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Contents

1. Introduction.....	1
1.1 Objective and Purpose.....	1
2. Management.....	2
2.1 Travel Plan Coordinator.....	2
2.2 Lifespan.....	2
2.3 Liaison with Sunderland City Council.....	2
2.4 Travel Plan Targets Set out in the Framework Travel Plan.....	2
2.5 Monitoring.....	3
3. Existing Site and Transport Context.....	5
3.1 Site Location.....	5
3.2 Pedestrian Network.....	5
3.3 Cycle Network.....	7
3.4 Public Transport Networks.....	9
3.5 Car Parking and Car Club.....	10
4. Proposed Development and Travel Plan Measures.....	12
4.1 Proposed Development.....	12
4.2 Access by Sustainable Modes.....	12
4.3 Limiting Car Use.....	12
4.4 Communication Strategy.....	13
5. Summary of Actions and Measures.....	14

Travel Plan v1.0

Prepared by Michael Cameron

Reviewed by Emily Ingham

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1. Introduction

Civic Engineers has been commissioned by TOWN to produce this Travel Plan for a residential development off Nile Street in the east of Sunderland city centre.

1.1 Objective and Purpose

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and through encouraging walking, cycling, and public transport use.

This Travel Plan is aimed at people living at the development.

The objectives of this Travel Plan are to:

- Set out the sustainable transport aims of the development.
- Ensure that necessary consideration is given at the right time for incorporating sustainable transport measures in the development proposals.
- Produce a framework within which travel planning at the development can be managed and implemented in an effective manner.
- Limit the transport impact of the development by encouraging and enabling residents to travel by sustainable modes. This will reduce private car use and its associated negative environmental impacts on air quality, noise, global climate change, and local amenity.

2. Management

This section sets out how the Travel Plan will be managed across its lifetime. A summary of the required actions is provided in Table 3, found in Section 5.

2.1 Travel Plan Coordinator

A Travel Plan Coordinator will be appointed to implement the Travel Plan. The responsibilities of the Travel Plan Coordinator are:

- Delivering the actions in Table 3: Summary of Travel Plan Actions and Table 4: Summary of Travel Plan Measures which have 'Travel Plan Coordinator' in the responsibility column
- Communicating the Travel Plan and travel options to residents
- Communicating the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and
- Acting as a point of contact for residents requiring travel information.

2.2 Lifespan

The Travel Plan will continue as a formal process for five years after first occupation.

2.3 Liaison with Sunderland City Council

This Travel Plan will be submitted to Sunderland City Council for approval and the Travel Plan Coordinator will liaise regularly with the Council to review the Travel Plan and discuss survey findings and best practice.

2.4 Travel Plan Targets Set out in the Framework Travel Plan

Targets are important for providing a measure of success of the Travel Plans.

The baseline data is taken from the 2011 Census travel to work data for people travel to work in LSOA Sunderland 013B, the LSOA in which the site is located. The existing mode share and suggested targets for journeys to work are shown in Table 1. Data from the 2021 Census is also included for comparison, as it was carried out when the Covid-19 pandemic was not over targets have not been based on this data but it is useful to see what mode share is possible and it has influenced the suggested targets, specifically the reduction in journeys to work by car.

Table 1: Travel Plan baseline and suggested targets

Mode	Baseline - 2011 Census Travel to Work	2021 Census Travel to Work	Suggested target
Work mainly at or from home	3%	24%	8%
Underground, metro, light rail, tram	7%	6%	7%
Train	2%	2%	2%
Bus, minibus or coach	16%	18%	18%

Mode	Baseline - 2011 Census Travel to Work	2021 Census Travel to Work	Suggested target
Taxi	1%	1%	1%
Motorcycle, scooter or moped	0%	0%	0%
Driving a car or van	36%	23%	26%
Passenger in a car or van	5%	5%	5%
Bicycle	1%	1%	2%
On foot	28%	17%	30%
Other method of travel to work	1%	2%	1%

Suggested targets are based on the targets set out in the Sunderland City Local Cycling and Walking Infrastructure Plan¹ (LCWIP), which uses the government target of doubling cycling between 2013 and 2025. Furthermore, it is stated that Sunderland wants to see a future where half of all journeys are cycled or walked, noting that the targets are only set for journeys to work. The main target is the reduction in single occupancy car trips to work, which sustainable mode these trips transfer to is less important. Targets should be reviewed and adjusted after the first travel survey has been carried out to ensure that realistic targets are set.

