IAMP AAP **07/03/2025**

Reference number: GB01T24D92

TRANSPORT POSITION STATEMENT

SYSTRA

IAMP AAP

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IDENTIFICATION TABLE	
Client/Project owner	Sunderland City Council & South Tyneside Council
Project	IAMP AAP
Study	Transport Position Statement
Date	07/03/2025
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1. INTRODUCTION

1.1 Background

1.1.1 This Transport Position Statement has been produced by SYSTRA on behalf of Sunderland City Council (SCC) and South Tyneside Council (STC) and forms part of the suite of documents produced to support the new IAMP Area Action Plan ("new IAMP AAP").

1.1.2 The existing IAMP AAP was adopted in November 2017 by both Sunderland and South Tyneside Councils and covers a plan period from 2017 to 2032. It has successfully enabled the delivery of approximately 153,342sqm of employment floorspace and has a further 446,307sqm of development consented, which includes the new AESC UK Gigafactory currently under construction. The existing IAMP AAP forms the statutory development plan for the area. Upon adoption, this new IAMP AAP will replace the existing version of the AAP as the development plan for the area.

1.1.3 It is expected that the new IAMP AAP will have at least a 15-year plan period upon adoption and would feature as the Principal Development Plan Document (DPD) for the area during this period. The proposed time period covered by the AAP would be 2024-2042.

1.1.4 The success of IAMP to date is demonstrated by the early implementation of IAMP ONE and subsequent occupation by nationally recognised end-users. The recent planning approvals for the Northern Employment Area, predominately in South Tyneside, and the Southern Employment Area in Sunderland will further maximise economic growth opportunities. The IAMP AAP area boundary is shown in Figure 1.

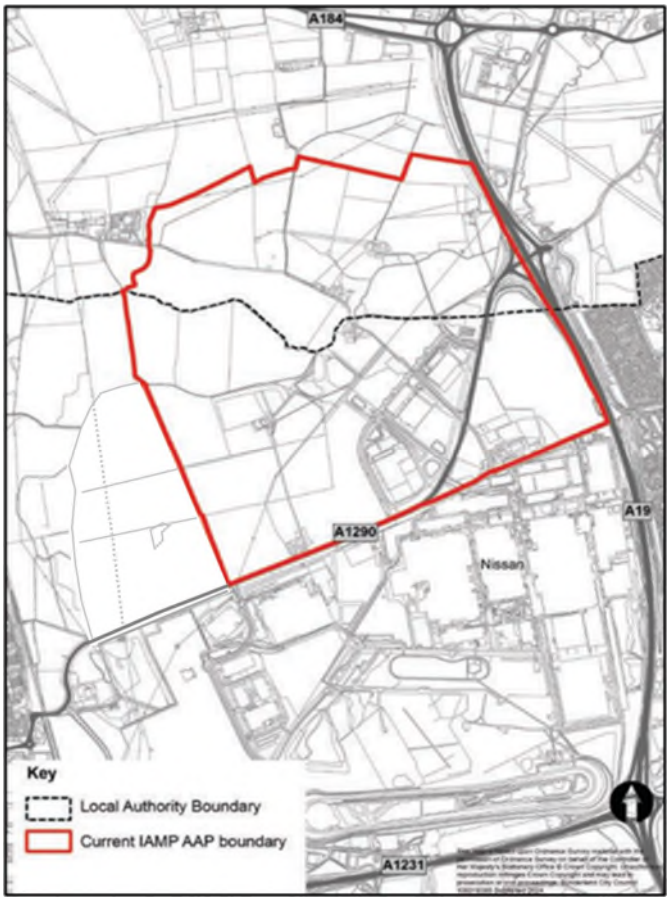


Figure 1. IAMP AAP Boundary

1.2 The New IAMP AAP Vision

1.2.1 The Councils' proposed vision is outlined below, this is partially influenced by the vision in the existing IAMP AAP, but has been revised to reflect changes in relation to supporting the Investment Zone growth sectors:

> *'The IAMP will continue to be a nationally important and internationally respected location for advanced manufacturing and supply chain industries and will maximise the site's contribution to supporting green manufacturing and clean energy industries, such as electric vehicle and battery production. It will be a planned, accessible and sustainable employment location that maximises links with Nissan, AESC UK and other high value automotive and advanced manufacturing industries as well as the local infrastructure assets, including the ports, airports, road, rail, active travel and energy infrastructure.*
>
> *'It is envisaged that IAMP will continue to develop as an attractive working environment that creates the conditions in which businesses can establish and thrive and where people choose to work. A unique opportunity for increased employment and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.'*

1.2.2 In addition to the above, this Transport Position Statement also reflects on the requirements of the Department for Transport (DfT) Policy Paper Circular 01/2022 regarding the strategic road network and sustainable development, along with an emphasis on Vision-led approach to planning. The document will also, outline the measures that are either consented, planned, under construction, or already implemented to promote sustainable transportation, including opportunities for walking, cycling, public transportation, and shared travel. Through the previously identified set of targeted measures, the site will seek to limit the use of private cars.

1.2.3 This report sets out a Vision for sustainable transport, building on what the IAMP AAP already achieves with regard to active and sustainable travel. This Transport Position Statement demonstrates that sustainable infrastructure supports the site, which is located in an area of high accessibility by sustainable transport modes. In line with the Circular 01/2022, the IAMP AAP maximises the opportunities for walking, cycling, public transport and shared travel, in association with the effective implementation of the site-wide Travel Plan that sets out targeted measures, therefore limiting the need to use private cars.

1.2.4 As such, the transport-related vision for the new IAMP AAP is:

> *Staff and visitors will have access to a range of travel options which will promote sustainable and active travel choices (walking, cycling, public transport usage, and car sharing) whilst limiting single occupancy vehicle use at the site.*

1.2.5 The new IAMP AAP provides and connects to, a movement network that makes connections both within the site and beyond its boundaries. The internal network has been designed so that well-considered parking, servicing and manoeuvring areas are incorporated into development proposals.

1.2.6 The new IAMP AAP will provide high-powered and open-access EV charge points within the hub and seek plot-specific EV charging car parking provisions within developments – this will support the Government's objective to decarbonise transport by 2050. It is also an opportunity to make sustainable transport access between the site and the local workforce viable.

1.2.7 The IAMP AAP area and other local workforces within the vicinity are integral to achieving mode shift and to deliver the aspirational changes identified for Sunderland City Council and South Tyneside Council. The locality of the IAMP AAP is beneficial for a number of transport reasons, such as:

- The co-location of other manufacturing organisations, including AESC UK Gigafactories, Nissan, and other IAMP occupiers and promotes collaboration and cross-working relationships;;
- Maximised deliveries between local suppliers and other local workforces, thereby reducing vehicle-miles and CO2 emissions;
- Within walking distance to public transport services that provide for local trips and connections to destinations further afield; and
- Pedestrian and cycle accessibility is favourable in the local area due to recent improvements to the existing infrastructure and further planned enhancements, along with a favourable topography that assists with active travel.

1.3 Purpose of this Report

1.3.1 This Transport Position Statement for the new IAMP AAP is to help understand the traffic impact and accessibility of consented, built and occupied sites. This will help understand home-work-home related travel patterns and the outcome of current highway mitigation, as in physical improvements and traffic management measures (Travel Plans and Highway Operational Management Plans). This information can be used to inform on travel needs and any further highway mitigation, which will inform any potential changes to planning policies on transport.

1.3.2 Commentary will be provided on the current suitability of both strategic and local road networks and the measures in place to avoid any negative road network constraints such as queuing, congestion and junction capacity issues.

1.4 Report Structure

1.4.1 Following this introductory chapter, the remainder of this report is structured as follows:

- Chapter 2: Policy Context & Guidance
- Chapter 3: Accessibility Audit & Road Safety
- Chapter 4: Mitigation Measures
- Chapter 5: Parking Strategy
- Chapter 6: Assessment Parameters
- Chapter 7: Operational Assessment
- Chapter 8: Summary and Conclusion

2. POLICY CONTEXT & GUIDANCE

2.1 Introduction

2.1.1 Firstly, it is important to examine the context of the site and how this relates to relevant planning policies and guidelines. This section sets out these elements, providing an overall spatial and planning context for the development proposal.

2.1.2 Policies have been adopted in national guidelines, such as the most recent National Planning Policy Framework (2024), that seek to encourage more sustainable modes than the car. A planning system which places greater emphasis on the link between transport and land use planning policies has also been adopted to encourage transport decisions at a local level that are compatible with environmental and community goals and best reflect local circumstances and requirements. A key thread running through current policy and guidance is the importance of a vision-led approach to planning.

2.2 National Planning Policy

National Planning Policy Framework (NPPF, 2024)

2.2.1 The Government's National Planning Policy Framework (NPPF) sets out the planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide for housing and other development in a sustainable manner.. The latest version of the NPPF was published in December 2024.

2.2.2 The NPPF is based on a range of core planning principles, which are aimed at supporting sustainable plan-led development. Transport specific policies play a key role in supporting and achieving the core planning principles and are intrinsically linked to the objective of sustainable development. The NPPF specifically states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.2.3 The NPPF defines the delivery of sustainable development through three roles:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.2.4 At the heart of the NPPF is a presumption in favour of sustainable development. It states ''In assessing sites that may be allocated for development in plans, or specific applications for development'', it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and

- 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".

2.2.5 The core planning principles above provide a framework to provide inclusive, accessible, well connected and sustainable development.

2.2.6 Paragraph 108 states "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."

2.2.7 Paragraph 115 states "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 Code; 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."

Planning Practice Guidance (PPG)

2.2.8 The PPG was first published by the Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government on 6 March 2014. It brings together many areas of English planning guidance into a new stream-lined format, which is linked to the NPPF. The PPG replaces previous planning practice guidance documents. The guidance is a key material consideration in the decision-making process, set within the overarching NPPF. The PPG is regularly reviewed and updated.

2.2.9 The following PPG notes have been specifically considered in the preparation of this report:

- Transport evidence bases in plan making and decision taking (published 13 March 2015); and
- Travel Plans, Transport Assessments and Statements (published 6 March 2014)

Transport White Paper 'Creating Growth, Cutting Carbon - Making Sustainable Local Transport Happen'

2.2.10 The Government's vision for a sustainable local transport system is set out in this White Paper, which acknowledges that transport provision is essential for economic growth. The Paper also recognises, however, that the current levels of carbon emissions from transport cannot be sustained if the nation is to meet its national commitments on climate change, as well as creating a safer and cleaner environment in which to live. The Government highlights sustainable transport solutions as a means by which the economy can grow, which will also see a positive impact on the local environment.

2.2.11 Whilst the Paper outlines the funding options which will be available for sustainable transport schemes, it also recognises that investment alone will not be enough and that help needs to be given to people to ensure that the transport choices they make are good for society. The Paper recognises that it is at the local level where most can be done to encourage sustainable transport modes and implement sustainable transport schemes. Solutions should be developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities.

2.2.12 Within the Paper, sustainable transport considers more than just public transport, walking and cycling schemes, and acknowledges that it is not feasible for some trips to be undertaken by these modes. There is therefore a realisation that the car will continue to be an important mode of transport and a focus should be given to making car travel greener through electric and other low emission vehicles.

The Strategic Road Network (SRN) and the Delivery of Sustainable Development, DfT Circular 01/2022

2.2.13 This Circular sets out policies relating to the control of development that affects the SRN. The Government is clear that the overall aim of the policy is to encourage sustainable development.

2.2.14 Paragraphs 12, 13, 16 and 17 confirm how National Highways, will assess the delivery of sustainable development:

> *12. New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.*
>
> *13. As set out in the Transport Decarbonisation Plan, Gear Change, Bus Back Better and the second Cycling and Walking Investment Strategy, walking, wheeling, cycling and public transport must be the natural first choice for all who can take it. However, where developments are located, how they are designed and how well delivery and public transport services are integrated has a huge impact on people's mode of travel for short journeys. The company will therefore expect strategic policy-making authorities and community groups responsible for preparing local and neighbourhood plans to only promote development at locations that are or can be made sustainable [footnote*

8] and where opportunities to maximise walking, wheeling, cycling, public transport and shared travel have been identified.

16. In the context of achieving sustainable development, the creation of high-quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. The NPPF is clear that design quality should be considered throughout the evolution and assessment of development proposals. Plan-making and decision-taking should ensure that developments optimise the potential of sites to support local facilities and sustainable transport networks.

17. Successful development depends upon a movement network that makes connections to destinations, places, and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility, and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.

2.2.15 Paragraph 23 outlines how National Highways, will assess the appropriateness of capacity enhancements:

23. Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined *on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling, and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.*

2.2.16 Paragraph 44 highlights the importance of Travel Planning throughout the master planning process:

44. Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance.

2.2.17 Importantly, the Circular outlines how National Highways will expect a Transport Assessment to consider development proposals:

50. An opening year assessment to include trips generated by the proposed development, forecasted growth, and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase

The Strategic Road Network Planning for the future- 'A guide to working with National Highways on planning matters'

2.2.18 Para. 69 of this guide states:

"Development should be promoted at locations that are or can be made sustainable, that facilitate the uptake of sustainable transport modes, and support wider social and health objectives, and which support existing business sectors as well as enabling new growth."

2.2.19 National Highways state within the chapter 'Local Plans and Plan-making'that

"We will work with local planning authorities, highway authorities and developers to identify opportunities to introduce travel reduction and demand management measures through the local plan."

2.2.20 National Highways state within Para. 101 that:

"Assessments should be carried out for:

- *the development and construction phase; and*
- *the opening year, assuming full build out and occupation, and*
- *either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is the greater).""*

2.2.21 It should be noted however, that the 10-year assessment is no longer a requirement for National Highways, this being superseded by the requirement set out in Circular 01/2022.

2.2.22 Para. 103 of this guide states:

"We expect the development promoters to put forward initiatives that reduce the traffic impact of proposals by supporting the promotion of sustainable transport and the development of accessible sites. This is particularly necessary where the potential impact is on sections of the SRN that could experience capacity problems in the near future. Early engagement with us enables us to support this thinking, and we will work with developers and LPAs to identify appropriate measures to facilitate the delivery of sustainable development."

Road Investment Strategy 2: 2020 to 2025

2.2.23 The second Road Investment Strategy ('RIS2') sets out a long-term approach to improve England's motorways and major roads for the period of April 2020 to March 2025. RIS2 outlines a long-term programme for motorway and major roads with the funding needed to plan ahead.

2.2.24 The vision is that the SRN has a positive impact on its users, provides a smooth journey and makes use of innovating green infrastructure. The vision for the SRN is to be:

- A network that supports the economy;
- A safer and more reliable network;
- A greener network;
- A more integrated network; and
- A smarter network

2.3 Local Planning Policy

International Advanced Manufacturing Park Area Action Plan

2.3.1 The IAMP Area Action Plan (AAP) is a policy framework to guide the comprehensive development of the site, to be progressed through planning powers which rest with the Councils as Local Planning Authorities. The AAP was originally prepared jointly by Sunderland City Council and South Tyneside Council, in support of the Sunderland City Deal (in

partnership with South Tyneside), and was adopted on 30 November 2017. The IAMP AAP is a plan for the next 15 years (covering the period 2017 to 2032).

2.3.2 Within the currently adopted IAMP AAP, the following policies are applicable to Infrastructure, Transport and Access:

- Policy T1: Highway Infrastructure – A public realm strategy is required to accompany the development proposals along with a supported Transport Assessment to assess highway improvements.
- Policy T2: Walking, Cycling and Horse Riding – The development must promote walking and cycling by design and connecting to the surrounding network.
- Policy T3: Public Transport – The development must promote sustainable transport by enhancing the existing provisions and consider new improvements as appropriate.
- Policy T4: Parking – The development must ensure that appropriate provision for car parking is provided in accordance with the Councils' standards.

2.3.3 Upon adoption the new IAMP AAP will replace the current AAP

Strategic Transport Plan, Transport for the North

2.3.4 The Strategic Transport Plan is a plan that aims to transcend major connectivity improvements through-out the North of England. The plan poses to create and encourage trade and facilitate investment by improving the connectivity between the region's ports, airports and roads to create faster links between the economic assets that they serve, and in doing so make the North a more attractive place for business.

2.3.5 There are four pan-Northern transport objectives which detail the development of the Strategic Transport Plan and TfN's work programmes:

- Transforming economic performance,
- Increasing efficiency, integration and resilience in transport systems
- Enhancing inclusivity and access
- Promoting and sustaining our natural, historic and built environments

2.3.6 The overall wider aims of the objectives are to connect people, connect businesses and facilitate the free movement of goods efficiently across all modes of transport.

North East Transport Plan 2021 - 2035

2.3.7 The North East Transport Plan is the first comprehensive Transport Plan for the region, bringing together the seven local authorities in North East England: Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland.

2.3.8 The Plan has been produced by the North East Joint Transport Committee (NEJTC) and the five objectives of the transport plan are to have:

- Carbon-neutral transport;
- Overcome inequality and grow our economy;
- A Healthier North East;
- Appealing sustainable transport choices; and
- A Safe, secure network.

Draft North East Local Transport Plan

2.3.9 Consultation on the draft North East Local Transport Plan ended in January 2025. The consultation draft of the North East Local Transport Plan (LTP) sets out the North East Combined Authority's transport priorities up until 2040 and the North East Mayor's vision

for a green, integrated transport system that works for all. The goal is to make travel across the North East greener, safer, and more reliable, ensuring it is accessible to everyone, both physically and financially.

2.3.10 The plan is structured around five key areas:

- journey planning and customer support
- ticketing and fares
- expanding infrastructure and making it more resilient
- enhancing safety, especially for women and girls
- improving links between different modes of transport

Sunderland Core Strategy and Development Plan (2015-2033)

2.3.11 The Core Strategy and Development Plan sets out the long-term plan for development across the city to 2033. It will ensure that the right type of development is focused in the right places to meet the needs for local people and businesses.

2.3.12 The Core Strategy and Development Plan includes development policies and site allocations, land use designations and development management policies. It states that:

"Sunderland City Council in partnership with South Tyneside Council are seeking to deliver IAMP on land to the north of the existing Nissan plant to build upon the inherent strengths of the area in manufacturing, and particularly the automotive sector. The IAMP will cover an area of 100 hectares, with a further 50 hectares of land safeguarded for future development. It is anticipated that the IAMP will create over 5,000 jobs directly on the site with many more in the wider area."

Sunderland City Council Development Management Supplementary Planning Document (June 2021)

2.3.13 The Supplementary Planning Document (SPD) sets out additional planning guidance which applies to a range of planning applications in Sunderland.

2.3.14 This SPD includes car and cycle parking standards for both residential and non-residential developments in Sunderland and states:

> *"To future proof development, proposals should provide an appropriate level of electric vehicle parking and charging infrastructure for commercial and non-residential development to suit site specific requirements."*

2.3.15 Further, the SPD notes that for non-residential developments, workplace charging infrastructure should be provided. The SPD notes:

> *"Development proposals will be expected to meet the updated parking standards set out within this SPD, unless otherwise agreed with the Local Highways Authority."*

South Tyneside Council Local Development Framework (LDF)

2.3.16 The South Tyneside Local Development Framework (LDF) is the current Local Plan that guides the future development and use of land in the borough. The Local Development Framework includes a portfolio of statutory Development Plan Documents, which, along with national policy and guidance, set the basis for assessing all planning applications and development proposals.

The South Tyneside Local Plan

2.3.17 South Tyneside Council are currently progressing a new Local Plan for the borough. The Publication draft South Tyneside Local Plan (2023 -2040) was submitted for examination in public in March 2025. The emerging Local Plan, if adopted, will provide a suite of new planning policies for South Tyneside and will seek to provide:

- A framework to meet the needs of South Tyneside's communities in a positive, managed, and sustainable way
- Priorities for investment in jobs, homes, and the timely delivery of the infrastructure necessary to support this growth
- A mechanism for seeking the reduction of carbon emissions and creating a resilient and enhanced natural environment.

2.4 Guidance

Active Travel England Standing Advice Note: Active travel and sustainable development

2.4.1 This advice note has been prepared by Active Travel England (ATE) to help support design and transport consultants when preparing a development proposal, and local highway and planning authorities in their role as consultees and decision makers for planning applications.

