

Power Park Exeter Framework Travel Plan & Parking Strategy

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POWER PARK, EXETER

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01 – FRAMEWORK TRAVEL PLAN

01

1 FRAMEWORK TRAVEL PLAN

1.1 Introduction

1.1.1 Northern Transport Planning has been appointed to provide advice on the transport implications of proposed employment development known as Power Park in Exeter. This report provides a Framework Travel Plan for the site to support a Local Development Order (LDO) for the proposed development. The client has been actively involved in the development of the Travel Plan.

1.2 What is a Travel Plan?

1.2.1 The NPPF defines a Travel Plan as:

“a long-term management strategy for an organisation or site which seeks to deliver sustainable transport objectives, and which is regularly reviewed.”

1.2.1 Guidance issued by the Department for Transport indicates that the successful introduction of Travel Plans has the potential to deliver significant benefits to employees, occupying organisations and local communities, as indicated below:

- **Benefits to Employees** - Employees can enjoy improved health, less stress, a better quality of life, as well as travel cost and travel time savings.
- **Benefits to organisations** - Organisations can gain from increased productivity from a healthier workforce, operational cost savings, reduced demand for car parking, with easier access for employees and deliveries.
- **Benefits to the local community** - The local community can benefit from reduced traffic generation and thus reduced congestion and reduced impact on the environment.

1.2.2 Travel Plans are unique to each development and identify a package of measures for a specific location to improve accessibility and encourage use of sustainable modes of travel. Travel Plan implementation is an ongoing process requiring regular monitoring, review and adjustment to ensure agreed objectives are delivered.

1.2.3 With mixed-use or phased developments with multiple occupants, a Framework Travel Plan is appropriate. The Framework Travel Plan should clearly outline overall objectives, targets and indicators for the entire site and be administered centrally. It should summarise the involvement required of site occupiers as part of the Plan, and the timescales for individual units or phases to prepare and implement their own Full Travel Plans or Travel Plan Statements.

1.3 Development Site and Location

1.3.1 The development site is located north of Long Lane and immediately south of Exeter Airport, approximately 9km east of the centre of Exeter. The geographical location of the site is identified on **Plan 01**, **Plan 02** and **Plan 03**.

1.3.2 The site has an irregular shape as identified on the illustrative masterplan layouts provided as **Appendix A**. To the south the site is bounded by Long Lane, to the west by Exeter Airport Car Park No.4, to the north by Exeter Airport and to the east by agricultural land.

1.4 Development Proposals

1.4.1 The proposed development comprises an employment site with a range of land uses which will be limited to 26,000sq.m. Gross Floor Area (GFA) across the whole LDO site. The precise split of land uses is not defined as part of the LDO, however for the purposes of this report the following indicative split has been assessed:

- 10,400sq.m. GFA B2 land use (40%); and
- 15,600sq.m. GFA B8 land use (60%).

1.4.2 Access to the proposed development site will be available to pedestrians, cyclists, cars and commercial vehicles via a new simple priority junction with Long Lane towards the western end of the site frontage.

1.5 Parking Strategy

- 1.5.1 East Devon District Council does not have adopted parking standards (and there is no requirement in the National Planning Policy Framework for them to do so). As such, each case must be considered on its own merits having regard to the site location, sustainability and development proposals. Parking at Power Park will be provided as described below:
- Total number of parking spaces for B2 and B8 units provided in the range 1 space per 100sq.m. GFA to 1 space per 200sq.m. GFA.
 - Total number of parking spaces for all other development uses provided in the range 1 space per 50sq.m. to 1 space per 200sq.m. GFA.
 - Disabled parking spaces, located as close to the entrances to buildings as possible, provided at 5% of the total.
 - Car share parking spaces, in more favourable locations, provided at 5% of the total.
 - Electric vehicle (EV) charging points provided at 20% of the total, with ducting to be installed to enable the straightforward future provision of charging points to all remaining parking spaces.
- 1.5.2 It should be noted that there will be some 'overlap' between the allocation of disabled/EV spaces and car share/EV spaces.
- 1.5.3 Motorcycle parking spaces will be provided in the range 1 space per 1,000sq.m. GFA to 1 space per 2,000sq.m. GFA.
- 1.5.4 Covered and secure cycle parking spaces located as close to the entrances to buildings as possible will be provided in the range 1 space per 250sq.m. GFA to 1 space per 500sq.m. GFA.
- 1.5.5 The above parking provision has been proposed having regard to the professional experience of Northern Transport Planning Ltd and the site developers, Oxenwood, who manage similar developments nationally. The site is in a sustainable location, with established public transport links and opportunities to encourage the use of alternative modes of transport will be exploited through Travel Plans for each of the proposed units.

1.5.6 Measures will put be in place to prevent unauthorised parking on the access roads within the site. It will, however, also be necessary for the overall site management company and/or building unit occupiers to monitor and enforce usage of the car parking spaces to ensure they are used only for the purpose intended (i.e. car share, disabled, etc.), and used only by staff and visitors to the site.