However, because the development is car-free and in a highly accessible location the proportion of travel by sustainable modes will, by default, be very high. The proposed development is in an area with very good or excellent public transport accessibility.

2.5 Monitoring

An annual travel survey will be carried out amongst residents at the development to gain an understanding of how they travel to work and for other activities. The survey will enable monitoring of Travel Plan measures and targets. The first survey should be carried out once the development is at least 50% occupied, and preferably when fully occupied to get the largest data set possible for monitoring (a response rate of 30% is typical for these surveys), too few responses would give a data set too small to be statistically significant. Ideally the survey should take place outside of school holidays and at the same time each year to enable more reliable year on year comparisons to be made.

The survey should be open for 2-4 weeks, with reminders given if participation is low (a response rate of around 30% is acceptable), the survey can be emailed to residents or an invite posted to each address. The survey should be produced in a way that allows year-on-year comparison, i.e., using the same questions each year.

After the survey each year, the Travel Plan Coordinator will produce a Monitoring Report to be sent

¹ Local Cycling and Walking Infrastructure Plan, City of Sunderland
https://www.sunderland.gov.uk/media/28328/Local-Cycling-and-Walking-Infrastructure-Plan-SCC/pdf/oce22286_CoS_LCWIP_A4_NEW.pdf?m=638169218230370000 (accessed 7th September 2023)

to Sunderland City Council for discussion. The Monitoring Report will contain:

- Survey methodology and results
- Qualitative feedback
- An analysis on the effectiveness of the Travel Plan
- Uptake and success of the Travel Plan measures
- Details of measures and initiative implemented to date
- Performance against targets

An action plan of enhanced measures if the targets have not been met.

3. Existing Site and Transport Context

3.1 Site Location

The site is approximately 0.81Ha in the east of Sunderland city centre. It is bound by Nile Street to the west, High Street West to the north, Villiers Street to the east, and Coronation Street to the south. The site and its location within Sunderland are shown in Figure 1.