2.4.2 ATE are required to facilitate an increase in active travel with the aim that 50% of all journeys in towns and cities should be by active modes by 2030. To aid this, ATE has produced a Planning Application Assessment Toolkit that helps users to assemble evidence and assess the active travel merits – walking, wheeling, and cycling – of a development proposal.

Local Transport Note 1/20: Cycle Infrastructure Design

2.4.3 This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. It replaces previous guidance on cycle infrastructure design provided by LTN 2/08 and LTN 1/12: Shared Use Routes for Pedestrians and Cyclists.

2.4.4 The guidance is to be applied to all changes associated with highway improvements, new highway construction and new or improved cycle facilities.

2.4.5 The document outlines the five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot. Networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive.

2.5 Summary

2.5.1 In summary, as it can be seen that there are a number of integrated land use and transport planning policies and policy guidance documents that support and underpin development and provide clear direction for the policy-making considerations for the new IAMP AAP.

3. ACCESSIBILITY AUDIT & ROAD SAFETY

3.1 Introduction

3.1.1 The previous chapter has set out the relevant policy background and relevant guidance with respect to the new IAMP AAP. This chapter provides an accessibility audit of the area, including a review of the active travel and sustainable transport credentials, along with a description of the local highway and strategic road network. A review of the road safety history for the surrounding area is also considered.

3.1.2 Active Travel refers to journeys made by modes of transport that are fully or partially people-powered. When planning new infrastructure, active travel modes are at the top of the transport hierarchy and should be prioritised accordingly, with walking considered first, followed by cycling, then the remainder of the transport modes.

3.2 Walking and Cycling

3.2.1 Walking offers a realistic mode of travel for many, being best suited to journeys of less than two kilometres. Almost all journeys involve an element of walking and the AAP area benefits from good accessibility to existing bus services within acceptable walking distances, which encourage pedestrian footfall.

3.2.2 There is generally a good network of footways in the vicinity of the IAMP AAP area and there are also favourable connections to the recently constructed IAMP ONE infrastructure, which offer a choice of suitable routes and connections further afield. External pedestrian routes in the vicinity are well lit and in good condition.

3.2.3 Figure 2 shows the level of accessibility to the site by walking and indicates that areas of Boldon Colliery, Town End Farm, Hylton Castle and Washington are within a 30-minute walking distance using existing pedestrian infrastructure routes. It also demonstrates that within a reasonable walking distance, other parts of the IAMP and other businesses can accessed, which will be important if cross-working and multi-company collaboration is desired.

3.2.4 The majority of pedestrian facilities in the IAMP area are highly suitable, promoting safe and efficient movement for pedestrians and cyclists alike.

3.2.5 Cycling has the potential to cater for many trips and is considered a viable mode of travel for journeys less than five kilometres - the potential for cycling trips is significant. Cycle use, where available, is considered a feasible means of transport over short to medium distances. It is influenced by many the same factors as walking but will also be influenced by route conditions, traffic levels and secure parking at destination.

3.2.6 The availability of traffic-free cycle routes that are direct and safe can have a positive effect on cycling levels. The IAMP AAP area benefits from a good cycle network with both on and off-road cycle routes in the vicinity of the site.

3.2.7 Cycling as a mode of transport offers numerous benefits, making it an increasingly popular choice for urban and rural commuters. One of the most significant advantages is its positive impact on the environment. Unlike motor vehicles, bicycles produce no emissions, helping to reduce air pollution and combat climate change. In addition, cycling promotes physical health by providing a low-impact form of exercise and enhances mental well-being.

3.2.8 Economically, cycling is highly cost-effective. It eliminates the need for fuel, reduces maintenance costs compared to cars, and often requires less investment in infrastructure.

Rural and urban areas that prioritise cycling infrastructure, such as bike lanes and secure parking, tend to experience reduced traffic congestion as a result.

3.2.9 Moreover, cycling can be a time-efficient mode of transport, especially in congested urban areas where it often allows for quicker travel times compared to cars or public transit. It also fosters a sense of community and accessibility, as it is an inclusive mode of transport available to a wide range of people regardless of age or income.

3.2.10 The availability of traffic-free cycle routes that are direct and safe can have a positive effect on cycling levels. Currently, the provision of designated on or off-road cycle routes in proximity to the IAMP AAP area is generally good and accessibility is shown in Figure 3.

3.2.11 Figure 3 shows the cycling accessibility of the area. The cycling access map shows that the site is accessible from areas such as Fellgate, East Boldon, Castletown, Sulgrave and Concord within 15-20 minutes, and within 30 minutes, from South Shields, Hebburn, Felling and most of Washington. Figure 3 also shows the opportunity for cycling to form part of a multi-modal journey using the Metro.

Figure 2. Walking Accessibility

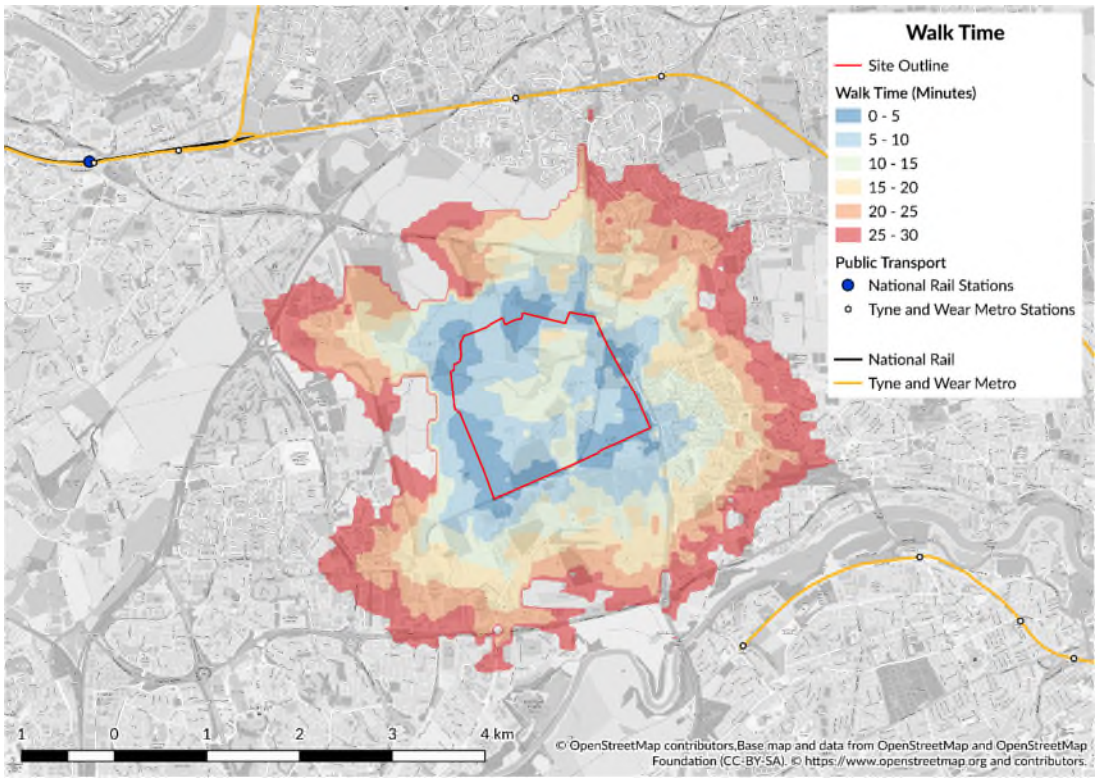
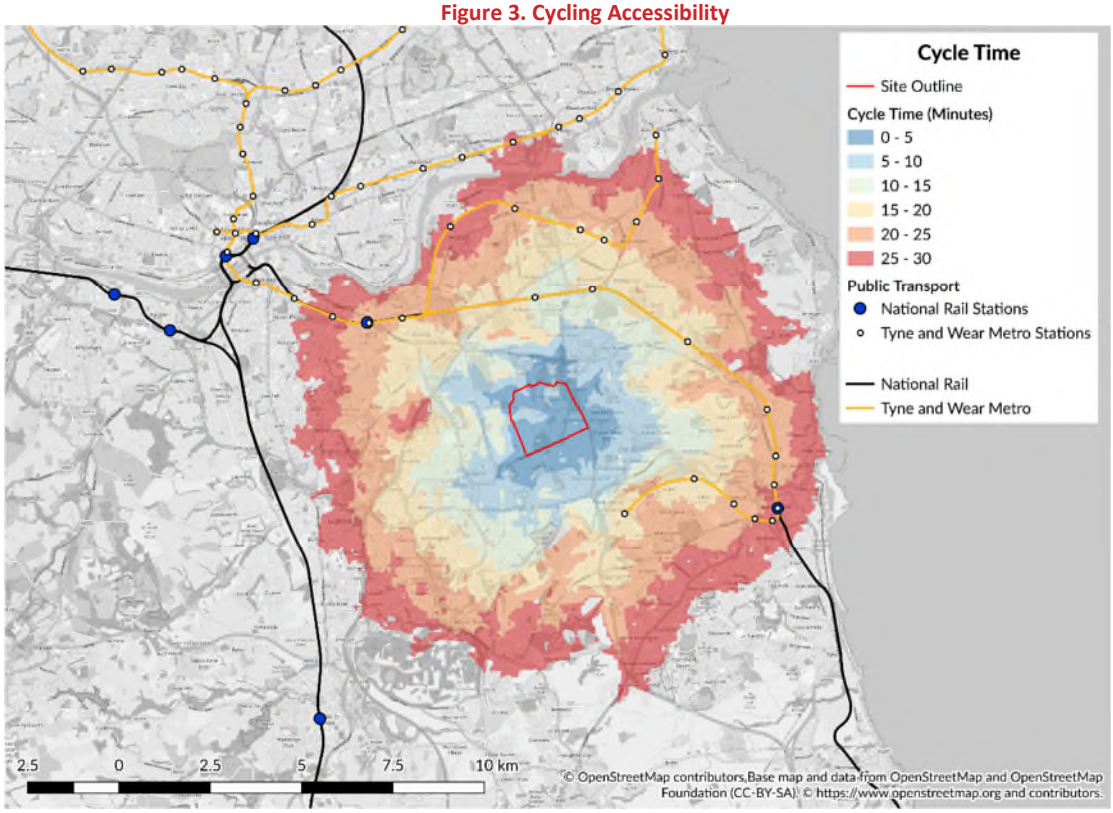


Figure 3. Cycling Accessibility



The A1290

3.2.12 Significant improvements are currently being undertaken to the A1290 as part of the consented work included within the IAMP Early Infrastructure and Northern Employment Area (EI&NEA) application. This includes the single carriageway becoming a dual carriageway with two lanes in each direction from the A19 junction to west of the Nissan access junction.

3.2.13 The current shared use cycle route that runs alongside the A1290 is 3m wide and whilst there is no segregation from the carriageway, due to the design standards applied at the time, the conflict between cycle and pedestrian flows is minimal and as such, the layout considered satisfactory.

3.2.14 Near the Nissan access junction on the A1290, there is a controlled pedestrian crossing facility, which includes a central refuge island, dropped kerbs and tactile paving. There is a pedestrian guardrail on the A1290 near the bus stops on both the northern and southern parts of the A1290. The A1290 has shared use footways on the northern and southern parts of the road, allowing ease of access for pedestrians. Both footways possess minimal gradients and surfaces to allow for inclusive access for all end users.

3.2.15 An uncontrolled crossing with a dropped kerb is provided where the shared footway/cycleway on the A1290 joins the shared footway/cycleway towards Washington Road.

3.2.16 Uncontrolled staggered crossings are provided across International Drive and the A1290 southern arm of the junction. The crossings include dropped kerbs to facilitate movement for pedestrians and cyclists. These crossings are proposed to be upgraded to signal-controlled crossings as part of improvement works currently being undertaken on site.

3.2.17 A Pegasus crossing and Toucan crossing are situated across the A1290 approximately 350m south of the International Drive junction.

Washington Road

3.2.18 Washington Road provides a shared use footway/cycleway, ensuring cyclists have a designated space alongside pedestrians. This arrangement supports safe cycling practices within the area and is supported by the shared-use footbridge across the A19. This route links to the residential area of Town End Farm. To the west of the footbridge is a direct pedestrian access to Nissan, which also links to the AESC UK Plant 1 factory. In addition, there is a shared use cycle route footbridge which joins a Non-Motorised User (NMU) route from the A1290 to Washington Road, further enhancing the pedestrian connectivity in the vicinity of the site.

Glover Road

3.2.19 Glover Road features a shared use footway/cycleway, allowing users to travel along this route with minimal risk of conflict between pedestrians and cyclists. The road design and maintenance contribute to a secure environment for cycling. The shared use footway facilitates the mobility of cyclists and pedestrians travelling to and from the west of the IAMP.

3.2.20 The footway is set back from the road, enhancing safety, and includes clear signage indicating its use. Street lighting along the footway provides additional security, particularly at night. The roundabout junctions on Glover Road includes pedestrian facilities such as tactile crossings and clear signage, to allow convenient and safe access for pedestrians.

International Drive

3.2.21 International Drive offers a 3.0m wide shared use footway on both sides, specifically designed to accommodate pedestrians and cyclists. With dropped kerbs, tactile paving, and pedestrian refuges, the infrastructure supports safe pedestrian movements and cycling throughout the area. The cycling facilities along this road provide a different circular connection to opposite ends of the A1290, further enhancing the interconnectivity of cycling infrastructure in the area. The footways have minimal gradient and flat surfacing to allow for inclusive access for all end users.

Follingsby Lane

3.2.22 The southern section of Follingsby Lane, as it passes through IAMP ONE, is designated as an NMU route, providing a dedicated space for cyclists and pedestrians. Follingsby Lane within the IAMP ONE site, which has been introduced by virtue of a prohibition of motor vehicles along this route, allows walkers, cyclists and horse riders to pass through without conflict with motor vehicles.

3.2.23 There is an off-road non-designated cycling route that travels in a southerly direction from Follingsby Lane to Rutherford Road, which further demonstrates cycling connectivity in the surrounding area and potential further linkages that could be utilised to access the area.

Hillthorn Business Park:

3.2.24 In 2016 to 2018, using funding from the Local Sustainable Transport Fund (LSTF) and European Regional Development Fund (ERDF), Sunderland City Council undertook works to develop Hillthorn Business Park which included:

- Realignment of the A1290 to provide additional carriageway space and continuation of an off carriageway shared use route. Previous land ownership and local wildlife site restrictions meant that the RGF cycleway had to take a diversion southwards along Barmston lane and through Hillthorn Business Park to connect to the new cycle routes to the west. The realignment of A1290 gave opportunity for the A1290 cycleway to be connected along the new road providing a more direct and commodious link.

- Construction of estate road (Heron Drive) providing a direct connection from A1290 / Sulgrave Road to Nissan Way and Turbine Business Park / Nissan southern access gate with shared use facilities. Provides a direct cycle/pedestrian link through between A1290 and Nissan Way giving active travel access to Hillthorn and Turbine Business Parks.

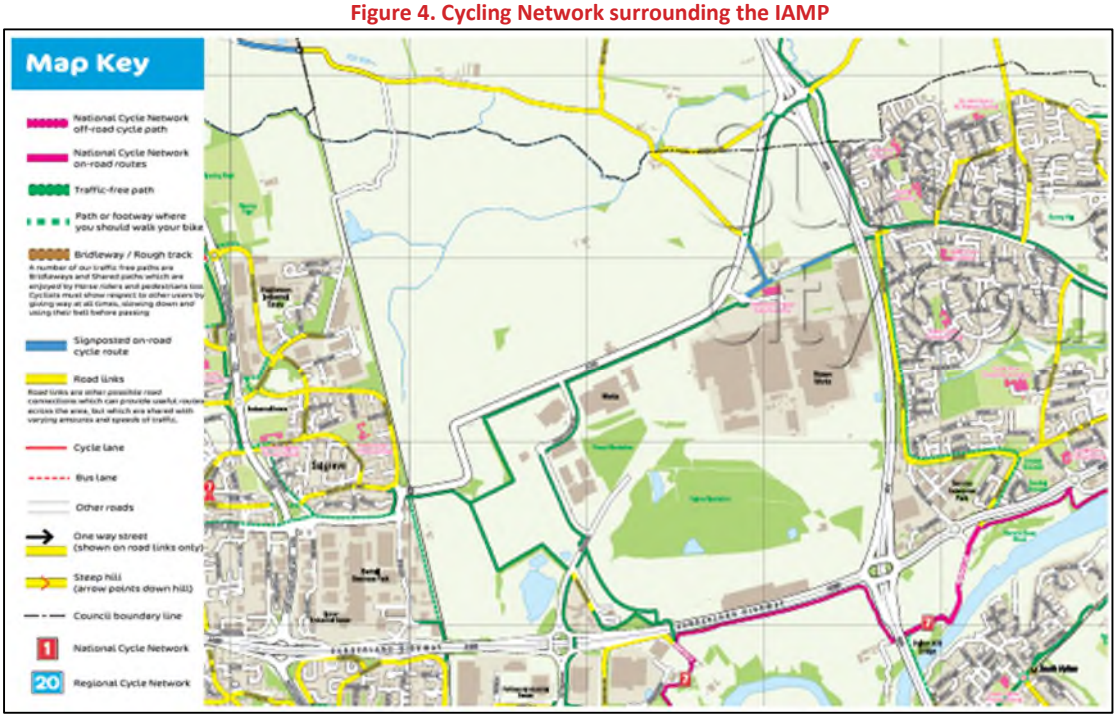
- Signalisation of the Heron Drive / Nissan Way / Turbine Way / Cherry Blossom Way junction. Improvement of an existing junction following the construction of Heron Drive including full signalisation for pedestrians and cyclists and the provision of 3m wide shared use routes on Nissan Way.

Further Cycling Overview

3.2.25 The cycling facilities in the IAMP area are well-integrated and suitable for promoting a safe cycling environment. All cycling infrastructure offers designated enhancements such as shared use footways, signage, and safety features like tactile paving and pedestrian refuges. Together, these elements contribute to a cohesive network that supports cyclists of all abilities, ensuring their safety and convenience throughout the area.

3.2.26 Figure 4 shows the cycle network in the local area and how the site connects to the local cycle network. This, along with the shared use of cycleways and footways mean that sustainable transport access to and from the area is favourable.

Figure 4. Cycling Network surrounding the IAMP



3.2.27 There have been a number of interventions in the area, each of which have contributed to improving the environment for active and sustainable travel. The following information is intended to detail the programme of improvements that have already occurred and those interventions that are planned around the IAMP AAP area in order to remove barriers to active travel for both commuting and leisure purposes.

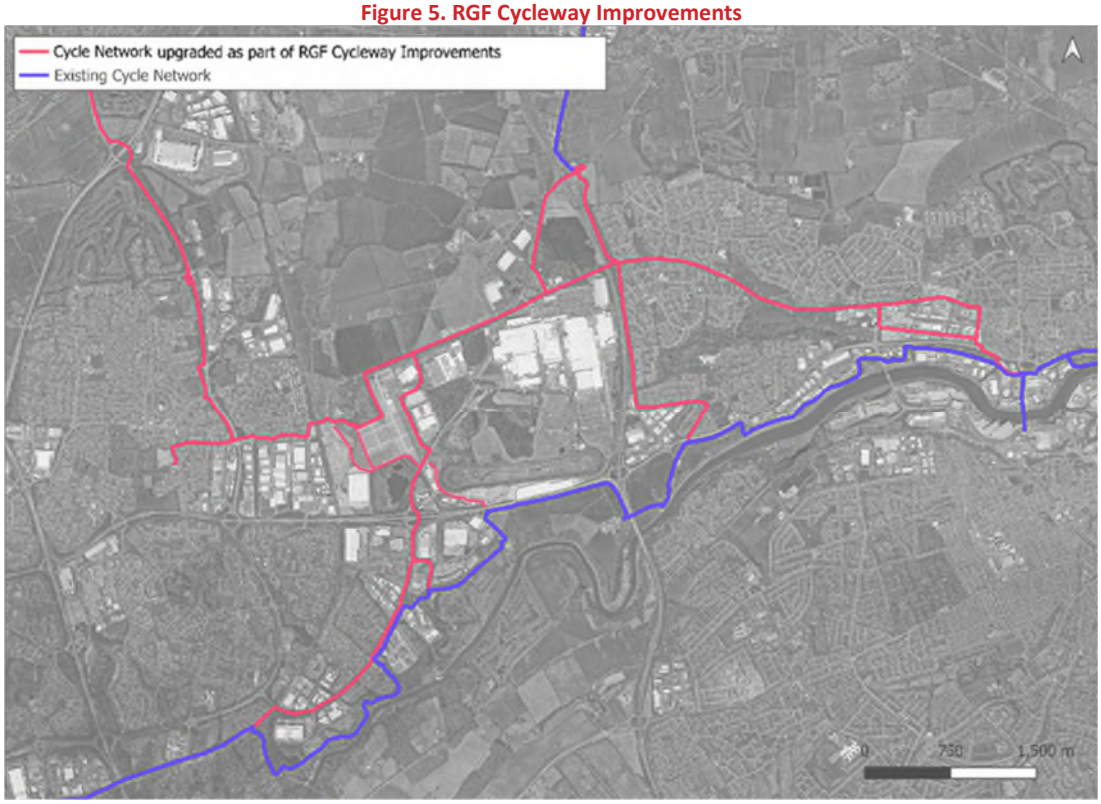
Sunderland Regional Growth Funding Tranche 4

3.2.28 In c.2015 Sunderland City Council secured £3.25m funding via the Regional Growth Funding Tranche 4 (RGF4) for improvements to remove barriers to active travel use by creating new

routes and improving road safety around the peripheries of the Nissan car plant. This funding was allocated to:

- Construct new routes and improve existing non-motorised user routes between the Nissan/IAMP employment sites and residential areas.
- Improving road safety and reducing congestion by upgrading 3 existing junctions along the A1290 corridor.

