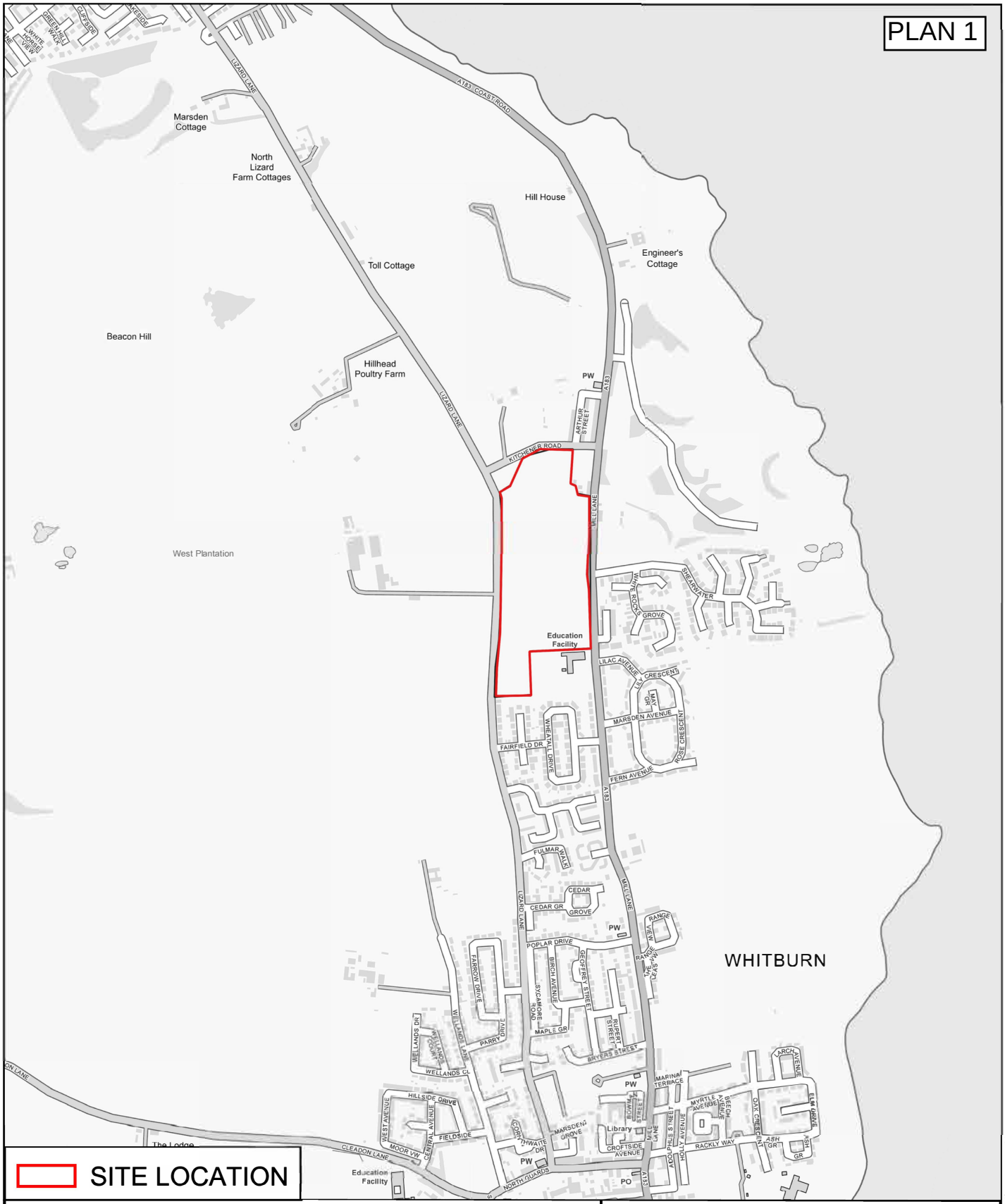
9.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangement off A183 Mill Lane;
- The proposed development complies with national and local planning policy;
- The proposed development site benefits from being accessible on foot to local services and amenities;
- The proposed development site benefits from being accessible by cycle and will deliver improvements to enhance cycle connectivity;
- The site benefits from being located close to existing bus stops located on the A183 Mill Lane, which provide services that are well placed to cater for the needs of the development's residents;
- The site is located within a short bus or cycle journey of South Shields Metro station, which provides access to services to destinations such as Sunderland, Gateshead and Newcastle;
- The traffic impact assessment indicates that the proposed development would not result in a severe traffic impact on the local highway network and is therefore in accordance with the NPPF; and
- A Framework Travel Plan will be implemented to encourage the use of non-car modes.

9.1.3 In conclusion, the proposals for a residential development will provide a sustainable development in transport terms and planning permission should be granted in accordance with the NPPF.

PLANS

PLAN 1



SITE LOCATION

CLIENT:

STORY HOMES

DRAWING TITLE:

SITE LOCATION: MILL LANE, WHITBURN

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
RC	13.11.25	GM	13.11.25	NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3493-01

REVISION: -

Eddisons

Z:\projects\3493 Lizard Lane, Whitburn\GIS\Workspaces\3493-01.dwg

REF.	HOUSETYPE	COMPLIANCE	CONFIG.	PARKING	SQ. FT.	RSL NO.	FH NO.	DMV NO.	OM NO.	TOT. SQ. FT
1 BEDROOM RANGE										
BLD	Belford	M4(2) - GF ONLY	1 Bed Apartment	Front Parking	624	8				4992
2 BEDROOM RANGE										
BFD	Branford	M4(2)	2 Bed Semi/Terraced	Front Parking	759	14	3			12903
NFD	Newford	M4(3)	2 Bed Semi Bungalow	Front Parking	777	10				7770
BOW	Bowscale	M4(2)	2 Bed Semi	Front Parking	759		1	2		2277
3 BEDROOM RANGE										
FFD	Fulford	M4(2)	3 Bed Semi/Terraced	Front Parking	926	14	15			26854
HAL	Hallin	M4(2)	3 Bed Semi/Terraced	Front Parking	995		1	8		8955
ASD	Ashford	M4(2)	3 Bed Detached	Integ Single Garage	1060				13	13780
MYD	Mayford	M4(2)	3 Bed Semi	Front Parking	1079				14	15106
4 BEDROOM RANGE										
SKI	Skiddaw	M4(2)	4 Bed Semi/Terraced	Front Parking	1359			6		8154
RFD	Rushford	M4(2)	4 Bed Semi	Front Parking	1409				14	19726
CFD	Clifford	M4(2)	4 Bed Detached	Integ Single Garage	1360				17	23120
WXD	Wexford	M4(2)	4 Bed Detached	Detached Single Garage	1435				8	11480
LFD	Linford	M4(2)	4 Bed Detached	Integ Single Garage	1536				20	30720
HFD	Hartford	M4(2)	4 Bed Detached	Integ Single Garage	1622				20	32440
5 BEDROOM RANGE										
CND	Cranford	M4(2)	5 Bed Detached	Integ Large Garage	1961				17	33337
TOTAL AFFORDABLE AND OPEN MARKET UNITS						46	20	16	123	
TOTAL UNITS AND SQ. FT.								**205**		**251614**

PLAN 2

REV	BY	DATE	NOTE

N

Legend

- gate to match adjacent fencing
- in curtilage bin storage areas
- BCP — bin collection point (collection day only)
- VP — visitor parking (70no spaces)
- EV charging point*
- Discount Market Value dwelling (21no)
- Rented Social Landlord dwelling (41no)
- First Homes dwelling (20no)
- 1 bedroom dwelling
- 2 bedroom dwelling
- 3 bedroom dwelling
- 4 bedroom dwelling
- 5 bedroom dwelling

*Easee One 7.4kW charger in black (or similar approved)

All detached garages / remote parking spaces to include cable to be ducted underground & fed via plot consumer unit

TOFFEE FACTORY | NEWCASTLE-UPON-TYNE | NE1 2DF | 0191 495 7700 | INFO@PODNEWCASTLE.CO.UK

PROJECT:
Mill Lane, Whitburn

DRAWING TITLE:
Site Layout Plan

CLIENT:	STATUS:
Story Homes	Planning

SCALE:	SHEET SIZE:	DATE:	DWN BY:	CHECKED BY:
1:1000	A1	12:25	JR	CVB

PROJECT NO:	DRAWING NO:	REVISION:
2026-STO	100	

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NORTH SOUTH AERIAL VIEW

SUDs Basin

MARKINGS TO TIE INTO EXISTING

EXISTING LOCATION OF RETAINING WALL

2.4x43M VISIBILITY SPLAY

SHEARWATER

3.5 3.0 3.5

2.0

5.5

2.0

R10.0M

PROPOSED UNCONTROLLED CROSSING WITH REFUGE ISLAND

MILL LANE (30MPH)

2.4x43M VISIBILITY SPLAY

MARKINGS TO TIE INTO EXISTING

BNG/POS AREA

Landscaping

El Sub Sta

Garage

Shelter

Marsden View

Arthur Terrace

Augusta Terrace

WHITE ROOKS GROVE

South View

N

W E

S

NOTES

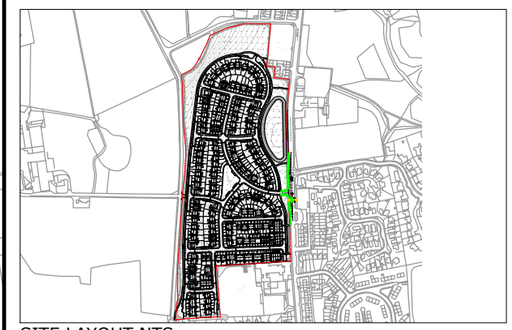
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

PLAN 3

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS

LOCAL AUTHORITY: SOUTH TYNESIDE COUNCIL
TOTAL AREA OF SITE: 10.18Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
E	PROPOSED SITE LAYOUT UPDATED	SL	PJW	OCT 25
D	PEDESTRIAN CROSSING SHOWN	LB	PJW	JUL 25
C	AMENDED ACCESS	LB	PJW	APR 25
B	SITE ACCESS RELOCATED	LB	PJW	APR 25
A	SITE ACCESS RELOCATED	LB	PJW	APR 25

CLIENT:

STORY HOMES

PROJECT:

KITCHENER, WHITBURN

DRAWING TITLE:

PROPOSED SITE ACCESS PLAN

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
LB	JC	AUG 21

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3493-F01

REVISION: E

Eddisons | Incorporating Croft

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NOTES

PLAN 4

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JUNCTION VISIBILITY

FORWARD VISIBILITY

OBSTRUCTED VISIBILITY

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

STORY HOMES

PROJECT:

MILL LANE, WHITBURN

DRAWING TITLE:

VISIBILITY PLAN

SCALES:

1:1000 @ A1

DRAWN:	CHECKED:	DATE:
SL	PW	OCT 2025

Eddisons
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M3 4LY

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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3493-01

REVISION: -

Eddisons

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NOTES

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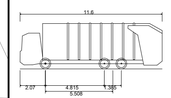
PLAN 5



South Tyneside Refuse Vehicle

Overall Length	11.600m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DETAILS	DRAWN	CHECKED	DATE
A	TRACKING UPDATED	SL	PW	OCT 2025

CLIENT:

STORY HOMES

PROJECT:

MILL LANE, WHITBURN

DRAWING TITLE:

SWEPT PATH ANALYSIS
REFUSE VEHICLE

SCALES: 1:1000 @ A1

DRAWN:	CHECKED:	DATE:
SL	PW	OCT 2025

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M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3493-SP01

REVISION: A

Eddisons

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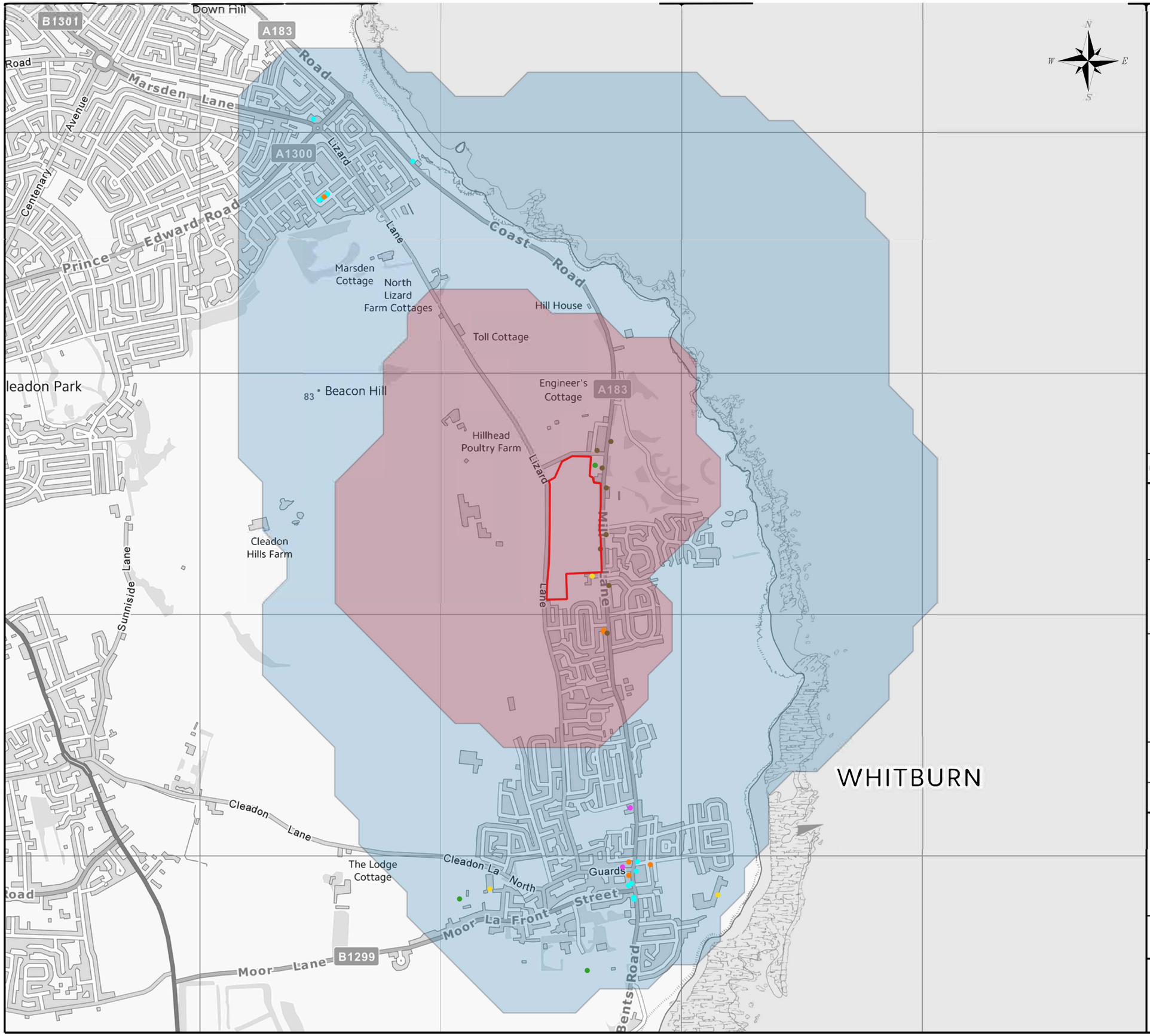