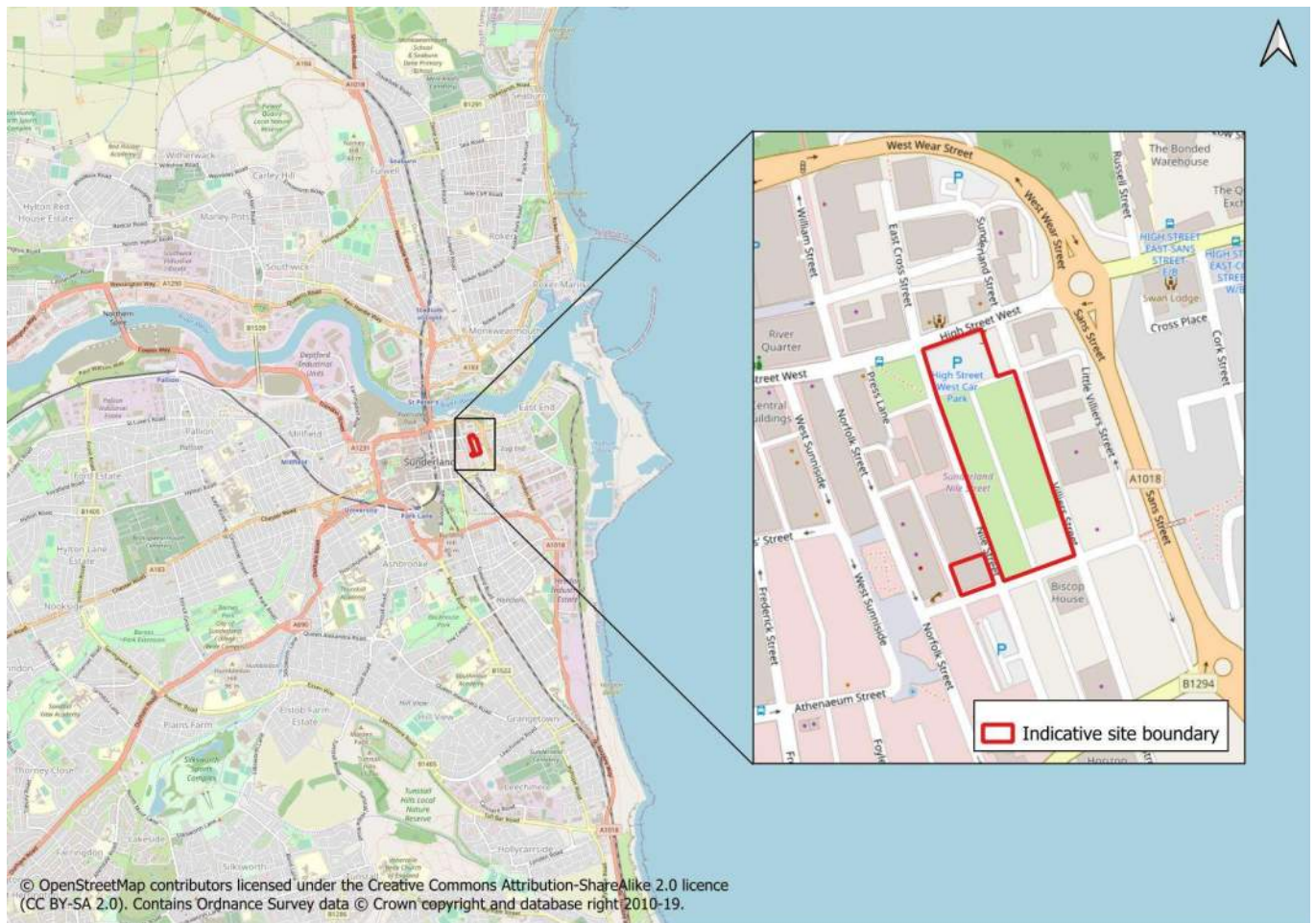


Figure 1: Site location

The site is a predominantly brownfield site, the structure in the northeast corner of the city block is outside of the redline boundary. Adjacent to the existing structure, within the site, is the High Street West car park, a surface car park with 43 spaces run by Sunderland City Council. In the southeast of the site there is a 16 space privately operated car park. Three industrial units on the corner of Nile Street and Coronation Street are also within the redline boundary.

3.2 Pedestrian Network

There are footways on both sides of the streets surrounding the site. On Nile Street and Villiers Street the footways are around 1.5m wide adjacent to the site and narrower in places on the opposite side, the footways are in poor condition.

The footways on High Street West to the north of the site are wider, around 3m adjacent to the site and continue westbound to provide access to the city centre. This route has street lighting, dropped

kerbs, and tactile paving at pedestrian crossings and is in better condition than those immediately surrounding the site.

To the south of the site, Coronation Street also has footway widths of approximately 3m and provide a route westward to the city centre via West Sunnyside and Athenaeum Street, the condition of this route is generally good. There is a pedestrian footpath to the west of the site that provides a route to the city centre via Norfolk Street and St Thomas Street, access to this from Nile Street is around 80m north of Coronation Street. Much of the city centre, Sunderland station, Hudson Road Primary School, and Mowbray Park are within 500m of the site as shown in Figure 2.