Figure 5. RGF Cycleway Improvements



3.2.29 The cycle network extends eastwards from the northern entrance of the Nissan car plant, crossing the A19 and heading towards Queen Alexandra Bridge via Washington Road. This segment provides immediate access to Town End Farm, Hylton Castle, Marley Potts, Hylton Redhouse, and Southwick residential areas of North Sunderland, and connects to further routes leading to the coast and Sunderland City Centre.

3.2.30 Westwards from the northern entrance of the Nissan car plant, the cycle network continues towards Washington via Glover Road. This segment offers access to Sulgrave and Concord residential estates, terminating at Albany Park, where existing routes connect to Albany Village and Blackfell residential areas of Washington.

3.2.31 The network extends northwards from Glover Road along the A195, providing an access route to the Usworth residential area and employment sites at Stephenson Industrial Estate. From Washington Road/A19, the cycle network heads northwards towards Boldon Colliery, connecting to existing cycle infrastructure in South Tyneside.

3.2.32 Southwards, the network follows Cherry Blossom Way/Nissan Way and Pattinson Road, connecting to the Teal Farm, Fatfield, and Shepherd Way residential areas, as well as various employment sites along the Pattinson Road corridor. This route includes a connection to the C2C cycle route at Shepherd Way.

Local Cycling and Walking Infrastructure Plans (LWIP)

3.2.33 Local Cycling and Walking Infrastructure Plans (LCWIP) are designed to create cycling and walking networks. The Government encourages local authorities to develop LCWIPs based on a methodology set out by the Department for Transport.

3.2.34 LCWIPs ensure that a long-term approach is taken to develop local cycling and walking networks, ideally over the next 10-year period and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

3.2.35 Sunderland City Council and South Tynesdie Council have published their respective LCWIPs, which are intended to:

- Plan for cycling and walking using evidence and data on existing and future potential demand
- Target investment where it can have the greatest impact
- Identify cycling and walking infrastructure improvements in readiness for funding bids
- Plan cycling and walking network that meet core design outcomes, meeting the needs of users

3.2.36 For Sunderland, it is intended that the LCWIP will be incorporated into development briefs for individual sites within major developments in the city including the IAMP and housing sites within Sunderland South Growth Area and Washington. There is an emerging Washington LCWIP that includes plans to improve connections for pedestrians and cyclists with established residential areas in Washington.

3.2.37 For South Tyneside, proposed routes have been identified to the north of the IAMP to link with the existing connections. In relation to the IAMP, this includes schemes along the A184 connecting the A19 Testo's junction with the A184 White Mare Pool junction and connections further beyond for each.

3.3 Bus Travel

3.3.1 The bus is generally considered a viable mode of travel over short and medium journeys, although some routes and services with limited stops can make longer distances viable. There have been a significant improvement in bus service provision in the area over recent years and the IAMP is well located to gain maximum benefit.

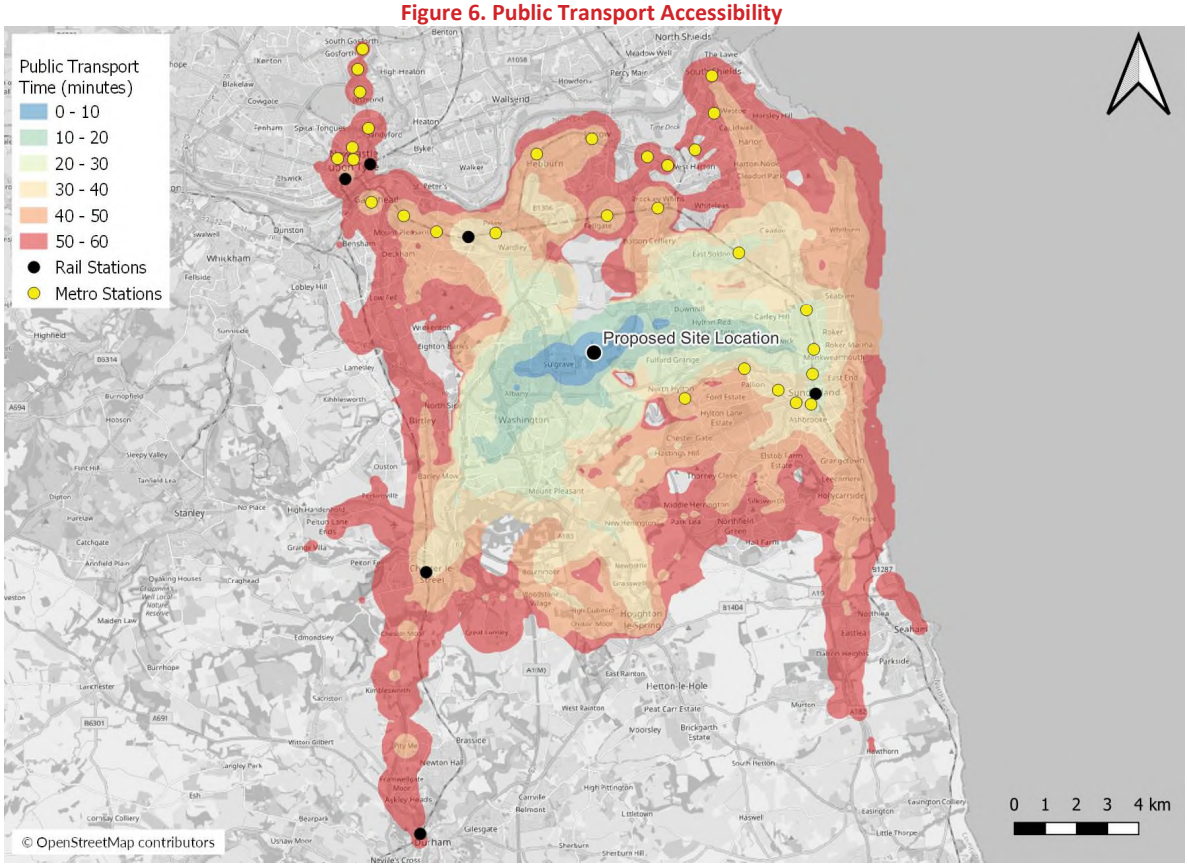
3.3.2 The bus services in the IAMP AAP area are a vital component of the region's public transportation network, supporting the mobility of workers and residents. Operated primarily by major providers such as Stagecoach and Go North East, the routes are designed to connect the IAMP with key locations within Sunderland, South Tyneside and the broader Tyne and Wear region.

3.3.3 Buses are generally reliable, with frequent services to accommodate the commuting workforce. Bus stops are located on the A1290 and served with frequent services operating in both directions. The bus routes provide access to the site from a range the of locations including Sunderland, Newcastle, Chester-le-Street and Durham. They also connect with Gateshead and Sunderland Interchange Metro stations.

Table 1. Bus Services

Route	Description	Mon - Fri	Saturday	Sunday
50	Durham Bus Station - University Hospital of North Durham - Arnison Centre - Waldridge Park Estate - Chester-le-Street - Rickleton - Concord - Sulgrave - Nissan UK Factory - Boldon ASDA - Stanhope Road - Chichester - South Shields	NB: 05:52-00:10 SB: 06:18-00:12 Daytime frequency approx. every 30 mins Evening frequency approx. once an hour	NB: 07:19-23:20 SB: 07:17-00:12 Hourly frequency until 09:15 for NB / 10:16 for SB services then daytime frequency approx. every 30 mins Evening frequency approx. once an hour	NB: 06:55-23:20 SB: 07:52-00:12 Frequency approx. once an hour
56 Cityrider	Sunderland - Southwick - Hylton Castle - Nissan UK Factory - Sulgrave - Concord - Donwell - Springwell Village - Wrekenton - Gateshead - Newcastle	NB: 04:57-01:29 SB: 04:47-02:52 Daytime frequency approx. every 12-15 mins Evening frequency approx. every 20-30 mins after 18:05 for NB / 20:16 for SB services Hourly after 23:22 for NB / 00:48 for SB services	NB: 05:29-01:29 SB: 04:47-02:52 Daytime frequency approx. every 12-15 mins (approx. every 30 mins for SB services before 10:08) Evening frequency approx. every 20-30 mins after 18:03 for NB / 19:42 for SB services Hourly after 23:22 for NB / 00:48 for SB services	NB: 05:25-01:29 SB: 04:47-02:52 Daytime frequency approx. every 20-30 mins Evening frequency approx. every 30 mins after 18:00 for NB / 20:04 for SB services Hourly after 23:22 for NB / 00:48 for SB services
599	Sunderland Interchange - Sunderland Royal Hospital - Pallion St Lukes Cross - Hylton Riverside Retail Park - Castletown Shops - Nissan UK Factory - Jarrow Bus Station - Hebburn Shopping Centre	NB: 06:50-19:12 SB: 06:38-18:57 Daytime and evening frequency approx. once an hour	No Service	No Service

Figure 6. Public Transport Accessibility



3.3.4 Figure 6 shows the bus service accessibility of the area. The bus accessibility map shows that the site is accessible from most of Sunderland and South Tyneside within 60 minutes, with areas of Newcastle, Gateshead and Durham also within this timescale. It can be seen that the site is a 30-minute journey from Heworth and within 50 minutes, the site is accessible from Chester-le-Street.

3.3.5 As part of the IAMP ONE, several physical infrastructure improvements were identified on the A1290 to support bus services. The following works were agreed and are currently being delivered as part of the ongoing A1290 works:

- Southbound adjacent to Nissan signals – replacement of the existing bus shelter with a Nexus approved shelter and retention of existing footway to house new shelters;
- Northbound, adjacent to Nissan signals – replacement of the existing modular bus shelter with a Nexus approved shelter and extension of existing footway; and
- Southbound and northbound adjacent to Downhill Lane – decommissioning of the bus stops given they are too close to the A19/A1290 junction.

3.3.6 Overall, the bus services in the IAMP AAP area provide a crucial link for the local community and workforce, balancing efficiency and sustainability. Continuous improvements in service frequency, real-time updates, and expanded routes will further enhance their role in supporting the area's economic and social activities.

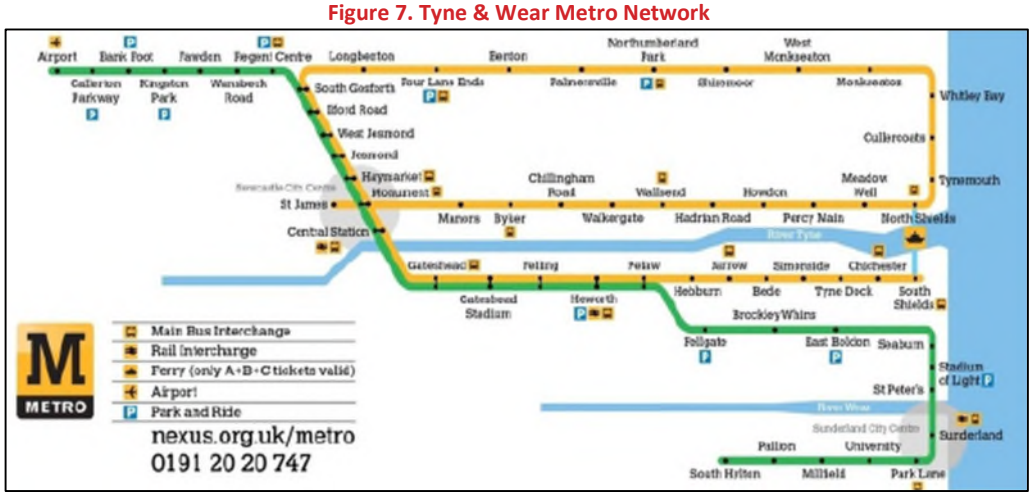
3.4 Train & Metro Travel

3.4.1 The train and metro services in the IAMP area are essential for supporting the transportation needs of workers and residents. The Tyne and Wear Metro provides efficient and frequent connections to key areas within Sunderland, South Tyneside and the greater Tyne and Wear region.

3.4.2 The nearest Metro stations to the IAMP include stations such as Fellgate, South Hylton and Pallion, offering regular services that link to central Sunderland, Newcastle, and beyond. Fellgate station is approximately 2.3km north of the IAMP, with South Hylton and Pallion stations located approximately 2.5km and 3.3km east of IAMP respectively.

3.4.3 These services are particularly beneficial for commuters, with trains running at regular intervals throughout the day. The Metro's integration with other transport modes, including local bus services, enhances its utility, allowing for seamless travel across the region. A map of the Tyne & Wear metro network is shown below.

Figure 7. Tyne & Wear Metro Network



3.4.4 The IAMP area currently lacks a dedicated train or Metro station, which means that workers and residents must rely on bus services or other forms of transport to reach the nearest stations and therefore most trips to the IAMP area are multi-modal. Overall however, the train and Metro services in the IAMP area are robust and well-integrated, though further infrastructure developments could enhance accessibility and convenience for the local community.

3.5 Future Rail and Metro Aspirations

3.5.1 In March 2024 funding was announced to further develop the case to extend the Tyne and Wear Metro. The North East Mayor allocated £8m towards the production of an Outline Business Case for the Washington extension via the northern section of the disused Leamside Line. The proposals could see the network expand from its current endpoint in South Hylton, through to Washington, then onto Follingsby and rejoin at Pelaw.

3.5.2 The initial development would add a Metro service to Washington, connecting it with both Newcastle and Sunderland. A further extension would allow for a direct service between South Shields and Sunderland.

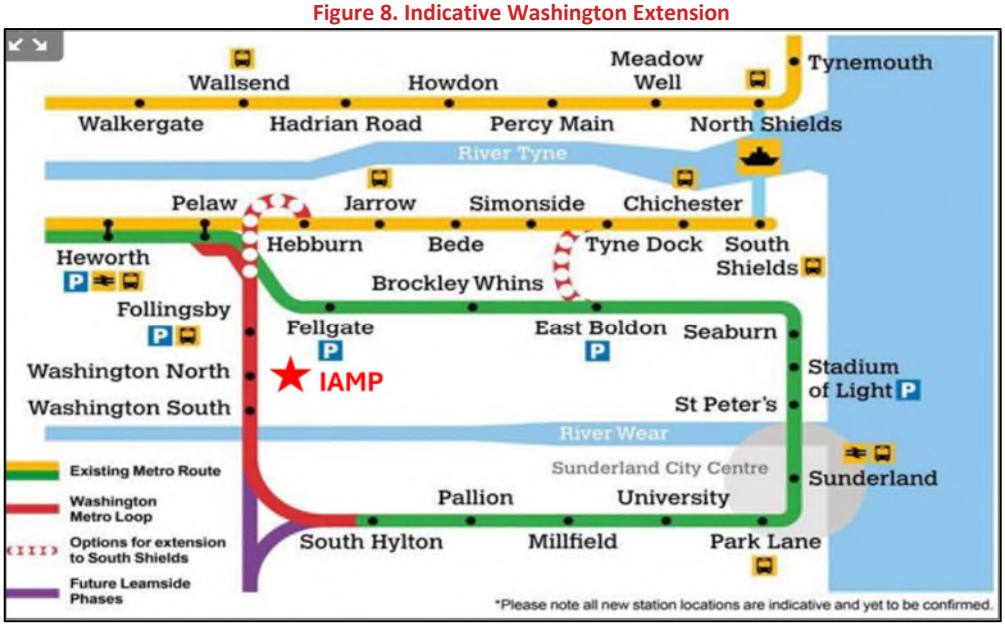
3.5.3 Extending the Metro from the present terminus at South Hylton to Washington and then on to Pelaw would dramatically improve public transport in the area. The new stations would improve journey times, as well as improving the ability to connect into access the national rail network at Newcastle Central. Figure 8 shows how a further service, connecting South Tyneside and Sunderland, could be developed and would improve access between these two areas in the east of Tyne and Wear.

3.5.4 It acknowledged that the development of the Metro line to Washington must not prejudice the eventual re-opening of the Leamside Line to heavy rail. It is hoped that opening the line to also accommodate freight trains would provide a service to businesses in the immediate hinterland of the line.

3.5.5 The second part of a Leamside re-opening would see the remainder of the line re-laid and used to provide a rail service between Newcastle and a new station at Ferryhill.

3.5.6 The benefits that additional metro and rail services would provide are clear and would significantly contribute to displacing traffic from the road network. Construction, which is subject to approval and funding, could begin in 2030 with the Washington connection completed by 2032.

Figure 8. Indicative Washington Extension



3.5.7 The route from the IAMP to potential Washington Metro stations is crucial for promoting sustainable and active transportation. There are several dedicated pedestrian and cycling paths that provide safe and direct routes, minimising interactions with vehicular traffic. Clear signage and wayfinding markers are present along the A1290, helping users navigate easily. Adequate lighting along the footways enhances safety during early morning and evening commutes. The route incorporates green spaces and parks, offering a pleasant and scenic journey for pedestrians and cyclists.

3.5.8 If/when a Washington Metro station comes online, consideration should be given to some sections of the route that lack seamless connectivity and require users to navigate through busy intersections or detours. Some sections of the footways have uneven surfaces or are in need of maintenance, which can be challenging for cyclists and pedestrians.

3.5.9 While the existing pedestrian and cycling facilities from the IAMP to the potential Washington Metro stations offer a solid foundation, there are some areas that would benefit attention to enhance safety, connectivity, and overall user experience. Addressing these issues will encourage more people to opt for active transportation, contributing to a healthier and more sustainable community.

3.6 Strategic Highway Network

3.6.1 The A19 and A184 are both unrestricted dual carriageway roads that form part of the strategic road network managed by National Highways. An overview of the major junctions and links operated by National Highways is outlined below:

- **A19 Testo's Junction:** The A19 Testos junction is located just 0.5km from the north east corner of the IAMP and is a major junction on the SRN facilitating access to and from the A184. This junction, where the A184 intersects with the A19, is located about 5km south of the Tyne Tunnel Crossing. Recent improvements have elevated the A19 above ground level, allowing it to pass over an expanded roundabout linked by slip roads. Consequently, A19 traffic moves smoothly above the roundabout, while A184 traffic circulates below.
- **A19 Downhill Lane Junction:** The A19 Downhill Lane junction is located in the immediate eastern boundary of the IAMP. This grade-separated junction provides access to the Nissan plant and the IAMP from the A19. It connects to residential areas

such as Town End Farm, Downhill, and Hylton Castle Estate to the east. The north-facing slip roads link to the A19/A184 Testo's Junction. Washington Road to the east and the A1290 to the west have been realigned to connect with the new Downhill Lane junction circulatory system, with the western side also connecting as a dual carriageway.