NOTES

PLAN 6

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops

Amenities

- Café/Takeaway/Public House
- Education
- Medical/Pharmacy/Healthcare
- Post Office/Parcel Dropbox
- Retail
- Sport/Gym/Leisure

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

STORY HOMES

PROJECT:

MILL LANE, WHITBURN

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:	CHECKED:	DATE:
RC	GM	NOV 25

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DRAWING NUMBER:	REVISION:
3493-03	-

Eddisons

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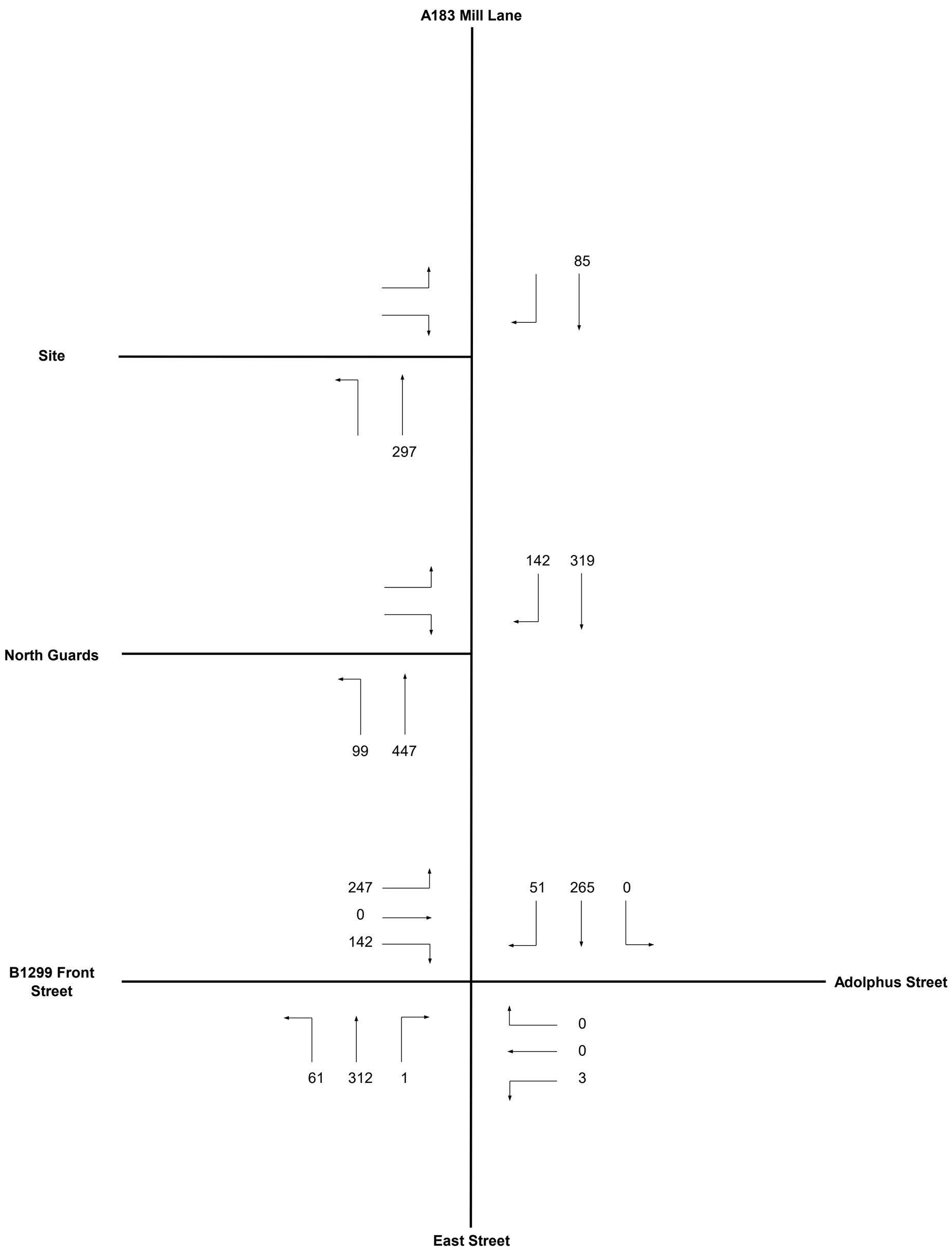
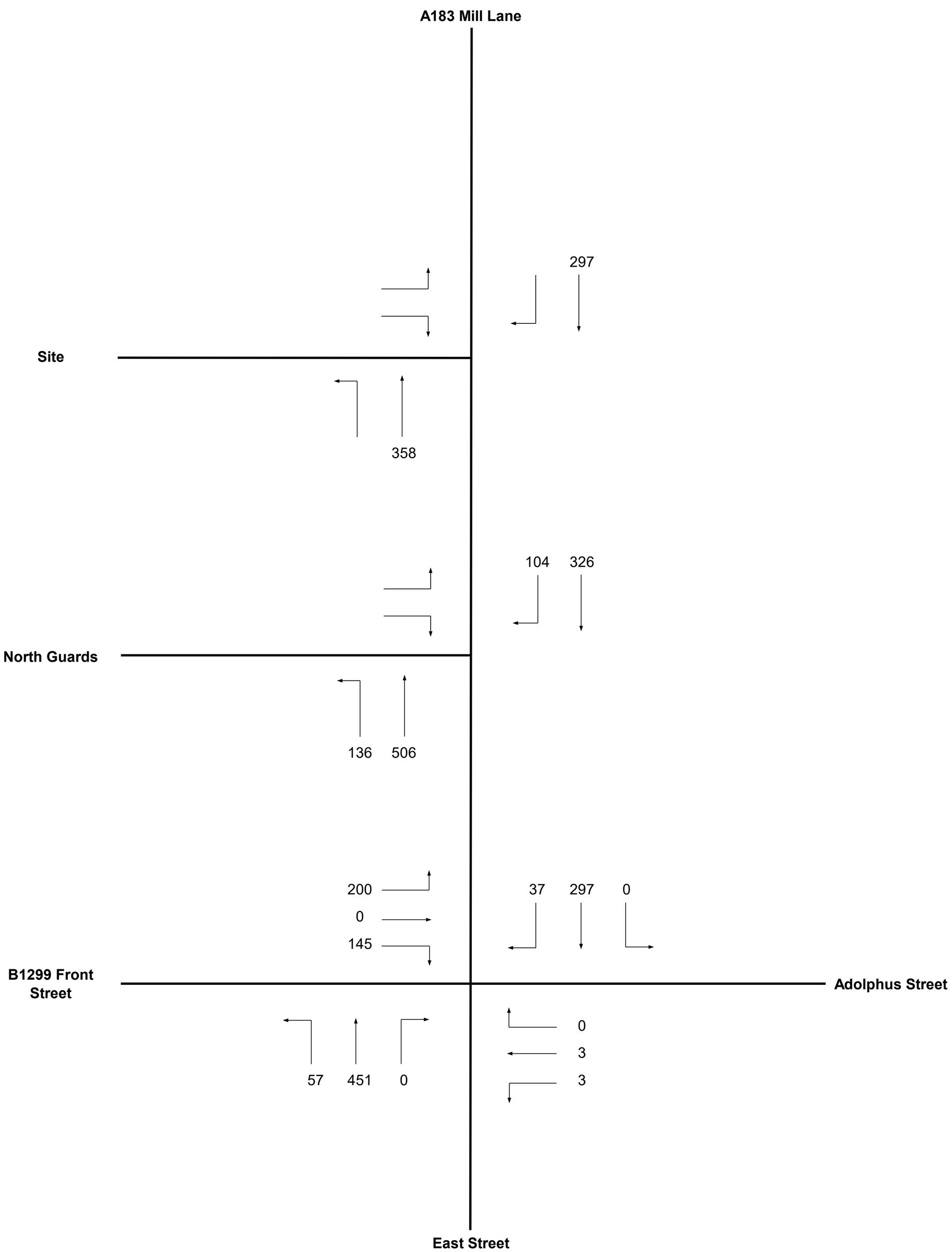
FIGURES



Flows in PCUs

Figure 1 2025 Surveyed Flows - Weekday AM Peak (0800 - 0900)

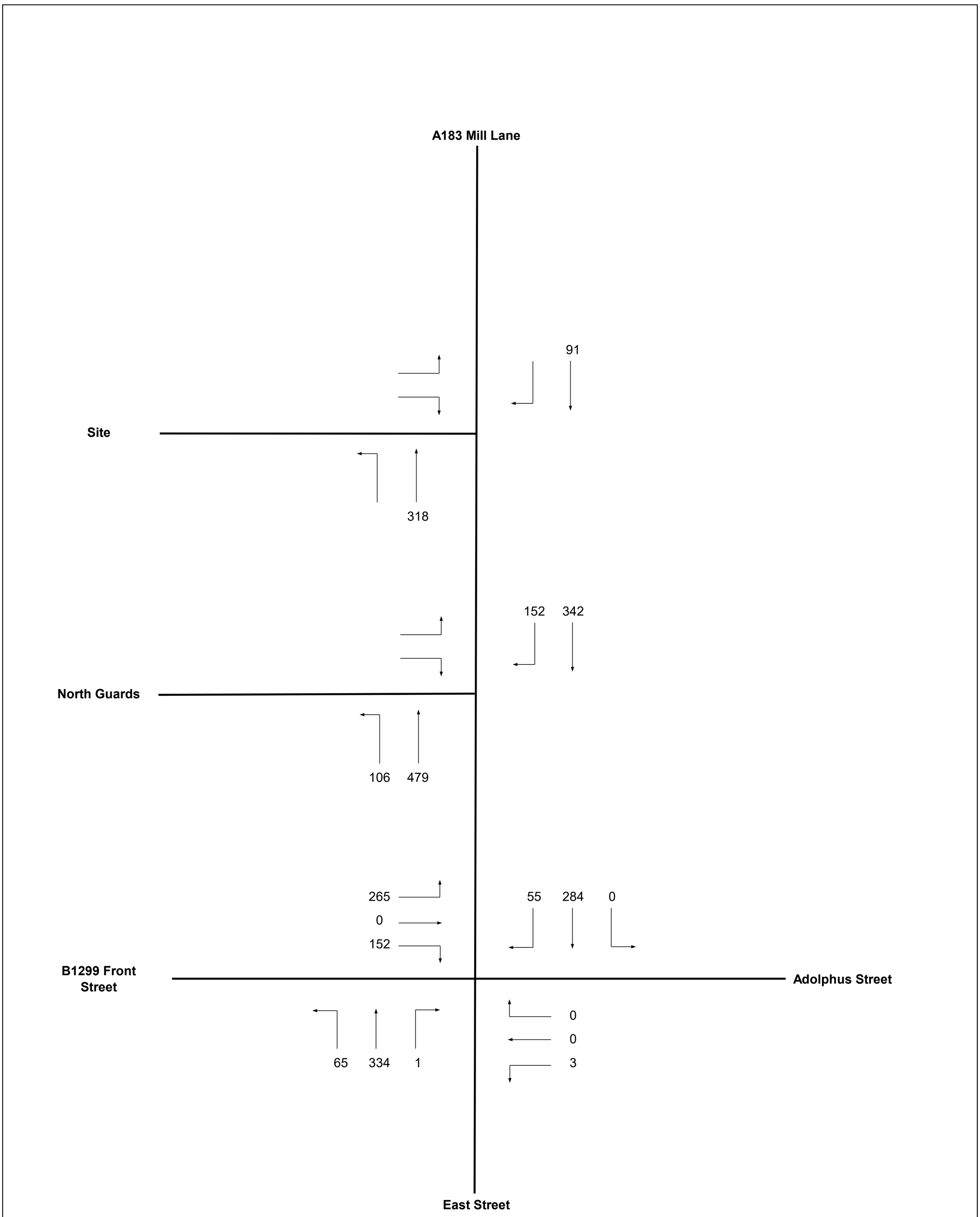
Eddisons



Flows in PCUs

Figure 2 2025 Surveyed Flows - Weekday PM Peak (1630 - 1730)

