

Proposed 48 Residential Dwellings
Land North of Snowdon Coaches
Seaside Lane, Easington
SR8 3TW

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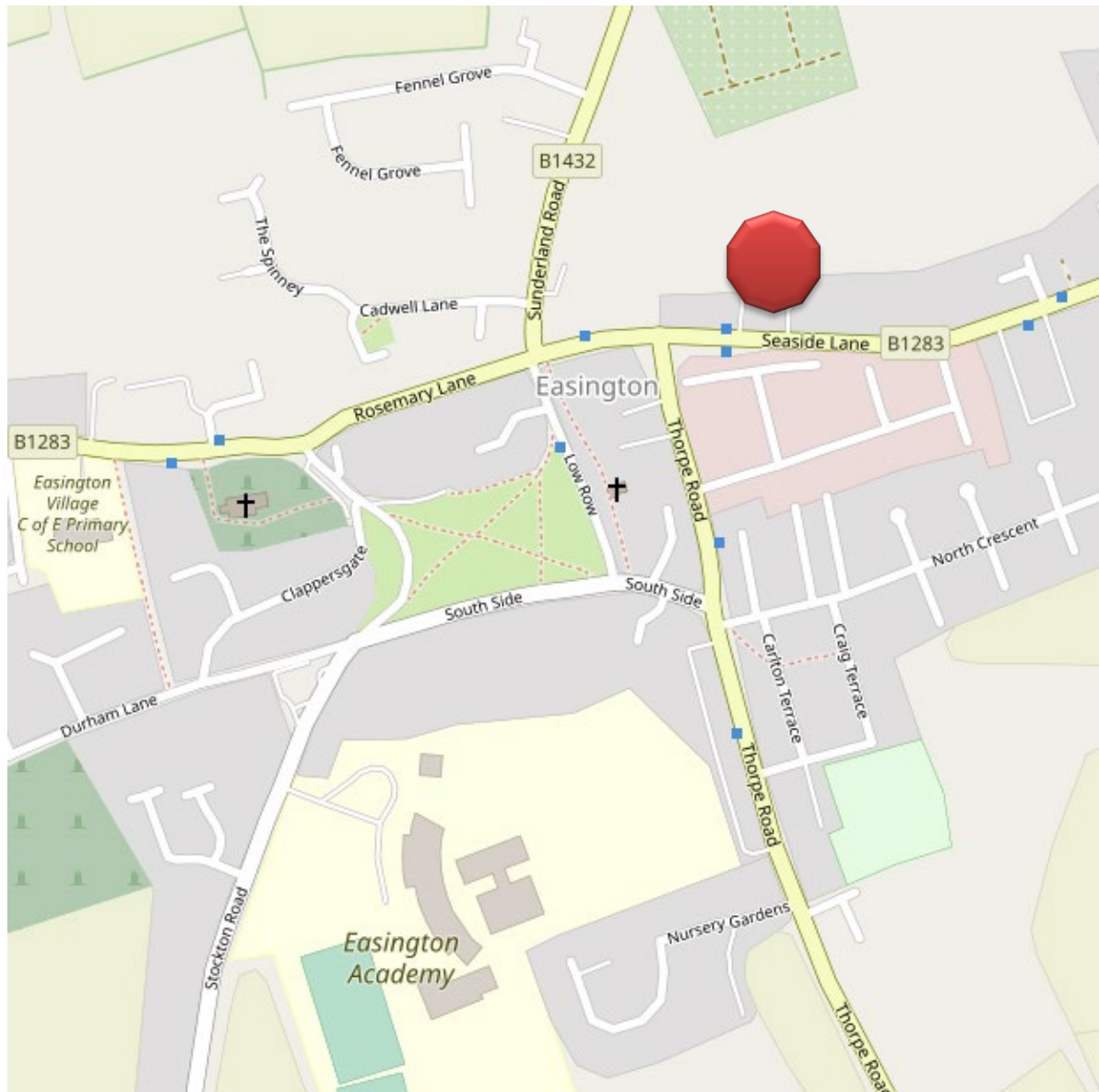