- **A19 Wessington Way Junction:** The A19 Wessington Way junction lies approximately 1.7km from the south east corner of the IAMP, and approximately 500m north of the A19 intersection bridge over the River Wear. At North Hylton/Castletown, the A1231 Sunderland Highway intersects with the A19 at a grade-separated junction. This junction is fully signalised and features a three-lane circulatory carriageway. The northbound off-slip includes a free-flow left turn lane onto the A1231.
- **A184 and White Mare Pool Junction:** The A184 is a trunk road that leads in an east-west direction from the west of Gateshead to the north of Sunderland. The trunk road becomes a rural dual carriageway as it extends east from the White Mare Pool junction, ending at the Testo's junction where it meets the A19. Beyond Testo's, the A184 loses its trunk road status and becomes a single carriageway that runs through West Boldon and East Boldon before meeting the B1299 and A1018.

3.7 Local Highway Network

3.7.1 The following section details the local road network surrounding the IAMP AAP area:

- **Washington Road:** East of the A19, Washington Road is a single carriageway approaching the Downhill Lane junction. West of the A19, it is a no-through road from its junction with the A1290, becoming a shared footway/cycleway at its eastern end before connecting to the footbridge over the A19, therefore demonstrating the sustainable travel credentials the route has to offer. The road has a 30mph speed limit and street lighting in its majority, and has a 40mph speed limit as you approach the A19 Downhill Lane junction.
- **A1231:** This dual carriageway runs parallel to the River Wear, passing the Sunrise Enterprise Park, Sunderland Business Park, and Hylton Riverside Business and Retail Parks. The A1231 runs in an east-west direction east of Birtley to Sunderland City Centre and provides an arterial route between these two locations. The A1231 exhibits major roundabout junctions along its route, intersecting with distributor roads such as the A182, A195 in Washington and the A183 in Sunderland.
- **Nissan Way:** The main access road to Nissan from the A1231, features two lanes in each direction and a footway on its eastern side. Nissan Way runs in a north-south direction to the south of the Nissan site, it has a 30mph speed limit and has double yellow lines along its length. Nissan Way intersects with Cherry Blossom Way with a 3-arm signalised junction approximately 550m north of the A1231.
- **A195:** The A195 is a north-south route west of the IAMP AAP area, connecting to the A194(M) to the north. It provides access for both commercial and residential traffic, facilitating smooth connectivity between key areas. The road is well-maintained, with clear signage and adequate safety features, making it a reliable choice for commuters and logistics. Overall, the A195 plays a role in supporting the local transport infrastructure, ensuring efficient travel and access within the region.
- **A1290:** Running east-west, the A1290 provides access to commercial areas and Hillthorn Business Park via Infiniti Drive. It features shared footways on both sides at its western end, narrowing towards the eastern end. The signalised junction at the Nissan entrance accommodates all turning movements, with specific signals for the left turn out of Nissan controlled by a pedestrian crossing. Vehicles entering and exiting the Nissan plant follow specific lane allocations. The road currently becomes a single carriageway with a 40mph limit as it approaches the A19 Downhill Lane junction, where a shared use footway is present.

- **Glover Road:** Glover Road is an important east-west single carriageway featuring four roundabouts and two priority junctions. It generally has a 30mph speed limit, except for a short, derestricted section near Vermont roundabout. The road is well-structured, flaring to two lanes near roundabouts to ease traffic flow. A shared use footway set back from the road provides safe access for pedestrians and cyclists, and street lighting enhances safety. Overall, Glover Road efficiently handles local traffic while ensuring pedestrian and cyclist safety.
- **Spire Road:** Spire Road is a single carriageway road with a 30mph speed limit, providing a vital link between the A1231 Sunderland Highway and Glover Road. It facilitates access to several commercial units via priority junctions. The road is well-maintained. Street lighting enhances safety, making it reliable for both daytime and nighttime travel. Overall, Spire Road efficiently supports local traffic and access to commercial areas.
- **Cherry Blossom Way:** Cherry Blossom Way is a single carriageway road with a 40mph speed limit, connecting Nissan Way to nearby commercial units and parking areas. It features no-parking zones enforced by Trief kerbs and double yellow lines. The road includes a roundabout and multiple priority junctions. Shared use footways and street lighting on both sides provide safe access for pedestrians and cyclists. Overall, Cherry Blossom Way is a well-designed and maintained route.
- **Follingsby Lane:** Follingsby Lane extends from the A1290 to the A194(M). The eastern section has been designated as an NMU route due to the IAMP ONE development, enhancing pedestrian and cyclist access. As it continues westward, the lane provides access to a few residential buildings and small businesses, eventually leading to the Follingsby Park Industrial Estate.
- **International Drive:** International Drive is a newly developed spine road within the IAMP ONE area, connecting two priority-controlled junctions on the A1290. The road facilitates smooth through-traffic and access to the IAMP site. With a 3.0m wide shared use footway on both sides, it ensures safe passage for pedestrians and cyclists. The road infrastructure includes dropped kerbs, tactile paving, and pedestrian refuges, enhancing accessibility and safety. International Drive is a modern, well-planned route that effectively supports the industrial and commercial activities.

3.8 Air Travel

3.8.1 Air travel from the IAMP area is primarily serviced by Newcastle International Airport, located approximately 20 miles north of the IAMP. The airport offers a gateway for both business and leisure travellers, significantly benefiting the local economy and facilitating connections to global destinations.

3.8.2 The airport is accessible from the IAMP via a 30-minute drive, and there are regular bus services linking Sunderland and South Tyneside with the airport, as well as a taxi rank. The Tyne & Wear Metro Network connects the airport directly to Sunderland and South Tyneside, with a journey time of around 45 minutes.

3.8.3 Overall, Newcastle International Airport provides an accessible air travel option for those in the IAMP area. Its modern facilities, diverse flight options, and integration with local transport make it a key part of the region's connectivity.

3.9 Schemes Under Construction (expected 2025 completion)

3.9.1 As part of the consented planning approval for the IAMP Early Infrastructure and Northern Employment Area, highway improvement works are being implemented for the A1290. These works include the A1290 becoming a dual carriageway with two lanes in each direction from Downhill Lane to its southern most junction on International Drive, which is to facilitate additional network capacity on the A1290.

3.9.2 The infrastructure is key to supporting the access requirements for the development, but is also necessary to provide the additional network capacity and traffic management controls to accommodate the additional traffic to be generated. A brief commentary is provided below of the consented IAMP works, which include:

- The A1290 to be widened from its northern end at the A19 Downhill Lane junction, to a point just west of its junction with International Drive (the southern IAMP ONE access junction). This section will become a dual carriageway, with at least two lanes in each direction, occasionally widening locally to provide flared three lane approaches to junctions. Northbound and southbound carriageways will be separated by a central reservation and a 3m wide shared use footway/cycleway is to be provided along the eastern side with safe controlled crossing points at junctions and a Pegasus crossing in the vicinity of Follingsby Lane.
- The new junctions created on the A1290 to provide access to IAMP ONE will become signal controlled and will include pedestrian crossing provisions with refuge islands as necessary. Street lighting will be provided on both sides of the carriageway.
- A new single carriageway road will be constructed from the northern section of the IAMP ONE infrastructure to lead northwards. This new road will be subject to a 30mph speed limit and pass over the River Don before then turning to run westward along the northern edge of the northern employment area and then forming a new junction with Follingsby Lane. This new road will be 7.4 metres wide with 3-metre wide shared use footway/cycleway on both sides of the road as it passes over the River Don bridge. Shortly after the bridge, the eastern footway/cycleway will be curtailed and only the western provision would continue westward.
- Access to development plots will be taken via simple priority junctions off the new access road. However, junctions will not be positioned closer than 50m centre-to-centre on the same side of the link road, or closer than a 25m stagger on opposite sides of the carriageway.

3.10 Impact on Modal Split

3.10.1 Alongside the favourable infrastructure outlined above, considerable efforts have been made by the IAMP Travel Plan Co-ordinator to promote sustainable travel and fulfil the IAMP Travel Plan objectives and achieve targets. This is demonstrated by the results of staff travel surveys undertaken in April 2021 at Unipres, and SNOP and Faltec within IAMP ONE. The staff travel surveys were conducted by Sunderland City Council, in their role as IAMP Principal Travel Plan Co-Ordinator and the results are presented below.

Table 2. Modal Split Travel Survey Results

Mode	Unipres	IAMP ONE
Walk	1.4%	5.3%
Cycle	7.7%	13.1%
Bus	7.7%	6.6%
Taxi	1.0%	0.6%
Car Driver (Alone)	56.5%	50.6%
Car Share (Driver)	11.1%	12.8%
Car Share (Passenger)	12.1%	9.5%
Motorcycle	1.9%	0.6%
Other	0.5%	0.0%

3.10.2 As can be seen, the results present favourably towards sustainable travel modes and provide a clear indication of the positive impact that can be made in contributing to the reduction of vehicle trips.

3.11 Road Safety Review

3.11.1 Personal Injury Collision data for the Local Road Network has been analysed for a three-year period.

3.11.2 Collision data has only been considered for only a three-year period because of the following reasons:

- Traffic flows during the period January 2021 and August 2021 were not representative of normal traffic conditions because of the COVID-19 pandemic and lockdown restrictions from the UK Government; and
- Significant infrastructure works and upgrades have been carried out at the Downhill Lane Interchange and Testo's roundabout. Use of five-year traffic data would therefore not be representative of current site conditions.

3.11.3 Figure 9 below shows the collisions in the study area. The following section gives an analysis of the collision data at selected junctions and links in the study area.

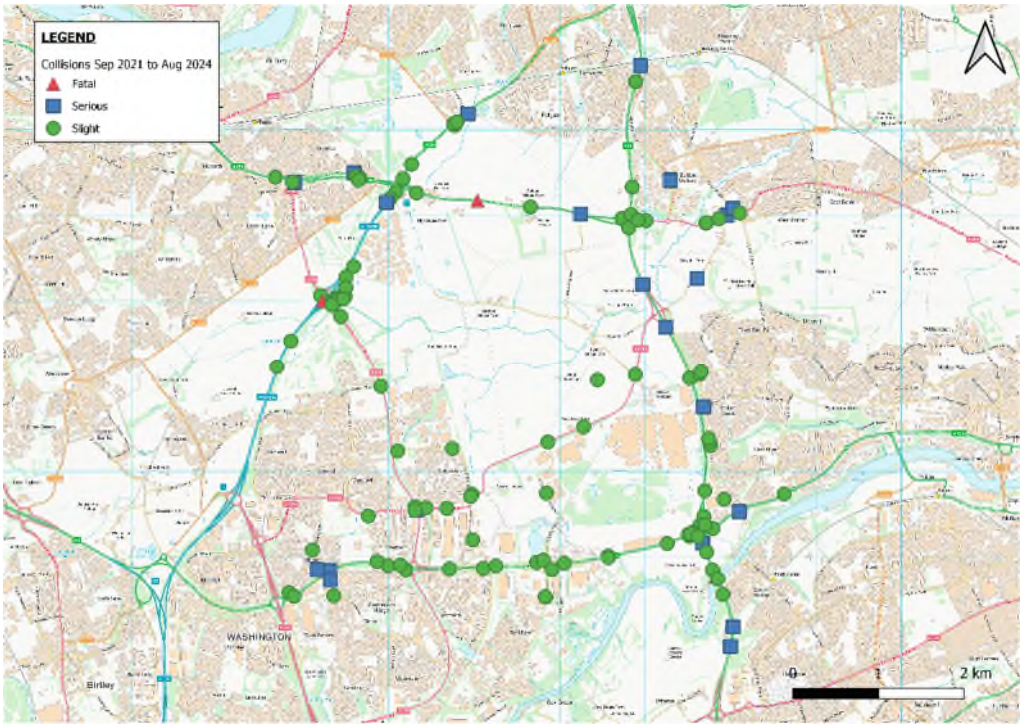


Figure 9. Study area collision data

White Mare Pool Roundabout

3.11.4 A summary of the collision data for the junction is presented in Table 33 below:

Table 3 White Mare Pool Roundabout Collision Data

WHITE MARE POOL ROUNDABOUT					
ID	LOCATION DESCRIPTION	LIGHT CONDITIONS	ROAD SURFACE CONDITIONS	ACCIDENT SEVERITY	NO OF CASUALTIES
1	Newcastle Road (A194) - 142 Metres From Junction With Follingsby Terrace, West Boldon, South Tyneside	Daylight - Street Lights Present	Dry	Slight	1
2	A194(M) (A194) - 39 Metres From Junction With Leam Lane (A194), Gateshead, Gateshead	Daylight - Street Lights Present	Dry	Slight	1
3	A194(M) (A194), Gateshead, Gateshead	Daylight - Street Lights Present	Dry	Slight	1
4	Leam Lane (A194), West Boldon, South Tyneside	Darkness - Street Lights present and	Wet/Damp	Slight	1
5	Leam Lane (A194), West Boldon, South Tyneside	Daylight - Street Lights Present	Dry	Slight	1
6	A194(M) (A194), Gateshead, Gateshead	Daylight - Street Lights Present	Dry	Serious	1

Testo's Roundabout

3.11.5 A summary of the collision data for the junction is presented in Table 44 below:

Table 4 Testo's Roundabout Collision Data

TESTO'S ROUNDABOUT					
ID	LOCATION DESCRIPTION	LIGHT CONDITIONS	ROAD SURFACE CONDITIONS	ACCIDENT SEVERITY	NO OF CASUALTIES
1	A19, West Boldon, South Tyneside	Daylight - Street Lights Present	Dry	Serious	2

Downhill Lane Interchange

3.11.6 A summary of the collision data for the junction is presented in Table 5 below:

Table 5 Downhill Lane Interchange Collision Data

DOWNHILL LANE INTERCHANGE					
ID	LOCATION DESCRIPTION	LIGHT CONDITIONS	ROAD SURFACE CONDITIONS	ACCIDENT SEVERITY	NO OF CASUALTIES
1	Newcastle Road (A184) - 36 Metres From Junction With Newcastle Road (A19), West Boldon, South Tyneside	Darkness - Street Lights present and lit	Dry	Slight	2
2	Newcastle Road (A184), West Boldon, South Tyneside	Daylight - Street Lights Present	Dry	Slight	2
3	A19 - 38 Metres From Junction With Newcastle Road (A19), Jarrow, South Tyneside	Daylight - Street Lights Present	Wet/Damp	Slight	1
4	Newcastle Road (A19) Near Junction With A19, West Boldon, South Tyneside	Daylight - Street Lights Present	Dry	Slight	1
5	Newcastle Road (A184) - 54 Metres From Junction With Newcastle Road (A19), West Boldon, South Tyneside	Darkness - Street Lights present and lit	Dry	Slight	1

Hylton Grange Interchange

3.11.7 A summary of the collision data for the junction is presented in Table 6 below:

Table 6 Hylton Grange Interchange Collision Data

HYLTON GRANGE INTERCHANGE					
ID	LOCATION DESCRIPTION	LIGHT CONDITIONS	ROAD SURFACE CONDITIONS	ACCIDENT SEVERITY	NO OF CASUALTIES
1	A19	Darkness - No Street Lighting	Dry	Serious	1
2	Sunderland Highway (A1231) - 68 Metres From Junction With A1231, Albany, Washington, Sunderland	Darkness - Street Lights present and lit	Wet/Damp	Slight	1
3	A19 - 120 Metres From Junction With A1231, Sunderland	Darkness - No Street Lighting	Dry	Slight	2
4	A19, Sunderland	Daylight - Street Lights Present	Dry	Slight	5
5	Sunderland Highway (A19) - 164 Metres From Junction With A19, Albany, Washington, Sunderland	Darkness - Street Lighting Unknown	Dry	Slight	1
6	Sunderland Highway (A1231) - 74 Metres From Junction With A1231, Albany, Washington, Sunderland	Darkness - Street Lights present and lit	Dry	Slight	2
7	Sunderland Highway (A1231) Near Junction With A1231, Albany, Washington, Sunderland	Daylight - Street Lights Present	Dry	Slight	1
8	Sunderland Highway (A1231) - 42 Metres From Junction With A1231, Albany, Washington, Sunderland	Daylight - Street Lights Present	Wet/Damp	Slight	1
9	A19 Near Junction With A1231, Sunderland	Daylight - Street Lights Present	Dry	Slight	1
10	Wessington Way (A1231) - 65 Metres From Junction With A1231, Southwick, Sunderland	Daylight - Street Lights Present	Dry	Slight	1
11	A19 Near Junction With A1231, Sunderland	Daylight - Street Lights Present	Dry	Slight	1

Newcastle Road

3.11.8 Table 7 below shows collision data along Newcastle Road between the White Mare Pool roundabout and the Downhill Lane Interchange.

Table 7 Newcastle Road Link Collision Data

NEWCASTLE ROAD					
ID	LOCATION DESCRIPTION	LIGHT CONDITIONS	ROAD SURFACE CONDITIONS	ACCIDENT SEVERITY	NO OF CASUALTIES
1	Newcastle Road (A184)	Daylight - Street Lights Present	Wet/Damp	Slight	1
2	Newcastle Road (A184), West Boldon, South Tyneside	Darkness - No Street Lighting	Wet/Damp	Fatal	1
3	Newcastle Road Near Junction With West Pastures, West Boldon, South Tyneside	Daylight - Street Lights Present	Dry	Serious	5

A19 (Between Downhill Lane Interchange & Testo's Roundabout)

3.11.9 Table 8 below shows collision data along the A19 between the Downhill Interchange and Testo's Roundabout.

Table 8 Downhill Interchange to Testo's Roundabout Link Collision Data

A19 BETWEEN DOWNHILL LANE INTERCHANGE & TESTO'S ROUNDABOUT					
ID	LOCATION DESCRIPTION	LIGHT CONDITIONS	ROAD SURFACE CONDITIONS	ACCIDENT SEVERITY	NO OF CASUALTIES
1	A19, West Boldon, South Tyneside	Daylight - Street Lights Present	Dry	Serious	1

A19 (Between Hylton Grange Interchange & Testo's Roundabout)

3.11.10 Table 9 below shows collision data along the A19 between Hylton Grange Interchange and Testo's Roundabout.

Table 9 Downhill Interchange to Testo's Roundabout Link Collision Data

A19 BETWEEN HYLTON GRANGE INTERCHANGE & TESTO'S ROUNDABOUT					
ID	LOCATION DESCRIPTION	LIGHT CONDITIONS	ROAD SURFACE CONDITIONS	ACCIDENT SEVERITY	NO OF CASUALTIES
1	A19 Footbridge	Daylight - Street Lights Present	Dry	Slight	1
2	A19, Sunderland	Daylight - Street Lights Present	Dry	Slight	1

Washington Road

3.11.11 Table 10 shows collision data along Washington Road between Testo's roundabout and the Washington Road/Sulgrave Road Roundabout.

Table 10 Washington Road Collision Data

WASHINGTON ROAD					
ID	LOCATION DESCRIPTION	LIGHT CONDITIONS	ROAD SURFACE CONDITIONS	ACCIDENT SEVERITY	NO OF CASUALTIES
1	Washington Road (A1290) Near Junction With Cherry Blossom Way, Usworth, Sunderland, Sunderland	Darkness - Street Lights present and lit	Wet/Damp	Slight	1
2	Follingsby Lane Near Junction With Washington Road (A1290), Washington, Sunderland	Daylight - Street Lights Present	Dry	Slight	1
3	Washington Road (A1290), Usworth, Sunderland, Sunderland	Daylight - Street Lights Present	Wet/Damp	Slight	1

3.11.12 There were 3 minor collisions and 1 serious accident recorded along the A1231 between the Hylton Grange Interchange and the Nissan Interchange, with 8 casualties emanating as a result of these collisions.

3.11.13 There were 3 slight collisions recorded between the Barmston Interchange and the Nissan junction, with 5 casualties emanating as a result of these collisions.

3.11.14 There were 3 slight collisions and 1 serious collision recorded on the A1231 between Galleries North Interchange and the Bramston Interchange, with 5 casualties emanating as a result of these collisions.

3.11.15 There was 1 fatal collision recorded along Newcastle Road between the White Mare Pool junction and the Downhill Lane Interchange. This collision occurred in March 2024, with lighting conditions recorded as “Dark-No Street Lighting.”, and surface conditions were wet/damp at the time of the incident. The cause of the collision is attributed to driving under the influence of alcohol.

3.11.16 Other collisions have been highlighted around the study area, although no particular pattern has been observed.

4. MITIGATION MEASURES

4.1 Introduction

4.1.1 Following the completion of the accessibility audit, a number of improvements have been identified to enhance the sustainable credentials the area has to offer. Whilst significant recent investment has seen improvements to the provision for pedestrians and cyclists in the immediate and surrounding area, providing strong connections to the wider network, improvement to pedestrian links and bus facilities could still be made.