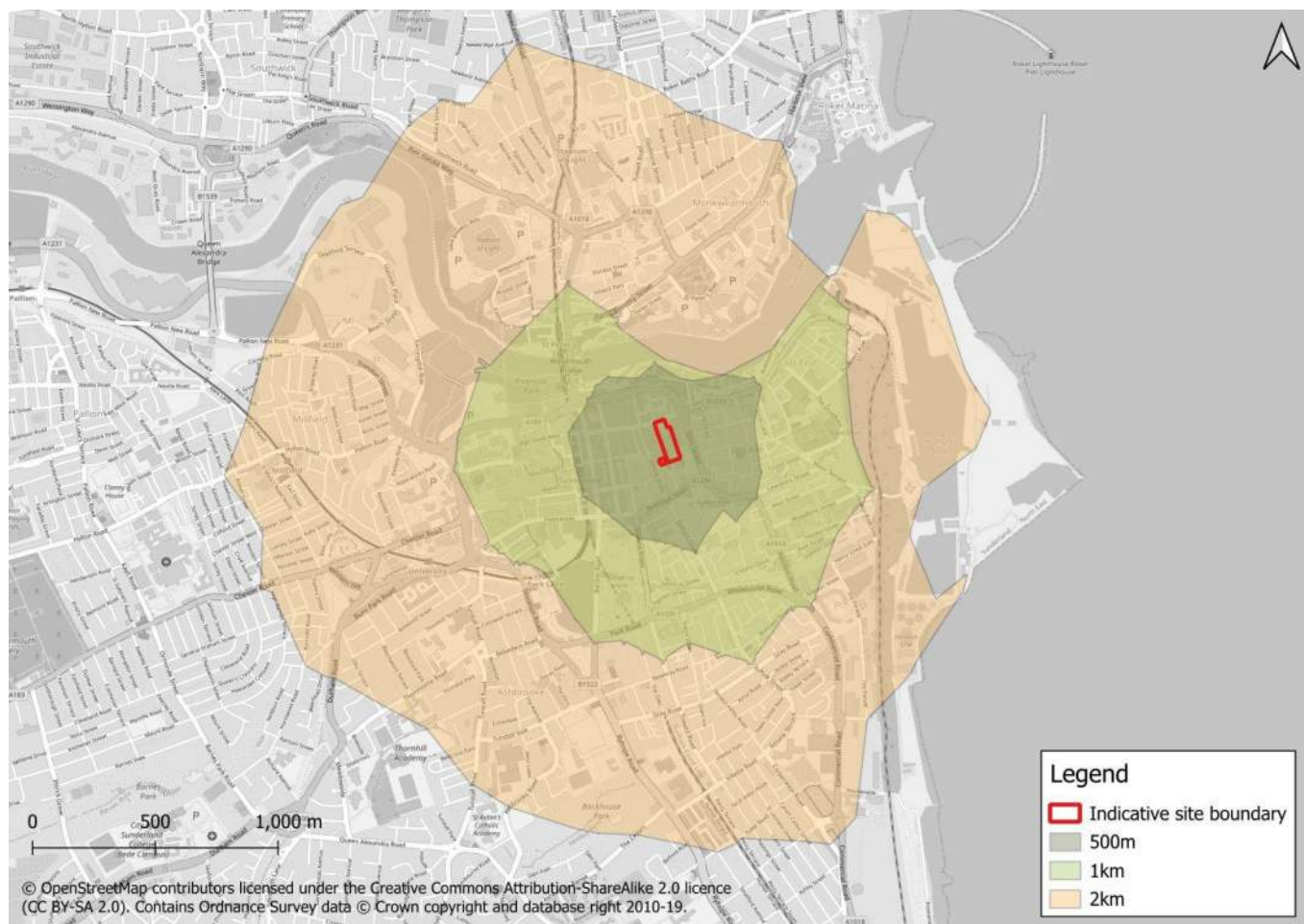


Figure 2: Walking isodistances from the centre of the site

3.3 Cycle Network

High Street West and Villiers Street are both shown as part of the cycle network on the Sunderland cycle map, as shown in Figure 3.