1.6 Travel Plan Objectives

1.6.1 The primary objective of the Travel Plan is to reduce single occupancy commuting to the Power Park site.

1.6.2 Subsidiary objectives are as follows:

- To provide employees with information on more sustainable travel options, to enable them to make an informed choice about their travel options.
- To promote public transport, walking, cycling and car sharing.
- To reduce the impact of travel and transport arising from operation of the premises, where realistic opportunities to do so are available.

1.6.3 The Framework Travel Plan has been prepared as a site-wide document, offering a bespoke range of sustainable travel solutions and measures that will enable occupiers of the site to offer ways of reducing unnecessary car travel, and to encourage its employees to be more proactive in their use of more healthy and sustainable modes of transport. This will assist in reducing the impact of congestion during network peak hours and during any operational shift changes that take place at the site.

1.7 Guidance

1.7.1 This Framework Travel Plan has been prepared in accordance with the following range of established guidance:

- Department for Transport ‘The Essential Guide to Travel Planning’ (2007);
- Department for Transport ‘Delivering Travel Plans through the Planning Process’ (2009);
- Chapter 9 ‘Promoting Sustainable Transport’ within the National Planning Policy Framework (NPPF); and
- Devon County Council (<https://www.traveldevontoolkit.info/toolkits/>).

1.8 Scope of the Report

1.8.1 Subsequent sections of the report deal with the following matters:

- **Section 2** considers the site's accessibility by sustainable modes of transport.
- **Section 3** deals with the management strategy.
- **Section 4** deals with targets and indicators.
- **Section 5** deals with sustainable travel measures.
- **Section 6** deals with monitoring and review.

**02 – ACCESS BY SUSTAINABLE
MODES OF TRANSPORT**

02

2 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

2.1 Introduction

2.1.1 This section of the report considers the proposed development site’s accessibility by sustainable modes of transport. First, an assessment of the person trip generating potential of the proposed development site is made.

2.2 Person Trips Associated with the Proposed Development

2.2.1 For the purposes of this report the following indicative split of land uses has been considered:

- 10,400sq.m. GFA B2 land use (40%); and
- 15,600sq.m. GFA B8 land use (60%).

2.2.2 The number of weekday person trips associated with this level of development has been estimated using average multi-modal trip rates contained in the TRICS (Version 7.8.4) trip rate database (B2: Industrial Estate category; B8: Warehousing Commercial category).

2.2.3 For the B2 land use the TRICS selection process has been to include all mainland GB sites (excluding Greater London) in Edge of Town locations surveyed since 2013 in the range 1,000sq.m. to 20,000sq.m. GFA. To get a reasonable sample of sites for the B8 land use, the TRICS selection process has been to include all mainland GB sites (excluding Greater London) on the TRICS database.

2.2.4 All TRICS data is provided within **Appendix B** and the trip generation calculations are summarised in the following tables:

| | Daily Two-Way Trips |
|--|----------------------------|
| Industrial Estate – Trip Rate per 100sq.m. GFA | 13.776 |
| Trips associated with 10,400sq.m. GFA | 1,433 |

Table 2.01: Weekday Person Trips Generated by the B2 Development

| | Daily Two-Way Trips |
|--|---------------------|
| Warehousing – Trip Rate per 100sq.m. GFA | 2.408 |
| Trips associated with 15,600sq.m. GFA | 276 |

Table 2.02: Weekday Person Trips Generated by the B8 Development

2.2.5 The TRICS data indicates the total proposed development would generate 1,709 two-way (i.e. arrivals plus departures) person trips per day (by all modes of transport).

2.2.6 By using the journey to work 2011 census data from NOMIS for people who work in the area surrounding the proposed development site (the workplace zone is E02004134 : East Devon 006 – data provided within **Appendix C**) the following weekday trips by mode type for the total development are calculated:

| Mode Type | Modal Split | Daily Two-Way Trips |
|------------------------------|-------------|---------------------|
| Walking | 4.6% | 79 |
| Cycling | 1.6% | 26 |
| Public transport | 5.4% | 93 |
| Motorcycle, scooter or moped | 1.6% | 28 |
| Single occupancy car | 74.7% | 1276 |
| Multi occupancy car | 12.1% | 207 |
| Total | 100.0% | 1709 |

Table 2.03: Weekday Modal Split

2.3 Accessibility on Foot

2.3.1 It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

2.3.2 Within the site a network of designated footpaths, footways and areas of shared surface will be available as shown on the illustrative masterplan layouts.

- 2.3.3 A link on foot and by cycle between the proposed development site and the areas west of the site is provided by a combination of footways, footpaths and areas of shared surface within the airport car parks. The footway provision is to be improved as part of the Long Lane Improvement Scheme (**discussed in Section 3**).
- 2.3.4 No provision for pedestrians is provided on Long Lane to the east of the site frontage.
- 2.3.5 A Toucan signal controlled pedestrian/cycle crossing is available west of the Long Lane junction with the B3184 providing a safe link to the designated pedestrian and cycle route which passes through the airport car parks on the south side of the B3184.
- 2.3.6 A 2km walking radius, representing approximately a 25 minute walking distance (walking at 5kph/3mph), is identified on **Plan 04**. Having regard to the alignment of links for walking and barriers to movement, a limited residential built-up area where staff might live lies within a 2km walk from the site – this essentially comprises only the dwellings within Clyst Honiton.
- 2.3.7 Existing accessible facilities are available within a 500m walk from the site as follows:
- Café at the Future Skills Centre;
 - Café at the Hampton Hotel; and
 - Various food outlets at the nearby business park.