4.1.2 The LCWIP schemes previously mentioned, including plans for Washington, will improve further connectivity and provide segregated routes for cyclists and pedestrians.

4.1.3 Whilst the measures identified in this section are considered to be important and would further enhance connectivity to the IAMP they are not considered necessary to be included within the supporting IAMP AAP Infrastructure Delivery Plan, but rather at an appropriate time in the future. An appropriate mechanism to monitor such need would perhaps be through the continuous re-evaluation of the IAMP Travel Plan and its associated targets.

4.1.4 It is important to reiterate that this report provides a Transport Position Statement of all currently consented schemes and the approved multi-modal network that supports them.

4.2 Pedestrian Measures

4.2.1 To better facilitate pedestrian movements, improvement measures could be considered to the existing footway along the northern side of the A1290 to the west of the IAMP, beyond the A1290 upgrade works. The width of this section along the northern side of the road would benefit from widening. Delivery of this improvement would however be reliant on the availability of land to the immediate north. It is noted that this land will be considered for future release through the new Sunderland Local Plan and any enhancements should be secured as part of that development.

4.2.2 To the west of the IAMP, beyond the A1290 upgrade works, safe crossing locations for pedestrians across the A1290 are limited. This is likely due to the limited origin/destination offer on the northern side, however this section would benefit from dropped kerbs and tactile paving being installed along the A1290 to enable pedestrian movements to the westbound bus stops.

4.2.3 With these improvements, the enhancement of footways is anticipated to make pedestrian routes along the A1290 to the potential Washington Metro Stations and the residential communities beyond, more appealing. Funding for these measures should be sought through the planning applications for any future new development in this vicinity, including through the future development of the safeguarded land.

4.3 Public Transport Measures

Bus Stop Improvements

4.3.1 The IAMP area has seen bus stop improvements as part of the consented schemes which are having a positive impact on public transport usage and the current services and infrastructure are considered appropriate for the current IAMP area. Just outside of the IAMP AAP area however, to the west, there are bus stops on the A1290 and Cherry Blossom Way that would benefit from enhancement.

4.3.2 Upgrading bus stops with features like security lighting, bus shelters, seating, and real-time travel information is important for several reasons:

- **Safety and Security:** Security lighting enhances the safety of passengers, especially during early morning or late evening hours.
- **Comfort and Convenience:** Bus shelters provide protection from the weather and make the waiting experience more comfortable, whilst seating offers a place to rest.
- **Accessibility:** Improved infrastructure, including seating and shelters, makes bus stops more accessible to all users, including those with mobility challenges.
- **Information and Reliability:** Real-time travel information allows passengers to know exactly when the next bus will arrive, reducing uncertainty and wait times. This can improve the overall user experience and make public transportation a more attractive.
- **Encouraging Public Transport Use:** By improving the overall experience at bus stops, upgrades can encourage more people to use public transportation, which can help reduce traffic congestion and environmental impact.
- **Community Perception:** Well-maintained and equipped bus stops can improve the perception of public transport, making it a more appealing option for daily commutes.

4.3.3 Funding for these measures should be sought through the planning applications for any future new development in this vicinity.

Demand Responsive Transport

4.3.4 As part of the IAMP ONE planning consent, planning condition 28, required the preparation of an Initial Public Transport Strategy. This was submitted to the local planning authority [and the condition discharged].

4.3.5 A further condition 38 required the submission of a report to the local planning authority assessing (in summary):

(i) the feasibility of a demand-led bus service for workers at IAMP ONE - addressing existing commercial models and potential level of demand from IAMP ONE; and

(ii) an assessment of viability and (If viable), proposals for implementing a pilot service.

4.3.6 A final report was required before more than 3 units at IAMP ONE were occupied - This was completed and confirmed that a demand-led bus service could potentially be viable, if marketed correctly and incorporated surrounding organisations, other than those on the IAMP. This will continue to be explored and be taken forward at the appropriate time and when greater certainty is available with regard to the financial viability.

4.3.7 In 2018, Nexus undertook a market engagement exercise, which identified a number of possible operators for a demand-led bus service. A briefing pack was produced by IAMP LLP to circulate to the list of possible operators, with a view to eventually appointing an operator to implement such a service. The issue of the briefing pack to the operators, which included the respective logos of Nexus and the three local authorities, was however delayed.

4.3.8 The previous work to engage with a demand-led bus service operator should be progressed with a view to it becoming operational in the short-medium term. It is the aspiration that this operation will be a success and expanded as the wider IAMP build-out progresses and occupiers come forward.

4.3.9 Demand-led services can contribute to reduced traffic congestion and lower emissions, as they encourage the use of shared transportation over private car usage. Overall, these services improve the user experience by offering greater flexibility, shorter wait times, and potentially lower travel costs.

5. PARKING STRATEGY

5.1 Introduction

5.1.1 This section considers parking within the IAMP AAP. Providing an appropriate amount of car parking is crucial, however it is recognised that excessive parking can increase car dependency, limit opportunities for sustainable travel to the site, and create a vehicle-dominated landscape. Conversely, insufficient parking can lead to indiscriminate parking, which may diminish pedestrian and cyclist amenities or cause parking issues to overflow onto the surrounding road network.

5.1.2 Within the considerations of parking requirement, there is for development in Sunderland also emphasises for the need to provide adequate electric vehicle parking and charging infrastructure tailored to the specific needs of the site. Parking levels should be evaluated in conjunction with an 'Accessibility Level' score derived from an 'Accessibility Questionnaire'.

5.1.3 This Car Parking Management Strategy provides an overarching framework for the effective management of car parking across the IAMP AAP area to assist in encouraging modal shift away from private transport, whilst also meeting each occupier's operational needs.

5.1.4 The purpose of this Car Parking Management Strategy is to:

- Set out an overarching strategy to inform the operation of car parking within the AAP;
- Ensure each development plot satisfies the local authority standards, or provides justification for alternative proposals;
- Ensure suitable levels of disabled parking is provided and these are located in appropriate locations;
- Ensure dedicated car-share spaces are provided within the site;
- Allow appropriate provision for electrical car and cycle charging infrastructure to be made; and
- Aim to reduce the number of single occupancy car trips to the site by providing incentives and a suitable number of parking spaces.

5.2 Parking Standards

5.2.1 Planning applications that come forward within the IAMP AAP will need to demonstrate that parking provision for the specific development can accommodate the car parking requirements set out in each Council's respective parking standards. For any new development, the starting point for car parking considerations should be that which is applicable for Use Class B2 General Industrial, or B8 Storage and Distribution, unless appropriately demonstrated otherwise.

5.2.2 Each development would require suitable justification for their level of car parking. The precise number of car parking spaces to be provided for each development will be considered on a site-by-site basis as each planning application comes forward.

Disabled Parking

5.2.3 Disabled parking will be DDA compliant and provided within each site at a ratio of 5% of the total number of spaces. These spaces will be located for easy / convenient access to the associated building entrances. Levels will be appropriate to allow safe and convenient access to all.

5.2.4 The disabled parking bays on site should be managed, with staff required to display a valid blue badge.

Electric Vehicle Parking

5.2.5 Active provision requires fully wired and connected 'ready to use' charge points at parking spaces, while passive provision requires the necessary underlying infrastructure to enable simple installation and activation of a charge point at a future date. Any requirement to activate passive spaces will be on the basis of demand and subject to regular monitoring.

5.2.6 Parking for Electric Vehicles with charging facilities should be included within each development at a level demonstrated as being sufficient on a site-by-site basis through the respective planning applications. Provision of both 'active' and 'passive' electric charging point spaces will be considered

Visitor Parking

5.2.7 Within the overall parking provision, allocation should be made for designated visitor parking and these spaces clearly identified.

Car Share

5.2.8 All staff will be encouraged to car share and this will be actively promoted through the Travel Plan. Car sharing is potentially viable across all units within the IAMP AAP and will be assisted through the measures in the Travel Plan.

5.2.9 The end user of each development will be responsible for implementing car share parking spaces and their management.

Enforcement

5.2.10 Each occupier will be responsible for enforcing their own car parking measures. It is expected that they will deploy an escalating warning system to vehicle owners and also, dangerous or inconsiderably parked vehicles will be notified of their actions and warned that their parking poses risk to other users.

5.3 Layout

5.3.1 The layout of the car parking areas will be designed to allow a smooth operation with easy access and egress. The car parking areas will be laid out in aisles to avoid traffic conflicts and congestion, in front of the main building entrances. Pedestrian routes through the car parking areas will be arranged to link safely and conveniently with building entrances, with appropriate lighting.

6. ASSESSMENT PARAMETERS

6.1 Introduction

6.1.1 As outlined at the start of this report, the intention of this Transport Position Statement is to present a committed future forecast of transport operations if the full build-out potential of the IAMP AAP is realised through the implementation of all currently consented planning applications. All of the proposed development land for allocation within the AAP is consented development with planning approval, with the exception of the Hub.

6.1.2 This chapter considers the trip-making potential of the consented planning applications within the IAMP, along with other developments in the surrounding area that collectively contribute to background traffic over the plan period of the IAMP AAP. These parameters are then used in the assessments presented subsequently.

6.2 Land Use and Floor Space

6.2.1 In order to support the further development of the IAMP for appropriate uses, consistent with the vision and aligned to the North East Investment Zone designation, the Principal uses which will be acceptable across the site have been set.

6.2.2 The existing IAMP AAP sets out specific Principal uses. This was in order to ensure that the site would be for quality uses aligning to automotive and advanced manufacturing and not dilute the IAMP with other forms of employment use which could be accommodated on other general employment sites. This approach is still appropriate and will continue within the new IAMP AAP. However, to align with key growth sectors identified within the designation of the site as part of the North East Investment Zone, it is proposed that the existing Principal Uses are extended to also include green manufacturing and clean energy.

6.2.3 It is however noted that it is proposed that the overall quantum of floorspace which will be permitted at the IAMP will be removed from the policy, which will allow the consideration of proposals on allocated development land on their own merits, taking account of their impact in combination with delivered and consented schemes as part of the planning application process on a case by case basis.

6.3 IAMP Trip Generation & Distribution

6.3.1 It is firstly important to note that current occupiers within IAMP ONE have been operating individual Travel Plans since opening and that the travel planning measures at IAMP are being effective, with high proportions of sustainable travel being reported compared to the modal splits forecast pre-planning. In addition to the effective implementation of the IAMP Travel Plan, it has also become clear through early phases of development within the IAMP that the employment densities that were originally envisaged within the modelling work which underpinned the original AAP, were significantly higher than those that have been delivered in practice.

6.3.2 Notwithstanding the above, to ensure a consistent and robust approach to the assessment of traffic related impacts on the surrounding local and strategic road network, the methodology previously used for trip generation calculations on all new development planning applications within IAMP has been retained for this Transport Position Statement.

Trip Generation

6.3.3 Within the previous assessments, to inform the trip generation potential, surveys were commissioned at the Unipres access to identify the trip making characteristics (Unipres was identified as an operation associated with, and a supplier to, Nissan); these surveys were

undertaken over a 24-hour period on 18 January 2017. These surveys were then adjusted to distinguish between trips associated with shift working, traditional administrative (9am – 5pm) working as well as other trips throughout the day and allow a shift offset to be applied for certain percentages of the proposed development applications – enforced via a planning application requiring the adoption of a Highways Operational Management Plan (HOMP). The trip making potential was then established on a pro-rata basis against floor area.

Trip Distribution

6.3.4 Similar to trip generation and thereby ensuring consistency in approach, the distribution assumptions used to inform this Transport Position Statement replicates the trip distribution proportions previously agreed and used in the Transport Assessments for all other IAMP planning applications, including the original IAMP AAP, the IAMP ONE, IAMP EI&NEA and Southern Employment Area applications.

6.3.5 Table 11 presents the distribution of IAMP traffic used in this assessment. It was also used within the Transport Assessment produced to support the National Highways DCO application for the A19 Downhill Lane junction improvement works.

Table 3. IAMP Trip Distribution

Local Authority Area	Proportion %
County Durham	30
Darlington	1
Gateshead	9
Newcastle upon Tyne	3
North Tyneside	5
Northumberland	5
South Tyneside	10
Washington	14
Sunderland (N)	9
Sunderlandn (W)	5
Sunderland ((E)	3
Sunderland (S)	3
External	3
TOTAL	**100%**

6.4 Background Growth and Assessment Scenarios

6.4.1 In the time that has passed since the first IAMP AAP was adopted, a number of developments in the surrounding area have either come forward, or their likelihood of coming forward within the plan period has increased. It is therefore appropriate that the list of sites to be included within a future assessment be refreshed and updated. In accordance with Planning Practice Guidance on Travel Plans, Transport Assessments and Statements, the committed developments cover development in Sunderland, South Tyneside and Gateshead that is consented or allocated where, in the view of Council Planning Officers, there is a reasonable degree of certainty it will proceed within the next 3 years.

6.4.2 This represents a significant level of committed development, especially in the immediate area to the IAMP. Notwithstanding, it is acknowledged that it is necessary to also consider the traffic growth from Local Plan sites of both South Tyneside and Sunderland.

6.4.3 As a starting position, committed development traffic has been informed by all of the sites identified and included in the most recent planning application within the IAMP for the Southern Employment Area, the land to the immediate north of Nissan and East of the A1290 (App No.: 24/01705/HE4), approved in January 2025. These sites are listed in Appendix A.

6.4.4 Specifically in relation to IAMP developments, it included all of the proposed AAP allocation areas. The following applications are included:

- IAMP ONE (App Ref.: 18/00092/HE4)
- AESC Gigafactory (App Re.: 21/01764/HE4)
- AESC Gigafactory 2 (App Re.: 24/00723/FU4)
- IAMP Early Infrastructure and Northern Employment Area (App Ref.: 21/02807/HE4)
- Land to immediate north of Nissan and East of the A1290 (App No.: 24/01705/HE4)

Application of Highways Operational Management Plan (HOMP)

6.4.5 To alleviate traffic congestion issues at the A19 Downhill Lane junction during Nissan shift change periods, it is a planning condition requirement for all end users of IAMP agree to the production and stipulation thereafter, to a HOMP. Included within the HOMP is the agreed shift working operations, which in some cases on a site-by-site basis, includes the requirement operate with a shift pattern with at least a 1-hour offset from those used at Nissan.

6.4.6 In line with the traffic modelling assumptions included in the IAMP Early Infrastructure and Northern Employment Area application, the traffic assessments assumed that:

- 30% of IAMP users on IAMP ONE and the Northern Employment Area operate with a one-hour shift offset from those used by Nissan
- 70% of IAMP users on IAMP ONE and the Northern Employment Area operate with a shift pattern that aligns with those used by Nissan
- 100% of IAMP users on the Southern Employment Area (App No.: 24/01705/HE4) will operate with a one-hour shift offset from those used by Nissan

6.4.7 The above will continue to be enforced through the respectively agreed HOMPs; a requirement as a planning condition. Given that IAMP ONE is now fully occupied and all end users operate outside of a Nissan shift, it is considered that the assessment outlined in the following section is robust. It is considered unlikely that up to 70% of end users on IAMP would choose to operate a shift pattern that aligns with Nissan, thereby burdening staff will travel at this localised peak period when congestion is most apparent in the area.

Nissan Shift Pattern

6.4.8 The following Nissan shift patterns are used within assessments:

- Line 1 – day shift – 07:15hrs, late shift – 16:50hrs; and
- Line 2 – day shift – 07:00hrs, late shift – 16:35hrs.

Additional Developments

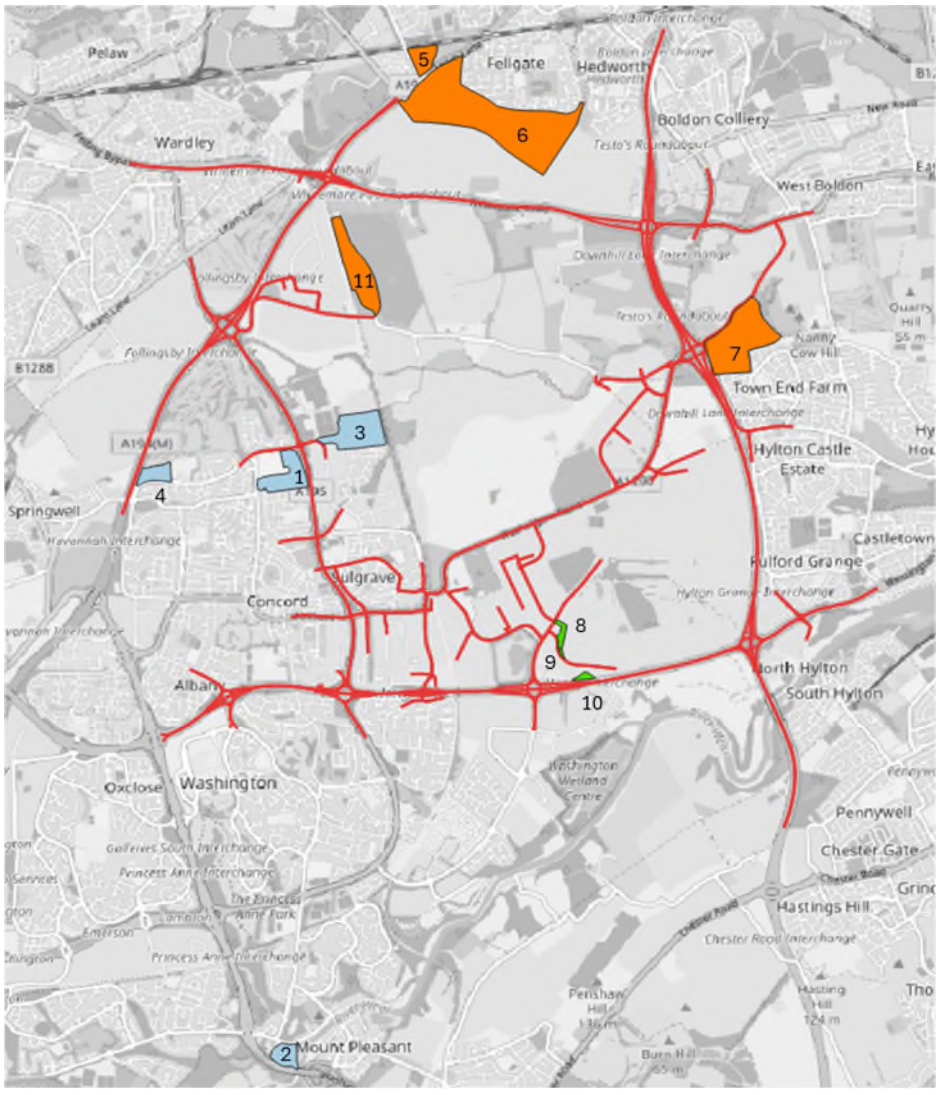
6.4.9 In liaison with Planning Officers at both Sunderland Council and South Tyneside Council, a number of other proposed Local Plan allocations within the surrounding area were identified as needing detailed consideration within this Transport Position Statement, as their associated flows could directly impact the study area. These are presented in Table 12 and

their locations shown in Figure 10 with housing sites referenced 1-7 and employment sites referenced 8-11.

Table 4. Specific Local Plan Sites

Authority	LPA Identifier	Site Name	Use	Units remaining to be built	Site Area (Ha)
Sunderland	177	Former Usworth Comprehensive School	Residential	190	
	CSDP HGA4 (673)	Fatfield (James Steel Park)	Residential	90	
	CSDP HGA3 (463A)	North of Usworth Hall	Residential	200	
	CSDP HGA2 (567)	North of High Usworth	Residential	49	
	PEA9 Turbine	Turbine Business Park 3 - East of Pub	Employment		1.2
	PEA9 Turbine	Turbine Business Park 3 - East of Spine Road	Employment		0.2
	PEA9 Turbine	Turbine Business Park 3 - South East of FTC	Employment		0.7
South Tyneside		Land East of Lukes Lane	Residential	127	
		Wardley Colliery	Employment		6.7
		Land South of Fellgate	Residential	1200	
		Land to North of Town End Farm	Residential	400	

Figure 6. Study Area



6.4.10 In forecasting the trips from the above sites, the TRICS database has been used to appropriate rates for the housing and employment developments being considered. This equated to the following additional trips on the network, as presented in Table 13.