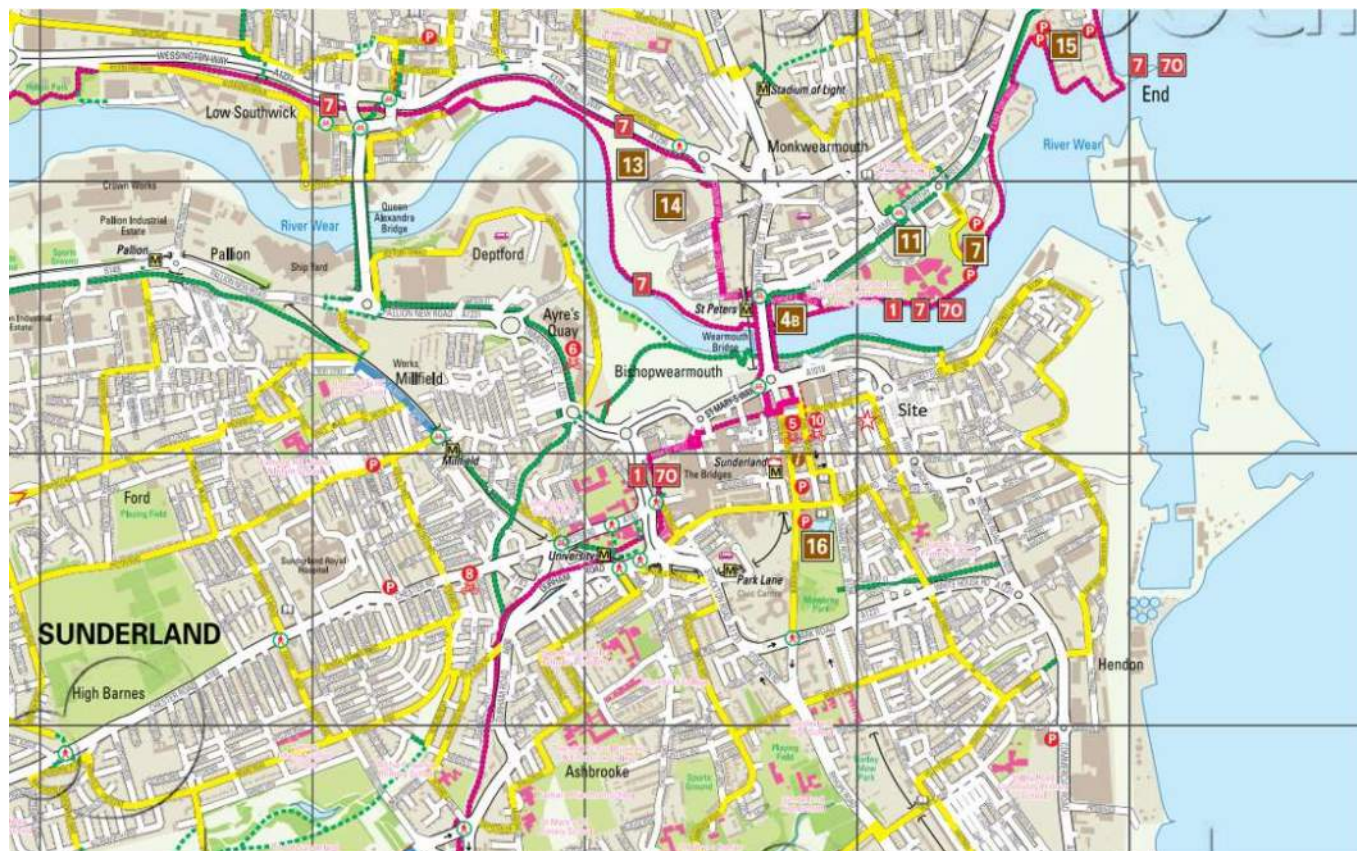


Figure 3: Extract of Sunderland cycle map

These streets do not have any dedicated cycle infrastructure, but they provide a connection to the National Cycle Network routes 1 and 70 that pass through the city centre, and NCN 7 which runs north of the River Wear. There is also a network of traffic free routes around Sunderland shown in green on Figure 3.

An 8km distance from the site is shown in Figure 4. This represents the preferred maximum cycle distance to work or study, this distance includes all of Sunderland and the built-up area surrounding it.