2.4 Accessibility by Cycle

- 2.4.1 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 2.4.2 Covered and secure cycle parking with public tyre pumps located close to building entrances will be provided as part of the proposed development.

- 2.4.3 Devon benefits from the Co Bikes scheme, an on-demand electric bike rental scheme: <https://www.co-bikes.co.uk/>. To use Co Bikes the rider needs to register via the nextbike app; scan the bike's QR code or enter bike number at any Co Bikes Station – the lock will open automatically; end rental at any Co Bikes Station. Co Bikes Stations are located throughout Exeter, but notably also at the nearby Future Skills Centre.
- 2.4.4 A link for cyclists is available between the proposed development site and the B3184 via a signed route west of the Future Skills Centre as shown on **Plan 05**. Footways along the B3184 and Clyst Honiton Bypass are signed for use as combined footways/cycleways. A route for cyclists is available through Clyst Honiton, which is closed to general through-traffic.
- 2.4.5 An extract from Devon's Cycle Network Map is provided as **Appendix D**. It can be seen that from the airport car parks a link by cycle is available via an 'Advisory Cycle Route' passing through Clyst Honiton, connecting to a 'Traffic-free Cycle Route' and onwards to Exeter's excellent cycle network.
- 2.4.6 A 5km cycling radius, representing approximately a 15 minute cycle distance (cycling at 20kph/12mph), is identified on **Plan 06**. Having regard to the alignment of the links for cyclists and barriers to movement, a modest residential built-up area where staff might live lies within a 5km cycle from the proposed development site, including Clyst Honiton, Cranbrook, Rockbeare and dwellings located west of the site but east of the M5 Motorway.

2.5 Accessibility by Public Transport

- 2.5.1 It is recognised that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot. Ideally, bus users should not have to walk more than 400m to their nearest bus stop and train users should not have to walk more than 800m to their nearest train station. This criterion is sometimes difficult to satisfy comprehensively, particularly outside of the larger conurbations, and therefore it is normally accepted that direct, frequent and easily understood services are more important than a few extra metres of walking distance.

2.5.2 Bus stops are located outside the Exeter Airport terminal building, approximately a 600m walk from the proposed site access. From here the bus service No.56 is available. The timetable and route is summarised in the table below:

| Service Number | Route | Frequency (Minutes) | | |
|----------------|--|---------------------|-------------|---------|
| | | Mon-Sat Day | Mon-Sat Eve | Sun Day |
| No.56 | Exeter St. Davids Railway Station – Exeter City Centre – Honiton Road – Science Park – Clyst Honiton – Exeter Airport Terminal | 30 | 60 | 60 |
| No.56 | Exeter Airport Terminal – Aylesbeare Inn – Greendale Business Park – Woodbury Salterton – Woodbury – Lypstone Marine Estate Littlemead Lane – Exmouth Parade | 60 | - | - |

Table 2.04: Bus Services available from Exeter Airport Terminal

2.5.3 As well as serving a good geographical area, the bus service available from Exeter Airport Terminal provides a frequent public transport link into the centre of Exeter where further opportunities for public transport are available.

2.5.4 There are plans to route the bus service No.56 via Long Lane passing the Power Park site. The bus service would then follow a route past the Future Skills Centre and Silverdown Office Park, connecting with the B3184 via Fair Oak Close. Precise details of the planned changes to the bus service, i.e. frequencies and bus stop locations, etc., are not currently available, however we understand the bus is likely to operate a 30 minute frequency along the full length of the route between Exeter St. Davids Railway Station and Exmouth Parade.

2.5.5 The BREEAM Accessibility Index has been calculated to be 1.22 based on a 600m distance to the currently nearest bus stop and a 2 bus services per hour frequency between Exeter Airport and the centre of Exeter.

2.6 Accessibility for Disabled and Mobility Impaired People

- 2.6.1 The proposed development will be designed to be compliant with the Building Regulations Approved Document Part M to ensure that the site is accessible and usable and that individuals, regardless of their age, gender or disability, level of mobility or visual impairment, are able to gain access to the buildings and within the buildings and use their facilities, both as visitors and as members of staff. This will ensure items such as suitably designed accessible car parking spaces for disabled people, ramps and steps (including handrails and tactile paving provision), adequate external lighting and colour contrasted doors are provided as appropriate.
- 2.6.2 No specific age-related requirements for walking or cycling facilities have been identified for the proposed development.

