

11.1 BASELINE INFORMATION

11.1.1 Pedestrian Survey

TABLE 11.1.1: RESULTS OF PEDESTRIAN SURVEY

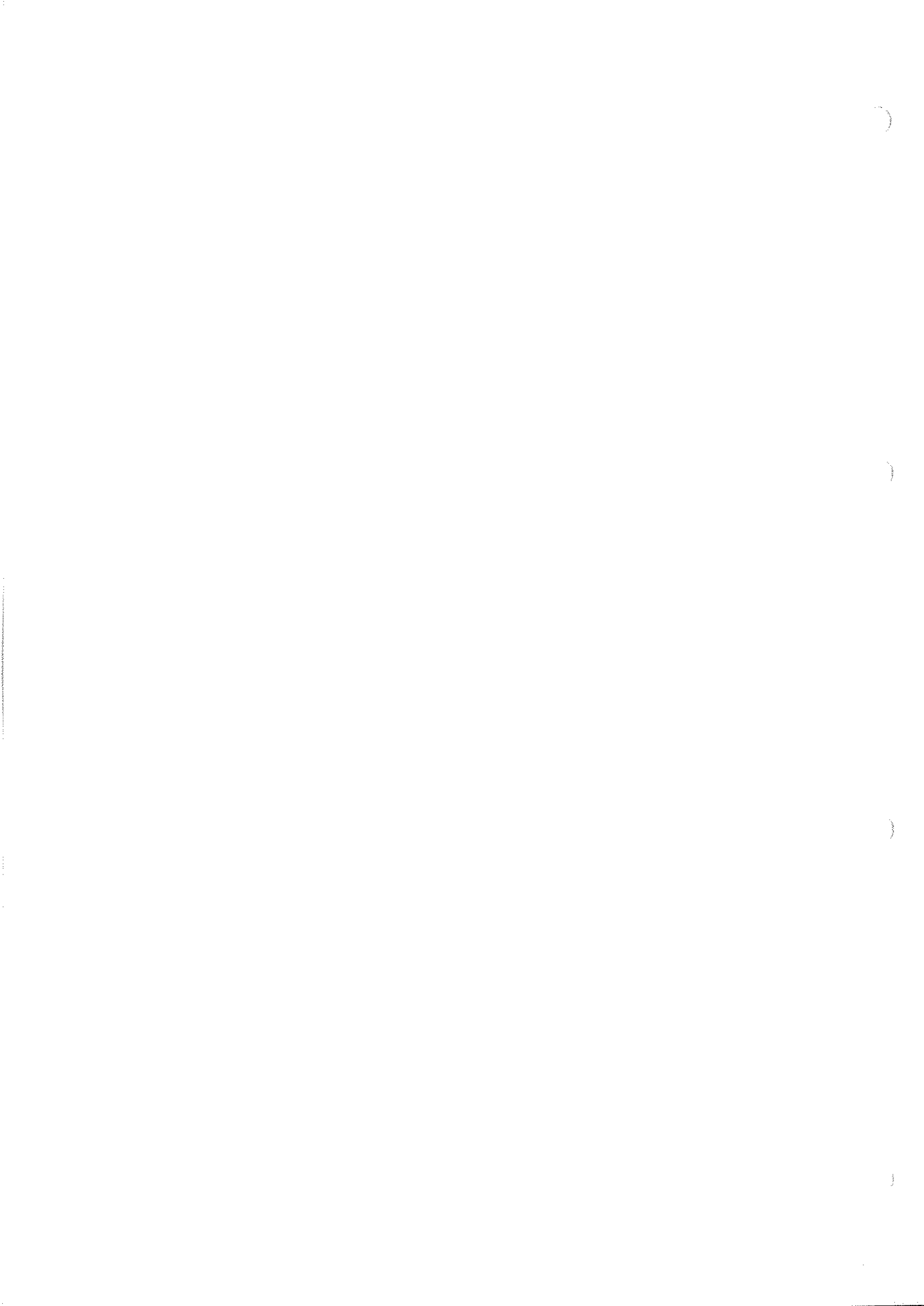
LINK NO.	Link Description	Direction	Time start	Time finish	Length (min)	Pedestrians (aged 14-65)	Cyclists	Children under 14	Elderly	Disabled	Sub-total	2-way TOTAL
1	Pedestrian footbridge	East	09:00	09:30	00:30	3	2				5	6
		West	09:00	09:30	00:30	1					1	
2	Path Parallel to A19	East	09:30	10:00	00:30						0	0
		West	09:30	10:00	00:30						0	
3	Access across Howdon Bypass from A19 footpath	East	09:30	10:00	00:30						0	0
		West	09:30	10:00	00:30						0	
4	Access between Howdon Bypass roundabout and A19 Roundabout	East	10:00	10:30	00:30						0	0
		West	10:00	10:30	00:30						0	
5	Tyne View Terrace	East	10:00	10:30	00:30	2		1			3	11
		West	10:00	10:30	00:30	4	4				8	
6	Riverside Park	East	15:00	15:30	00:30	6	1		1		8	15
		West	15:00	15:30	00:30	5	1		1		7	
7	Route to pedestrian tunnel	East	15:00	15:30	00:30	2			1		3	5
		West	15:00	15:30	00:30	2					2	
8	Chaytor Street	East	15:00	15:30	00:30		1				1	3
		West	15:00	15:30	00:30	1	1				2	
9	Pedestrian cyclist path off Ormonde Street : SCHOOL RUN	North East	15:30	15:45	00:15	2		3			5	25
		South West	15:30	15:45	00:15	5		14	1		20	
9	Pedestrian cyclist path off Ormonde Street	North East	15:45	16:00	00:15	1		3			4	5
		South West	15:45	16:00	00:15				1		1	
9	Ormonde Street: SCHOOL RUN	East	15:30	15:45	00:15	22	1	5	1		29	126