CONTACT INFORMATION

DEVELOPER		CONSULTANT	
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DEVELOPMENT DETAILS

Description of the development	<p>The development proposals relate 48 residential dwellings comprising:</p> <ul style="list-style-type: none"> • Bungalows 5No. • 2-Bed 17No. • 3-bed 22No. • 4-bed 4No.
Site location	<p>land to the North of Snowdon Coaches, Seaside Lane, Easington, SR8 3TW https://bit.ly/3y14Y3t</p>

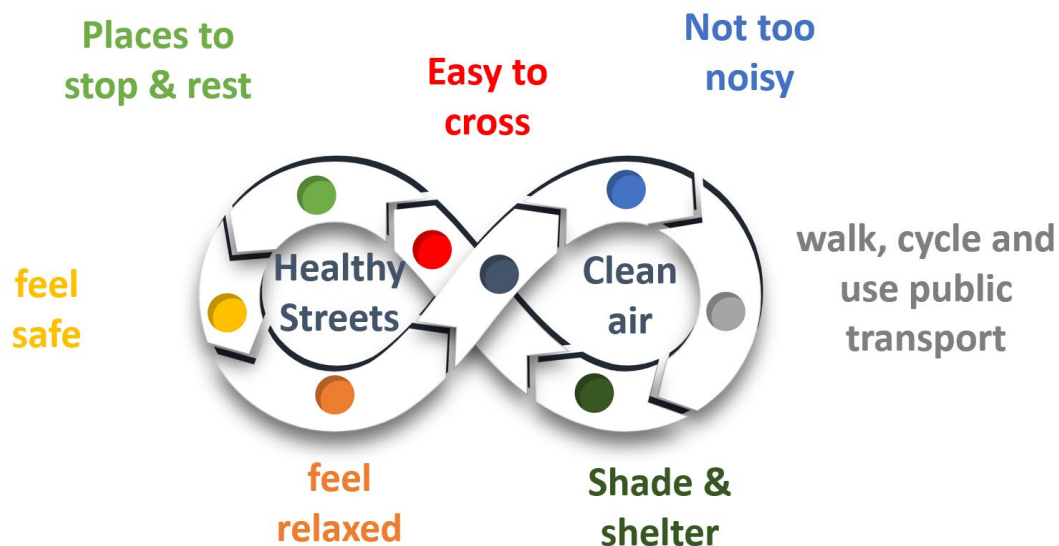


Planned date of opening	2023
TRAVEL INFORMATION	
Anticipated number of site occupants	Based on an average of 2.5 occupants per dwelling, the 48 units site may accommodate 120 residents
Please insert information here concerning any expected deliveries to the site	It is anticipated that the development would attract the usual servicing requirements such as refuse collection stationery and post. The development’s design and layout allow for all turning manoeuvres to take place within the site; all vehicles will arrive / depart in a forward gear from the adopted highway and utilising proposed turning heads.

<p>Number of car parking spaces will be provided within the site boundary</p>	<p>Car and cycle parking would be provided having regards to DCC Parking and Accessibility Standards 2019 which require 1 in-curtilage space per dwelling (1-3 bed units) and 2 spaces thereafter. 1 passive charge point per dwelling will be provided plus a garden shed for bicycle storage if a garage of minimum dimensions (3m x 6m for single and 5.5m x 6m for double) is not provided.</p> <p>In addition:</p> <ul style="list-style-type: none"> • 1 visitor parking bay per 3 dwellings will be provided 1,2,4+ bed units; and • 2 spaces per 3 dwellings for 3-bed units. <p>Based on the development mix, the visitor parking provision is equivalent to 23 spaces, 24 are provided.</p>
<p>Pedestrians connectivity</p>	<p>1.8m footways are provided within the application site, on both sides of the carriageway lining to those along Seaside Lane.</p>