Table 53. Additional Local Plan Site Traffic

Housing Sites	AM (07:00-10:00)		PM (15:00-18:00)	
	Arr	Dep	Arr	Dep
1	64	148	154	90
2	10	23	24	14
3	68	156	162	95
4	17	38	40	23
5	43	99	103	60
6	935	136	974	569
7	136	312	325	190
Total	1272	911	1783	1041
Employment Sites	AM (07:00-10:00)		PM (15:00-18:00)	
	Arr	Dep	Arr	Dep
8	90	14	13	73
9	14	2	2	11
10	54	8	8	44
11	497	76	70	404
Total	655	100	93	533
IAMP AAP	AM (07:00-10:00)		PM (15:00-18:00)	
	Arr	Dep	Arr	Dep
12	190	135	189	658
Overall Total	2118	1147	2065	2232

Further Local Plan Traffic Growth

6.4.11 Despite the already robust traffic growth assumptions outlined above, to account for traffic growth that may occur from the Local Plan aspirations from the local authorities, a TEMPro growth factor has been applied to the base demand traffic [only].

6.4.12 The North East region within TEMPro was adopted and produced a 2.9% growth rate from 2033 to 2042.

Table 14. Growth Factor (2042 Data/2033 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
Region	NE	1.0292	1.0292
County	Cleveland	1.0252	1.0252
County	Durham	1.0280	1.0280
County	Northumberland	1.0256	1.0256
County	Tyne and Wear	1.0330	1.0330

6.5 Assessment Scenarios and Periods

6.5.1 Informed by the details outlined, this Transport Position Statement considers two scenarios for the traffic modelling of the IAMP AAP, with the future year aligned to the plan period:

1. **2023 AM and PM ("Base Scenario")** – this is the updated IAMP model that has been validated and calibrated

2. **Future 2042 AM and PM Base ("Scenario 1")** – this has been established by taking the 'Land North of Nissan and East of A1290' final 2033 traffic model and then adding on the previously identified committed developments, inclusive of the A1290 dualling, but with no previously proposed bridge over the A19 and additional Tempro growth to allow for remainder of Local Plan sites.

6.5.2 The traffic impact assessment considers the weekday morning and afternoon peak periods of the highway network, capturing the critical shift periods. These periods will provide the greatest level of traffic impact on the road network and provide a robust assessment.

6.5.3 The micro-simulation traffic models consider the following analysis periods:

- AM Period: 06:00 – 10:00hrs
- PM Period: 15:00 – 18:00hrs

6.6 Study Area

6.6.1 The extent of the study area for the IAMP has been long established and agreed with SCC, STC and National Highways. The extent of the study area has however been extended to now include the A184 White Mare Pool junction. The study is identified on Figure 11.

Strategic Road Network

6.6.2 On the Strategic Road Network (SRN), the study area focuses on the A19 to the east of the site and the A184 to the north. The study area includes the following junctions:

- A19 / A184 Testo's
- A19 / Downhill Lane
- A19 / A1231 / Wessington Way
- A184 / A184(M) White Mare Pool

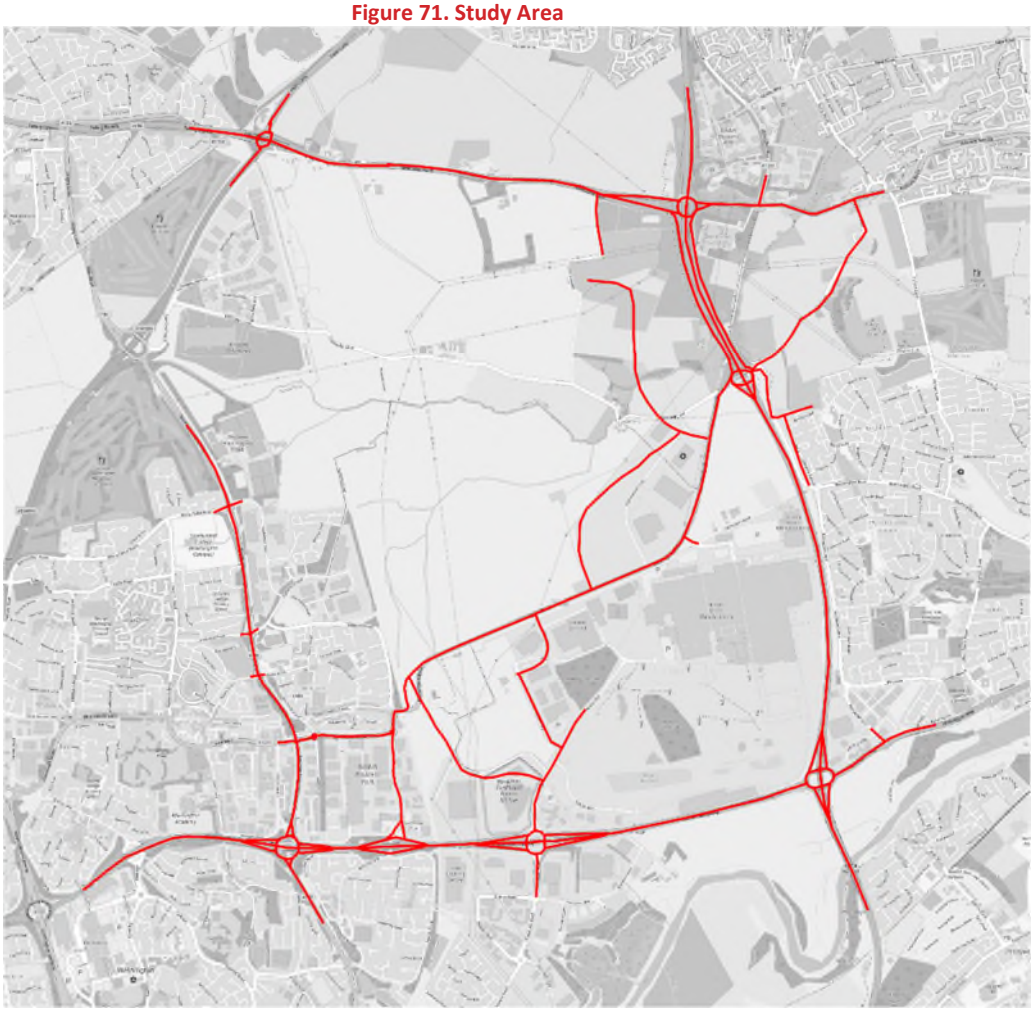
Local Road Network

6.6.3 On the Local Road Network (LRN), the study area extends to the following junctions:

- A1231 / Nissan Way / Pattinson Road
- A1231 / Barmston Way / Spire Road
- A1231 / A195
- A195 / Stephenson Road / Stone Cellar Road
- A195 / Rutherford Road / Inkerman Road
- A195 / A1290 / Glover Road
- Glover Road / Silverstone Road / Tower Road
- Spire Road / Glover Road
- A1290 / Glover Road / Sulgrave Road
- A1290 / Infiniti Drive
- A1290 / Cherry Blossom Way
- Nissan Way / Cherry Blossom Way
- Nissan Way / Infiniti Drive
- Wessington Way / Ferryboat Lane

- Washington Road / Ferryboat Lane
- A184 / Downhill Lane
- A184 / Abingdon Way
- A1290 / Nissan Access
- A1290 / International Drive
- A1290 / New Road

Figure 71. Study Area



6.7 Traffic Modelling

6.7.1 The assessments within this Transport Position Statement are based on the outputs from micro-simulation traffic modelling. As with any computer model that seeks to predict future conditions, there is inherent uncertainty in the forecasts. The forecast operations therefore, where appropriate, include robust assumptions in relation to traffic movement.

6.7.2 Assessments that previously informed the IAMP AAP and subsequent planning applications were undertaken by SYSTRA using an S-Paramics microsimulation model of the area. This model has been updated using traffic data collected in 2022 and 2023 and the network converted and upgraded to the latest version of the Paramics Discovery software. The extents of the modelled network in Paramics Discovery replicates the study area shown in Figure 11 and is used to inform this assessment.

6.7.3 The IAMP Base Paramics Discovery Model was developed for the AM period 06:00-10:00hrs and PM period 15:00-18:00hrs, capturing local business shift patterns and covers the main

highway network bound by the A19, A1231, A194 and A184. Internally, the A195 and A1290 corridors connect with the main highway network and includes all local junctions and access points along each, including the Nissan Manufacturing Plant and International Drive.

6.7.4 The model was calibrated and validated to WebTAG criteria and was shown to meet the guidance set out in TAG UnitM3-1 Highway Assignment Modelling using junction turn count and journey time data. National Highways, Sunderland City Council and South Tyneside Council have confirmed that the model is considered an appropriate tool to assess network operations of alternative future.

6.7.5 For the results reported within the assessment, the traffic models have been run 10 times with outputs averaged. This is because each model run provides random variation to replicate real life operation. Large differences in the maximum queue length and average queue length often point towards one of the ten model runs seeing more congestion as a result of the random variation inherent in the model. Therefore, when results for maximum queues seem to suggest large changes at a junction post development it may be that they are being skewed by unusual events representing daily variation and unusual events. The model outputs reported are:

- Average queue lengths (in PCUs) in AM and PM periods
- Maximum queue lengths (in PCUs) in AM and PM periods
- Average journey times in AM and PM periods
- Maximum journey times in AM and PM periods
- Time of maximum journey occurring in the model in AM and PM periods

6.7.6 The traffic modelling presents queue lengths on approaches to the junctions and journey time results through each junction, along with the major routes within the modelled area. These results must be read and interpreted together rather than in isolation. Changes in journey time could be attributable to one junction or a combination of smaller impacts at junctions and merges/diverges along a corridor.

7. OPERATIONAL ASSESSMENT

7.1 Introduction

7.1.1 This section of the report presents the results of the operational assessment of the key junctions in the surrounding area, as extracted from the IAMP Paramics Discovery micro-simulation traffic model. The results present a comparison between a 2023 baseline and a forecast of operations in 2042 with all committed infrastructure completed and consented developments built and operational.

7.1.2 It should be noted that any positive impacts reported in the future scenario (i.e.. shorter queue lengths or journey times) are likely due to how the junction operates in response to changes in flow balances arising from changes in turning proportions.

7.2 A19 Testos Junction

7.2.1 At the A19 Testos junction it can be seen that in 2043 there is forecast to be increases in average queue lengths of approximately 40m on all arms in the AM Peak, which equates to about 7 cars. A similar order of magnitude is also reported for the difference in maximum queue lengths in the period.

7.2.2 In the PM Peak, the A19 South experiences the greatest increase in level of queuing with a reported increase of 64m (approx. 11 cars) in the average queue length and 137m (approx. 24 cars) in the maximum queue length. These will be associated with trips leaving the IAMP.

7.2.3 The improvements at the Testo's junction have seen mainline A19 traffic separated from turning traffic, with extended queue length capacity on its A19 approaches – the reported queue lengths do not exceed the capacity available.

It is noted that whilst journey times generally increase across the junction, the overall differences are not significant.

A19 Testos Junction - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	69	108	116	160
A184 East	74	114	154	168
A19 South	73	113	123	165
A184 West	53	96	106	142
TOTAL	270	430	500	635

A19 Testos Junction - PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	76	111	104	129
A184 East	86	130	142	170
A19 South	92	156	124	262
A184 West	73	105	116	134
TOTAL	328	502	487	694

A19 Testos Junction - AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	45	48	80	67
A184 East	41	41	89	91
A19 South	40	39	63	100
A184 West	87	89	134	135
TOTAL	212	217	365	394

A19 Testos Junction - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	60	96	111	205
A184 East	57	57	81	82
A19 South	28	27	41	41
A184 West	24	23	43	45
TOTAL	168	203	276	373

7.3 A19 Downhill Lane Junction

7.3.1 In the AM Peak, queues at A19/Downhill Lane show minor changes in average and maximum queue lengths. In the PM peak, average queue lengths typically increase by 5-6 car lengths, with maximum queue lengths seeing similar levels of increase, although generally slightly less, with the exception of the Downhill Lane (Eastern arm), which reports an increase of 90m (approx. 16 cars). The PM peak experiences a similar pattern and magnitude.

7.3.2 The journey times reported in both the AM peak and PM peak reflect the trend reported for queues, with the more notable increases reported for the Downhill Lane arm.

7.3.3 It is important to note that this junction has seen a significant upgrade by National Highways, with the design informed by traffic growth forecasts and capacity designed into the junction to accommodate these expected flows.

A19 / Downhill Lane - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	20	48	43	79
A184 East	22	56	61	151
Washington Road	38	71	78	97
A19 South	22	46	55	71
A1290 West	15	48	54	64
TOTAL	117	269	291	462

A19 / Downhill Lane - PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	15	50	47	67
A184 East	19	67	44	144
Washington Road	54	85	97	118
A19 South	19	37	42	59
A1290 West	37	101	71	141
TOTAL	143	340	301	529

A19 / Downhill Lane Junction - AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	24	25	46	49
A184 East	60	96	122	284
Washington Road	57	57	85	79
A19 South	28	27	45	47
A1290 West	24	23	41	40
TOTAL	192	228	339	499

A19 / Downhill Lane Junction - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	24	23	46	39
A184 East	57	84	111	205
Washington Road	58	58	81	82
A19 South	26	25	41	41
A1290 West	25	25	43	45
TOTAL	189	216	322	412

7.4 A184 White Mare Pool

7.4.1 There is a notable increase from the base scenario in average and maximum queue lengths and this is also reflected in the journey time results. It should however be noted that via transport modelling undertaken to support the emerging South Tyneside Local Plan (2023 – 2040), major improvements have been identified as being required for the A194(M) / A184 / White Mare Pool junction. This is reflected within the South Tynesdie Local Plan Infrastructure Delivery Plan (2025).

White Mare Pool - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A194 North	92	297	298	668
A184 East	62	155	142	253
A194 South	127	483	427	1073
A184 West	82	262	177	328
TOTAL	363	1197	1043	2321

White Mare Pool - PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A194 North	100	341	317	686
A184 East	63	125	116	186
A194 South	152	670	368	1064
A184 West	92	255	158	328
TOTAL	407	1390	958	2263

White Mare Pool - AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A194 North	56	110	43	45
A184 East	39	73	181	315
A194 South	87	318	0	0
A184 West	65	191	0	0
TOTAL	247	692	224	360

White Mare Pool - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A194 North	55	179	110	276
A184 East	37	41	71	84
A194 South	101	430	162	573
A184 West	47	134	102	246
TOTAL	240	782	445	1179

7.5 A19 / A1231 Wessington Way

7.5.1 Increase in average and maximum queue lengths are reported across the junction. Even though there is a notable increase from the base, this will not impact junctions in proximity to the A19 / A1231 Wessington Way on the local highway network.

7.5.2 The average and maximum journey times exhibit the same behaviour, showing an increase from the base scenario in both peak periods. Overall, the model showed that the increases in queue length and journey time will not cause a significant impact on the A19, and specifically the performance of the Wessington Way / Ferryboat Lane junction.

7.5.3 It should be noted that the Sunderland Strategic Transport Corridor 4 (SSTC4) has identified a major road network scheme to increase capacity at this junction to link to the east and the Ferryboat Lane junction. Non-Motorised User upgrades also form part of the proposals.

A19 / A1231 Wessington Way - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	59	102	126	211
A1231 East	52	80	106	136
A19 South	35	58	52	72
A1231 West	133	492	581	1049
TOTAL	279	731	866	1467

A19 / A1231 Wessington Way - PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	51	84	83	107
A1231 East	261	307	417	430
A19 South	38	61	55	79
A1231 West	225	826	542	1026
TOTAL	575	1278	1098	1642

A19 / A1231 Wessington Way - AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	42	51	172	219
A1231 East	29	30	9	14
A19 South	23	21	245	333
A1231 West	83	207	0	0
TOTAL	178	309	427	566

A19 / A1231 Wessington Way - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A19 North	47	55	119	145
A1231 East	199	207	275	307
A19 South	22	22	47	40
A1231 West	104	247	197	380
TOTAL	372	532	638	872

7.6 A1231 / Nissan Way / Pattinson Road

7.6.1 The operational assessments for this junction are presented below and show that the A1231 experiences the greatest level of change although overall, the junction continues to operate within capacity and in a generally satisfactory manner.

A1231 / Nissan Way / Pattinson Road - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	22	53	50	73
A1231 East	28	60	48	68
Pattinson Way South	19	57	38	66
A1231 West	44	125	113	227
TOTAL	113	296	248	435

A1231 / Nissan Way / Pattinson Road - PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	93	179	337	325
A1231 East	27	61	66	84
Pattinson Way South	31	75	61	91
A1231 West	36	77	80	134
TOTAL	186	393	544	634

A1231 / Nissan Way / Pattinson Road- AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	63	63	22	21
A1231 East	32	33	33	44
Pattinson Way South	23	26	0	0
A1231 West	29	30	0	0
TOTAL	148	152	54	65

A1231 / Nissan Way / Pattinson Road - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	63	63	201	179
A1231 East	32	33	58	64
Pattinson Way South	23	26	51	59
A1231 West	29	30	112	93
TOTAL	148	152	422	395

7.7 A1231 / Barmston Way / Spire Road

7.7.1 The average and maximum queue lengths present nominal increases from the base scenario and does not impact the junctions in proximity to the A1231 / Barmston Way / Spire Road junction on the local highway network. The junction continues to operate within capacity and in a generally satisfactory manner.

A1231 / Barmston Way / Spire Road - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Barmston Way North	0	0	0	0
A1231 East	40	80	88	139
Spire Way South	0	0	0	0
A1231 West	24	37	46	81
TOTAL	64	117	133	220

A1231 / Barmston Way / Spire Road - PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Barmston Way North	12	9	16	9
A1231 East	60	93	159	172
Spire Way South		8	0	8
A1231 West	9	39	28	71
TOTAL	80	149	203	260

A1231 / Barmston Way / Spire Road- AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Barmston Way North	8	8	12	11
A1231 East	47	67	172	219
Spire Way South	8	8	9	14
A1231 West	16	19	51	87
TOTAL	79	102	245	333

A1231 / Barmston Way / Spire Road - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Barmston Way North	8	8	12	11
A1231 East	47	67	172	219
Spire Way South	8	8	9	14
A1231 West	16	19	51	87
TOTAL	79	102	245	333

7.8 A1231 / A195

7.8.1 The average and maximum queue lengths present modest changes from the base scenario, although the A1231 West sees a more notable increase and this is also reflected in the respective journey time results.

7.8.2 Overall, the operation of the junction will not be severely affected in 2042 and will continue to operate in a generally satisfactory manner during peak periods.

A1231 / A195 - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	15	31	124	251
A1231 East	22	50	50	79
A195 South	31	81	48	176
A1231 West	48	113	75	322
TOTAL	115	276	297	828

A1231 / A195 - PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	30	61	71	104
A1231 East	37	93	72	180
A195 South	48	140	118	237
A1231 West	54	118	136	148
TOTAL	168	412	397	669

A1231 / A195- AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	34	35	50	48
A1231 East	14	15	39	48
A195 South	25	29	59	74
A1231 West	36	61	125	248
TOTAL	110	141	273	419

A1231 / A195 - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	37	39	62	63
A1231 East	21	28	81	89
A195 South	34	60	109	169
A1231 West	34	51	135	195
TOTAL	126	178	387	516

7.9 A1231 / Windlass Lane / Galleries

7.9.1 The average and maximum queue lengths present only minor changes from the base scenario in both peak periods. Overall, the changes in queue lengths at the junction are negligible and the junction is still able to perform within its operating capacity.

A1231 / Windlass Lane / Galleries - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Windlass Lane North	10	25	27	34
A1231 East	15	29	36	43
Dene Court South	12	20	27	35
A1231 West	12	30	27	37
TOTAL	48	105	117	150

A1231 / Windlass Lane / Galleries - PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Windlass Lane North	17	38	38	46
A1231 East	33	62	76	99
Dene Court South	24	42	52	70
A1231 West	37	71	56	76
TOTAL	111	213	222	290

A1231 / Windlass Lane / Galleries AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Windlass Lane North	21	21	35	34
A1231 East	14	14	37	34
Dene Court South	13	13	22	21
A1231 West	14	16	33	44
TOTAL	62	64	126	132

A1231 / Windlass Lane / Galleries - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Windlass Lane North	24	24	42	46
A1231 East	21	22	72	57
Dene Court South	13	13	25	25
A1231 West	31	36	117	136
TOTAL	89	96	256	264

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7.10 A194 / Follingsby Lane

7.10.1 This junction reports signs of operational constraint, with notable queues forming on its approaches in the peak periods, with this impacting journey times. It is important to note however that the model shows that longer queue lengths are typically occurring in short periods of approximately 15-minutes at peak times before disbursing to more acceptable levels.