03 – MANAGEMENT STRATEGY

03

3 MANAGEMENT STRATEGY

3.1 Introduction

3.1.1 This section of the report describes the Framework Travel Plan management strategy.

3.2 Local Planning Authority

3.2.1 The Local Planning Authority is East Devon District Council (EDDC).

3.3 Local Highway Authority

3.3.1 The Local Highway Authority is Devon County Council (DCC). DCC is responsible for determining with the developer/occupier the most appropriate measures and/or outcomes that form part of the Travel Plan, and responsible for monitoring of the Plan.

3.4 Developer/Occupiers

3.4.1 It is the responsibility of the developer to provide a site-wide Travel Plan Coordinator (TPC). The TPC is responsible for promoting and implementing the measures associated with the Plan, and to ensure that all survey work required for monitoring is completed at the appropriate time.

3.4.2 The eventual unit occupiers will be required, at their own expense, to appoint a Unit Travel Plan Coordinator (UTPC). All occupiers will be required to produce a Company Travel Plan. The Framework Travel Plan is designed to act as a guide to help with this process and to compliment the Company Travel Plans, not to replace them.

3.4.3 It should be noted that the appointment of a TPC/UTPC need not be a new appointment, but may be a matter of extending the job profile of an existing employee. A secondary contact for the TPC will be appointed in case of personnel changes.

3.5 Site-wide Travel Plan Coordinator

3.5.1 The developer is responsible for appointing the site-wide Travel Plan Coordinator (TPC). Details of the current TPC are as follows:

- To be confirmed.

3.5.2 The TPC will be provided with any appropriate training, time to fulfil the role, must be empowered to act on behalf of the company, and should have management support.

3.5.3 The role of the TPC will include some or all of the following:

- To promote and encourage the use of modes other than a single occupancy car;
- Ensure that relevant information is provided to all intended users of the Travel Plan and that information is clearly displayed on notice boards and a website and is kept up-to-date;
- Arrange and record surveys of car park usage at intervals set out in the Travel Plan;
- Survey and record the level of usage of cycle stands at intervals set out in the Travel Plan to establish potential need for additional facilities;
- Monitor demand for any additional bus facilities, including company bus facilities;
- Maintain records of car sharing arrangements;
- Seek regular feedback from local bus operators to establish levels of demand for bus services and any potential for improved services;
- Arrange for a travel survey to be undertaken of all staff on the site, identifying both travel needs and current travel modes at least annually;
- Liaise with public transport operators, officers of the planning and highway authorities, unit occupiers and arrange regular meetings with all interested parties; and
- Organise workshops and induction seminars to provide information for existing and new staff.

3.6 Unit Travel Plan Coordinators (UTPC)

3.6.1 At this stage of development, it is not known who the end occupiers of the employment units will be, hence it will be the future occupier's responsibility to develop a Company Travel Plan for their own employees, based around the principles set out in this Framework Travel Plan for the site as a whole. These Company Travel Plans should be prepared after employers have undertaken a baseline travel survey (within 3 months of initial occupation).

3.6.2 Each occupier will be required to nominate a UTPC to act as the lead contact within each business. This person will take responsibility for delivering unit specific Travel Plan measures at each employment site, and will liaise with the site-wide TPC on issues which are relevant to the site as a whole.

3.7 Sustainable Transport Working Group

3.7.1 It is recognised that the Travel Plan and supporting strategies need to be responsive to local need and flexible to future priorities and conditions.

3.7.2 A Sustainable Transport Working Group will be set up for the site, led by the site-wide TPC, and formed of key stakeholders (i.e. DCC, public transport operators, car share providers, etc.) and UTPCs. Their role will be to oversee the delivery of the Travel Plan and to review changes in priorities and promotions suggested by the site-wide TPC, depending on requirements. The group would meet bi-annually and could develop ad hoc working groups where specific needs arise at certain times.

04 – TARGETS AND INDICATORS

04

4 TARGETS AND INDICATORS

4.1 Introduction

4.1.1 This section of the report deals with targets and indicators.

4.2 Targets

4.2.1 Best practice in the area of Travel Plans requires that clear targets should be set. Targets can only be set in relation to local circumstances. They should be challenging but realistic, and will depend on existing patterns of travel behaviour, local geography, local transport infrastructure, local public transport and the availability of parking on and in the near vicinity of the site.

4.2.2 These Targets therefore should be 'SMART' - Specific, Measurable, Achievable, Realistic and Time-related. They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....).

4.2.3 Objectives can be broken down into 'Outputs' and 'Outcomes'. Examples of 'Outputs' are shown below:

- x Cycle parking spaces are to be provided initially and this number will be carefully monitored and specific targets identified if necessary; i.e. 'y' no. of additional cycle stands to be provided by (date');
- The level of car sharing; and
- The provision of travel information to staff.

4.2.4 Examples of 'Outcomes' are shown below:

- 'The proportion of journey-to-work arrivals in single occupancy cars will be kept below x%';
- % increase in cycle use;
- % increase in public transport use;
- % increase in car sharing;
- % employee trips eliminated through home working;
- Similarly improving the modal share of those visiting the site; and
- A reduction in the number of vehicles entering the site.