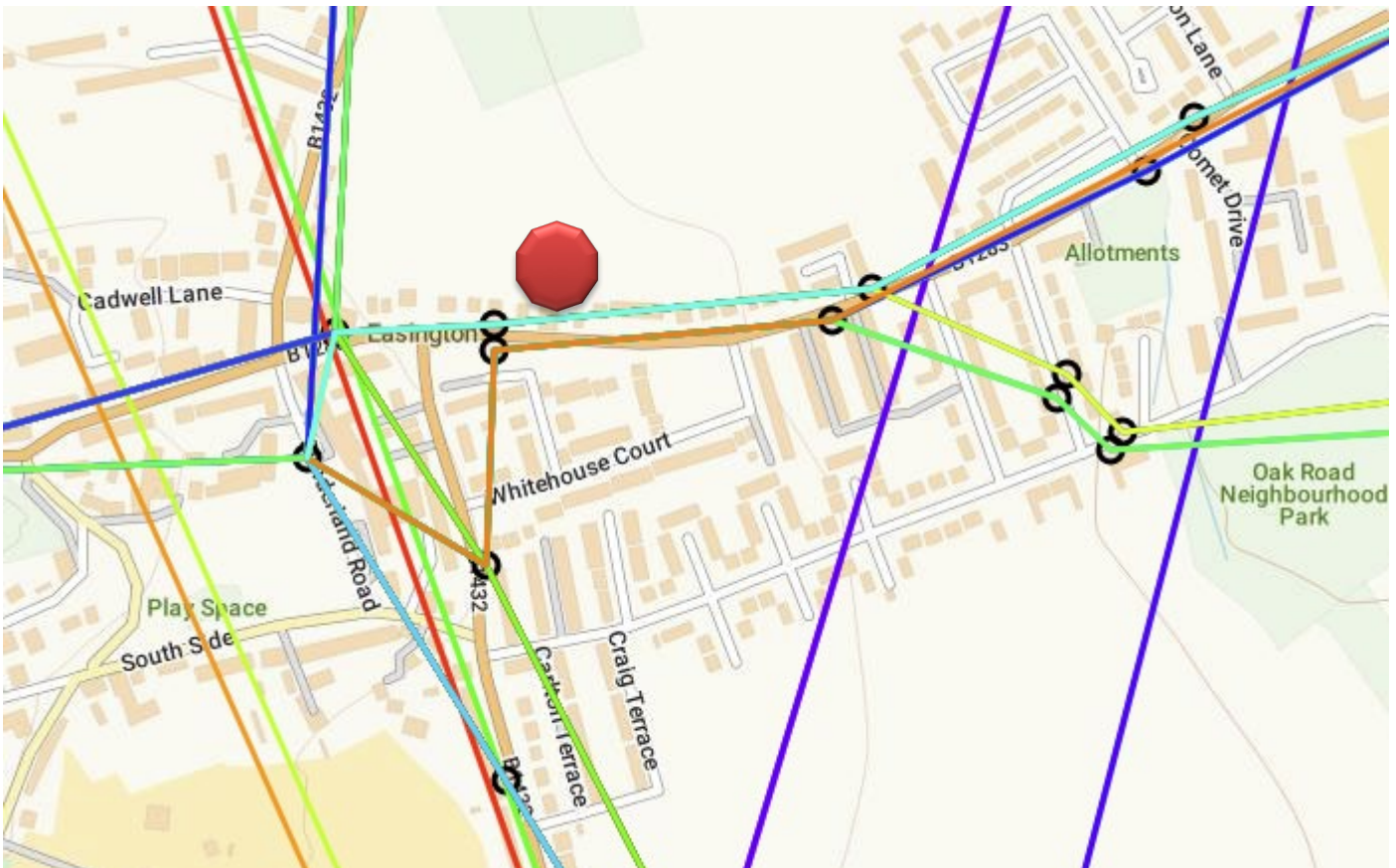
SUSTAINABLE MODES OF TRAVEL

SUSTAINABLE MODES OF TRAVEL



Existing Bus services

Bus stops are in the immediate vicinity of the site access; a summary of the bus services is attached in Figure 1 with full timetables found at <https://www.gonortheast.co.uk/services> and <http://www.cartogold.co.uk/durhamPT/>

