5.1 BASELINE CONDITIONS

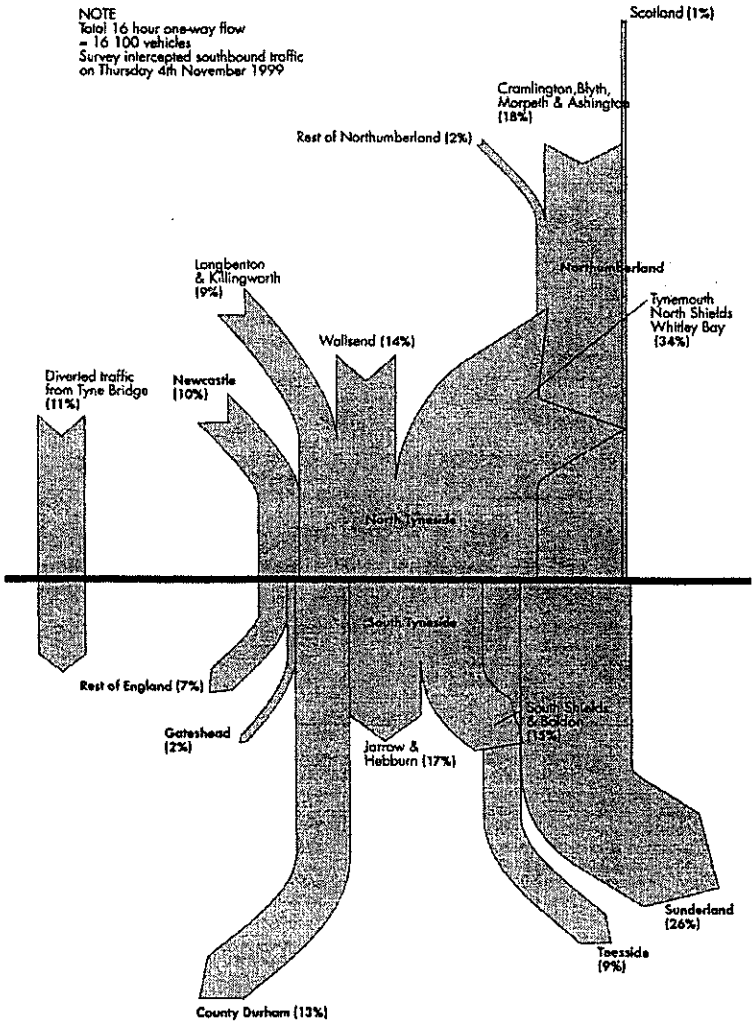

FIGURE 5.1.1: 1999 TYNE TUNNEL TRIP ORIGINS/DESTINATIONS

In Figure E1, traffic flows are illustrated by the width of line, hence the wider the line, the greater the traffic flows. The survey showed that the majority of users of the tunnel have one or other trip end within Tyne and Wear. The level of long-distance traffic is extremely low. Almost half of the trip origins were in North Tyneside, around one third of destinations were in South Tyneside and a further 26% in Sunderland. These patterns are likely to reflect land-use patterns, in particular, the geographic relationship between employment opportunities and populations and reinforces the significance of the tunnel in its contribution to economic activity in Tyne and Wear.

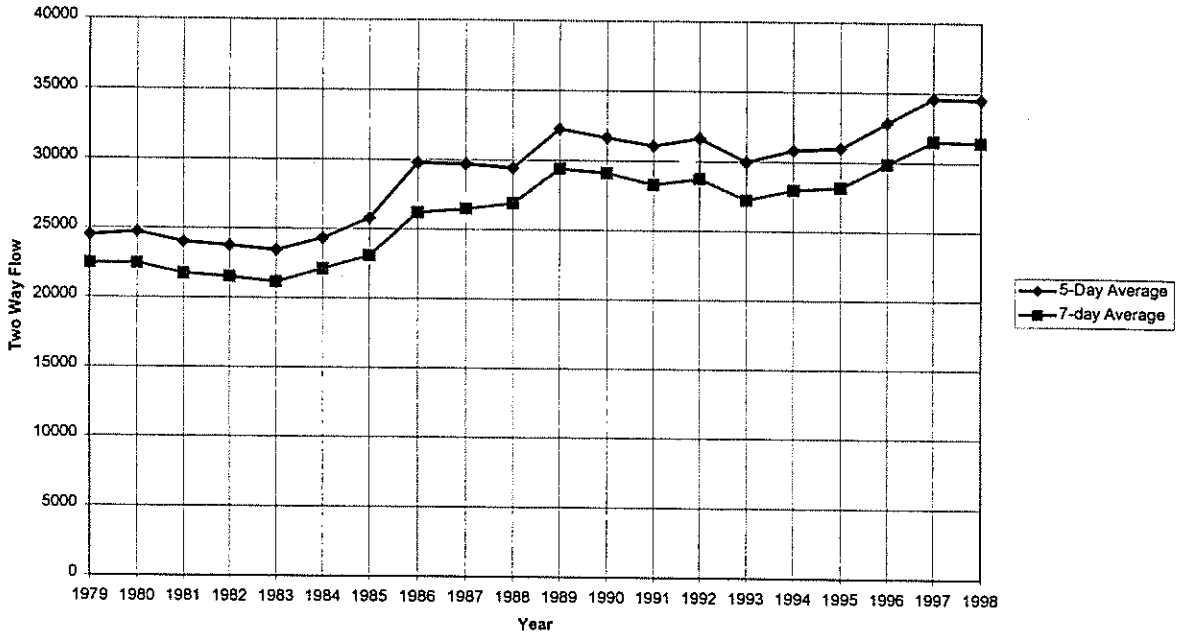

FIGURE 5.1.2: DAILY TYNE TUNNEL TRAFFIC FLOWS 1979-1998

Since 1979, demand has increased from an AADT flow of 24,000 vehicles per day (vpd) to approximately 35,000 vehicles on an average weekday in 1998. Annual Average Daily Traffic (AADT) flows in 1998 were approximately 32,000 vpd.

TABLE 5.1.3: EXISTING BUS SERVICES AND ROUTES

Service	Route	Frequency (per Hour)
Tunnel Services		
310	Sunderland – (*Howard St. – Tunnel - Tyne View Ter.*) – Blyth	1
319	Sunderland – (*Howard St. – Tunnel - Tyne View Ter.*) – Cramlington	1
North Tyneside services		
311	Wallsend – *(Howdon Ln. -Tyne View Ter.- Howdon Rd.)*- North Shields	1
312	Wallsend – *(Howdon Ln. -Tyne View Ter.- Howdon Rd.)* – North Shields	1
313	Killingworth – *(Howdon Ln. –Tyne View Ter.- Howdon Rd.)* – Wallsend	1
314	Wallsend – *(Howdon Ln. -Tyne View Ter.- Howdon Rd.)* – North Shields	1
South Tyneside Services		
526	Marsden – (*High St.- Chaytor St.- Western Rd.*.) - Monkton Lane Estate	2
527	South Shields – (*High St.- Howard St. - Western Rd.*) – Newcastle	3