4.2.5 By using the journey to work 2011 census data from NOMIS for people who work in the area surrounding the site the following modal split has been calculated:

| Mode Type | Modal Split |
|------------------------------|--------------------|
| Walking | 4.6% |
| Cycling | 1.6% |
| Public transport | 5.4% |
| Motorcycle, scooter or moped | 1.6% |
| Single occupancy car | 74.7% |
| Multi occupancy car | 12.1% |
| Total | 100.0% |

Table 4.01: Weekday Modal Split

4.2.6 It can be seen that there is opportunity to decrease single occupancy car trips by approximately 5% in the first 5 years of the delivery of the development by increasing the use of walking, cycling, public transport and car sharing.

4.2.7 Specific targets relating to modal shift will be established and agreed with DCC once detailed baseline travel surveys have been undertaken. It is anticipated that once an appropriate modal shift target is identified the target would be achieved within 5 years following 1st occupation to allow the Travel Plan measures to take effect. This provides an appropriate timescale against which to measure progress against targets. Once achieved the target mode split will be maintained at that level and reviewed as part of the annual monitoring programme for 5 years.

**05 – SUSTAINABLE TRAVEL
MEASURES**

05

5 SUSTAINABLE TRAVEL MEASURES

5.1 Introduction

5.1.1 In order to reach the objective of reducing single car occupancy vehicle trips, measures will be implemented to raise awareness of sustainable transport issues and to encourage staff and visitors to use alternative modes of travel to access the site.

5.2 Hard Measures

5.2.1 These include the physical off-site and on-site infrastructure works which will provide safe and convenient sustainable transport links to the site.

5.3 Soft Measures

5.3.1 These comprise a number of different measures that serve to encourage a modal shift from single occupancy car journeys to more sustainable forms of travel.

5.3.2 This element of the Travel Plan will only be effective if the plan has been properly considered, is realistic in what it attempts to achieve, and has the commitment and support of both the management and employees of the site occupiers.

5.3.3 Although the strategy selected will depend on a range of factors it will typically include a variety of measures relating to:

- Encouraging walking;
- Encouraging cycling;
- Encouraging use of public transport; and
- Encouraging car sharing.

5.3.4 Example Travel Plan measures are as follows:

| Strategy | Measures |
|-----------------------------|--|
| Site design | <ul style="list-style-type: none"> • Access points to the site by all modes – greater accessibility options for sustainable travel modes |
| Reducing the need to travel | <ul style="list-style-type: none"> • Create policy to enable flexible working • Provide audio/video-conferencing facilities and training • Provide on-site services for employees |
| Active travel | <ul style="list-style-type: none"> • Create a pedestrian and cycle friendly site including cycle parking, routes and other facilities • Provide walker and cyclist changing facilities • Improvements to the local walking and cycling network • Promotional walking and cycling events • Provide walking and cycling maps • Provide a pool bike service • Provide “Dr Bike” service |
| Passenger transport | <ul style="list-style-type: none"> • Improvements to local bus and rail infrastructure • Promotion of passenger transport with information • Provide shuttle buses to passenger transport hubs • Provide real time information for bus and rail departures • Financial incentives, including staff discounts and special offers for day and season tickets • Season ticket loans • Provide a guaranteed way home • Consider relationship between timetables and shift patterns |
| Car sharing | <ul style="list-style-type: none"> • Sign up to a car sharing scheme • Car share promotional events • Provide free, guaranteed or priority parking for car sharers • Provide additional perks • Provide pool cars/hire cars/car club cars |
| Parking management | <ul style="list-style-type: none"> • Create a needs-based parking allocation scheme • Provide electric car charging facilities |
| Promotion and marketing | <ul style="list-style-type: none"> • Provide personal travel advice to employees • Give welcome packs and induction briefings to new employees, including maps and information on sustainable travel • Publicise the Travel Plan and sustainable travel information on a website • Posters, competitions, flyers, events and road shows to promote sustainable travel |

Table 5.01: Example Travel Plan Measures

5.4 Travel Plan Marketing and Travel Information

- 5.4.1 The TPC will ensure that up-to-date travel information is available to employees, as a lack of information can be a barrier to the use of public transport and other non-car modes of transport. Increasing awareness of travel alternatives would therefore form a key element of the Travel Plan.
- 5.4.2 A Travel Plan website would be established to provide information on travel to the site. Information on each mode will be updated by the site-wide TPC on a regular basis.
- 5.4.3 The provision of public transport information systems in publicly accessible areas of each unit will be considered.
- 5.4.4 A Travel Pack would be produced by the TPC prior to first occupation of the site. The Travel Pack would set out the aims and objectives of the Travel Plan and provide useful information in relation to sustainable travel options to assist staff in making informed choices when travelling to and from work. The Travel Pack will contain a wide range of site specific travel information and advice, and, where appropriate, will provide links to external sources of information.
- 5.4.5 The Travel Pack will be distributed to all new members of staff prior to their first day at work. The Travel Pack would be available to email to visitors.
- 5.4.6 A suitably located Notice Board will be provided within each unit for the display of the travel information described above, together with related newsworthy items (e.g. promoting Bike to Work days).