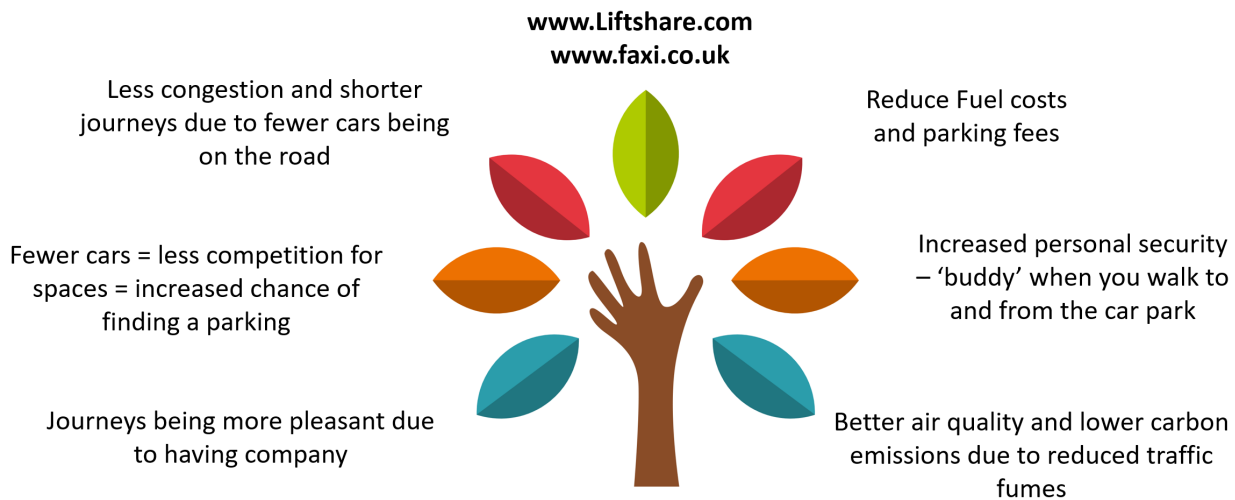


BUS SERVICE	ROUTE	*DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
22	Durham – Easington - Sunderland	30	30	60
23	Hartlepool – Sunderland	30	30	-
62 / 62A	Peterlee to Sunderland via Horden, Easington Village, Easington Lane, Murton, Dalton Park, Seaham, Ryhope, Grangetown	30-60		-
208	Peterlee, Easington, South Hetton, Durham (hourly to Durham)	30	30	-
239	Easington, Peterlee, Wingate, Sedgefield (evenings only)	60	60	-

Figure 1
Summary Bus Services

Car Sharing

Liftshare.com and taxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow residents to sign up and view any car-sharing opportunities in their area.



NON-MOTORISED ACCESSIBILITY

Walking & Cycling

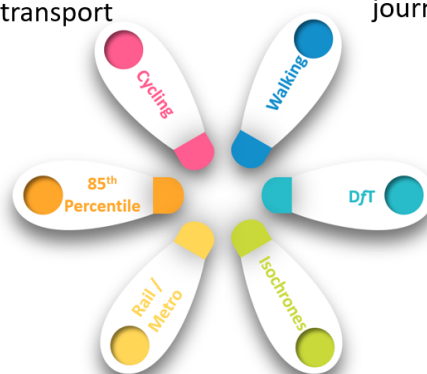
NTS, CIHT & Sustrans

Cycling substitute for short car trips, particularly under 5km (**Ref. 6**) & form part of a longer journey by public transport

NTS & CIHT

Walking is a viable travel choice up to 2000 m (25 mins) where short journeys are required (**Ref. 4, 5**)

Bus 810 m (**Ref. 4**)
Walking 1.95 km (**Ref. 5**)
Cycling 7.25 km (**Ref. 6**)
Rail 1.61 km (**Ref. 4**)