7.10.2 It is also important to note that only a very small proportion of the IAMP related traffic is forecast to pass through this junction and as such, the observed differences in operations will likely be the result of other background traffic growth.

A194(M) / Follingsby Lane - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A194 (M) Northeast	40	129	124	251
Follingsby Lane East	28	57	50	79
Northumberland Way South	27	79	48	176
A194 (M) Southwest	32	139	75	322
New Road North	37	152	120	379
TOTAL	164	557	416	1207

A194(M) / Follingsby Lane- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A194 (M) Northeast	42	126	103	227
Follingsby Lane East	29	73	48	116
Northumberland Way South	27	86	57	161
A194 (M) Southwest	31	180	81	350
New Road North	30	206	72	393
TOTAL	159	671	362	1248

A194(M) / Follingsby Lane AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A194 (M) Northeast	28	58	78	181
Follingsby Lane East	37	40	71	74
Northumberland Way South	51	59	88	123
A194 (M) Southwest	27	71	83	215
New Road North	31	76	77	270
TOTAL	174	304	397	862

A194(M) / Follingsby Lane - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A194 (M) Northeast	26	40	66	120
Follingsby Lane East	38	44	85	112
Northumberland Way South	49	57	86	128
A194 (M) Southwest	29	166	96	528
New Road North	29	245	68	780
TOTAL	171	551	402	1667

7.11 A195 / Stephenson Road / Stone Cellar Road

7.11.1 The average and maximum queue lengths in the AM peak show manageable increases along with journey times through the junction. In the PM peak more notable increases are reported although the length of queues do not extend back to the next junction or interfere with any other part of the network. Queues are also seen within the model to occur and disburse over a short period of time.

A195 / Stephenson Road / Stone Cellar Road - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	11	35	27	73
Stephenson Road East	6	22	10	34
A195 South	19	46	36	79
Stone Cellar Road West	13	42	30	68
TOTAL	49	145	103	254

A195 / Stephenson Road / Stone Cellar Road- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	26	90	82	196
Stephenson Road East	13	42	32	51
A195 South	33	146	63	390
Stone Cellar Road West	14	41	45	48
TOTAL	87	320	221	685

A195 / Stephenson Road / Stone Cellar Road AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	40	42	55	61
Stephenson Road East	22	24	45	60
A195 South	35	36	52	62
Stone Cellar Road West	41	42	77	89
TOTAL	137	144	229	273

A195 / Stephenson Road / Stone Cellar Road - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	43	46	79	98
Stephenson Road East	27	33	80	120
A195 South	38	64	76	240
Stone Cellar Road West	43	44	90	105
TOTAL	151	188	326	562

7.12 A195 / Rutherford Road / Inkerman Road

7.12.1 The average and maximum queue lengths in the AM peak show manageable increases along with journey times through the junction. In the PM peak more notable increases are reported although the length of queues does not extend back to the next junction or interfere with any other part of the network. Queues are also seen within the model to occur and disburse over a short period of time.

A195 / Rutherford Road / Inkerman Road - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	31	78	76	149
Rutherford Road East	12	41	36	70
A195 South	18	50	39	86
InkermanRoad West	13	35	33	55
TOTAL	74	204	182	359

A195 / Rutherford Road / Inkerman Road- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	42	86	76	193
Rutherford Road East	28	89	60	164
A195 South	31	157	101	309
InkermanRoad West	13	38	29	43
TOTAL	114	369	266	708

A195 / Rutherford Road / Inkerman Road AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	40	44	79	105
Rutherford Road East	23	25	59	77
A195 South	32	34	61	77
InkermanRoad West	25	27	61	68
TOTAL	120	130	260	327

A195 / Rutherford Road / Inkerman Road - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	42	47	86	113
Rutherford Road East	28	40	93	152
A195 South	35	54	83	182
InkermanRoad West	28	31	81	93
TOTAL	133	172	344	540

7.13 A195 / A1290 / Glover Road

7.13.1 The average and maximum queue lengths show manageable increases along with journey times through the junction. Overall, the junction continues to perform in a satisfactory manner and increases in journey time will not cause a significant impact on the A1290 or Glover Road, and junctions within the locality will not be compromised as a result.

A195 / A1290 / Glover Road - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	14	33	34	54
Glover Road East	13	33	29	53
A195 South	15	41	38	59
A1290 West	10	36	22	51
TOTAL	53	142	123	217

A195 / A1290 / Glover Road- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	26	61	56	116
Glover Road East	30	67	100	128
A195 South	24	56	56	98
A1290 West	21	58	50	74
TOTAL	102	242	262	416

A195 / A1290 / Glover Road AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	32	32	41	47
Glover Road East	9	9	23	23
A195 South	25	25	39	38
A1290 West	34	34	48	50
TOTAL	100	100	150	158

A195 / A1290 / Glover Road - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A195 North	33	35	48	57
Glover Road East	14	17	57	53
A195 South	27	28	44	56
A1290 West	34	35	58	65
TOTAL	108	115	206	230

7.14 Glover Road / Silverstone Road / Tower Road

7.14.1 The average and maximum queue lengths show manageable increases along with journey times through the junction. The most noticeable difference is in the maximum queue length on Tower Road South in the in the PM peak, which reports an increase of approximately 61m (equivalent to almost 11 cars).

7.14.2 Overall, the junction continues to perform in a satisfactory manner and increases in journey time will not cause a significant impact on the junctions or others in the locality.

Glover Road / Silverstone Road / Tower Road - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Silverstone Road North	6	20	12	30
Glover Road East	5	15	6	23
Tower Road South	7	16	11	26
Glover Road West	6	12	6	12
TOTAL	24	62	35	91

Glover Road / Silverstone Road / Tower Road- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Silverstone Road North	10	23	27	39
Glover Road East	8	26	19	62
Tower Road South	16	35	41	102
Glover Road West	7	15	12	25
TOTAL	42	100	101	228

Glover Road / Silverstone Road / Tower Road AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Silverstone Road North	39	39	64	65
Glover Road East	12	12	16	15
Tower Road South	18	18	33	35
Glover Road West	7	7	10	11
TOTAL	75	76	123	127

Glover Road / Silverstone Road / Tower Road - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Silverstone Road North	40	41	65	65
Glover Road East	12	13	18	26
Tower Road South	22	32	75	141
Glover Road West	7	7	12	12
TOTAL	81	93	170	243

7.15 Spire Road / Glover Road

7.15.1 The average and maximum queue lengths show manageable increases along with journey times through the junction. Overall, the are the junction continues to perform in a satisfactory manner and increases in journey time will not cause a significant impact and also, the access into Washington Fire station is not compromised.

Spire Road / Glover Road - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	5	11	10	18
East Arm (Fire Station)	0	0	0	0
Spire Road South	9	33	22	39
A1290 Glover Road West	12	47	37	58
TOTAL	26	91	69	114

Spire Road / Glover Road- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	12	34	34	42
East Arm (Fire Station)	0	0	0	0
Spire Road South	13	41	32	57
A1290 Glover Road West	17	53	45	61
TOTAL	41	128	111	160

Spire Road / Glover Road AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	9	9	16	18
East Arm (Fire Station)	6	6	8	9
Spire Road South	45	45	61	61
A1290 Glover Road West	28	28	39	46
TOTAL	88	89	124	134

Spire Road / Glover Road - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	11	11	22	27
East Arm (Fire Station)	8	9	13	15
Spire Road South	46	46	57	60
A1290 Glover Road West	28	28	43	47
TOTAL	92	94	134	149

7.16 A1290 / Glover Road / Sulgrave Road

7.16.1 The average and maximum queue lengths show manageable increases along with journey times through the junction.

7.16.2 average and maximum journey time shows nominal increases in both peak periods, which is likely to produce no changes in junction impact or performance. Overall, the increases in queue length and journey time will not cause a significant impact on Sulgrave Road or Glover Road.

A1290 / Glover Road / Sulgrave Road - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 East	9	48	24	62
A1290 Glover Road South	13	57	35	69
Sulgrave Road North	15	38	54	58
TOTAL	38	143	113	189

A1290 / Glover Road / Sulgrave Road- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 East	31	70	72	103
A1290 Glover Road South	18	75	44	99
Sulgrave Road North	14	50	39	61
TOTAL	63	195	155	263

A1290 / Glover Road / Sulgrave Road AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 East	12	13	25	27
A1290 Glover Road South	11	11	26	27
Sulgrave Road North	6	7	21	30
TOTAL	28	31	71	83

A1290 / Glover Road / Sulgrave Road - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 East	14	15	36	34
A1290 Glover Road South	11	14	27	45
Sulgrave Road North	5	6	18	28
TOTAL	31	35	81	107

7.17 A1290 / Cherry Blossom Way

7.17.1 Within the AM peak period, the average and maximum queue lengths show nominal increases in total queue length, although the A1290 East experiences increase of approximately 70m (12 cars). Overall, the changes in queue lengths do not impact network performance and the surrounding area will not be impacted.

7.17.2 The average and maximum journey time shows moderate increases in both peak periods, which is likely to produce no changes in junction impact or performance. Overall, the increases in queue length and journey time will not cause a significant impact on A1290 / Cherry Blossom Way.

A1290 / Cherry Blossom Way - AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 East	29	114	54	140
Cherry Blossom Way South	27	49	51	61
A1290 West	39	85	80	131
TOTAL	95	249	185	332

A1290 / Cherry Blossom Way- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 East	45	117	79	148
Cherry Blossom Way South	36	91	60	129
A1290 West	32	93	67	102
TOTAL	112	302	206	379

A1290 / Cherry Blossom Way AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 East	49	56	70	89
Cherry Blossom Way South	51	51	76	77
A1290 West	70	72	94	115
TOTAL	171	180	240	282

A1290 / Cherry Blossom Way - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 East	52	55	79	95
Cherry Blossom Way South	52	56	79	93
A1290 West	71	73	99	117
TOTAL	174	185	257	305

7.18 Nissan Way / Cherry Blossom Way

7.18.1 The average queue lengths present relatively moderate changes from the base scenario in both peak periods. Within the PM peak period, there is a more notable increase in maximum queue length on the Nissan Way North arm, although overall, the changes in queue lengths at the junction do not result in the ability of the junction to perform within its operating capacity, with access into Nissan not impacted.

Nissan Way / Cherry Blossom Way- AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	8	17	25	29
Nissan Way South	45	77	103	105
Cherry Blossom Way West	33	57	55	65
TOTAL	86	151	183	200

Nissan Way / Cherry Blossom Way- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	35	82	170	302
Nissan Way South	35	75	96	101
Cherry Blossom Way West	61	97	88	108
TOTAL	132	254	354	511

Nissan Way / Cherry Blossom Way AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	51	52	77	76
Nissan Way South	18	18	52	52
Cherry Blossom Way West	68	70	101	101
TOTAL	138	139	229	230

Nissan Way / Cherry Blossom Way - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	58	69	112	124
Nissan Way South	16	17	50	51
Cherry Blossom Way West	70	72	123	136
TOTAL	145	158	285	311

7.19 Nissan Way / Infiniti Way

7.19.1 The average and maximum queue lengths show manageable increases. The average and maximum journey time shows nominal increases in both peak periods, although Nissan Way South shows are more pronounced increase (of 77 seconds). Overall, there is likely to be no changes in junction impact or performance.

Nissan Way / Infinity Drive- AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	19	41	41	52
Nissan Way South	66	111	111	132
Infinity Drive West	16	43	41	71
TOTAL	101	195	193	254

Nissan Way / Infinity Drive- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	44	72	94	98
Nissan Way South	45	80	72	97
Infinity Drive West	14	50	37	59
TOTAL	103	203	203	254

Nissan Way / Infinity Drive AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	23	23	70	76
Nissan Way South	47	51	82	159
Infinity Drive West	47	48	91	102
TOTAL	116	122	242	336

Nissan Way / Infinity Drive - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Nissan Way North	23	25	60	76
Nissan Way South	42	43	78	82
Infinity Drive West	47	49	93	94
TOTAL	112	117	230	252

7.20 Wessington Way / Ferryboat Lane

7.20.1 Within the AM and PM peak period, the average and maximum queue lengths show nominal increases in total queue length, with the exception of Wessington Way East in the PM Peak period. This westbound movement in the PM Peak will not be IAMP related traffic and is more likely associated with general background growth movements towards the A19 from Sunderland. Importantly, there is sufficient queue storage capacity on this approach and as such, the queue length does not extend back to the next junction or impact its performance.

Wessington Way / Ferryboat Lane- AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Ferryboat Lane North	107	137	281	288
Wessington Way East	22	41	42	53
Ferryboat Lane South	15	29	34	40
Wessington Way West	26	57	59	77
TOTAL	170	264	416	458

Wessington Way / Ferryboat Lane- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Ferryboat Lane North	131	171	287	297
Wessington Way East	64	431	174	560
Ferryboat Lane South	104	127	228	211
Wessington Way West	28	53	50	76
TOTAL	327	782	739	1145

Wessington Way / Ferryboat Lane AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Ferryboat Lane North	436	505	747	845
Wessington Way East	36	36	55	51
Ferryboat Lane South	31	38	92	103
Wessington Way West	22	22	35	35
TOTAL	525	601	928	1034

Wessington Way / Ferryboat Lane - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Ferryboat Lane North	380	433	687	684
Wessington Way East	49	136	114	298
Ferryboat Lane South	934	2773	2102	5357
Wessington Way West	22	22	36	36
TOTAL	1384	3364	2939	6375

7.21 Washington Road / Ferryboat Lane

7.21.1 Overall, whilst some of the changes in queue lengths at the junction are notable, the junction is still able to perform within its operating capacity, with access to nearby junctions within the proximity not impacted.

7.21.2 The increases in queue length and journey time will not cause a material impact on Wessington Way or Ferryboat Lane. There are no junctions within the immediate proximity of the Wessington Way / Ferryboat Lane junction, so therefore no junctions on the surrounding highway network will be compromised.

Washington Road / Ferryboat Lane- AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Washington Road East	89	139	129	154
Ferryboat Lane South	63	92	94	112
Washington Road West	21	44	44	60
TOTAL	172	274	268	325

Washington Road / Ferryboat Lane- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
Washington Road East	110	165	150	180
Ferryboat Lane South	91	162	117	186
Washington Road West	45	71	88	101
TOTAL	246	398	354	466

Washington Road / Ferryboat Lane AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Washington Road East	47	48	87	88
Ferryboat Lane South	54	56	107	114
Washington Road West	63	63	113	106
TOTAL	164	166	307	308

Washington Road / Ferryboat Lane - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
Washington Road East	49	50	87	89
Ferryboat Lane South	51	59	90	135
Washington Road West	69	76	129	124
TOTAL	169	185	306	348

7.22 A184 / Downhill Lane

7.22.1 Within the AM and PM peak period, the average and maximum queue lengths show notable increase in total queue length from the base scenario.

7.22.2 Overall, whilst some of the changes in queue lengths at the junction are notable, the junction is still able to perform within its operating capacity, with access to nearby junctions within the proximity not impacted.

A184 / Downhill Lane- AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A184 East	0	49	0	66
Downhill Lane South	10	32	23	38
A184 West	3	5	4	5
TOTAL	13	85	27	110

A184 / Downhill Lane- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A184 East	49	162	66	174
Downhill Lane South	20	67	43	88
A184 West	11	16	22	32
TOTAL	79	244	131	295

A184 / Downhill Lane AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A184 East	17	18	25	38
Downhill Lane South	76	81	147	167
A184 West	36	36	66	53
TOTAL	129	135	238	258

A184 / Downhill Lane - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A184 East	22	25	107	125
Downhill Lane South	97	128	222	272
A184 West	36	36	60	80
TOTAL	155	190	389	477

7.23 IAMP Southwest Access

7.23.1 Whilst the baseline results for this junction are reported, they do not provide a suitable baseline for comparison purposes due to the full development potential not yet being realised on site. The results for future operations do not give rise to any capacity constraint issues.

7.23.2 This new junction currently operates as a priority junction but will become signal controlled as part of the A1290 upgrade works. The junction has been designed to accommodate the forecast traffic demand.

IAMP Southwest access- AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	0	14	0	26
A1290 South	0	29	0	49
IAMP Access	3	0	3	0
TOTAL	3	44	3	75

IAMP Southwest access- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	0	52	0	113
A1290 South	0	64	0	103
IAMP Access	5	0	8	0
TOTAL	5	116	8	215

IAMP Southwest access AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	19	17	30	63
A1290 South	45	53	51	99
IAMP Access	53	82	63	121
TOTAL	118	151	143	283

IAMP Southwest access - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	19	21	26	75
A1290 South	45	67	50	155
IAMP Access	53	88	70	137
TOTAL	118	176	146	368

7.24 Nissan Access

7.24.1 The average and maximum journey times show nominal increases in both the AM and PM peak periods, which is likely to produce no changes in junction impact or performance. This is likely attributed to minimal use of this junction by IAMP related traffic, with preference to using International Drive as part of their routing strategy to gain access to the A19 to the east or Washington-bound to the west.

7.24.2 It is also noted here that future aspirations remain for a new road to directly link into the Nissan car park and lead northwards through the Southern Employment Area and connect to the A1290. Such an arrangement would significantly contribute to an improved performance of the existing Nissan access junction.

Nissan access- AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	30	0	54	0
Nissan Access	18	0	36	0
A1290 South	21	58	75	112
TOTAL	69	58	164	112

Nissan access- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	29	0	44	0
Nissan Access	40	15	93	18
A1290 South	20	49	50	81
TOTAL	88	64	188	99

Nissan access AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	51	50	74	109
Nissan Access	26	49	54	111
A1290 South	25	24	68	84
TOTAL	101	124	196	303

Nissan access - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	55	65	87	153
Nissan Access	25	35	57	87
A1290 South	24	21	59	73
TOTAL	104	121	203	313

7.25 IAMP Northeast Access

7.25.1 Whilst the baseline results for this junction are reported, they do not provide a suitable baseline for comparison purposes due to the full development potential not yet being realised on site. The results for future operations do not give rise to any capacity constraint issues.

7.25.2 This new junction currently operates as a priority junction but will become signal controlled as part of the A1290 upgrade works. The junction has been designed to accommodate the forecast traffic demand.

IAMP Northeast Access- AM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	13	90	37	181
A1290 South	0	111	0	129
IAMP Access	0	0	0	0
TOTAL	13	201	37	310

IAMP Northeast Access- PM Queues

Arm	Average Queue Length (m)		Maximum Queue Length (m)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	5	71	7	130
A1290 South	0	246	0	429
IAMP Access	8	0	26	0
TOTAL	12	317	33	559

IAMP Northeast Access AM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	26	38	44	93
A1290 South	38	86	43	188
IAMP Access	16	34	22	64
TOTAL	80	158	108	346

IAMP Northeast Access - PM Journey Times

Arm	Average Approach Journey Time (sec)		Maximum Approach Journey Time (sec)	
	2023 Base	2042 Future	2023 Base	2042 Future
A1290 North	25	44	50	98
A1290 South	39	128	48	273
IAMP Access	18	52	34	95
TOTAL	83	224	131	465

7.26 Summary

7.26.1 It is reminded again that the road network performance results reported in the section are based on robust assumptions, several of which are known to provide an over-estimation of traffic generation and are not reflective of the trip-making characteristics being experienced on site by current occupiers within the IAMP.

8. SUMMARY & CONCLUSION

8.1 Summary

8.1.1 This Transport Position Statement has been produced by SYSTRA for Sunderland City Council and South Tyneside Council (STC)in relation to the proposed new IAMP AAP. The purpose of this report is to present a committed future forecast of transport operations if the full build-out potential of the IAMP AAP is realised through the implementation of all currently consented planning applications, which cover all proposed site allocations with the exception of the Hub.

8.1.2 An accessibility audit has been undertaken, including a review of the local highway network, sustainable transport accessibility by public transport, walking and cycling. The IAMP AAP area demonstrates it has good sustainable travel credentials on offer for all occupiers. A review of the most recent 5-year collision data has been undertaken and concludes that there is unlikely to be a detrimental effect on road safety.