5.5 Measures to Promote Walking

- 5.5.1 The importance of walking in relation to health is supported by many health professionals, who advocate 30 minutes of brisk walking per day.

5.5.2 Walking will be marketed via the Travel Pack. In particular this marketing material would include:

- Promotion of benefits in terms of health, finances, social interaction, etc.; and
- Promotion of national and local walking schemes and initiatives.

5.6 Measures to Promote Cycling

5.6.1 Cycling is an efficient, healthy and environmentally friendly mode of transport. The TPC will seek to encourage more employees to cycle to work on a regular basis.

5.6.2 Changing rooms, showers, etc. would be provided for cyclists as part of the proposed development (defined as part of BREEAM compliance).

5.6.3 Secure and covered cycle parking facilities with a public cycle tyre pump would be provided as part of the proposed development.

5.6.4 The TPC will monitor use of the cycle parking to ensure sufficient spaces are available and organise the provision of additional spaces if necessary.

5.6.5 The TPC will provide staff with information on the availability of tax efficient company cycle schemes.

5.6.6 Cycling and its benefits will be marketed via the Travel Pack. In particular the marketing should include:

- The benefits of cycling (health, financial, environmental, etc.);
- Promotion of local and national schemes such as Bike Week; and
- Details of online mapping.

5.6.7 The TPC will liaise with the cycling officers of DCC to ensure that up-to-date information is displayed regarding cycle routes in the local area, local cycling groups and other initiatives to promote cycling such as 'Bike to Work' days. Any issues identified by employees in relation to local cycle routes would be raised with the Council as part of this liaison.

5.6.8 A Bike User Group (BUG) would be created and promoted.

5.6.9 Consultation with the local authority on the state of the local cycle network and on improvements has been considered, but it has been concluded that the existing cycle network is satisfactory.

5.7 Measures to Promote Public Transport

5.7.1 The TPC will liaise with relevant DCC Officers and local transport operators to ensure that up-to-date information is available regarding bus and rail services in the local area.

5.7.2 The TPC will negotiate with local bus companies and DCC to achieve an increase in local provision for the site.

5.7.3 The TPC will produce a plan for inclusion in the Travel Pack showing the location of bus stops near to the site and details of the services and destinations available from each stop. The information provided would include details of routes, timetables, ticketing and any wider initiatives to promote use of public transport.

5.7.4 The UTPC will offer 'taster' bus tickets to new employees interested in bus travel.

5.8 Measures to Promote Sustainable Car Journeys

5.8.1 Priority car parking spaces will be identified for car sharers as part of the proposed development.

5.8.2 Electric vehicle charging points will be installed as part of the proposed development.

5.8.3 The TPC/UTPC will liaise with employees to encourage car sharing in connection with journeys to and from work with a view to minimising the number of single occupancy car trips. The potential for car sharing will be influenced by home location and the number of employees working similar hours and shifts.

5.8.4 The TPC will set up a car share database for the site, for example using Liftshare.com.

06 – MONITORING AND REVIEW

06

6 MONITORING AND REVIEW

6.1 Introduction

6.1.1 This section of the report deals with monitoring and review of the Travel Plan.

6.2 Monitoring

6.2.1 The Travel Plan monitoring period will be from first occupation and for the next five years. The progress of the Travel Plan will be reviewed against the Travel Plan targets annually.

6.3 Baseline Travel Surveys

6.3.1 It will be the responsibility of each unit occupier to complete a baseline employee travel survey within 3 months of occupation of the unit. The site-wide TPC will assist the UTPC with a template staff travel survey, however it will be up to individual employers to administer the survey with their staff. Results from the baseline travel surveys will be made available to the UTPC, the site-wide TPC and DCC. The site-wide TPC will aggregate all of the initial travel survey data to provide a baseline for the site which can be monitored annually over a 5 year period.

6.4 Annual Travel Surveys

6.4.1 Following the completion of a baseline survey, an annual employee travel survey will be carried out with all occupiers on the site to assess travel behaviour change. For ease this will be carried out as an online survey. The survey will be standardised across all employer occupiers so that, if desired, travel to work comparisons can be made within the site.

6.4.2 Annual travel surveys will be compared against the baseline surveys to measure travel behaviour change at the site. Response rates to the annual travel survey are therefore important, and if required, measures will be put in place to incentivise the travel survey. The surveys will be undertaken at the same time each year, ideally in September. These results will be incorporated into an annual monitoring report to DCC which is likely to be issued in November each year, two months after the survey is carried out.

6.5 Reporting and Review

6.5.1 Each year, during the five-year duration, on or around the anniversary of the introduction of the Travel Plan, the TPC and unit end users/occupiers will undertake a comprehensive review of the Plan. The TPC will inform EDDC and DCC if any changes have been made to the Plan.

6.5.2 The TPC will compile an annual report setting out the results of the monitoring and review exercise. The report will be filed for record, with copies provided to EDDC and DCC.