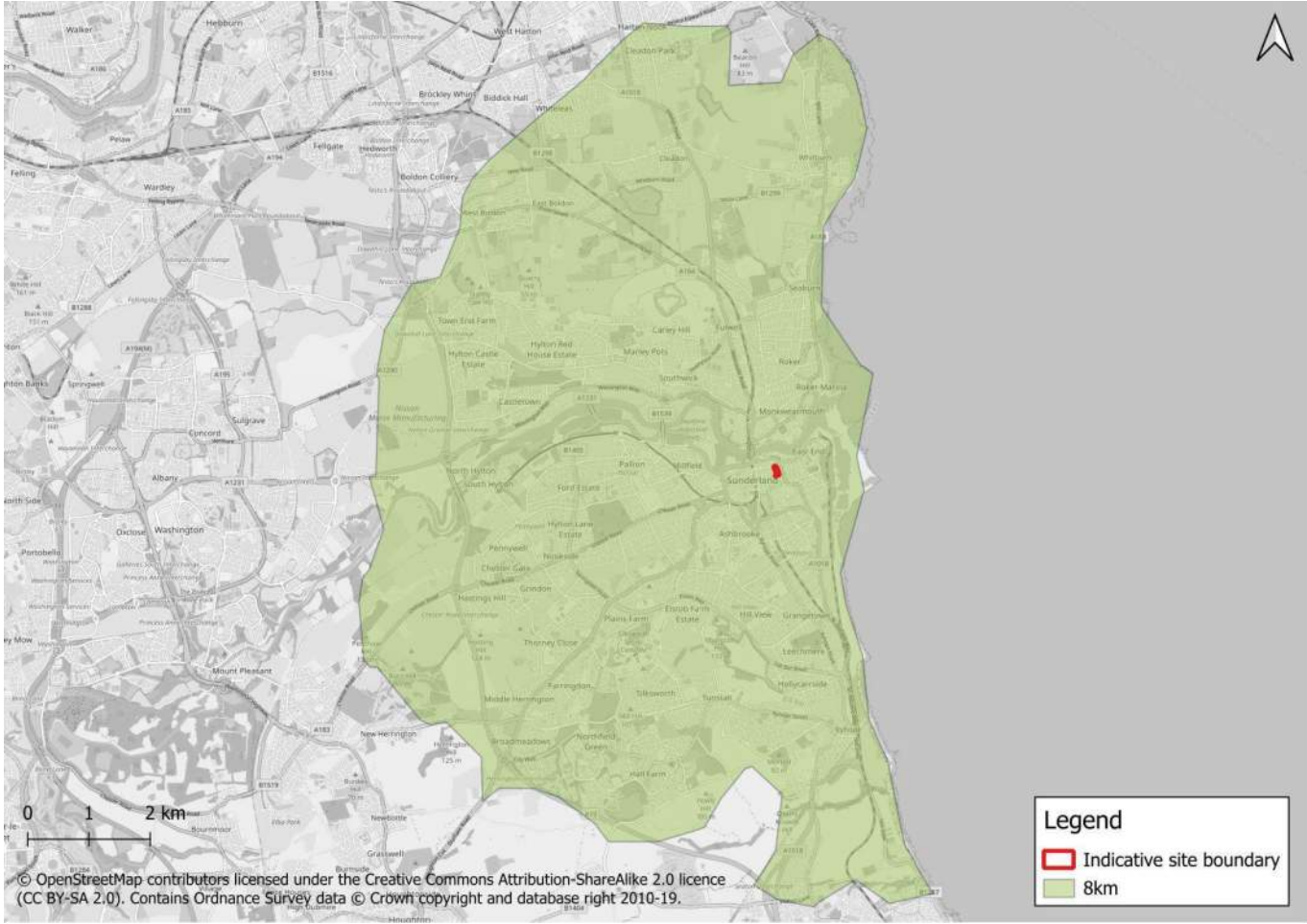


Figure 4: Cycle isodistance

3.4 Public Transport Networks

The site has good access to public transport with bus, train, and metro connections available nearby. Figure 5 shows the public transport options near the site.



Figure 5: Public Transport

The nearest bus stop to the site is around 40m to the west on High Street West. This stop is used by the number 38 bus, for a half hourly service into the city centre, the stop has no seating or shelter. Around 140m to the south of the site are a pair of bus stops on Borough Road, these have no seating or shelter. The number 11 bus stops here and has three buses an hour to Pennywell and Grangetown,

Around 400m to the west of the site in the city centre there are many more frequent services stopping southbound on John Street and northbound on Fawcett Street, the stops here have shelter, seating, and timetable information. Combined, the services offer around 15 buses an hour to destinations including, South Shields, Newcastle, Boldon, Seaburn, and the Sunderland Interchange where connections can be made to other regional services.

Sunderland train and metro station is around a 450m walk the site. There are 2-3 train services an hour to destinations including London, Hexham, Whitby, Nunthorpe, and Battersby. The station has step free access to all platforms and is staffed Mon-Sat 0515-0000 and Sun 0630-0000. The metro green line services stop at this station at a frequency of 5 trains per hour in each direction. Services terminate at South Hylton or the airport via Newcastle and Gateshead.

3.5 Car Parking and Car Club

On-street

Adjacent to the site, there are three on-street parking bays on the west side of Villiers Street, the restriction is Mon-Sat 1 hour stay, no return within 1 hour, at the south end of the street there are two disabled parking bays. Elsewhere on Villiers Street there are single yellow lines, the space for parking on the east side of the street is half the width of that on the east side of the street, in practice this is only a surface treatment, but it looks like vehicles will be half parked in a marked area and half in the carriageway. There are 12 parking bays on Coronation Street adjacent to the site and to the west with the same restrictions as Villiers Street, five of these bays are disabled parking bays. Elsewhere near the site there is on-street parking on Little Villiers Street, again with the same restrictions as above. On Nile Street there are no marked out parking bays, but there are single yellow lines, and pavement parking can be observed. The single yellow lines are subject to the controlled parking zone restrictions in Sunderland city centre where restrictions are in place Mon-Sat 8am-6pm.

Off-street

There are currently two surface level car parks within the red line boundary of the site. The car park in the south of the site is a private car park with 16 spaces, the car park in the north is run by the council and has 43 spaces. The public car parks in Sunderland within 1km of the site are listed in Table 2 and shown in Figure 6.