TABLE 11.1.1: RESULTS OF PEDESTRIAN SURVEY

LINK NO.	Link Description	Direction	Time start	Time finish	Length (min)	Pedestrians (aged 14-65)	Cyclists	Children under 14	Elderly	Disabled	Sub-total	2-way TOTAL
9	Ormonde Street	West	15:30	15:45	00:15	36	1	58	2		97	
		East	15:45	16:00	00:15	1		1	1		3	7
		West	15:45	16:00	00:15	3		1			4	
10	Ormonde Street leading to Saxon Way: SCHOOL RUN	North	15:30	15:45	00:15	14		27	2		43	59
		South	15:30	15:45	00:15	11		4	1		16	
10	Ormonde Street leading to Saxon Way:	North	15:45	16:00	00:15	1					1	2
		South	15:45	16:00	00:15			1			1	
11	Pedestrian access from Dean Street schools to Ferry Street: SCHOOL RUN	East	15:30	15:45	00:15	17		3	1		21	83
		West	15:30	15:45	00:15	19		42	1		62	
		East	15:45	16:00	00:15	5	1	2	1		9	13
12	Stanley Street	West	15:45	16:00	00:15	3		1			4	
		East	16:00	16:30	00:30	16	2	8			26	33
		West	16:00	16:30	00:30	6		1			7	
13	High Street	East	16:00	16:30	00:30	19	2	9	2		32	53
		West	16:00	16:30	00:30	9	6	6			21	
14	Pedestrian access behind houses	East	16:00	16:30	00:30	1	1		1		3	4
		West	16:00	16:30	00:30			1			1	
		East	16:00	16:30	00:30	5	3	6			14	35
15	Salem Street	West	16:00	16:30	00:30	6	6	8	1		21	
		North West	16:00	16:30	00:30						0	2
		South East	16:00	16:30	00:30	2					2	
17	Howard Street	East	13:30	14:00	00:30	9	2	1			12	22
		West	13:30	14:00	00:30	9			1		10	
18	Pedestrian crossing over A108	North West	13:30	14:00	00:30	10	2				12	16
		South East	13:30	14:00	00:30	4					4	
19	North/South Access	East	12:00	12:30	00:30	17	2	3	1		23	34

TABLE 11.1.1: RESULTS OF PEDESTRIAN SURVEY

LINK NO.	Link Description	Direction	Time start	Time finish	Length (min)	Pedestrians (aged 14-65)	Cyclists	Children under 14	Elderly	Disabled	Sub-total	2-way TOTAL
		West	12:00	12:30	00:30	10	1				11	



North

The frequency of pedestrians and others using the affected links on the north side of the river was low. Link 1, the footpath and cycle bridge across the A19, had six users between 9am and 9:30am. Most of the pedestrians were walking their dogs, suggesting that this is a recreational, rather than functional, path. No users were recorded on link 2, a path parallel to the A19, link 3, a cross over point from the A19 to the East Howdon housing estate, and Link 4, the access between Howdon Bypass roundabout and A19 roundabout. Tyne View Terrace, Link 5, had 11 users between 10:00 and 10:30.