6.5.3 When a new TPC is appointed the Travel Plan is to be provided to the replacement TPC and the document is to be updated with the new TPC details. The updated Travel Plan will be passed to EDDC and DCC for their records.

6.6 Action Plan

6.6.1 The Action Plan provided as **Appendix E** sets out the specific Travel Plan measures that will be implemented to achieve the overall aim of encouraging employees to commute to the site by sustainable modes of transport. It identifies the person responsible for introducing the measure and the approximate timescale for implementation. This action plan will be valid for the first five years of the Travel Plan (from first occupation).

6.7 Fallback Measures

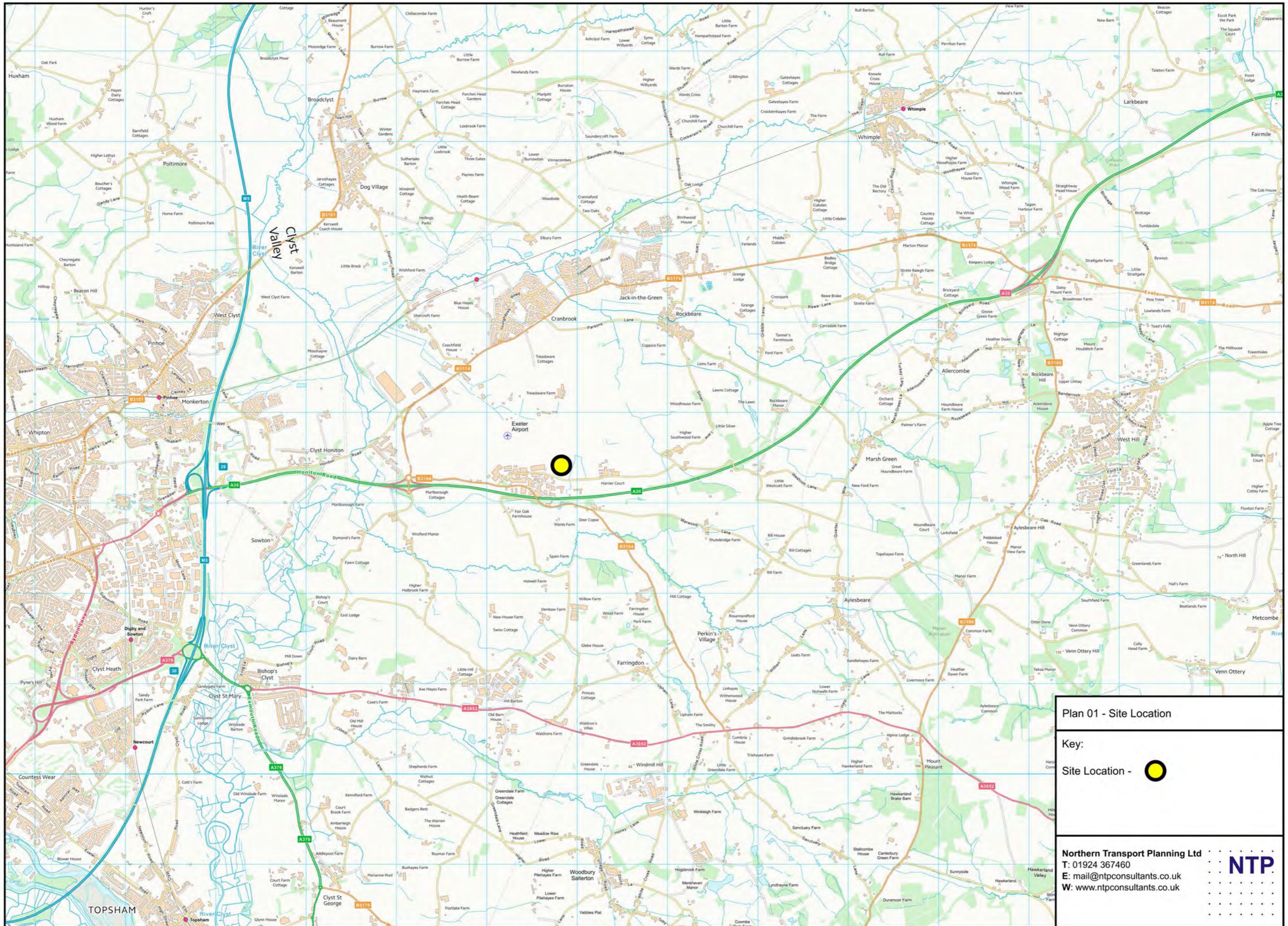
6.7.1 The monitoring data collected via staff travel surveys will be the primary mechanism for assessing travel to work patterns and will be assessed at both a site-wide and unit level. By assessing the travel to work data at a unit level it is possible to identify if businesses are achieving their individual Travel Plan targets. If a business has achieved limited success in promoting a certain mode of transport, the site-wide TPC will meet with the Unit TPC to develop a tailored mode-specific marketing campaign to incentivise its use.