Table 2: Public car parks (data from parkopedia.co.uk)

Name	Operator	Capacity
High Street West	Sunderland City Council	43
Sunniside Multi storey	Sunderland City Council	653
Charles Street	Sunderland City Council	28
West Wear Street	Sunderland City Council	40
Nile Street	Sunderland City Council	49
Nile Street	Napier Parking	60
Tatham Street	Sunderland City Council	94
St Mary's Multi storey	Sunderland City Council	480
Bridges - Rooftop	The Bridges	215
Bridges - Multi storey	The Bridges	700
Total		2,362

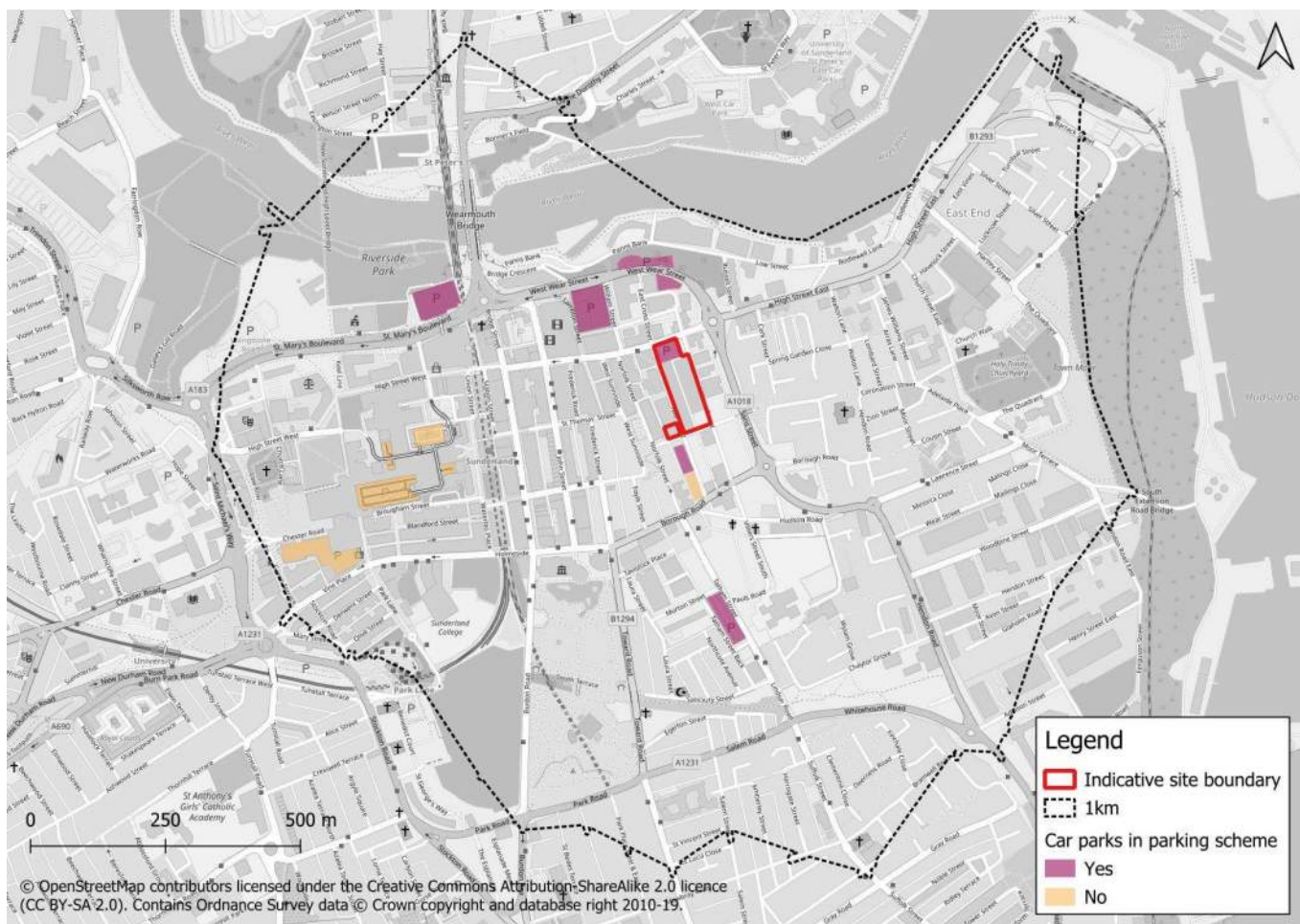


Figure 6: Car parks

Sunderland City Council operate a city centre residents parking scheme which allows residents who live in the city centre to purchase a permit that allows parking at any time (subject to availability) in any of the council operated multi-storey and off-street car parks (except Prince/South Street car parks). The car parks listed above that involved in the scheme are St Mary's, Sunniside, Nile Street, High Street West, West Wear Street, Charles Street, and Tatham Street. There are other car parks involved in the scheme, but they are further from the site and therefore have not been included here.