8.1.3 From the accessibility audit, a number of further measures have been identified that would enhance sustainable travel within the surrounding area. It is suggested that opportunities for these measures to come forward should be considered at an appropriate time, alongside other proposed developments as they come forward – such as a Washington Metro station. It is not considered necessary or appropriate for these to be included in the IAMP AAP Infrastructure Delivery Plan.

8.1.4 The trip generation and distribution methodology has been set out and follows the same approach as agreed previously for all other recent planning applications associated with the IAMP. Traffic growth within the Plan period has been applied through a combination of identified committed developments, Local Plan sites and TEMPro factors.

8.1.5 The traffic modelling has been undertaken using the updated IAMP Paramics Discovery model which has been calibrated and validated against 2022 and 2023 traffic data.

8.1.6 The operational assessment of the surrounding road network concludes that at the end of the Plan period in 2042, whilst areas of the network present signs of congestion in the peak periods, these disperse within a relatively short period of time.

8.2 Conclusion

8.2.1 Highway improvements were identified within the original AAP to support the delivery of the IAMP based upon the original assumed scale and quantum of principal and supporting employment uses. These modelling results demonstrate that the road network in the immediate area is forecast to continue operating within capacity and that based on current forecasts, the highway mitigation already completed and committed to be delivered within the IAMP AAP plan period is sufficient to support the continued delivery of the IAMP.

APPENDIX A

REFVAL	ADDRESS	PROPOSAL	DATEAPVAL	DATEDECISN	DECSN	DTYPNUMBCO	Expr1007	WARD	MAPEAST	MAPNORTH	APPNAME	WARDNAME
18/00092/HE4	Land To The North And West Of The A1290, And North Of Nissan, Washington, Sunderland	Hybrid planning application seeking: Full planning permission for one industrial unit on Plot 3 (21,856sqm) (Gross Internal Area (GIA)) for light industrial, general industrial and storage & distribution (Class B1(c), B2 and B8), with ancillary office and	18-Jan-18	25-May-18	A	Q3	Washington North	X	434330	559551	Henry Boot Developments Ltd	Washington North
18/00194/VAR	Site Of Former High Usworth School Well Bank Road Washington	Variation of Condition 2 (plans) attached to planning approval 16/02266/FU4, to amend number of trees to be retained and provision of additional visitor parking bays.	05-Feb-18	04-May-18	A	Q1	Washington West	Z	430103	558353	Gentoo Homes	Washington West
18/00459/FUL	Unipres Uk Ltd Cherry Blossom Way Washington SR5 3NT	Erection of two extensions to the existing press and assembly shop buildings to house additional production capacity and creation of external hardstanding area with associated landscaping and fencing.	29-Mar-18	03-Apr-19	A	Q6	Washington North	X	433100	558280	Unipres (UK) Ltd	Washington North
18/00705/MAW	Timberpack Waste Recycling Centre Staithes Road Washington NE38 8NW	Relocation of pre-cast concrete wall, extension of concrete hardstanding area and installation of picking station with associated conveyors and weigh bridge.	08-Jun-18	04-Oct-18	A	CP	Washington East	W	432079	555139	Timberpack	Washington East
18/01023/FUL	Site Of Former B And Q Warehouse Armstrong Road Armstrong Industrial Estate Washington	Construction of a 14,585 sq.m (c. 157,000 sq.ft) B2 Manufacturing/B8 Logistics Warehouse, with associated earthworks, landscaping, parking and access proposals.	13-Jun-18	03-Oct-18	A	Q3	Washington West	Z	429225	557289	Buccleuch Property & Argon Properties	Washington West
18/01236/MAW	Veolia ES (UK) Ltd 1 Monument Park Washington NE38 8QU	Installation of a water tank and associated pump house/plant room, fuel tank and the change of use of existing wood bays to vehicle wash bay.	23-Jul-18	25-Sep-18	A	CP	Washington East	W	432867	555983	Veolia ES (UK) Ltd	Washington East
18/01332/VAR	Pattinson Road And Adjacent To Barmston Road Washington	Variation of condition 2 of planning permission ref. 17/00161/VAR to facilitate minor amendment comprising substitution of house types and revised layout (Area G)	01-Aug-18	14-Dec-18	A	Q1	Washington East	W	432123	555803	Barratt Homes North East	Washington East
18/01869/FUL	Land Adjacent Three Horse Shoes Washington Road Usworth Sunderland SR5 3HZ	Construction of a new 3 storey 36 Bed Hotel with associated landscaping, car parking and other associated works.	10-Apr-19	30-Oct-19	A	Q4	Washington North	X	433997	558876	All Saints Construction	Washington North
18/01938/MAW	Veolia ES (UK) Ltd 1 Monument Park Washington NE38 8QU	Installation of a water tank and associated pump house/plant room, fuel tank and the change of use of existing wood bays to vehicle wash bay. (Resubmission)	31-Oct-18	28-Nov-18	A	CP	Washington East	W	432867	555983	Veolia ES (UK) Ltd	Washington East
18/01976/MAW	Veolia ES (UK) Ltd 1 Monument Park Washington NE38 8QU	Installation of external flood lighting columns.	07-Dec-18	06-Mar-19	A	CP	Washington East	W	432867	555983	Veolia ES (UK) Ltd	Washington East
18/02055/FUL	Unipres Uk Ltd Cherry Blossom Way Washington SR5 3NT	Installation of an array of solar panels to the roof of the existing building	12-Dec-18	05-Mar-19	A	Q6	Washington North	X	433100	558280	Regenerco Limited	Washington North
18/02226/FUL	Unit 1 Spire Road Glover Washington NE37 3ES	Extension to existing building to provide additional education accommodation (class D1), including external works to reconfigure vehicular parking.	10-Apr-19	04-Oct-19	A	Q6	Washington North	X	432036	557125	L Snaith - NAC Group	Washington North
19/00245/REM	A1290, And North Of Nissan, Washington, Sunderland	Reserved matters approval for the access, layout, scale, appearance and landscaping of the development for Plot 4 of hybrid planning application 18/00092/HE4.	19-Feb-19	08-May-19	A	Q3	Washington North	X	434330	559551	Mr Craig Muldoon	Washington North
19/00280/REM	Land To The North And West Of The A1290, And North Of Nissan, Washington, Sunderland	Reserved matters approval for the access, layout, scale, appearance and landscaping of the development for Plots 5 and 6 of hybrid planning application 18/00092/HE4.	18-Feb-19	01-Apr-19	A	Q3	Washington North	X	434330	559551	Henry Boot Developments Ltd	Washington North
19/01062/FUL	Land At Turbine Business Park Turbine Way Sunderland	Construction of 4no. two storey buildings (Use Class B2/B8) including access onto Turbine Way, parking and turning space and landscaping	16-Oct-19	07-Jun-21	A	Q3	Washington North	X	433319	557076	Barmston Developments	Washington North
19/01252/FUL	Land At Albany Park Spout Lane Washington NE37 2BZ	Construction of 76 dwellings, provision of open space and associated infrastructure. (Amended description, updated plans reports)	31-Jul-19	18-Nov-20	A	Q1	Washington North	X	430682	557346	Mr Steve Jackson	Washington North

19/01280/FU4	Land To The North Of Mount Lane Springwell Gateshead	New service reservoir with underground water mains connections to the Carr Hill water main and Derwent Main, an underground overflow connection to the combined sewer network, a new access road from Mount Lane, a single storey kiosk building with associate	25-Sep-19	25-Sep-20	A	Q6	Washington West	Z	428410	558111	Northumbrian Water Ltd	Washington West
19/01350/MAW	Veolia ES (UK) Ltd 1 Monument Park Washington NE38 8QU	Erection of a welfare cabin	12-Aug-19	30-Oct-19	A	CP	Washington East	W	432867	555983	Veolia ES (UK) Ltd	Washington East
19/01484/FU4	Land At Former Ayton School Goldcrest Road Ayton Washington NE38 0DL	Construction of 56 dwelling houses and associated infrastructure	12-Sep-19	18-Dec-19	A	Q1	Washington South	Y	428871	555174	Galliford Try Partnerships	Washington South
19/01564/VA3	Northern Area Playing Fields Stephenson Road Stephenson Washington	Variation of condition no2 (Approved Plans) of planning approval 17/02425/LP3- to make minor amendments, comprising alterations to approved drainage, pitch location, boundary treatment, landscaping and gas tank.	01-Oct-19	17-Jan-20	A	Q6	Washington North	X	430907	559284	Sunderland City Council	Washington North
19/01583/MAV	1 Monument Park Washington NE38 8QU	Variation of conditions 4 (operating hours) and 5 (delivery times) of planning approval 12/02218/FUL (as amended by planning permission refs. 13/02411/MAW and 13/03158/MAW) to allow operation of the recycling facility on bank holidays for reasons outlined	08-Nov-19	06-Feb-20	A	CP	Washington East	W	432867	555983	J & B Recycling	Washington East
19/01908/MAW	Northumbrian Water Ltd Washington Treatment Works Pattinson Road Pattinson Industrial Estate Washington	Demolition of existing building and structure and erection of operational building, quarantined waste bay, location for containers and skips, installation of lighting columns, palisade fencing, gates and associated means of access.	07-Nov-19	01-Apr-20	A	CP	Washington East	W	432709	555823	Northumbrian Water Limited	Washington East
19/02161/VAR	Land Adjacent Three Horse Shoes Washington Road Usworth Sunderland SR5 3HZ	Variation of condition 2 (approved plans) attached to planning permission 18/01869/FUL to relocate Hotel further South East, realignment of car park, reduction of open space, removal of additional trees and relocation of plant and bin store located extern	23-Dec-19	23-Mar-20	A	Q4	Washington North	X	433997	558876	All Saints Construction	Washington North
20/00556/OU4	IAMP One Phase Two Washington Road Usworth Sunderland	Erection of industrial units (up to 98,937.2sqm) (Gross Internal Area) for light industrial, general industrial and storage & distribution uses (Class B1(c), B2 and B8) with ancillary office and research & development floorspace (Class B1(a) and B1(b) wi	27-Mar-20	15-Jun-20	A	Q3	Washington North	X	434330	559551	HBD	Washington North
20/00795/MAW	Northumbrian Water Ltd Washington Treatment Works Pattinson Road Pattinson Industrial Estate Washington	Installation of kiosks associated with sewage treatment works.	24-Jun-20	18-Nov-20	A	CP	Washington East	W	432709	555823	Northumbrian Water Limited	Washington East
20/00839/FU4	Northern Area Playing Fields Stephenson Road Stephenson Washington	Application for improvements to football pitch with associated infrastructure including flood lighting columns, dugouts, covered spectation stands, turnstile and fencing.	09-Jun-20	30-Oct-20	A	Q6	Washington North	X	430907	559284	Washington AFC	Washington North
20/01309/FUL	4 Turbine Way, Sunderland, SR5 3NZ	Erection of 2no. commercial units including new vehicular access and associated parking /service areas.	11-Aug-20	08-Feb-22	A	Q3	Washington North	X	433383	557043	Windsor Engineering LTD	Washington North
20/01754/FUL	Land To The North Of Mount Lane Springwell NE9 7UQ	Residential development of 75 dwellings (Use Class C3) including 15% affordable housing, vehicle access from Mount Lane, landscaping, public open space, pedestrian footpath, children's play area, surface water flood attenuation, and associated ancillary w	23-Sep-20	07-May-21	A	Q1	Washington West	Z	428410	558111	Homes By Esh And Hellens Group	Washington West
20/02278/FUL	Land At Armstrong Road Armstrong Industrial Estate Washington	Construction of logistics warehouse, with associated earthworks, landscaping, parking and access proposals.	03-Dec-20	15-Mar-21	A	Q3	Washington West	Z	429025	557100	Velocity 194 - Buccleuch Property & Argon Properties	Washington West
21/00221/FUL	Ronbar Factors Limited Unit 2 Crowther Road Crowther Washington NE38 0AA	Erection of a detached storage building to north elevation.	16-Apr-21	07-Jul-21	A	Q3	Washington South	Y	428472	555862	Ronbar Factors Ltd	Washington South
21/00259/MAV	J & B Recycling 1 Monument Park Washington NE38 8QU	Variation of conditions 3 (hours) and 4 (operating hours) relating to 19/01583/MAW - To allow site to operate on a weekend (7 days per week).	04-Feb-21	09-Jun-21	A	CP	Washington East	W	432867	555983	Mrs V Jackson-Smith	Washington East

21/00401/HE4	Land To The West Of Infiniti Drive Washington	Erection of industrial units for light industrial, general industrial and storage distribution uses with ancillary office floorspace, associated access, landscaping, parking and service yards. (As Amended)	15-Mar-21	10-Sep-21	A	Q3	Washington North	X	432189	557329	Legal And General Property Partners Ltd	Washington North
21/00580/VAR	Unit 3A The Peel Centre Glover Washington NE37 2PA	Variation of Condition 4 (Total gross internal area, Unit 3A) attached to planning application 17/01781/FUL, to include 91 sq.m of ancillary food and drink floor space.	12-Mar-21	13-May-21	A	Q4	Washington North	X	431913	557064	Peel Land And Property Investments	Washington North
21/00605/OU4	Land To The East Of Infiniti Drive Washington	Application for Outline Planning Permission with all matters reserved for the erection of industrial units for light industrial, general industrial and storage and distribution uses with ancillary office floorspace	16-Mar-21	13-May-22	A	Q3	Washington North	X	432189	557329	C/O Agent	Washington North
21/00739/FU4	Parsons Depot 13 Parsons Road Parsons Washington NE37 1EQ	Demolition of existing workshop/horticulture building to facilitate the erection of a two storey vehicle storage depot, incorporating vehicle maintenance, storage, parking and associated office. Facility to provide Electric Charging (EV) hub, via captured	31-Mar-21	07-Jul-21	A	Q3	Washington West	Z	429385	557611	Esh Construction	Washington West
21/01111/VAR	Land To The North Of Mount Lane Springwell NE9 7UQ	Variation of conditions 2 and 9 of planning permission ref. 20/01754/FUL to accommodate proposed amendment to the approved drainage scheme for the development.	11-May-21	22-Jul-21	A	Q1	Washington West	Z	428317	557798	Homes By Esh	Washington West
21/01764/HE4	Land To The North Of Washington Road And West Of International Drive Washington.	Erection of industrial unit to be used for the manufacture of batteries for vehicles with ancillary office / welfare floorspace and associated infrastructure provision, accesses, parking, drainage and landscaping.	29-Jul-21	06-Oct-21	A	Q3	Washington North	X	433467	558941	Mr Daniel Gribben	Washington North
21/02381/FUL	Nissan Motor Manufacturing (UK) Limited Washington Road Usworth Sunderland SR5 3NS	Installation and operation of a 20.0MWp Solar Farm, together with all associated works, equipment and necessary infrastructure.	13-Oct-21	01-Dec-21	A	Q6	Washington North	X	434486	558891	Engenera Renewables Limited	Washington North
21/02807/HE4	Land North / East And South Of International Drive Washington.	Hybrid planning application including demolition works, erection of industrial units (up to 168,000sqm) (Gross Internal Area) for light industrial, general industrial and storage & distribution uses (Class E(g)(iii), B2 and B8)) with ancillary office and	21-Apr-22	11-Aug-23	A	Q6	Washington North	X	433502	558986	IAMP LLP	Washington North
22/00136/FUL	Land At Turbine Way Sunderland	Construction of four detached buildings to provide 9no. units with ancillary offices for general industrial (Use Class B2), storage or distribution (Use Class B8) and light industrial (Use Class E(g)(ii)); including parking and turning space, landscaping	31-Jan-22	23-Jun-23	A	Q3	Washington North	X	432971	557403	Barmston Developments	Washington North
22/00137/FU4	Land To The North Of Stone Cellar Road Usworth Washington	Erection of 49no. dwellings with associated vehicle access and landscaping.	01-Feb-22		A	Q1	Washington West	Z	429519	558552	Taylor Wimpey And BDW Trading Ltd	Washington West
22/00204/FUL	SNOP UK Limited Rainhill Road Stephenson Washington NE37 3HP	Change of use of building (and associated curtilage) from B2 general Industrial and amenity greenspace to the north, to B8 distribution, including installation and alteration of shutters and doors, additional lighting, construction of new yard, parking ar	07-Feb-22	14-Jun-22	A	Q3	Washington North	X	431676	558384	Standard Life Investments Property Holdings Ltd	Washington North
22/00602/VAR	Land At Former Ayton School Goldcrest Road Ayton Washington NE38 0DL	Variation of conditions 2 (approved plans) and 16 (landscaping) attached to planning permission 19/01484/FU4 - amendments to earlier grant of planning permission including variation of finished floor levels and provision of retaining wall to north western	17-Mar-22	14-Jun-22	A	Q1	Washington South	Y	428871	555174	Mr Paul Hacking - Vistry Partnerships	Washington South
22/01895/FU4	Land To The East Of Infiniti Drive Washington	Creation of temporary soil storage mounds; including temporary construction accesses off Infiniti Drive	06-Oct-22	06-Apr-23	A	Q6	Washington North	X	432181	557511	Legal And General Property Partners (Industrial Fund) Ltd	Washington North
22/01898/VAR	Land To The North Of Mount Lane Springwell Gateshead	Variation of wording to Condition 9 (Drainage Verification) of approved planning application 20/01754/FUL (varied by planning permission ref. 21/01111/VAR).	22-Aug-22	26-Sep-22	A	Q1	Washington West	Z	428410	558111	Esh Homes Ltd	Washington West
22/02384/FU4	Land North Of International Drive Sunderland SR5 3FH	Erection of a 275kV substation and 66kV substation with associated infrastructure.	25-Nov-22		A	Q6	Washington North	X	433524	558968	National Grid	Washington North
22/02538/FUL	Kasai UK Ltd Factory 1 Stephenson Road Stephenson Washington NE37 3HR	Installation of photovoltaic solar panel system on main factory roof, providing up to 3540 panels in total.	22-Mar-23	04-Jul-23	A	Q6	Washington North	X	431051	558881	Kasai UK Ltd - Mrs Ashleigh Murphy	Washington North
23/00865/VAR	Land To The North Of Mount Lane Springwell Gateshead	Variation of condition 6 of planning permission ref. 20/01754/FUL (condition 5 of variation permission 22/01898/VAR) (Residential development of 75 dwellings).	12-Apr-23	26-May-23	A	Q1	Washington West	Z	428410	558111	Homes By Esh	Washington West

23/01341/FUL	Nissan Motor Manufacturing (UK) Limited Washington Road Usworth Sunderland SR5 3NS	Extension to existing vehicle manufacturing plant comprising 2 No. linked modular warehouse buildings for storage purposes, reconfiguration of existing car park, installation of fence and associated work	25-Oct-23	28-Nov-23	A	Q3	Washington North	X	434486	558891	Nissan Motor Manufacturing UK	Washington North
23/01542/VA4	1 International Drive Sunderland SR5 3FH	Variation of conditions attached to planning approval 21/01764/HE4 for the erection of industrial unit to be used for the manufacture of batteries for vehicles with ancillary office / welfare floorspace and associated infrastructure provision, accesses, p	18-Jul-23	21-Sep-23	A	Q3	Washington North	X	433524	558968	Envision AESC UK Ltd	Washington North
23/01547/FUL	Nissan Motor Manufacturing (UK) Limited Washington Road Usworth Sunderland SR5 3NS	Removal of existing tent structure, erection of new tent structure for storage purposes and fencing, and associated works.	25-Oct-23	28-Nov-23	A	Q3	Washington North	X	434486	558891	Nissan Motor Manufacturing UK Limited	Washington North
23/01555/FU4	1 International Drive Sunderland SR5 3FH	Erection of high voltage sub-station with compound, transformers and securing fencing.	18-Jul-23	19-Sep-23	A	Q6	Washington North	X	433524	558968	Envision AESC UK Ltd - Mr George Neal	Washington North
23/01773/VAR	Land To The North Of Mount Lane Springwell NE9 7UQ	Variation of Condition 2 attached to planning approval 20/01754/FUL (amended via planning permission ref. 23/00865/VAR - residential development of 75 dwellings (Use Class C3) etc.), to amend approved scheme to add metal railings to turning heads of weste	11-Aug-23	01-Nov-23	A	Q1	Washington West	Z	428410	558111	Esh Homes Ltd	Washington West

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