

Appendix B

Future Potential Park and Ride Schemes

Road Corridors

A194/A184 White Mare Pool

Adjacent to the A194 (M), but with appropriate signage will draw traffic from the A1 heading for central Tyneside. The site would also attract traffic originating from Boldon and north Sunderland. Preliminary drawings of the site and access have been prepared on behalf of Nexus.

A194/A195 Intersection Follingsby

Less than one mile from the White Mare Pool site described above, this site would also attract custom from the Washington area as well as some A1 flows. The principle of the facility has been agreed with the Highways Agency who are responsible for the operation of the A194. A major scheme bid was submitted in summer 2005 however it has not been supported by the Government Office in its current form.

A194/B1288 Springwell area

A site in this vicinity would attract a similar catchment to the Follingsby area. Preliminary studies have identified two potential locations via a bus-only diversion to the existing highway.

It is unlikely that all three sites at White Mare Pool, Follingsby and Springwell would be required.

A1(M) Birtley area

Two possible sites have been identified adjacent to the A1. A park and ride site in this location would attract custom from adjacent areas of County Durham.

Lamesley area

Potential sites exist off the A1 in the Lamesley Road area, with access from the 'Coal House'/ Kingsway roundabout. No detailed investigation works have been undertaken.

A692/B6317 at Emmanuel College

Located at the junction of Whickham Highway and the A692 route, this would attract patronage from the Sunniside, Stanley and Consett areas. No detailed feasibility works have been carried out.

MetroCentre

The MetroCentre generates substantial volumes of traffic but has considerable potential as a park and ride site in its own right. It is well located relative to western Gateshead and the Tyne Valley

area, and a possible site exists at the existing coach park which has substantial spare capacity. A multi-storey option exists, given the footprint of nearby buildings. However the area is owned by Capital Shopping Centres and their views would obviously be critical.

A degree of informal park and ride already appears to be taking place after the morning peak, more formal usage may be encouraged as part of GoNorthEast's commercial operation.

A69 corridor Walbottle/Lemington/Denton Burn

Volumes of traffic using the A69, mostly to and from Northumberland, suggest that a facility here could be well used. Located beyond the western bypass at the edge of the conurbation, it would be well positioned to abstract city-bound traffic. Potential locations lie within the Green Belt. No plans exist within the Newcastle Unitary Development Plan for the development of a site in this area. It is understood that a bus operator is examining the potential for commercial park and ride in this area as part of a package of measures to improve bus services in west Newcastle.

A696 corridor Callerton Parkway/Kingston Park

The primary purpose of Callerton Parkway Metro station is to serve park and ride traffic. The car park has been expanded to meet demand, and is signed from the A696 Trunk Road. Metro services have ample spare capacity, and the operation is a model of best practice locally. At Kingston Park, the car park is operating to capacity much of the time. The Green Belt is tightly drawn around the site, and extensive private car parking owned by Kingston Park Shopping Centre and Tesco is now time-restricted to restrict all-day parking in the vicinity of the station. The value of land for long-term parking associated with air traffic at Newcastle Airport suggests little scope for commuter type PR facilities close to Airport station.

A1/A1068 corridors Newcastle Great Park/ Seaton Burn

Use of park and ride facilities in these locations will be primarily by residents of Northumberland. The area around the A1/A19/A1068 intersection offers potential for a bus-based site, however the developing facility at Newcastle Great Park, between Seaton Burn and Kingston Park may prove adequate for the level of demand in this corridor. Great Park is currently served by a half-hourly bus service from Gosforth and Regent Centre.

A189 corridor Weetslade

The A189 corridor carries large volumes of traffic to and from south east Northumberland. The link road between the A189 and the A1 Newcastle Western Bypass is the A1056. Next to the line of the Northern Gateway improvement is a brownfield location - the former site of Weetslade Colliery - where a bus-based site may be acceptable in planning terms, although the upgraded Four Lane Ends facility is likely to be a more attractive option for users of this corridor.