Eddisons

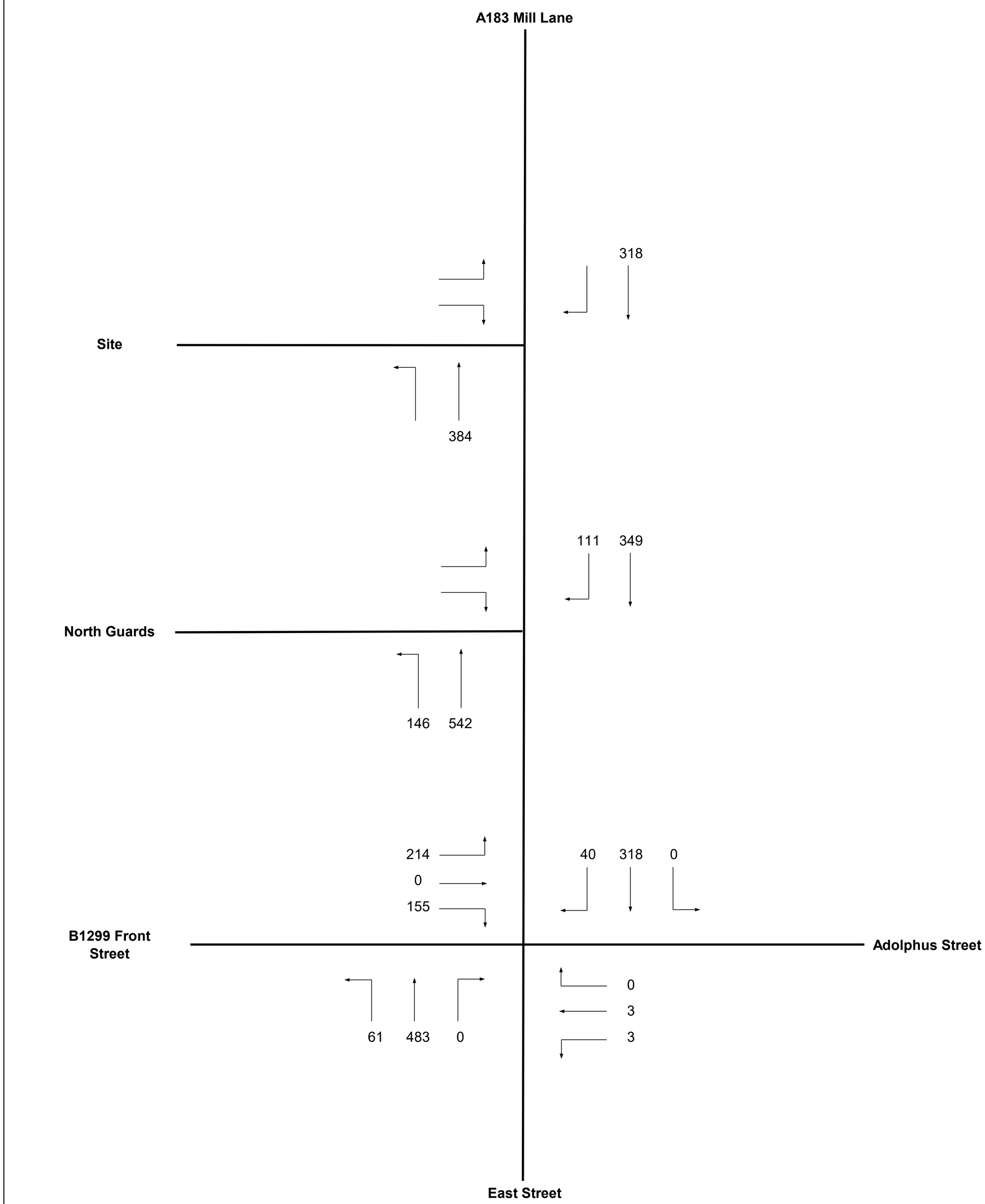


2025-2032 Growthed Flows 1.0719

Flows in PCUs

Figure 3 2032 Growthed Flows - Weekday AM Peak (0800 - 0900)

Eddisons



2025-2032 Growthed Flows 1.0718

Flows in PCUs

Figure 4 2032 Growthed Flows - Weekday PM Peak (1630 - 1730)

Eddisons

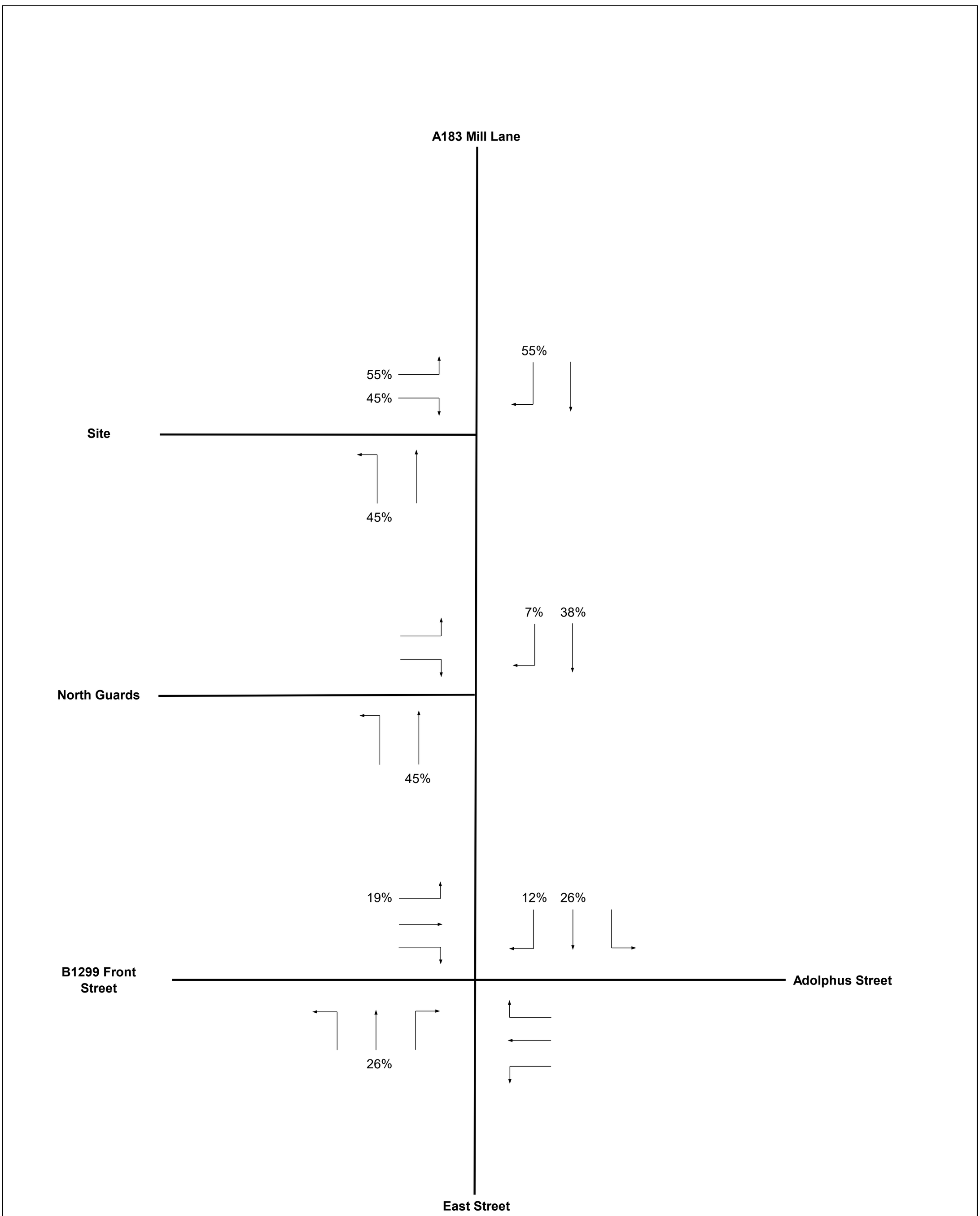
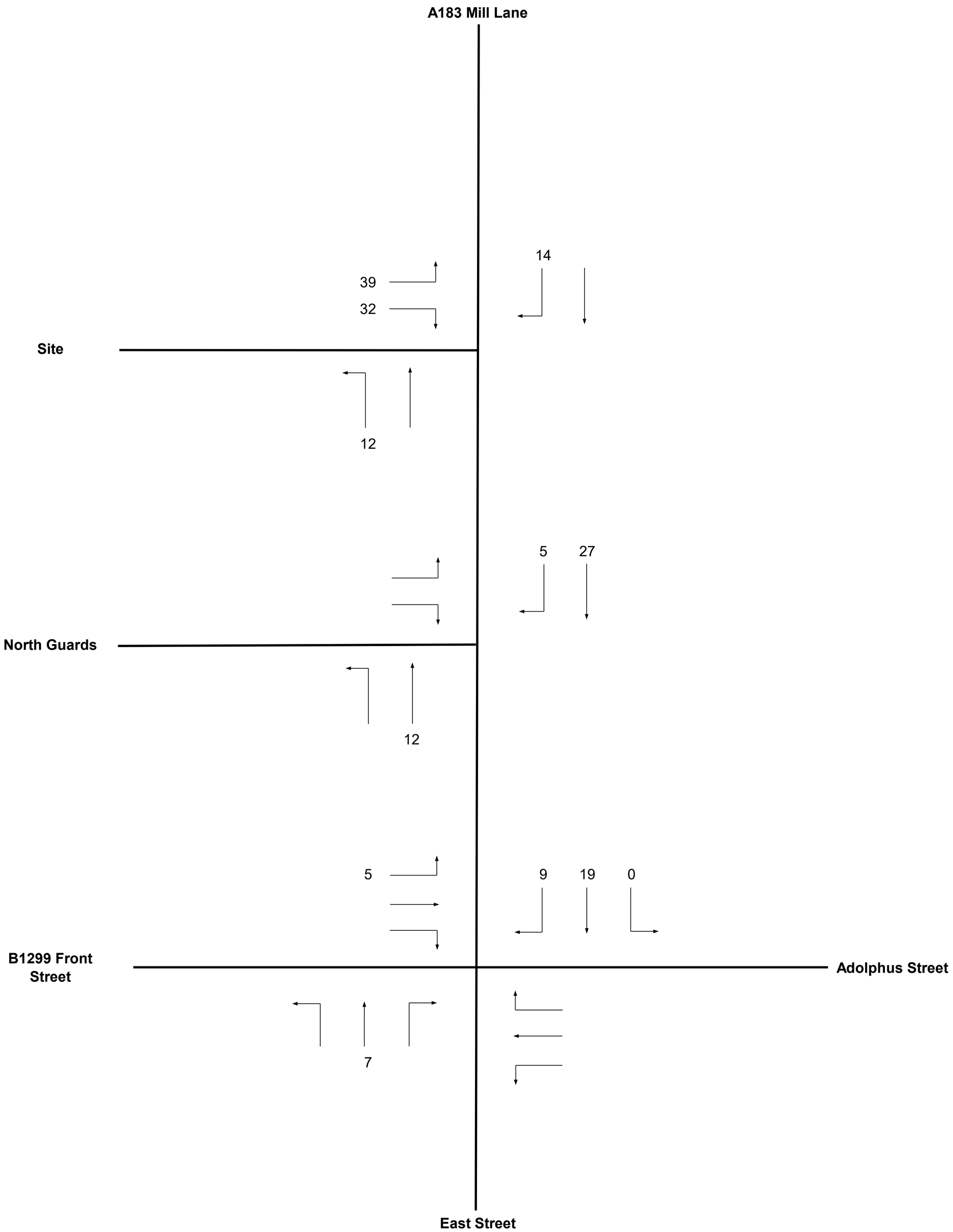


Figure 5 Trip Distribution - Weekday AM & PM Peak



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DEP 72

Flows in PCUs

Figure 6 Proposed Trip Generation - Weekday AM Peak (0800 - 0900)

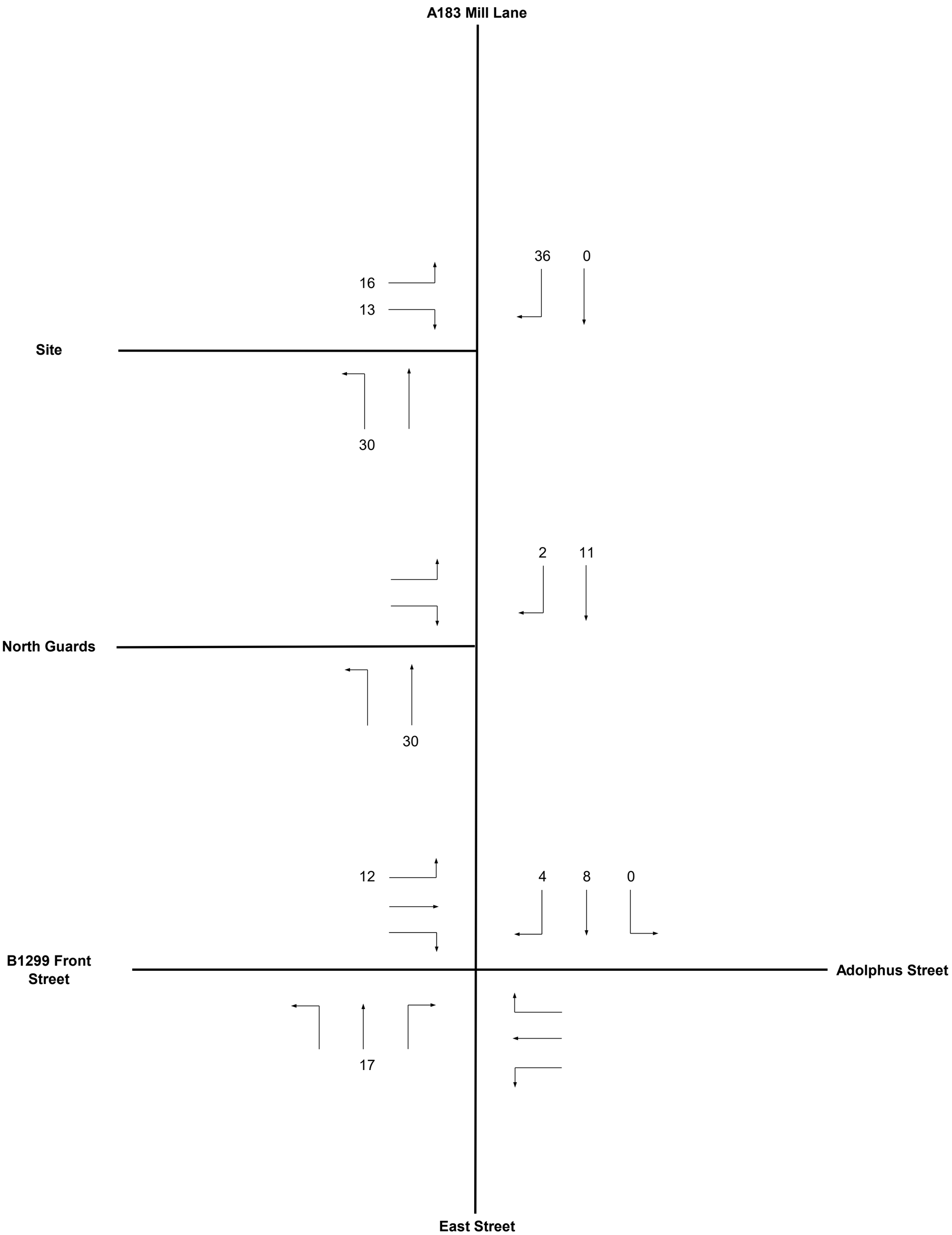

Figure 7 Proposed Trip Generation - Weekday PM Peak (1630 - 1730)