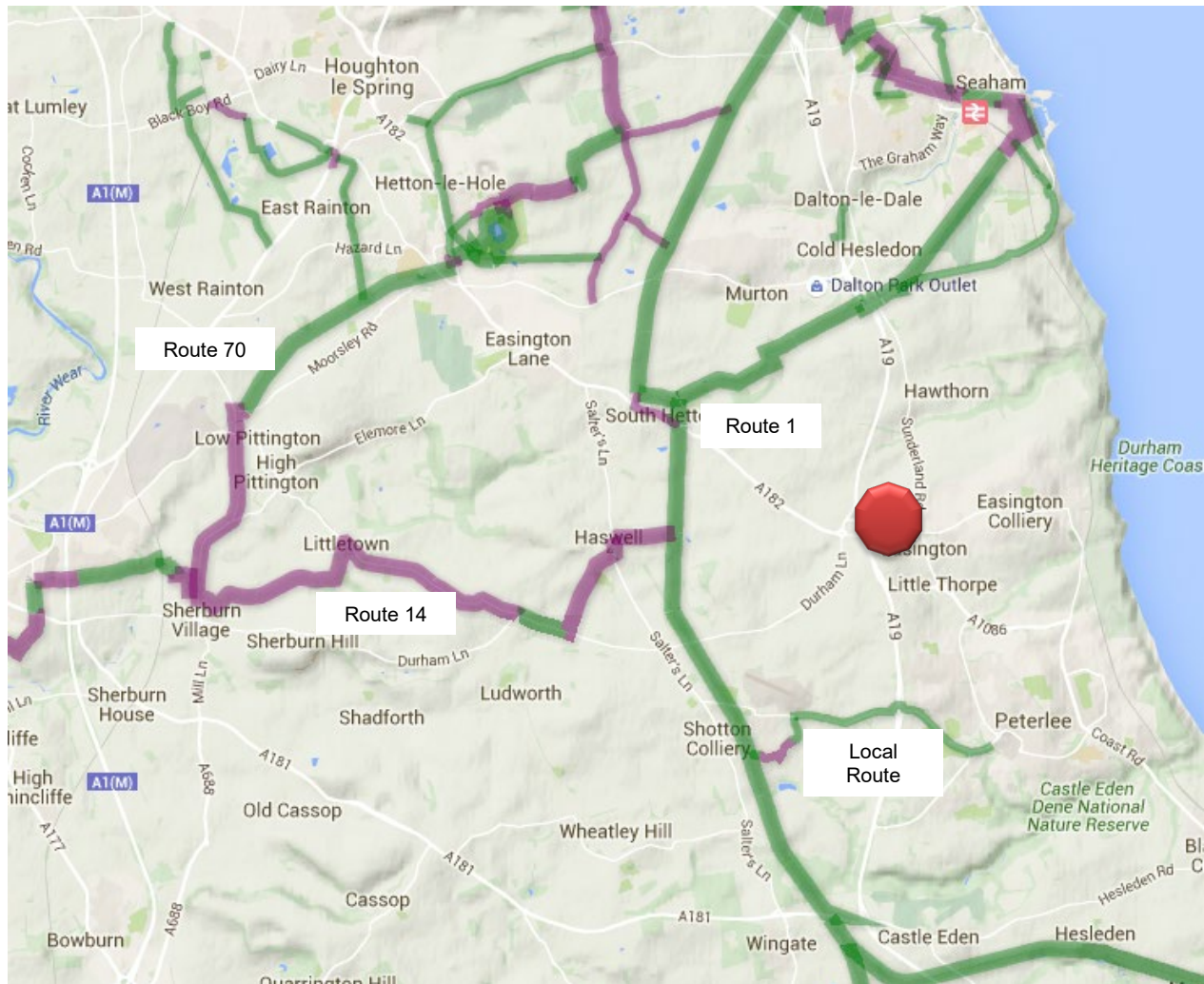
Cycling & walking to become the norm by 2040 (**Ref. 6**)

Reasonable walking distances to **“Rail”** is 1000m with 85th percentile **1.61km**

400m, 800m, 2km & 5km isochrones attached in Appendices 3 & 4

As discussed in earlier sections, footways are continuous throughout the adjoining roads network with numerous crossings and dropped kerbs where required.