South

The frequency of pedestrians and cyclists using the affected links on the south side of the river were higher as the route of the proposed scheme lies between Jarrow Town Centre and residential areas. The south side of the Tyne was surveyed between 12:00 and 16:30.

Link 6 (comprising routes through Riverside Park), Link 7 (the route to the pedestrian tunnel) and Link 8 (Chaytor Street) were all lightly used during the early afternoon period, with 15, 5 and 3 users respectively.

The links surrounding St Peters School were examined during and after the school evening run, effectively the fifteen-minute period between 15:30 and 15:45. During this time, a total of 126 users travelled along Link 9, Ormonde Street. A total of 58 of the 97 users travelling west, away from the school, were children. When the survey continued for a further 15 minutes, once the school had emptied, 7 people were observed. The road leading from the school to Saxon Way, Link 10, had 59 users during the 15 minutes after school had finished (31 of which were children), and two in the subsequent 15 minute period. Similarly Link 11, used to access Dunn Street School, was used by 83 people (45 were children) between 15:30 and 15:45. In the 15 minutes following this, 13 people used the link.

Link 12 (Stanley Street) monitored between 16:00 and 16:30, had a moderate flow of 33 pedestrians and cyclists. During the same period, Link 13 (High Street) had a reasonably high usage, comprising 53 people. This included 8 cyclists, 15 children and two elderly pedestrians. Link 14, a pedestrian access between houses, had four users in total. Link 15, Salem Street, had a moderate flow of 35 pedestrians and cyclists. Two people used the nearby footpath linking Stothard Street to Salem Street, Link 16.

Link 17, Howard Street, was monitored between 13:30 and 14:00. In total, 22 people used this link, of which 20 were pedestrians. During the same time period, 16 people used link 18, the pedestrian crossing over the A108. Finally, 34 people used the footpath alongside the A19 at link 19.

11.1.2 RETAIL

Jarrow Town Centre is the second largest retail centre in terms of commercial floorspace in South Tyneside behind South Shields (which is the 5th largest in Tyne and Wear). The Town Centre largely consists of a 1960's Arndale Centre, which was refurbished in 1992.

Following the closure / sub division of the Co-op department store and the recent closure of Presto and Netto, the anchor stores comprise Woolworths, Iceland, Kwik Save and now Morrison's. Other major retailers include Boots, Burton, Radio Rentals and Shoe Fayre.

In 1997, occupied shopping floorspace provided 4,666m² net convenience and 2,744m² net durable floorspace, totalling 7,410m². This provides 16.5% of all convenience floorspace in South Tyneside and 8.1% of all durable floorspace (STMBC 1998). This compares to 12% of the convenience and 10% of the durable trade in 1998. The reduction in durable trade is largely due to the closure of the Comet unit in the town.

In terms of actual shopping centres visited, 78% of all shopping trips made by residents of the Borough were made to centres within South Tyneside. Tables 11.1.2 and 11.1.3 present the proportion of South Tyneside residents visiting each shopping centre for convenience and durable goods both within and outside the borough. The most popular centre was South Shields, with 20% and 35% of South Tyneside residents visiting for convenience and durable goods respectively. Second came Boldon Colliery, comprising 13% of all trips, followed by Jarrow (9%). Outside the borough, the most visited shopping centres were Newcastle, Sunderland and the MetroCentre (STMBC 1998). Jarrow accounted for only 6% of all spending, comprising 12% of all spending by residents on convenience goods and 2% of all spending on durable goods (see Table 11.1.4). Consequently, the expenditure going to Jarrow Town Centre was less than its share of the Borough's floorspace.

Until the recent opening of Morrison's, Jarrow and Hebburn residents primarily shopped in the large Asda situated off the A19 at Boldon Colliery for their convenience goods, due to the absence of higher order convenience shops in their immediate vicinity. However, the Asda supermarket is known to be over-trading, with the result that it has obtained planning permission for a 10,000ft² extension. This means Boldon Colliery has the highest expenditure in the Borough for convenience goods; 25% of all convenience shopping made by South Tyneside residents was made in this ward in 1997. As this is situated to the south of the proposed New Tyne Crossing along the A19, the construction of the crossing should not have a significant effect on Jarrow residents using this supermarket.

However, the new Morrisons, located directly to the south east of the existing Arndale Centre will change shopping patterns to the effect that a substantial proportion of Asda traffic from Jarrow and Hebburn may transfer.