Eddisons

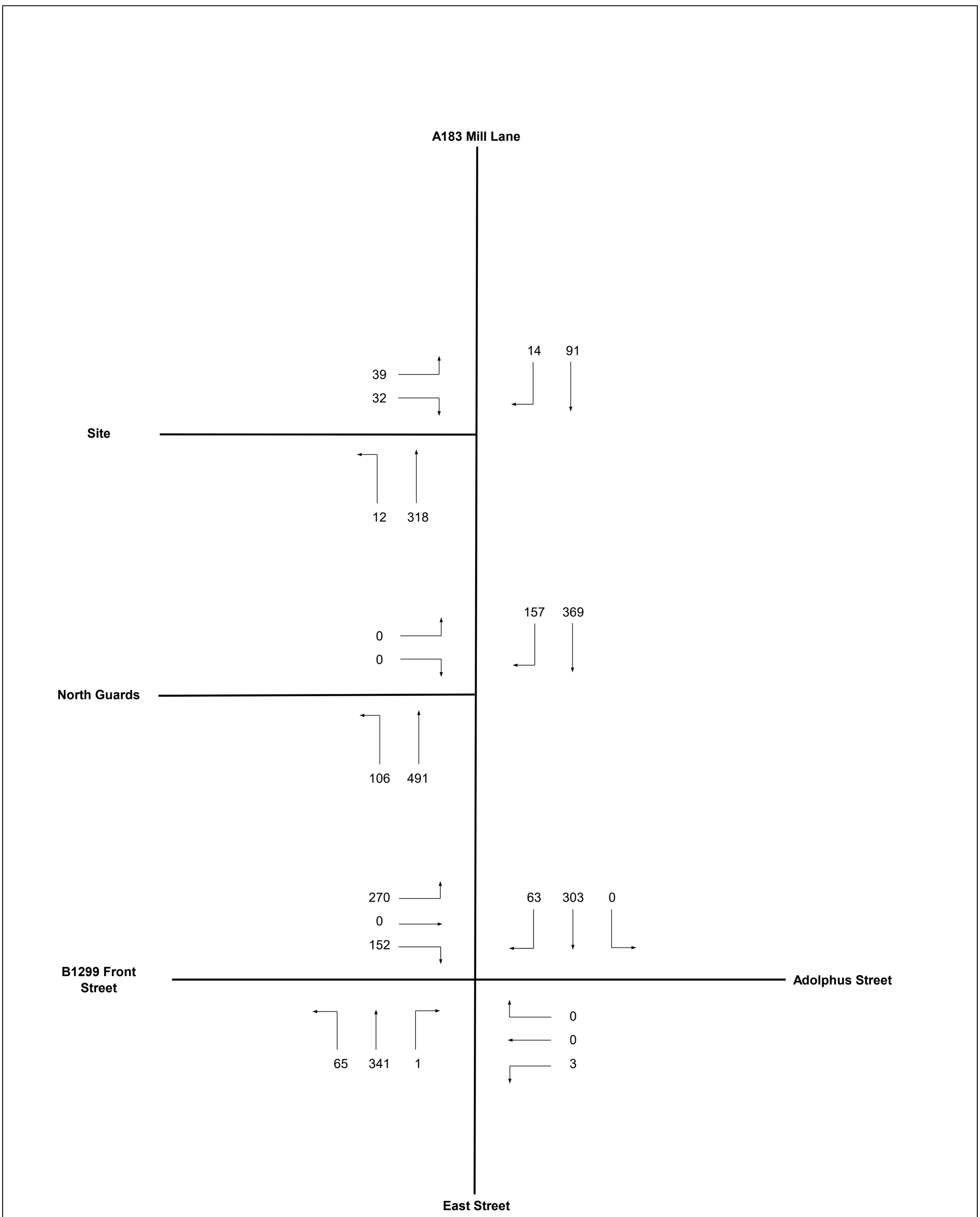

Figure 8 2032 with Development Flows - Weekday AM Peak (0800 - 0900)

Eddisons

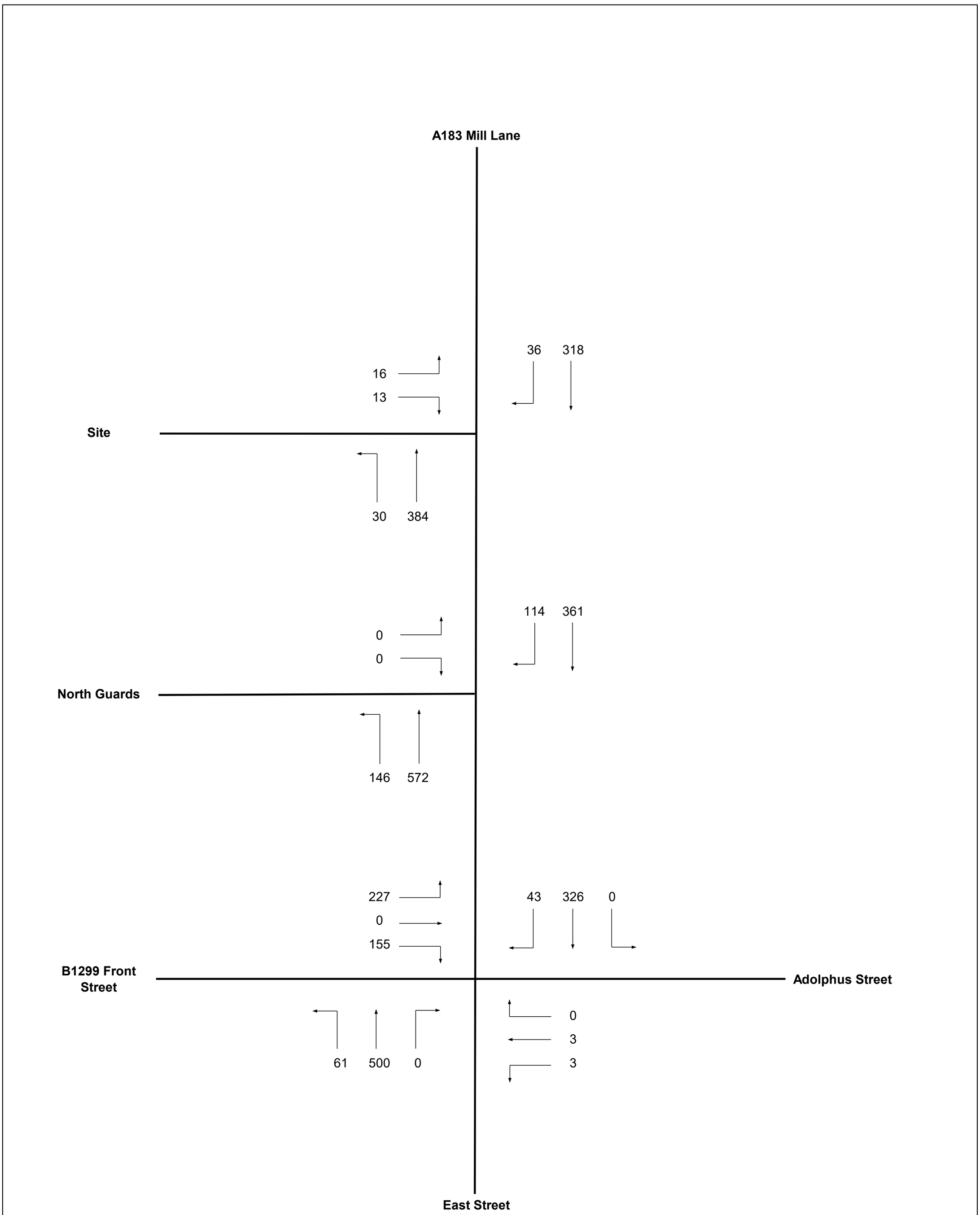

Figure 9 2032 with Development Flows - Weekday PM Peak (1630 - 1730)

Eddisons

APPENDICES

APPENDIX 1

Pre-application Comments

George Monks

Subject: FW: Mill (Lizard) Lane Highways Comments

From: "Helen Lynch (Planning)" <Helen.Lynch@southtyneside.gov.uk>
Date: 30 September 2025 at 09:55:02 BST
To: Kevin Ayrton <Kevin@elgplanning.co.uk>
Subject: Whitburn ENQ/224/25

Kevin,

Apologies for the delay in providing highway comments, however due to workload pressure colleagues have been unable to provide these until now. The following comments to the proposed development have been provided:

Transport Assessment
A Transport Assessment (TA) will be required with any formal planning application submission. A TA Scoping Note will be required to be approved by the STC Highway Authority before a TA is undertaken and submitted to STC|. This will avoid additional work being undertaken on the TA if there is insufficient detail.

Travel Plan
Provision of an interim Framework Travel Plan will be required.

Sustainable Transport Provision and Connectivity
Pedestrian routes to dwellings to be provided adjacent to parking spaces, where driveway widths do not allow for it. This is required to accommodate adequate bin drag routes passed parked vehicles on driveways.

Certain segregated pedestrian/cycle connectivity is required through the estate to the A183, away from vehicular traffic routes.

Level access kerbing will be required at bus stops on the A183, including inclusive mobility compliant dropped kerbs at appropriate locations along the route, so as not to prejudice any non-motorised users (NMUs).

Permeability for pedestrians across the A183 is a highway safety concern, which will need to be addressed as part of any formal scheme submitted.

Highway Safety / Connectivity
It is proposed that the site will be accessed by a new priority junction on the eastern boundary, on the A183, just south of Shearwater Road junction. The junction will need to be relocated further south to provide a minimum 40m separation from the junction.

The location of junction is only slightly offset from the on-carriageway bus stop, which may result in conflicts with buses, which will need to be satisfactorily addressed. A ghost right turn lane will be required on the A183 at the junction to avoid delays on the A183 and lessen inconvenience to through traffic and potential rear end vehicle shunts with right turning vehicles.

Bus stops on the site frontage (site side) to be provided in laybys rather than on-carriageway.

The estate road layout is designed too straight and encourages fast speeds. Artificial calming measures are not an acceptable substitute on new modern estate road designs for shorter straights and tight bends, with vehicle speeds calmed through natural design. Scheme to be designed as a 20mph zone, with a 20mph speed limit (TRO required on any finalised scheme).

The internal junction separations throughout the estate shall be minimum 60m adjacent or 30m opposite.
Increase width of initial section of estate road to first internal junction, to 6.1m minimum.

There are concerns for pedestrians and cyclists crossing the A183 to access facilities, public transport services and existing segregated cycleway on the east side of the road. Any future scheme is required to consider and address safety concerns regarding any such crossings.

Segregated pedestrian/cycle connectivity (away from vehicular traffic) is required through the estate to the A183, to maximise accessibility and connectivity, minimising conflict with vehicles. This shall include certain desire lines through the estate to bus stops etc.

Provide convenient and direct access to the play area from the estate.
Driver and pedestrian inter-visibility splays will be required at the estate vehicular entrance and junctions and crossing points through the development, commensurate with DMRB/MfS standards.

2m x 2m inter-visibility splays to be provided at the rear of footways each side of domestic driveways meeting estate road, where boundary treatments or planting exceed 600mm in height.

Private shared driveway shall not exceed 25m in length and shall not incorporate a none designated footway route along the same private width.

Redundant vehicular accesses to the highway to be permanently closed with the footway/verge areas reinstated.

Stage 1 Road Safety Audit required with any formal submission, with the RSA Brief and RSA Team CVS approved by STC Highway Authority, as Overseeing Organisation for the process.

Address any concerns raised in the Transport Assessment, Travel Plan and Road safety Audit.

Car Parking
Parking standards for residential use to be in accordance with SPD6 Parking Standards or the latest standards, depending on progress of the Local Plan. Standards are required to include communal visitor parking spaces (currently at a ratio of 1:3), evenly spaced throughout the development, including private shared driveways. The scheme shows poor distribution of VP spaces, with zero VP parking for significant areas of the layout. A parking schedule relative to the scheme will be required in support of any formal planning application submitted.

There will also be a further requirement for parking at sensitive areas of the estate, such as adjacent junctions, bends and turning areas, where indiscriminate parking would interfere with the free flow of traffic or cause a hazard to users/residents on the estate, including excessive reversing distances for service vehicles should turning areas be obstructed.

Car Parking spaces to be increased in width where adjacent to dwellings and/or boundary treatments to allow for access/egress to/from vehicles.

Adequate manoeuvring space will be required associated to parking spaces (6m adjacent to perpendicular spaces), including on shared private driveway areas. Parallel parking spaces to 6m long with 4m long transitions.

VP spaces to be located clear of visibility splays, such as avoiding obstructing junction visibility.

Cycle Parking
Minimum standards for cycle parking for residential use applies in accordance with SPD6 Parking Standards. Covered and secure parking for bikes to be provided and shown on any formal submission.