Although there are no dedicated cycle routes in the immediate vicinity of the site, however, there are Local and National cycle routes in close proximity as shown in Figure 2.



*Figure 2
Indicative cycle routes in the vicinity of the site [ref: Sustrans]*

- Route 1 is a long-distance cycle route connecting Dover and the Shetland Islands - via the east coast of England and Scotland - that also forms the majority of the British section of the North Sea Cycle Route.
- Route 14 This route runs from Darlington in County Durham north-east to Hartlepool, then north-west through Durham to Consett and routing back north-east to South Shields along the south side of the River Tyne.
- National Route 70 forms the principal route of the Walney to Wear (W2W) long-distance coast to coast cycle route. National Route 70 links the coast at Walney Island by Barrow-In-Furness to Sunderland.

During a site visit, cyclists were observed using the adjoining roads network where drivers are accustomed to their presence and are courteous towards them.

the roads network in the vicinity of the site appear to be in good condition and from site observations, the road network appears to be safe for cyclists.

Therefore, in view of the range and quality of facilities and amenities available for pedestrians and cyclists in proximity to the site, it is considered that the site is accessible on foot and by cycle and offers significant opportunities for access by sustainable modes of travel.

LOCAL AMENITIES

The July 2021 NPPF continues to introduce the presumption in favour of sustainable development. **Ref: 5** is the National Travel Survey (Table 0403) that outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.

As such, to assess the sustainability of the site in relation to local amenities and employment opportunities, reference is made to the Government’s index of multiple deprivation statistics which comprise four indicators of “Transport Inclusion”. These indicators are defined as four essential types of facilities in which access is required and comprise:

- Schools;
- Health Centres;
- Convenience Stores; and
- Post Offices

With the NTS findings in mind:

- | | | |
|---------------------------------------------------------------------------------------------|---------------------|---------------------------|
| • Easington Academy | Stockton Road | 800m (10 mins walk) |
| • Easington CoE Primary | Hall Walks | 640m (8 mins walk) |
| • Easington Colliery Primary | Whickham St | 800m (10 mins walk) |
| • Doctor Surgery | Paradise Lane | 1km (12 mins walk) |
| • Convenience Store, Fish n Chips Takeaway | Sunderland Rd | 250m (3 mins walk) |
| • Co-op with Post office, Boots, general food and non-food retails including takeaway shops | Seaside lane (east) | within up to 20 mins walk |

TRAVEL PLAN STATEMENT OBJECTIVES

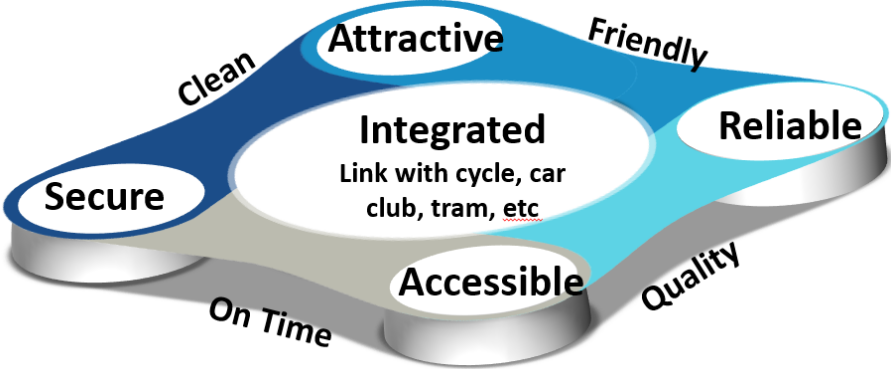
Site-Specific Objectives	<ul style="list-style-type: none"> • To reduce the need to travel to and from the development • To reduce single-occupancy car travel to and from the development • To promote walking as a healthy and sustainable way of travelling to and from the development • To promote cycling as a healthy and sustainable way of travelling to and from the development • To encourage the use of public transport where walking and cycling are not possible
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MEASURES AND INITIATIVES