Table 11.1.5 illustrates the distribution of trade draw within Jarrow's catchment area. In terms of convenience spending, the highest proportion of spending came from Primrose Ward, with 54% of all inhabitants from this ward shopping in Jarrow Town Centre. This was followed by Bede (the ward within which Jarrow Town Centre is located) with 49%. Other important wards are Monkton with 47%, Hebburn South, with 32%, Fellgate and Heworth, with 28%, and Hebburn Quay, with 22%. Primrose Ward appears especially significant, as its spending is 34% above the Borough average (the other five wards spend significantly less than average).

These six wards are the only ones in the Borough which satisfy their durable goods needs by purchasing them in Jarrow, and of these, only Primrose Ward (comprising 19% of all that ward's durable goods spending) and Hebburn South spend over 10% of their total durable goods spending there.

All of these wards (with the exception of Bede, which has the Tunnel running directly through it) are located to the west of the tunnel, which is the same side as Jarrow Town Centre. It is

likely, therefore, that the construction of the tunnel would affect mainly people who live just to the east of the site, in the St Paul's residential area. Public consultations revealed that having to travel a slightly longer distance to get to the town for these residents was not perceived to be a major inconvenience.

11.1.3 Shopping Centres

% Shopping							
Centre	Convenience Goods	Durable Goods					All Goods
		Electrical	Furniture	DIY	Other	ALL	
South Shields	19.71	30.77	27.16	50.49	30.33	35.17	24.54
Boldon Colliery	15.81	7.69	1.23	3.61	7.66	6.24	12.83
Jarrow	10.81	5.49	1.23	9.51	5.41	6.16	9.36
Harton nook	8.46	2.75	-	4.59	1.95	2.59	6.63
Hebburn	4.56	2.20	1.23	1.97	1.35	1.62	3.64
Ocean Road	2.65	-	-	2.62	0.15	0.73	2.05
The Wynde	2.57	-	-	-	-	-	1.77
Dean Road	1.69	1.65	1.23	-	0.30	0.49	1.32
Newcastle Road	1.73	0.55	-	0.66	-	0.24	1.26
Whitburn	1.51	-	1.23	0.33	-	0.16	1.09
Westoe Road	1.25	-	2.47	0.66	-	0.32	0.96
Fellgate Avenue	1.36	-	-	-	-	-	0.94
Chichester	1.25	-	-	-	-	-	0.86
Horsley Hill Sq.	1.03	-	-	-	-	-	0.71
Boldon Lane	0.70	-	-	2.62	-	0.65	0.68
Highfield Road	0.96	-	-	-	-	-	0.66
Frederick Street	0.44	0.55	3.70	1.31	0.75	1.05	0.63
Stanhope Road	0.81	0.55	1.23	-	-	0.16	0.61
Edinburgh Road	0.85	-	-	-	-	-	0.58
Fielding Court	0.81	-	-	-	-	-	0.56
Whiteleas Way	0.74	-	-	-	-	-	0.51
Other Borough	7.98	2.20	1.27	3.27	1.65	2.04	5.9
TOTAL – SOUTH TYNESIDE	87.68	54.40	41.98	81.31	49.55	57.62	78.29

TABLE 11.1.3: SHOPPING CENTRES VISITED OUTSIDE BOROUGH: SOUTH TYNESIDE RESIDENTS (1997)							
% Shopping							
Centre	Convenience Goods	Durable Goods					All Goods
		Electrical	Furniture	DIY	Other	ALL	
Newcastle	2.65	11.54	9.88	1.97	19.97	13.61	6.07
Sunderland	2.06	12.64	8.64	2.62	13.36	10.29	4.63
Metrocentre	0.70	8.79	12.35	0.66	10.21	7.78	2.91
Seaburn	3.49	1.10	-	0.33	0.30	0.41	2.53
Washington	1.18	1.10	2.47	2.30	2.55	2.27	1.52
Sea Road	0.99	1.65	3.70	0.33	0.30	0.73	0.91
Team Valley	0.11	2.20	7.41	1.31	0.15	1.22	0.46
Gateshead	0.15	0.54	2.47	0.33	0.30	0.49	0.25
Other Newcastle	0.03	-	1.23	-	-	0.08	0.05
Other Sunderland	0.37	4.40	8.64	7.54	0.75	3.48	1.34
Other Gateshead	0.35	-	-	0.98	0.60	0.57	0.43
Other North Tyneside	0.19	1.64	-	-	1.35	0.97	0.43
Other Outside County	0.04	-	1.23	0.33	0.45	0.41	0.15
TOTAL OUTSIDE BOROUGH	12.32	45.60	58.02	18.69	50.45	42.38	21.71

(Source: Household Shopping Patterns in South Tyneside – 1997, STMBC, 1998).