A19/A690 Intersection

The A690 is the major route into Sunderland from the A19 and from Durham. For much of the route within the city, it features bus priority measures in the form of 'no car' lanes. It therefore suggests itself as a priority location for a park and ride facility.

A site close to the A19 junction would be optimal for a bus-based scheme, but is dependent upon planning considerations, and whether it could be incorporated within the area of Doxford International Business Park. A specific site has been appraised by consultants. The conclusions are that costs will have to reduce substantially for the scheme to have an economic case.

A1018 corridor (south Sunderland) Ryhope

A bus-based facility could be investigated on the southern side of Ryhope. Proposals for a new rail station in the area have been abandoned due to lack of funds. The construction of the Southern Radial Route around the southern periphery of Sunderland will provide a quick road link into the city centre from this location.

A1018 corridor (north Sunderland):

Fulwell Quarry

The site is described thus in the City of Sunderland Unitary Development Plan:

"20.117 Initially intended for limited occasional use, in the longer term it may function on a more permanent basis as a Park and Ride serving the city centre should the need arise. Intensification of the use to the extent that more permanent surfacing might be necessary would not be possible without a specific planning consent which would have to take into account the implications of the Green Belt status of the location".

Fulwell Quarry is well placed to attract custom from the A1018 corridor, and is well-shielded from surrounding residential areas. Its position relative to the city centre suggests that it could be a suitable terminus point for one or more 'city' bus routes. However, the location is close to the Stadium of Light Metro park and ride site which essentially serves the same corridor and is therefore unlikely to be progressed.

A19/A183 Chester Road

This is a highly visible site with excellent access from the trunk road and principal road network. The main catchment areas for this site would be Shiney Row and Chester-le-Street. Land values in the area could be a constraining factor, as the location is part of the Pennywell Industrial Estate.

A19/A1231 Wessington Way

This is at the intersection of the main route into Sunderland from the west and north with the A19 trunk road. As with the Chester Road site, the location is superficially attractive in planning terms, however there may be competition from other land uses. The route from the site into the city centre is mostly along dual carriageway roads and therefore fast journey times would be possible by dedicated bus.



Rail Corridors

East Coast Main Line south of Gateshead

Until the details of the ECML Route Utilisation Strategy are known, it is not possible to determine the extent of track capacity issues which may become available in the longer term. Even if additional capacity does become available, the length of time before it could be used to accommodate a park and ride station suggests that the option should not be pursued further in the medium term, with a bus-based service a more likely alternative here.

Tyne Valley Line Blaydon, MetroCentre

The Tyne Valley train service operates a basic 30 minute interval service. Blaydon station is served by very few trains: all trains after 0800 call at the MetroCentre. The MetroCentre is now served by CentreLink services, but at Blaydon the re-introduction of a regular calling pattern of trains combined with a park and ride facility scheme next to the station is recommended for further investigation, as the journey time to and from Newcastle is very competitive with road journeys. The possibility of a pedestrian bridge being built over the Tyne to connect Newburn Riverside, whilst unrelated to park and ride, adds weight to the case for improved rail services.

Leamside line Washington Parkway, Follingsby, Durham Belmont

The North East Regional Planning Assessment makes it clear that there are no current proposals to re-open the Leamside line.

For the purposes of this strategy no further analysis of potential park and ride sites is presently proposed: however, it is recognised that the line has possible strategic potential and thus the case for re-opening will remain under review

Ashington Blyth and Tyne Railway

Northumberland County Council has long-term plans for the re-opening of the Ashington Blyth and Tyne line to passenger trains. Services would feature fast journey times into Newcastle, likely to attract car users seeking an alternative to road delays within the Tyneside conurbation.

Although there are no current prospects of these services or accompanying park and ride plans commencing operation, it is recognised that the re-opening enjoys widespread support and we will continue to work with stakeholders on investigating the route's potential.