Refuse Storage / Collection / Servicing
Refuse bin storage and collection areas to be identified on any final scheme, including at the end of private shared driveways where communal collection areas are required to be provided clear of but adjacent to the adoptable highway.

Swept path analysis of an 11.6m long refuse vehicle will be required as part of any formal submission to prove the geometry of the estate road junction(s) and internal estate roads, including turning heads.

Kind regards
Helen

South

Our South Tyneside
A place where people live healthy, happy, and fulfilled lives

Helen Lynch
Senior Planning Officer
(Part time Tuesday, Wednesday (AM), Thursday (AM) and Friday).

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Unless otherwise stated, opinions, conclusions and other information expressed in this message are personal, and not those of South Tyneside Council.

APPENDIX 2

Framework Travel Plan

Proposed Residential Development
Land off Mill Lane, Whitburn

December 2025

FRAMEWORK TRAVEL PLAN

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Eddisons

REPORT

DOCUMENT:	Travel Plan Framework
PROJECT:	Proposed Residential Development – Land off Mill Lane, Whitburn
CLIENT:	Story Homes
JOB NUMBER:	3493
FILE ORIGIN:	Z:\projects\3493 Lizard Lane, Whitburn\Docs\Reports\3493.TPF02.docx

DOCUMENT CHECKING:

Primary Author:	GM	**Initialled:**
Contributor	RC	**Initialled:**
Review By:	PJW	**Initialled:**

Issue	Date	Status	Checked for Issue
1	01-12-25	First Draft	
2			
3			
4			

CONTENTS

PLANS

See Transport Statement

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Story Homes to advice on the traffic and transport issues relating to a planning application for a residential development on land off Mill Lane in the Whitburn area of South Tyneside.

1.1.2 The Government has produced the National Planning Practice Guidance (NPPG) on the preparation of travel plans. Within the NPPG, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

1.1.3 The NPPG guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of this Framework Travel Plan.

1.1.4 The Department for Transport has also issued two separate guides on the preparation of travel plans, which although now superseded, still provides good practice guidance which is of relevance to this proposed development. These documents are as follows:

- Making Residential Travel Plans Work - Published in September 2005; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.2 Development Site and Location

1.2.1 The site is located around 1 kilometres north of Whitburn village centre. The location of the site is shown on **Plan 1**.

1.3 Development Proposals

1.3.1 It is proposed to development the site to provide a residential development up to 205 dwellings (use class C3). The proposed site layout plan is displayed within **Plan 2**.

1.3.2 Vehicular access into the site will be provided off A183 Mill Lane which bounds the site to the east.

1.4 Pedestrian and Cycle Access

1.4.1 Pedestrian and cycle access into the site will be afforded via the proposed vehicular access point off the A183 Mill Lane. There are also pedestrian links onto Lizard Lane to the west.

1.4.2 Pedestrians will also benefit from the proposed uncontrolled pedestrian crossing with associated refuge island, allowing for safe pedestrian movement across the A183 Mill Lane.

1.4.3 The internal site layout will be designed to maximise connections to the existing pedestrian infrastructure in the vicinity of the site.

1.5 The Travel Plan

1.5.1 The aims of the Travel Plans are as follows:

- to encourage residents and visitors to use alternatives to the private car,
- to increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- to introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.6 Residents Travel Pack

1.6.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

1.7 Plan Administration

1.7.1 The developer will be required to designate a Travel Plan Co-ordinator prior to occupation of the site. Initially, the role is likely to be undertaken by a person employed by Story Homes. Essentially this Co-ordinator will act as a main point of contact and liaison in implementing the Travel Plan with the local authority.

1.7.2 The name and contact details of the Travel Plan Co-ordinator will be provided to the Sustainable Travel Plan Officer at South Tyneside Council.

2 ACCESSIBILITY BY NON-CAR MODES

2.1 Introduction

2.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

2.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

2.1.3 The accessibility of the site has been briefly considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by Metro.

2.2 Access on Foot

2.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

2.2.2 The A183 Mill Lane currently has a footway on the western side of the road along the site frontage of around 3 metres wide. On the eastern side, there is a combined footway/cycleway of around 3.5 metres wide. There is also a formal pedestrian refuge island on the A183 Mill Lane just south of the Kitchener Road junction to further enhance pedestrian safety and connectivity.

2.2.3 As previously mentioned, there is a proposed uncontrolled pedestrian crossing with associated refuge island, allowing for safe pedestrian movement across the A183 Mill Lane.

2.2.4 These footways will provide pedestrian access to the amenities in Whitburn to the south of the site and Marsden to the north.

2.2.5 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.

2.2.6 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

2.2.7 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 2.1**.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 2.1 IHT 'Providing for Journeys on Foot' Walk Distances

2.2.8 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

2.2.9 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about*

800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.

2.2.10 **Table 2.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 2.2 Manual for Streets Walk Distances

2.2.11 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,950 metres;
- Commuting – 2,100 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

2.2.12 Overall, in Table 2.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 2.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	

1,950m	2,100m	1,600m	1,600m	1,950m

Table 2.3 WYG Report/NTS Data Walk Distances

2.2.13 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

2.2.14 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

2.2.15 A 20-minute walk equates to a walking distance of around 1,600 metres.

2.2.16 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes. In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, local supermarkets, restaurants, and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in **Plan 6**.

2.2.17 The 800-metre catchment covers the northern area of Whitburn whilst, the 2-kilometre pedestrian catchment covers the entirety area of Whitburn and its numerous 'day to day' amenities, including the Cooperative, Whitburn's Doctors Surgery, a Post Office and Whitburn Academy. As such, potential employment, education, retail and leisure opportunities are located within walking distance of the application site.

2.2.18 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 2.1** below:

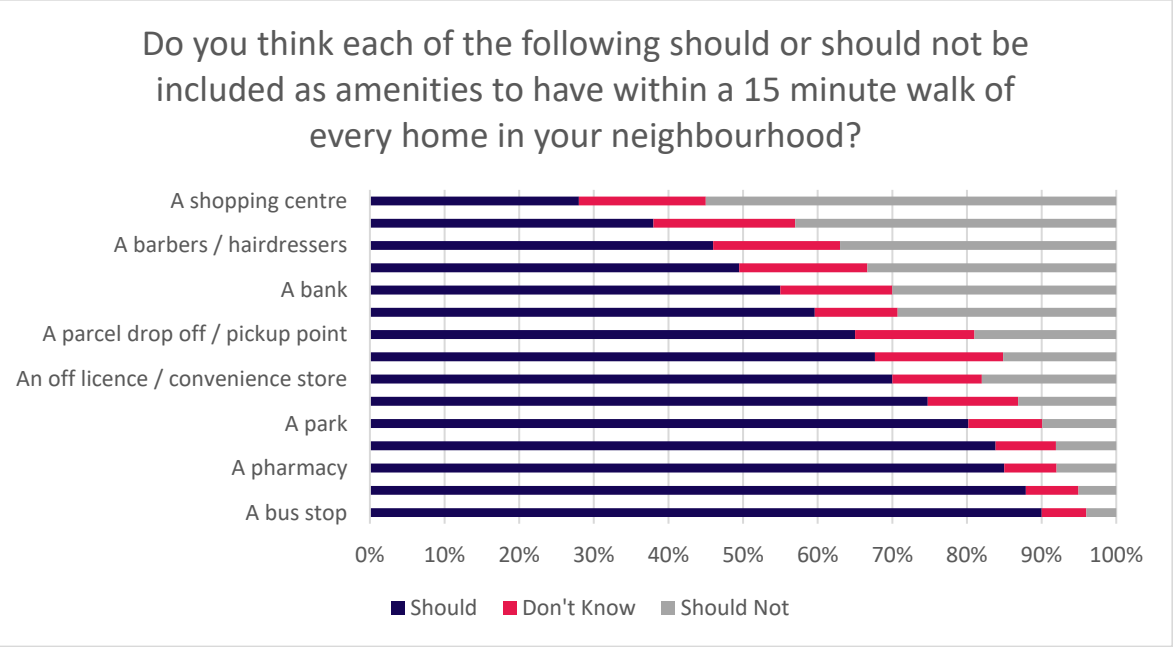

Figure 2.1 YouGov Poll Results (Source YouGov)

2.2.19 Figure 2.1 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

2.2.20 As can be seen in **Plan 6**, the site is located in close proximity to a number of a local amenities, which provides a wide range of amenities and services as well as employment and leisure opportunities.

2.2.21 **Table 2.1** below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Nearest Bus Stops	250m	400m	**YES**
Marsden Primary School	300m	3,200m	**YES**
Simars Premier Convenience Store	550m	1,600m	**YES**
Whitburn Doctor's Surgery	1,260m	1,600m	**YES**
Whitburn Library	1,460m	1,600m	**YES**
The Cooperative	1,530m	1,600m	**YES**
Avenue Pharmacy	1,570m	1,600m	**YES**
Post Office and Convenience Store	1,600m	1,600m	**YES**
Whitburn Academy	1,820m	4,800m	**YES**

Table 2.1 – Approximate Distance from Site to Local Facilities

2.2.22 As can be seen in the above table, the site is located within close proximity to a number of local amenities including local shops, schools and health facilities.

2.2.23 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

2.3 Access by Cycle

2.3.1 An alternative mode of travel to the site could be achieved by bicycle.

2.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips,* [cycle links] *can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed*.'

2.3.3 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including the entirety of South Tyneside including the areas of Sunderland, Fulwell, Hedworth and South Shields.

2.3.4 As detailed above, a formal combined footway/cycleway is located on the eastern side of the A183 Mill Lane.

2.3.5 National Cycle Route 1 runs along the A183 Mill Lane, as shown on **Figure 2.2** below. This route a direct and safe link to the centre of Whitburn and all of its local day to day amenities as well as other local cycle routes in the area ensuring good cycle linkages to local and regional destinations.

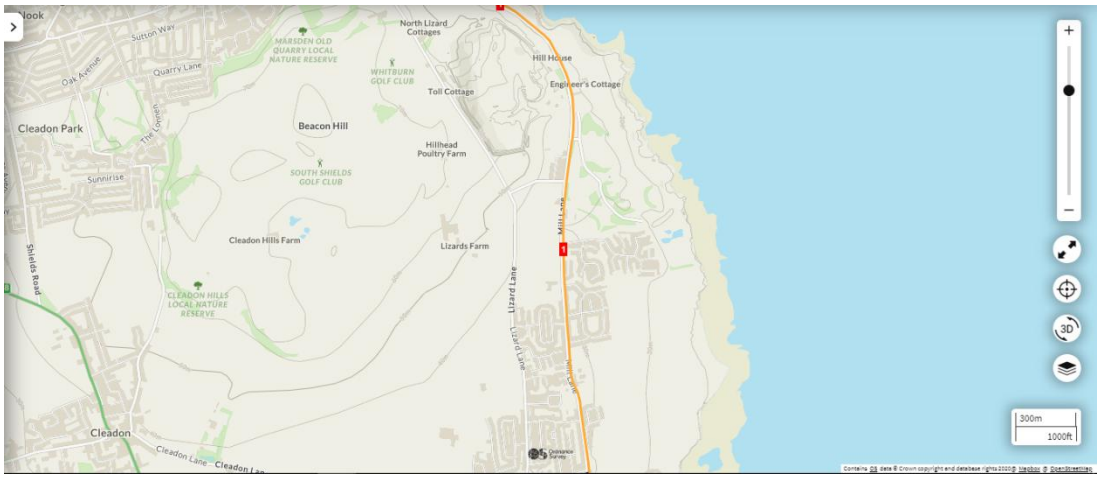

Figure 2.2 Cycle Map (https://www.walkwheelcycletrust.org.uk/)

2.3.6 The site can therefore be considered as being accessible by cycle.

2.4 Access by Bus

2.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

2.4.2 The nearest bus stops are located close to the south-eastern corner of the site on the A183 Mill Lane, around 250 metres from the centre of the site and therefore within a 5-minute walk.

2.4.3 Additional bus stops are located further along the A183 Mill Lane and to the south along Lizard Lane.

2.4.4 As part of the South Tyneside Council pre-application comments they have requested a bus lay-by be provided for the northbound bus stop close to the site. Our view is that this bus stop currently operates safely and suitably and can exist with the proposed site access in a safe manner and as such, there is no requirement for a bus lay-by to be provided.

2.4.5 A summary of the services available from the nearest bus stops from the development site is provided in **Table 2.5** below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
E1	South Shields - Sunderland	4 Services	Every 30 minutes	Every 60 minutes	2 services	Every 30 minutes	Every 60 minutes	Every 30 minutes
E2	Sunderland - South Shields	4 Services	Every 30 minutes	Every 60 minutes	3 Services	Every 30 minutes	Every 60 minutes	Every 30 minutes

Table 2.5 Existing Bus Services Operating in the Vicinity of the Site

2.4.6 As can be seen from Table 5.5, the bus stops located at the A183 Mill Lane provide access to the bus services E1 and E2. These provide up to 2 services an hour Monday to Sunday to destinations such as the Sunderland, Whitburn and South Shields.

2.4.7 It is noted that the above service provides a choice of how people travel with the bus services operating from around 6:26am to around 11:03pm, making travel by public transport a real alternative to travelling by car for commuting trips, in particular .

2.4.8 In order to demonstrate the level of accessibility, some example journey times by bus are present in **Table 2.6** below.

Destination	Duration
Whitburn	5 minutes
Sunderland	16 minutes
South Shields	17 minutes

Table 2.6 - Example Bus Journey Times from the Site

2.4.9 The above demonstrates that both Sunderland and South Shields are within a 20-minute bus journey of the site.

2.4.10 It is therefore concluded that the site is highly accessible by bus.

2.5 Accessibility by Metro

2.5.1 Although the nearest Metro stations fall outside the recommended 2 kilometres walking distance, the station at South Shields is accessible via a 17-minute bus journey. The Metro provides up to 5 direct services to Sunderland, Gateshead and Newcastle.

2.5.2 This allows the opportunity for a multi-modal journey between the site and Gateshead and Newcastle city centres within around a 43-minute journey.