Person to be responsible for the implementation of measures	TBC 3 months prior to occupation
	Name: TBC Address: TBC Phone Number: TBC E-mail address: TBC
Measures to promote and reduce the need to travel to the development	



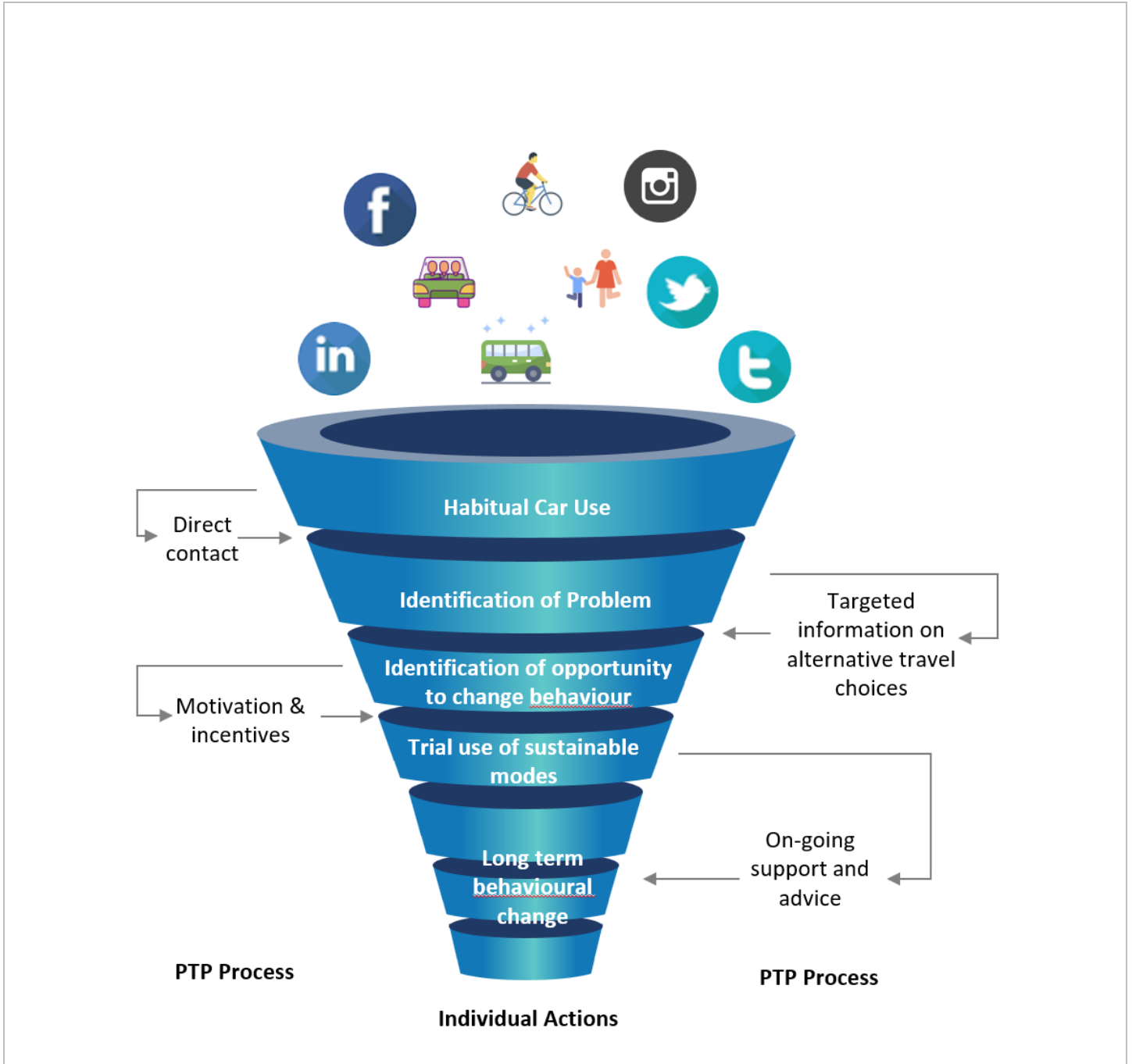
<p>Measures to reduce single-occupancy car use to the development</p>	<ul style="list-style-type: none"> • Provide personalised travel planning • Arrange for staff living in close proximity or en-route to car share • Encourage staff to join car-sharing platforms (such as liftshare or similar)
<p>Measures to promote walking as a way to travel to the development</p>	<ul style="list-style-type: none"> • Promote walking as a healthy lifestyle choice. • Participate in sponsored walks and events such as Race for Life and Sports Relief. • Promote 'buddy' scheme
<p>Measures to promote cycling as a way to travel to the development</p>	<ul style="list-style-type: none"> • Provide adequate cycle parking at the site which should be in lit, secure and overlooked location; • Set up a bicycle user group