TABLE 11.1.4: EXPENDITURE AT SHOPPING CENTRES: SOUTH TYNESIDE RESIDENTS (1997)							
% Shopping							
Centre	Convenience Goods	Durable Goods					All Goods
		Electrical	Furniture	DIY	Other	ALL	
South Shields	21.29	28.19	17.69	51.75	23.61	25.80	23.89
Boldon Colliery	24.71	1.61	0.22	3.93	4.64	2.37	11.85
Jarrow	11.53	1.51	1.47	5.06	2.36	2.17	6.14
Harton Nook	6.81	0.25	-	3.99	1.17	0.89	3.40
Hebburn	3.44	0.13	0.73	0.52	0.32	0.45	1.72
Ocean Road	2.66	-	-	2.25	0.39	0.38	1.35
Dean Road	2.19	0.70	0.88	-	0.01	0.46	1.20
The Wynde	2.16	-	-	-	-	-	0.92
Newcastle Road	1.49	1.22	-	0.16	-	0.29	0.80
Westoe Road	0.76	-	1.96	0.26	-	0.70	0.73
Frederick Street	0.13	0.10	1.46	3.49	0.27	1.01	0.64
Stanhope Road	0.49	0.76	1.22	-	-	0.59	0.55
Cambridge Avenue	-	-	-	0.16	2.47	0.81	0.47
Whitburn	0.94	-	0.20	0.01	-	0.07	0.44
Cleadon	0.51	-	-	-	0.70	0.22	0.34
Chichester	0.72	-	-	-	-	-	0.31
Hedworth Lane	0.12	1.94	-	-	-	0.43	0.30
Boldon Lane	0.25	-	-	2.61	-	0.30	0.28
Front Street	0.18	0.76	-	1.47	-	0.34	0.27
Fellgate Avenue	0.54	-	-	-	-	-	0.23
Tyne Dock	-	-	-	2.09	-	0.24	0.14
Other Borough	3.48	0.56	0.25	0.14	0.12	0.26	1.59
TOTAL -	84.40	37.73	26.08	77.89	36.06	37.78	57.56

TABLE 11.1.4: EXPENDITURE AT SHOPPING CENTRES: SOUTH TYNESIDE RESIDENTS (1997)							
% Shopping							
Centre	Convenience Goods	Durable Goods					All Goods
		Electrical	Furniture	DIY	Other	ALL	
SOUTH TYNESIDE							
Newcastle	3.33	13.71	18.92	2.75	23.85	17.50	11.48
Metrocentre	1.07	6.37	22.73	0.44	16.45	14.55	8.83
Sunderland	2.18	10.23	7.02	1.10	15.41	9.74	6.53
Washington	1.60	3.42	3.38	6.52	3.04	3.64	2.78
Team Valley	0.14	10.35	4.58	1.12	0.13	4.04	2.38
Seaburn	4.71	0.48	-	0.03	0.27	0.20	2.11
Gateshead	0.14	1.14	7.10	0.59	0.07	2.79	1.66
Sea Road	1.30	2.56	2.82	0.07	0.26	1.63	1.49
Wessington Way	0.03	1.22	4.90	3.29	0.18	2.39	1.39
Other Newcastle	0.02	-	0.49	-	-	0.17	0.11
Other Sunderland	0.41	10.80	1.89	5.63	0.75	3.92	2.43
Other Gateshead	0.44	-	-	0.27	0.51	0.19	0.30
Other North Tyneside	0.19	2.00	-	-	2.57	1.26	0.81
Other Outside County	0.04	0.76	0.10	0.29	0.45	0.38	0.24
TOTAL OUTSIDE BOROUGH	15.60	62.27	73.92	22.11	63.94	62.22	42.44

(Source: Household Shopping Patterns in South Tyneside – 1997, STMBC, 1998).