2.5.3 This provides opportunities for travel to and from the site via Metro.

2.6 Accessibility Summary

2.6.1 The site has been considered in terms of accessibility by non-car modes.

2.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whitburn village centre, which is only a short walk from the site.

- It has been demonstrated that the site is accessible by cycle, with the site being located adjacent to National cycle route 1 and existing cycle facilities between the site and the centre of Whitburn.
- The services from the bus stops on the A183 Mill Lane, travelling to South Shields and Sunderland demonstrates that the site is accessible by bus.
- The site is also accessible via Metro with South Shields station located just a short bus journey from the site.

2.6.3 In light of the above, it is considered the site is suitably accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

i) Resident's Travel Pack,

ii) Travel awareness and Information,

iii) Promotion of Lift Share Scheme, and

iv) Encouraging Walking/Cycling.

3.2 Resident's Travel Pack

3.2.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.2.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.

3.2.3 However, in order to build on these locational advantages it is recommended that a Residents' Travel Pack is provided for the occupants of each new dwelling.

3.2.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.2.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

3.2.6 Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

3.2.7 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan framework.

3.3 Travel Awareness and Information

3.3.1 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.

3.3.2 As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the travel plan when viewing properties.

3.4 Car Sharing Scheme

3.4.1 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register on the Liftshare website.

3.4.2 This allows users to register their details, where they are travelling to the Kingswinford area and if they are offering a lift or require a lift to their destination.

3.4.3 Travel Plan Co-ordinator will also investigate the viability of establishing a Car Sharing Club for the residential development, however, it is likely that the promotion of the above schemes will be more beneficial.

3.5 Encouraging Walking/Cycling

3.5.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident’s Travel Pack.

3.5.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator.

3.5.3 As part of these schemes, the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

4 TRAVEL PLAN TARGETS

4.1 Introduction

4.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

4.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

4.1.3 In order to set the targets further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

4.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with South Tyneside Council and included in the final Travel Plan for the development.

4.2 Potential Targets

4.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale. Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development;
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts;
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode;

- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

4.3 Action Plan

4.3.1 Table 4.1 below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Travel Pack	Upon Occupation	Resident travel survey	Developer/Travel Plan Co-ordinator
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	Travel Plan Co-ordinator
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of target	Travel Plan Co-ordinator
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Multimodal resident travel surveys conducted in years 1, 3 and 5	Travel Plan Co-ordinator
Produce final Travel Plan	3 months following collection of initial Travel Surveys	Amend targets (if necessary) and submit final document to Local Authority	Travel Plan Co-ordinator

Table 4.1 Travel Plan Action Plan

4.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

4.3.3 The above table includes the production of the final Travel Plan document which will be submitted to the Travel Officer at the Council within 3 months of the initial travel surveys.

FIGURES

PLANS

APPENDICES

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eddisons.com

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APPENDIX 3

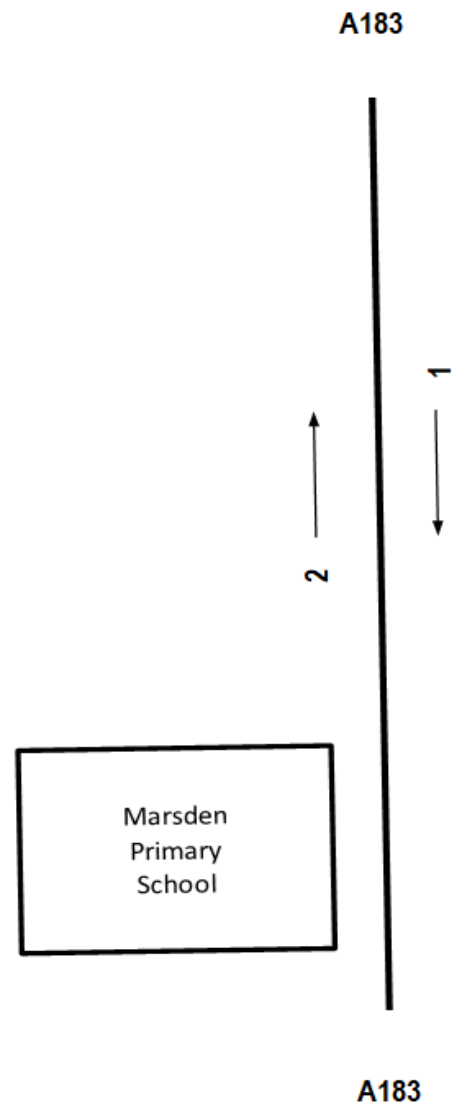
Traffic Survey Data

SURVEY CONTROL

Client:	Eddisons
Client Contact:	Phil Wooliscroft
Survey Location:	Whitburn, Sunderland
Date(s) of Survey:	Thursday 8th May 2025
Notes:	
On Site Supervisor:	Neil Harley
Data Checking:	David Cheng
Survey Reference:	25.028 Whitburn, Sunderland
Status:	Final
Date of Issue:	13th May 2025

N

JUNCTION 1



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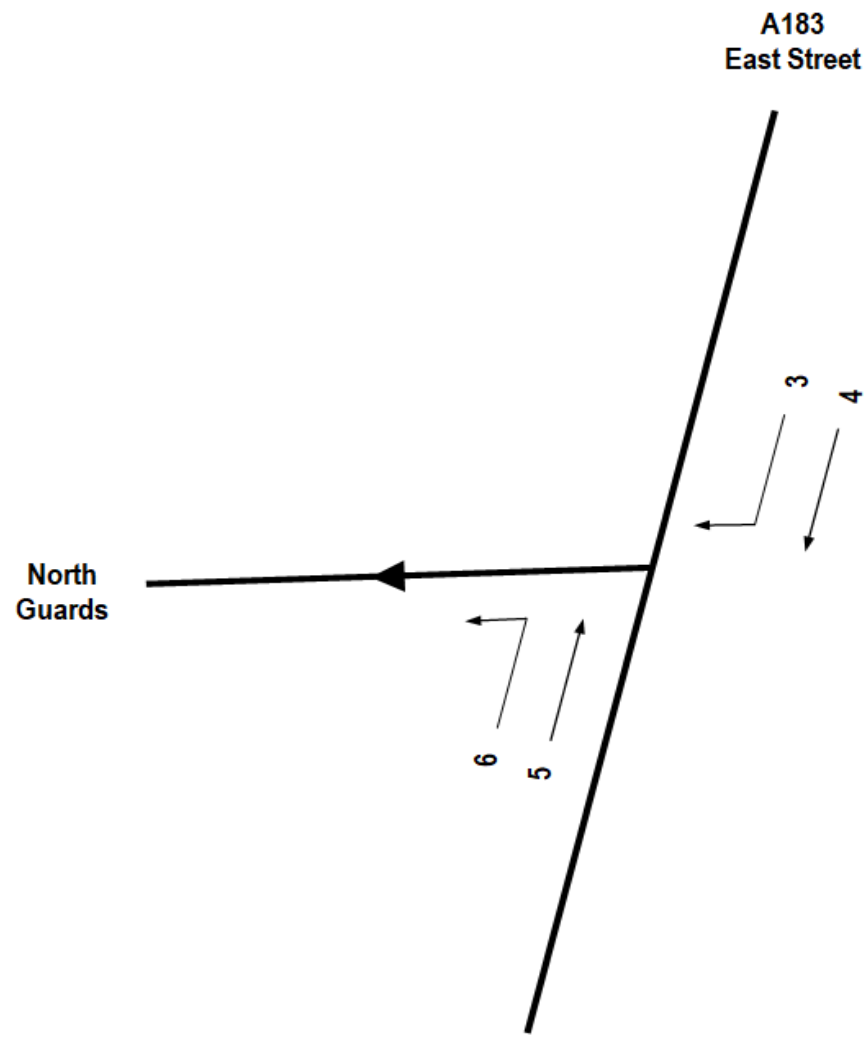
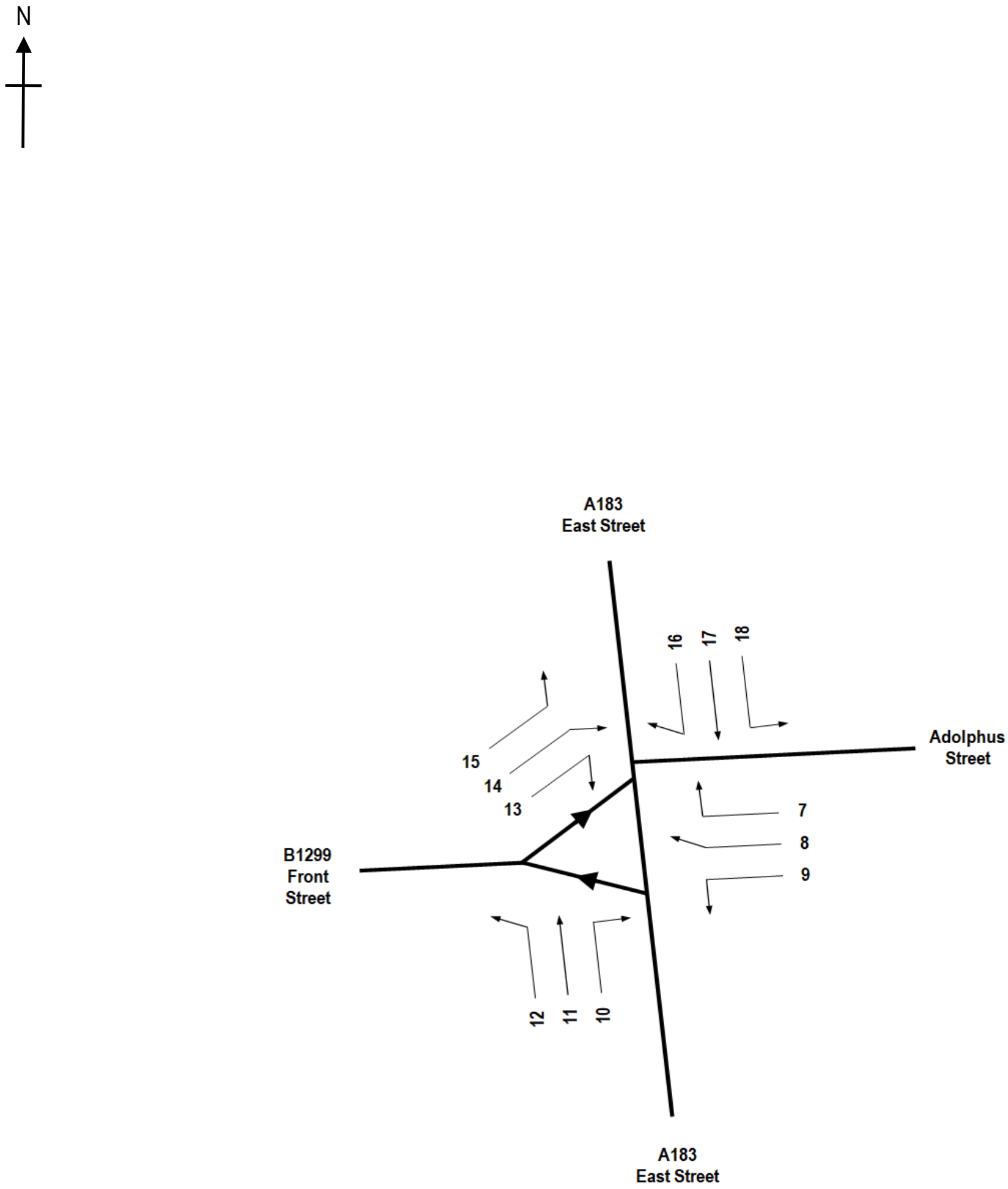
JUNCTION 2



DRAWING TITLE **TRAFFIC MOVEMENT REFERENCE**			**Transport Data Specialists Ltd** W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
JOB TITLE **25.028 WHITBURN, SUNDERLAND**			
DRAWN BY CC	DATE MAY 2025	SCALE NTS	REF FIGURE 1

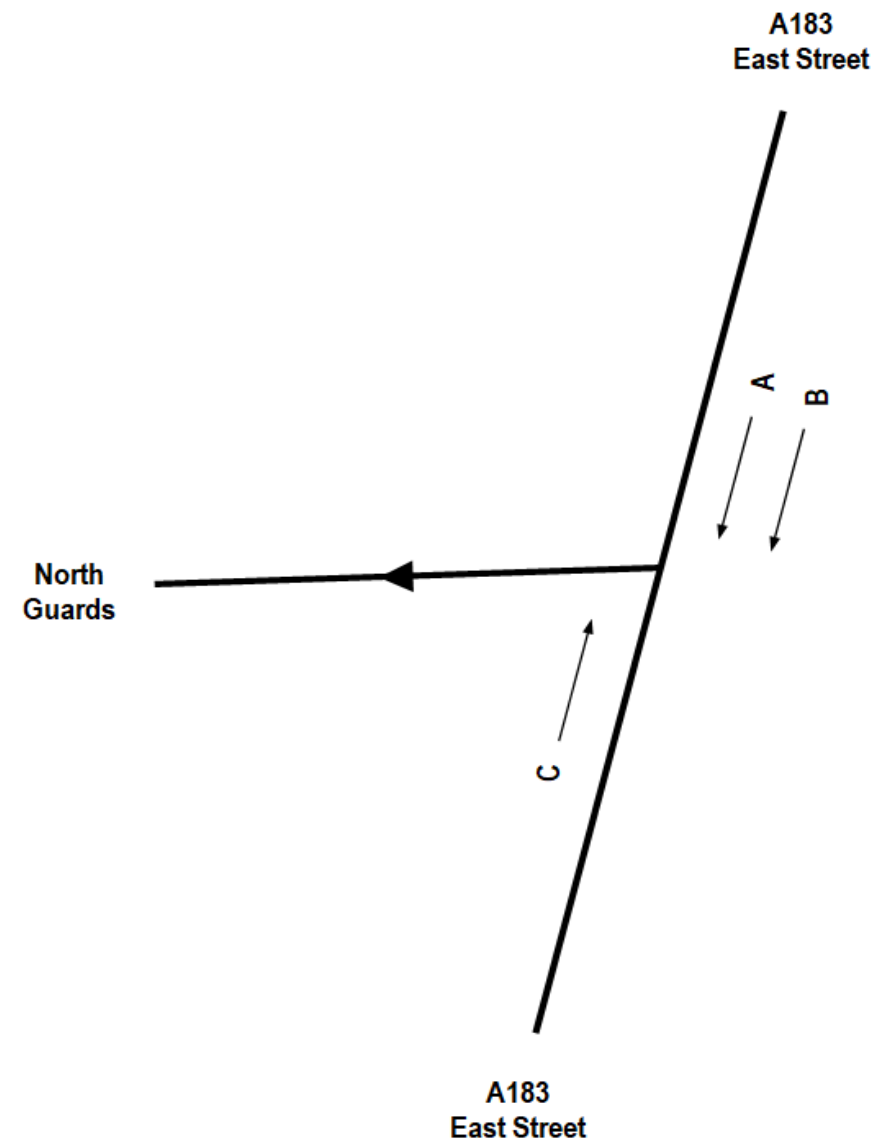
JUNCTION 3



DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			**Transport Data Specialists Ltd**
JOB TITLE: 25.028 WHITBURN, SUNDERLAND			W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
DRAWN BY: CC	DATE: MAY 2025	SCALE: NTS	REF: FIGURE 2