	<ul style="list-style-type: none"> • Negotiate discounts on bikes and accessories with local retailers; • Join local or nearby businesses initiatives such as sponsored cycling or friendly local competitions
<p>Measures to promote public transport as a way to travel to the development</p>	<ul style="list-style-type: none"> • Publicise the route / connectivity bus would provide; • Publicise the financial benefits public transport would achieve; • Promote public transport as: 
<p>Additional measures</p>	<ul style="list-style-type: none"> • Provide personalised travel planning (detailed below); • Provide welcome packs that promote sustainable transport • Join with nearby businesses in 'site wide' walking & cycling events

PTP is a proven technique that delivers measurable and sustained reductions in car use, increasing levels of physical activity, reducing traffic congestion and helping to tackle climate change. Previous project examples have achieved an average reduction in car driver trips of at least 10%, with corresponding increases in active travel and the use of public transport.

It does this by addressing the subjective barriers to greater use of sustainable travel, for example by raising awareness of alternative travel options and responding to misperceptions of journey time and length.

The 'core service' involves offering Users free tailored information and support, enabling them to walk, cycle and use public transport more often. Research has shown that four out of five trips either start or finish at home, so there is huge potential for reducing car driver trips and achieving a modal shift by closely working with Users.



MONITORING AND REVIEW

The measures identified within this Travel Plan Statement will be regularly reviewed and updated where necessary.

**Date of the first review?
(Month and Year)**

December 2023



TravelChoice

Fitter, Greener, Smarter

Key Public Transport Information	www.liftshare.com/uk www.traveline.info www.nationalrail.co.uk	Liftshare opportunities Public Transport information and journey Planning National Rail information & Enquiries	01
Promotion of Cycling	www.sustrans.org.uk www.bikeweek.org.uk www.cyclinguk.org	National Cycle Network Events to encourage cycling Training & Mentoring opportunities for cyclists	02
Promotion of Walking	www.walkit.com www.livingstreets.org.uk www.cyclinguk.org	Planning of walking routes, app also available Events to encourage walking - National Walking Month Training & Mentoring opportunities for cyclists	03
Miscellaneous	www.cyclestreets.net www.letsride.co.uk www.cyclescheme.co.uk/get-a-bike/how-it-works www.atob.org.uk/rail-ferry-zone/ www.rac.co.uk www.betterpoints.uk www.bikemap.net www.bikehub.co.uk www.theaa.com/route-planner	Cycle routes planning British cycling – to organise events Cycle to work scheme Taking bicycles on train / ferry Journey Planning Active Travel Incentives	04
Personalised Travel Planning, Promotion of and information on...	<ul style="list-style-type: none"> • Producing Personalised local travel arrangements, highlighting the travel options available to them by walking, cycling and public transport and the benefits thereof; • Travelling to the development by sustainable means of transport; • Local website(s) which includes links to cycle maps and facilities and links to local cycling groups • Local website(s) for Public Rights of Way maps; • Local website(s) which includes links to local walking groups; • Investigate discounted fares offered by public transport operators; and • Telephone numbers to local taxi companies 		05

Live links are available at

<https://www.iprtgroup.com/Links/>



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