TABLE 11.1.5: CATCHMENT AREA OF JARROW TYNE CENTRE		
	% of each Wards Spending Going to Jarrow Tyne Centre	
Ward	Convenience Goods	Durable Goods
All Saints	0	0
Beacon & Bents	0	0
Bede	49	4
Biddick Hall	4	0
Boldon Colliery	2	0
Cleadon & East Boldon	1	0
Cleadon Park	0	0
Fellgate & Hedworth	28	2
Harton	0	0
Hebburn Quay	22	2
Hebburn South	32	11
Horsley Hill	1	0
Primrose	54	19
Monkton	47	8
Rekentyke	0	0
Tyne Dock & Simonside	8	0
Westoe	0	0
West Park	0	0
Whitburn & Marsden	0	0
Whiteleas	0	0

(Source: Household Shopping Patterns in South Tyneside – 1997, STMBC, 1998).

11.2 IMPACTS**11.2.1 Severance**

TABLE 11.2.1: SEVERED ROUTES DURING CONSTRUCTION AND OPERATION OF THE NEW TYNE CROSSING			
Link No.	LINK	IMPACTS DURING CONSTRUCTION	IMPACTS DURING OPERATION
NORTH TYNESIDE			
1	Pedestrian bridge over A19 (north of proposed toll plaza) and footpath	An alternative footpath/cycleway along Howdon Road and Tyne View Terrace will be available	Minor adverse impact due to re-alignment and temporary diversion of path
2	North/south path parallel to A19.	Path would be closed	Minor adverse impact on local community due to low usage.
3	Access from Howdon Bypass to Link 2.	Pedestrian path severed by walled, open section of alignment. No alternative provided because Link 2 would be closed.	Minor adverse impact on local community due to low usage.
4	Access between Howdon Bypass roundabout and A19 roundabout.	No access during construction. Alternative access would need to be provided – via Tyne View Terrace. Same route as alternative vehicular access (Link 5).	Minor adverse impact due to increased journey length of 50m if Tyne View Terrace is used as an alternative.

TABLE 11.2.1: SEVERED ROUTES DURING CONSTRUCTION AND OPERATION OF THE NEW TYNE CROSSING

Link No.	LINK	IMPACTS DURING CONSTRUCTION	IMPACTS DURING OPERATION	ASSESSMENT/ COMMENTS
5	Tyne View Terrace	Would be severed by construction line. Bailey Bridge likely to be used to keep road open.	Full access during operation.	Likely to remain open during construction. Minor adverse impact.
SOUTH TYNESIDE				
6	Riverside Park	No access to Park during construction	Full access during operation, although pedestrian and cycle paths will change.	Minor adverse impact
7	Route to Pedestrian tunnel.	Would be severed. Alternative route can be provided via Chaytor Street.	Full access during operation.	Increases journey by roughly 80m. Minor adverse impact
8	Pedestrian and vehicular access on Chaytor Street.	Full access during construction due to Bailey Bridge	Full access during operation	Not significant
9/ 10	Pedestrian and vehicular access on and to the north of Ormonde Street	Would be severed. Chaytor Street would be used as an alternative.	Closed Permanently	Usage would be reduced due to relocation of St. Peter's School. Minor adverse impact.
11	Pedestrian access from Dunn Street School and Ferry Street	Temporary footpath and footbridge to be provided.	Full access during operation.	Minor adverse impact.
12.	Pedestrian and vehicular access on Stanley Street	Would be severed. Alternative route on High Street.	Alternative route on High Street	Minor adverse impact
13	Pedestrian and vehicular access on High Street	Temporary access proposed via Bailey Bridge during construction.	Full access during operation	Minor adverse impact.
14	Pedestrian access behind houses.	Would be severed. Alternative via High Street.	Closed permanently. Access via High Street.	Minor adverse impact (increase in journey length 50m for High Street).
15	Vehicular and	Would be severed. Alternative access via	Full access during operation	Slight increase in journey length of

TABLE 11.2.1: SEVERED ROUTES DURING CONSTRUCTION AND OPERATION OF THE NEW TYNE CROSSING

Link No.	LINK	IMPACTS DURING CONSTRUCTION	IMPACTS DURING OPERATION	ASSESSMENT/ COMMENTS
	Pedestrian access via Salem Street	High Street.		100m for High Street. Minor adverse impact
16	Pedestrian access, Stothard Street to Salem Street	Would be severed. Alternative access via High Street.	Full access during operation.	Moderate increased journey length 350m for High Street. Minor adverse impact.
17	Pedestrian and vehicular access, Howard Street over open cut section	Access maintained until replacement bridge is complete.	No impact	Not significant
18	Pedestrian Crossing over A108.	Alternative route would be provided around works.	A replacement route would be created.	Minor adverse impact.
19	North /South pedestrian path along A19	May be temporarily severed due to adjacent construction works.	May require slight re-routing.	Minor adverse impact