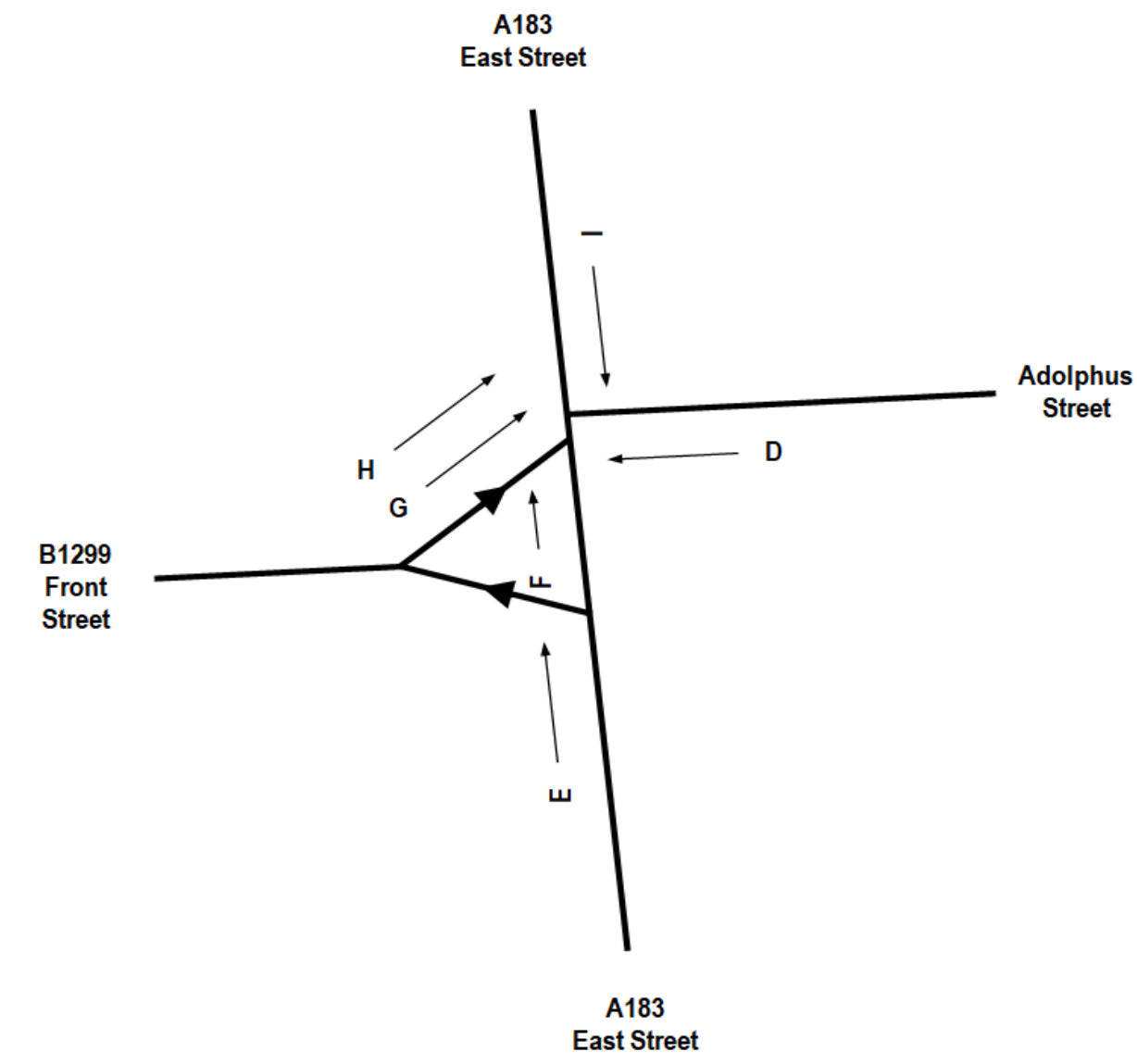
N

JUNCTION 2



N

JUNCTION 3



DRAWING TITLE: **QUEUE REFERENCE**			
JOB TITLE: **25.028 WHITBURN, SUNDERLAND**			
DRAWN BY: CC	DATE: MAY 2025	SCALE: NTS	REF: FIGURE 3

Transport Data Specialists Ltd
W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

Time Beginning	A183 (Near Marsden Primary School) - Thursday 8th May 2025			
	1		2	
	LV	HV	LV	HV
0730	39	1	37	0
0745	56	2	57	4
0800	59	3	65	3
0815	73	5	65	2
0830	86	2	67	0
0845	96	2	82	4
0900	56	5	59	3
0915	58	4	55	4

Time Beginning	A183 (Near Marsden Primary School) - Thursday 8th May 2025			
	LV	HV	LV	HV
1630	67	1	94	3
1645	70	1	81	1
1700	68	1	82	2
1715	84	1	85	2
1730	56	3	93	4
1745	43	2	88	1
1800	69	0	67	1
1815	65	1	67	2

Time Beginning	North Guards/A183 East Street - Thursday 8th May 2025							
	3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV
0730	12	1	54	1	31	3	13	2
0745	8	0	60	1	88	4	19	1
0800	26	2	68	3	108	3	18	1
0815	20	0	73	3	110	2	16	0
0830	30	1	74	2	93	6	28	2
0845	52	4	76	6	102	6	31	0
0900	19	0	75	1	88	5	21	2
0915	19	0	58	4	66	2	19	2

Time Beginning	North Guards/A183 East Street - Thursday 8th May 2025							
	3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV
1630	31	1	87	0	106	2	28	2
1645	24	0	70	2	127	2	29	1
1700	22	0	71	1	120	2	35	1
1715	25	0	86	3	135	3	36	0
1730	29	0	64	2	123	2	42	1
1745	25	0	58	3	122	2	35	0
1800	9	0	66	1	97	0	28	1
1815	7	0	59	1	99	3	30	0

Time Beginning	A183 East Street/Adolphus Street/B1299 Front Street - Thursday 8th May 2025																							
	7		8		9		10		11		12		13		14		15		16		17		18	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	0	0	0	0	0	0	0	0	32	4	11	0	12	1	0	0	11	1	8	0	47	1	0	0
0745	0	0	0	0	0	0	0	0	67	5	8	1	16	0	0	0	43	0	15	0	46	1	0	0
0800	0	0	0	0	0	0	0	0	68	3	12	0	19	1	0	0	60	1	14	0	54	3	0	0
0815	0	0	0	0	0	0	0	0	65	3	10	1	38	2	0	0	64	0	12	0	60	3	0	0
0830	0	0	0	0	1	0	0	0	74	2	18	0	40	2	0	0	51	5	11	1	63	1	0	0
0845	0	0	0	0	2	0	1	0	79	5	19	0	31	2	0	0	58	1	10	1	64	5	0	0
0900	0	0	1	0	0	0	0	0	57	5	10	0	42	1	0	0	45	2	18	0	59	1	1	0
0915	1	0	0	0	0	0	0	0	60	5	17	0	26	1	0	0	22	0	3	1	57	2	0	0

Time Beginning	A183 East Street/Adolphus Street/B1299 Front Street - Thursday 8th May 2025																							
	7		8		9		10		11		12		13		14		15		16		17		18	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1630	0	0	1	0	2	0	0	0	94	3	15	0	36	0	0	0	41	1	12	0	75	0	0	0
1645	0	0	0	0	1	0	0	0	110	2	12	0	36	1	0	0	46	1	12	0	55	2	0	0
1700	0	0	1	0	0	0	0	0	98	2	9	0	26	1	0	0	60	1	5	0	78	0	0	0
1715	0	0	1	0	0	0	0	0	131	2	21	0	39	2	0	0	45	1	8	0	77	4	0	0
1730	0	0	0	0	0	0	0	0	102	2	20	0	45	1	0	0	56	1	9	0	49	2	0	0
1745	0	0	0	0	1	0	0	0	108	2	11	0	28	0	1	0	47	1	10	0	50	3	0	0
1800	1	0	0	0	1	0	0	0	96	1	15	0	29	1	0	0	27	0	4	0	64	1	0	0
1815	0	0	0	0	1	0	0	0	96	3	9	0	15	0	0	0	36	0	3	0	58	1	0	0

Time Beginning	North Guards/A183 East Street, Queues (vehs) - Thursday 8th May 2025		
	A	B	C
0730	0	0	1
0735	0	0	0
0740	0	0	0
0745	1	4	2
0750	0	0	0
0755	0	6	4
0800	1	3	2
0805	1	1	4
0810	0	3	0
0815	0	3	1
0820	2	0	2
0825	1	1	0
0830	1	4	2
0835	2	2	3
0840	2	1	5
0845	0	11	11
0850	1	8	6
0855	2	17	5
0900	2	14	7
0905	0	6	0
0910	0	0	0
0915	1	3	1
0920	2	4	1
0925	0	1	0
0930	0	0	0

Time Beginning	North Guards/A183 East Street, Queues (vehs) - Thursday 8th May 2025		
	A	B	C
1630	0	6	1
1635	1	6	4
1640	0	1	2
1645	0	2	3
1650	1	0	5
1655	1	1	2
1700	0	0	1
1705	0	0	4
1710	0	4	2
1715	2	5	2
1720	1	1	3
1725	1	3	5
1730	0	1	4
1735	1	1	0
1740	0	1	1
1745	0	3	2
1750	2	1	4
1755	1	3	1
1800	0	2	0
1805	0	2	0
1810	0	8	1
1815	0	0	0
1820	0	9	0
1825	0	4	2
1830	0	3	0

Time Beginning	A183 East Street/Adolphus Street/B1299 Front Street, Queues (vehs) - Thursday 8th May 2025					
	D	E	F	G	H	I
0730	0	0	0	1	1	0
0735	0	0	0	0	1	0
0740	0	2	0	2	0	0
0745	0	0	0	0	1	1
0750	0	2	0	1	0	0
0755	0	3	0	1	4	6
0800	0	3	0	1	2	1
0805	0	9	0	0	3	2
0810	0	6	0	0	5	1
0815	0	6	0	3	0	7
0820	0	3	0	3	0	3
0825	0	4	0	3	5	7
0830	0	4	0	1	4	4
0835	0	6	0	10	0	5
0840	0	12	0	16	0	4
0845	0	15	0	3	8	7
0850	0	14	0	3	12	2
0855	1	10	0	1	22	0
0900	0	7	0	2	5	7
0905	0	0	0	3	6	0
0910	0	4	0	0	1	0
0915	1	2	0	0	4	2
0920	0	2	0	1	1	0
0925	0	3	0	0	1	2
0930	0	2	0	3	0	1

Time Beginning	A183 East Street/Adolphus Street/B1299 Front Street, Queues (vehs) - Thursday 8th May 2025					
	D	E	F	G	H	I
1630	0	8	0	1	6	6
1635	0	11	0	9	2	3
1640	0	10	0	3	2	6
1645	0	12	0	1	7	2
1650	0	6	0	8	2	7
1655	0	10	0	8	2	3
1700	0	16	0	12	0	5
1705	0	12	0	3	1	2
1710	0	8	0	9	2	5
1715	1	17	0	13	0	5
1720	0	19	0	13	1	4
1725	0	18	0	7	2	6
1730	0	15	0	2	16	0
1735	0	12	0	13	0	3
1740	0	14	0	0	17	3
1745	0	11	0	2	11	7
1750	0	14	0	6	4	4
1755	0	4	0	6	2	0
1800	0	8	0	1	1	4
1805	0	8	0	0	1	1
1810	0	3	0	9	1	2
1815	0	3	0	2	5	0
1820	0	4	0	1	2	0
1825	0	6	0	0	5	3
1830	0	0	0	1	0	0

APPENDIX 4

Census Trip Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

Population : All usual residents aged 16 and over in employment the week before the census
Units : Persons
Date : 2011
usual residence : E02001785 : South Tyneside 018 (2011 super output area - middle layer)