Car Club

There are no car clubs currently in the vicinity of the site or in Sunderland. Enterprise Car Club and Cowheels both operate in Newcastle showing there is a market for a car club in the region.

4. Proposed Development and Travel Plan Measures

4.1 Proposed Development

The proposed development is comprised of the following:

- 75 dwellings
- Accessible parking only
- 150 cycle parking spaces for residents in secure stores
- 5 cycle parking spaces within the landscaping for short stay use

4.2 Access by Sustainable Modes

Pedestrian and cycle access to the site can be made from all sides with the main property accesses from the street. Rather than one centralised location, six cycle stores are located within the landscaping in the centre of the site, cycle storage is also provided in curtilage for the terrace housing and some of the maisonettes. These cycle stores provide a total of 150 secure, covered spaces for resident use. Stores will only be accessible by key holding residents, they will have lighting and be positioned so that natural surveillance is high. The distribution of the stores mean they are easily accessible from all dwellings. A further five short stay cycle parking spaces are provided within the landscaping.

Measures to promote walking, cycling and public transport:

- Pedestrian and cycle friendly design
- Promotion of local walking groups
- Promotion of the health benefits of walking
- Secure, covered cycle parking
- Promotion of Council led cycle initiatives and cycle groups/clubs
- Providing up to date public transport information

4.3 Limiting Car Use

No on-site parking is proposed, four on-street accessible bays are proposed adjacent to the site, two on Nile Street and two on Villiers Street, near to the pedestrian entrances. The proposed development is in a highly sustainable location and therefore an attractive option for people who want to live low-car lifestyles.

Sunderland City Council operate a city centre residents parking scheme which allows residents who live in the city centre to purchase a permit that allows parking at any time (subject to availability) in any of the council operated multi-storey and off-street car parks (except Prince/South Street car parks). Car parks near the site involved in the scheme are St Mary's, Sunnyside, Nile Street, High Street West, West Wear Street, Charles Street, and Tatham Street. It is expected that residents of the proposed development who wish to own a car will take advantage of this parking scheme.

Measures to reduce single occupancy car journeys:

- Promotion of car sharing

4.4 Communication Strategy

Any marketing material for the development will promote the car-free nature of the development as this will encourage people interested in living car-free lifestyles to consider moving to the development. A Welcome Pack leaflet, either hard copy or digital copy, will be given to residents when they move in providing information about travel options to and from the proposed development. The pack will contain public transport information, walking/cycling information, a map of the surrounding area with important locations marked (e.g. public transport), and information on where to find current timetables. It may also include a summary of the information included in this Travel Plan and any of the maps or figures that are relevant.

5. Summary of Actions and Measures

Travel Plan actions and measures are summarised in Table 3 and Table 4, and will be in place for the lifetime of the Travel Plan.

Table 3: Summary of Travel Plan Actions

Action	Responsibility	Timeframe
Appoint a Travel Plan Coordinator	Developer	Before first occupation
Implement Travel Plan measures	As per Table 4	As per Table 4
Prepare and distribute travel plan surveys annually followed by the production of a monitoring report to be sent to Sunderland City Council for discussion.	Travel Plan Coordinator	Within 3 months of first occupation and annually thereafter

Table 4: Summary of Travel Plan Measures

Measure	To Support	Responsibility	Timeframe
Welcome Pack provided to residents when they move in containing travel information	Sustainable travel choice	Travel Plan Coordinator	Before first occupation
Pedestrian and cycle friendly design	Sustainable travel choice	Developer	Construction
Promotion of local walking groups	Walking	Travel Plan Coordinator	Ongoing
Promotion of the health benefits of walking	Walking	Travel Plan Coordinator	Ongoing
Secure, covered cycle parking	Cycling	Developer	Construction
Promotion of Council led cycle initiatives and cycle groups/clubs	Cycling	Travel Plan Coordinator	Ongoing
Providing up to date public transport information	Sustainable travel choice	Travel Plan Coordinator	Ongoing
Promotion of car sharing	Sustainable travel choice	Travel Plan Coordinator	Ongoing

Manchester

Carver's Warehouse
77 Dale Street
Manchester M1 2HG
+44 (0)161 228 6757

London

Reeds Wharf
33 Mill Street
London SE1 2AX
+44 (0)20 7253 2977

Leeds

1 Saw Mill Street
Water Lane
Leeds, LS11 5WE
+44 (0)113 2025 130

Glasgow

35 Virginia Street
Glasgow G1 2TN
+44 (0)141 370 1829