		External Highway Connection Point												
Place of Work	**Centroid**	**Driving a car or van**	**A183 Coast Road North**	**A183 Mill Lane South/Whitburn Bents Road**	**A183 Mill Lane South**	**A183 Mill Lane South/B1299**	**A183 Mill Lane South/North Guards/Cleadon Lane - Boldon Lane**	**A183 Coast Road North/Kitchener Road**	**A183 Coast Road North**	**A183 Mill Lane South/Whitburn Bents Road**	**A183 Mill Lane South**	**A183 Mill Lane South/B1299**	**A183 Mill Lane South/North Guards/Cleadon Lane - Boldon Lane**	**A183 Coast Road North/Kitchener Road**	
E02001769 : South Tyneside 002	South Shields	11.05%	100%						11.05%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001803 : Sunderland 013	St Michaels Way	7.07%		75%		25%			0.00%	5.30%	0.00%	1.77%	0.00%	0.00%	
E02001768 : South Tyneside 001	Pier Parade	6.93%	100%						6.93%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001785 : South Tyneside 018	Whitburn	5.60%			100%				0.00%	0.00%	5.60%	0.00%	0.00%	0.00%	
E02001778 : South Tyneside 011	Harton Lane	5.16%	100%						5.16%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001731 : Newcastle upon Tyne 024	Newcastle City Centre	3.10%	50%			50%			1.55%	0.00%	0.00%	1.55%	0.00%	0.00%	
E02001774 : South Tyneside 007	Jarrow	5.38%	100%						5.38%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001795 : Sunderland 005	Southwick	4.42%		50%		50%			0.00%	2.21%	0.00%	2.21%	0.00%	0.00%	
E02001779 : South Tyneside 012	Tyne Dock	4.86%	100%						4.86%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001819 : Sunderland 029	Doxford Business Park	3.39%		100%					0.00%	3.39%	0.00%	0.00%	0.00%	0.00%	
E02001776 : South Tyneside 009	Wagonway Road	3.46%	100%						3.46%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001796 : Sunderland 006	Monkwearmouth	2.65%		100%					0.00%	2.65%	0.00%	0.00%	0.00%	0.00%	
E02001788 : South Tyneside 021	Boldon Colliery	2.95%					100%		0.00%	0.00%	0.00%	0.00%	2.95%	0.00%	
E02001807 : Sunderland 017	Sunderland District - Washington	3.17%				100%			0.00%	0.00%	0.00%	3.17%	0.00%	0.00%	
E02001792 : Sunderland 002	Seaburn	1.92%		100%					0.00%	1.92%	0.00%	0.00%	0.00%	0.00%	
E02001790 : South Tyneside 023	Boldon Leisure Park	2.51%					100%		0.00%	0.00%	0.00%	0.00%	2.51%	0.00%	
E02001797 : Sunderland 007	Springwell	2.73%	100%						2.73%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001791 : Sunderland 001	Fulwell	1.92%		50%		50%			0.00%	0.96%	0.00%	0.96%	0.00%	0.00%	
E02001772 : South Tyneside 005	Harton Lane East	1.77%	100%						1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001801 : Sunderland 011	Millfield	1.55%		100%					0.00%	1.55%	0.00%	0.00%	0.00%	0.00%	
E02001798 : Sunderland 008	Castletown	1.84%		50%		50%			0.00%	0.92%	0.00%	0.92%	0.00%	0.00%	
E02001789 : South Tyneside 022	Cleadon	1.25%					100%		0.00%	0.00%	0.00%	0.00%	1.25%	0.00%	
E02001688 : Gateshead 007	Dunston	1.77%	100%						1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001770 : South Tyneside 003	East Westoe	1.62%	100%						1.62%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001684 : Gateshead 003	Pelaw	1.69%	100%						1.69%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001773 : South Tyneside 006	Harton	1.40%	100%						1.40%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001806 : Sunderland 016	Hendon Industrial Estate	1.33%		100%					0.00%	1.33%	0.00%	0.00%	0.00%	0.00%	
E02001775 : South Tyneside 008	Harton East	1.03%	50%					50%	0.52%	0.00%	0.00%	0.00%	0.00%	0.52%	
E02005725 : Northumberland 033	Ponteland	1.47%	100%						1.47%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001730 : Newcastle upon Tyne 023	Shieldfield	1.25%	100%						1.25%	0.00%	0.00%	0.00%	0.00%	0.00%	
E02001736 : Newcastle upon Tyne 029	Elswick	1.25%	50%			50%			0.63%	0.00%	0.00%	0.63%	0.00%	0.00%	
E02006841 : Gateshead 027	Gateshead Centre	1.18%	50%			50%			0.59%	0.00%	0.00%	0.59%	0.00%	0.00%	
E02001777 : South Tyneside 010	Hebburn	1.33%	100%						1.33%	0.00%	0.00%	0.00%	0.00%	0.00%	
Total		**100%**							**55%**	**20%**	**6%**	**12%**	**7%**	**1%**	100%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

Notes
No Trips under 20

APPENDIX 5

TRICS Output- Residential

Calculation Reference: AUDIT-851401-250711-0726

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	5 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	5 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	6 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days

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

Primary 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:	No of Dwellings
Actual Range:	156 to 480 (units:)
Range Selected by User:	150 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 26/06/24

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	5 days
Tuesday	9 days
Wednesday	8 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	4

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	20
Village	5
Out of Town	2
No Sub Category	1

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	49 days - Selected

Secondary Filtering selection:

Use Class:

C3	28 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	8 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 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	7 days
1.1 to 1.5	19 days
1.6 to 2.0	2 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	20 days
No	8 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	28 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

2 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

3 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

4 HC-03-A-34 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: TUESDAY *14/11/23* *Survey Type: MANUAL*

5 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

6 HC-03-A-38 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: WEDNESDAY *26/06/24* *Survey Type: MANUAL*

7 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HF-03-A-06 MIXED HOUSES & FLATS HERTFORDSHIRE
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *28/11/23* *Survey Type: MANUAL*

9 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

10 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

11 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

12 KC-03-A-11 MIXED HOUSES & FLATS KENT
COLDHARBOUR ROAD
GRAVESEND

Edge of Town
No Sub Category
Total No of Dwellings: 375
Survey date: MONDAY *20/03/23* *Survey Type: MANUAL*

13 KC-03-A-12 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

14 NF-03-A-07 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 297
Survey date: FRIDAY *20/09/19* *Survey Type: DIRECTIONAL ATC COUNT*

15 NF-03-A-29 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 456
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

16 NF-03-A-31 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 321
Survey date: THURSDAY *22/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

17 NF-03-A-32 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 164
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

18 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

19 NF-03-A-47 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

20 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

21 SC-03-A-12 MIXED HOUSES & FLATS SURREY
AARONS HILL
GODALMING

Edge of Town
Residential Zone
Total No of Dwellings: 252
Survey date: WEDNESDAY *12/06/24* *Survey Type: MANUAL*

22 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

23 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

24 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

25 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

26 WS-03-A-21 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 480
Survey date: THURSDAY *09/11/23* *Survey Type: MANUAL*

27 WS-03-A-23 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

28 WS-03-A-24 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 300
Survey date: THURSDAY *23/05/24* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-09	Ire Ldn or Cvd
SF-03-A-09	Ire Ldn or Cvd
WS-03-A-13	Ire Ldn or Cvd

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	259	0.069	28	259	0.274	28	259	0.343
08:00 - 09:00	28	259	0.128	28	259	0.350	28	259	0.478
09:00 - 10:00	28	259	0.127	28	259	0.163	28	259	0.290
10:00 - 11:00	28	259	0.110	28	259	0.135	28	259	0.245
11:00 - 12:00	28	259	0.122	28	259	0.134	28	259	0.256
12:00 - 13:00	28	259	0.138	28	259	0.135	28	259	0.273
13:00 - 14:00	28	259	0.137	28	259	0.135	28	259	0.272
14:00 - 15:00	28	259	0.149	28	259	0.164	28	259	0.313
15:00 - 16:00	28	259	0.245	28	259	0.157	28	259	0.402
16:00 - 17:00	28	259	0.259	28	259	0.153	28	259	0.412
17:00 - 18:00	28	259	0.320	28	259	0.144	28	259	0.464
18:00 - 19:00	28	259	0.256	28	259	0.133	28	259	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.060			2.077			4.137

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:	156 - 480 (units:)
Survey date date range:	01/01/16 - 26/06/24
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	24
Surveys manually removed from selection:	3

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 6

Junctions 11 Output – A183 Mill Lane/Site Access Priority Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Site Access-Mill Lane.j11
Path: Z:\projects\3493 Lizard Lane, Whitburn\Arcady
Report generation date: 22/10/2025 14:39:48

»2025 | with Development Flows | AM
»2025 | with Development Flows | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2025 - with Development Flows													
Stream B-AC	D1	0.2	8.39	0.15	A	1.38	182 %	D2	0.1	8.44	0.07	A	0.68	155 %
Stream C-AB		0.0	7.48	0.03	A		[Stream B-AC]		0.1	8.23	0.08	A		[Stream B-AC]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	22/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EDD\George.Monks
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	with Development Flows	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 | with Development Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	182	Stream B-AC	1.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	A183 Augusta Terrace (S)		Major
B	Site Access		Minor
C	Augusta Terrace (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	2.20	0.0	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	130	87

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.096	0.242	0.152	0.346
B-C	662	0.097	0.245	-	-
C-B	574	0.213	0.213	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	330	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	318
	B	32	0	39
	C	91	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	8.39	0.2	0.5	A	65	98
C-AB	0.03	7.48	0.0	0.5	A	13	19
C-A						84	125
A-B						11	17
A-C						292	438

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	539	0.099	53	0.0	0.1	7.407	A
C-AB	11	3	0.00	521	0.020	10	0.0	0.0	7.049	A
C-A	69	17	0.00			69				
A-B	9	2	0.00			9				
A-C	239	60	0.00			239				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	0.00	525	0.121	64	0.1	0.1	7.796	A
C-AB	13	3	0.00	511	0.025	13	0.0	0.0	7.224	A
C-A	82	20	0.00			82				
A-B	11	3	0.00			11				
A-C	286	71	0.00			286				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	507	0.154	78	0.1	0.2	8.387	A
C-AB	15	4	0.00	497	0.031	15	0.0	0.0	7.479	A
C-A	100	25	0.00			100				
A-B	13	3	0.00			13				
A-C	350	88	0.00			350				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	507	0.154	78	0.2	0.2	8.394	A
C-AB	15	4	0.00	497	0.031	15	0.0	0.0	7.479	A
C-A	100	25	0.00			100				
A-B	13	3	0.00			13				
A-C	350	88	0.00			350				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	0.00	525	0.121	64	0.2	0.1	7.806	A
C-AB	13	3	0.00	511	0.025	13	0.0	0.0	7.224	A
C-A	82	20	0.00			82				
A-B	11	3	0.00			11				
A-C	286	71	0.00			286				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	539	0.099	54	0.1	0.1	7.425	A
C-AB	11	3	0.00	521	0.020	11	0.0	0.0	7.053	A
C-A	69	17	0.00			69				
A-B	9	2	0.00			9				
A-C	239	60	0.00			239				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.46	0.48			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2025 | with Development Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	155	Stream B-AC	0.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	with Development Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	414	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	384
	B	13	0	16
	C	318	36	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	8.44	0.1	0.5	A	27	40
C-AB	0.08	8.23	0.1	0.5	A	33	50
C-A						292	438
A-B						28	41
A-C						352	529

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	0.00	506	0.043	22	0.0	0.0	7.425	A
C-AB	27	7	0.00	508	0.053	27	0.0	0.1	7.484	A
C-A	239	60	0.00			239				
A-B	23	6	0.00			23				
A-C	289	72	0.00			289				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	486	0.054	26	0.0	0.1	7.819	A
C-AB	32	8	0.00	495	0.065	32	0.1	0.1	7.783	A
C-A	286	71	0.00			286				
A-B	27	7	0.00			27				
A-C	345	86	0.00			345				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	458	0.070	32	0.1	0.1	8.441	A
C-AB	40	10	0.00	477	0.083	40	0.1	0.1	8.229	A
C-A	350	88	0.00			350				
A-B	33	8	0.00			33				
A-C	423	106	0.00			423				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	458	0.070	32	0.1	0.1	8.443	A
C-AB	40	10	0.00	477	0.083	40	0.1	0.1	8.230	A
C-A	350	88	0.00			350				
A-B	33	8	0.00			33				
A-C	423	106	0.00			423				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	486	0.054	26	0.1	0.1	7.825	A
C-AB	32	8	0.00	495	0.065	32	0.1	0.1	7.787	A
C-A	286	71	0.00			286				
A-B	27	7	0.00			27				
A-C	345	86	0.00			345				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	0.00	506	0.043	22	0.1	0.0	7.430	A
C-AB	27	7	0.00	508	0.053	27	0.1	0.1	7.494	A
C-A	239	60	0.00			239				
A-B	23	6	0.00			23				
A-C	289	72	0.00			289				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

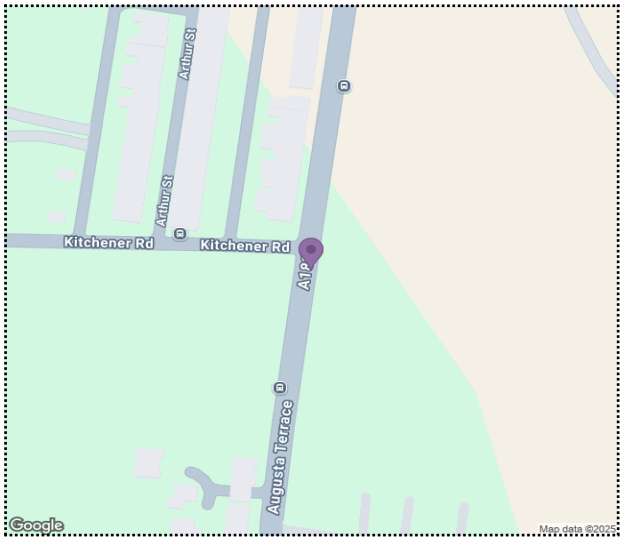
APPENDIX 7

Crash Map Data

crashmap.co.uk

Validated Data

Crash Date:	Friday, April 26, 2024	**Time of Crash:**	22:40:00	**Crash Reference:**	2024101437091
Highest Injury Severity:	Slight	**Road Number:**	A183	**Casualties:**	1
Highway Authority:	South Tyneside			**Vehicles:**	2
Local Authority:	South Tyneside			**OS Grid Reference:**	440688 563658
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Friday, April 26, 2024 **Time of Crash:** 22:40:00 **Crash Reference:** 2024101437091

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle is passing another vehicle (moving or stationary) on its nearside	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	56 - 65	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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