6.7.2 If a business is not achieving its Travel Plan targets, and therefore impacting on the achievement of the site-wide Travel Plan targets, fallback measures will be introduced wholly dependent on the specific requirements of that organisation.

PLANS AND APPENDICES



PLANS

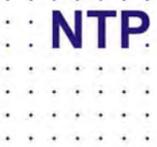


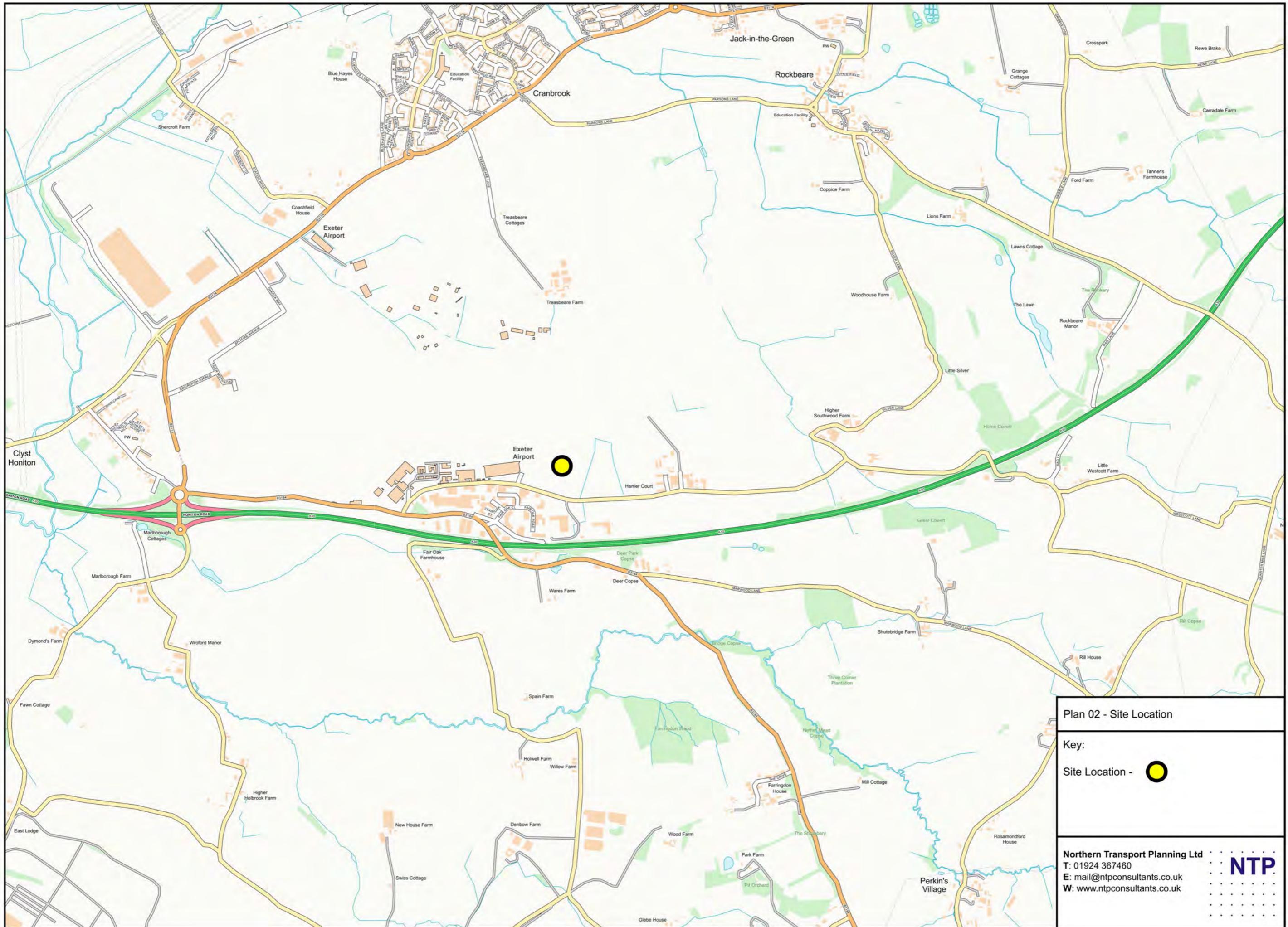
Plan 01 - Site Location

Key:

Site Location - 

Northern Transport Planning Ltd
 T: 01924 367460
 E: mail@ntpconsultants.co.uk
 W: www.ntpconsultants.co.uk





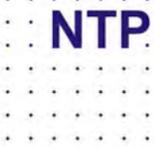
Plan 02 - Site Location

Key:

Site Location -



Northern Transport Planning Ltd
T: 01924 367460
E: mail@ntpconsultants.co.uk
W: www.ntpconsultants.co.uk



Exeter
Airport



Harrier Court

FAIROAK CT
FAIR OAK CL
FAIR OAK ROAD

B3184

A30

Fair-Oak
armhouse

Deer Park
Copse

B3184

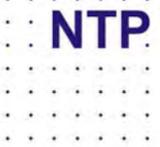
Plan 03 - Site Location

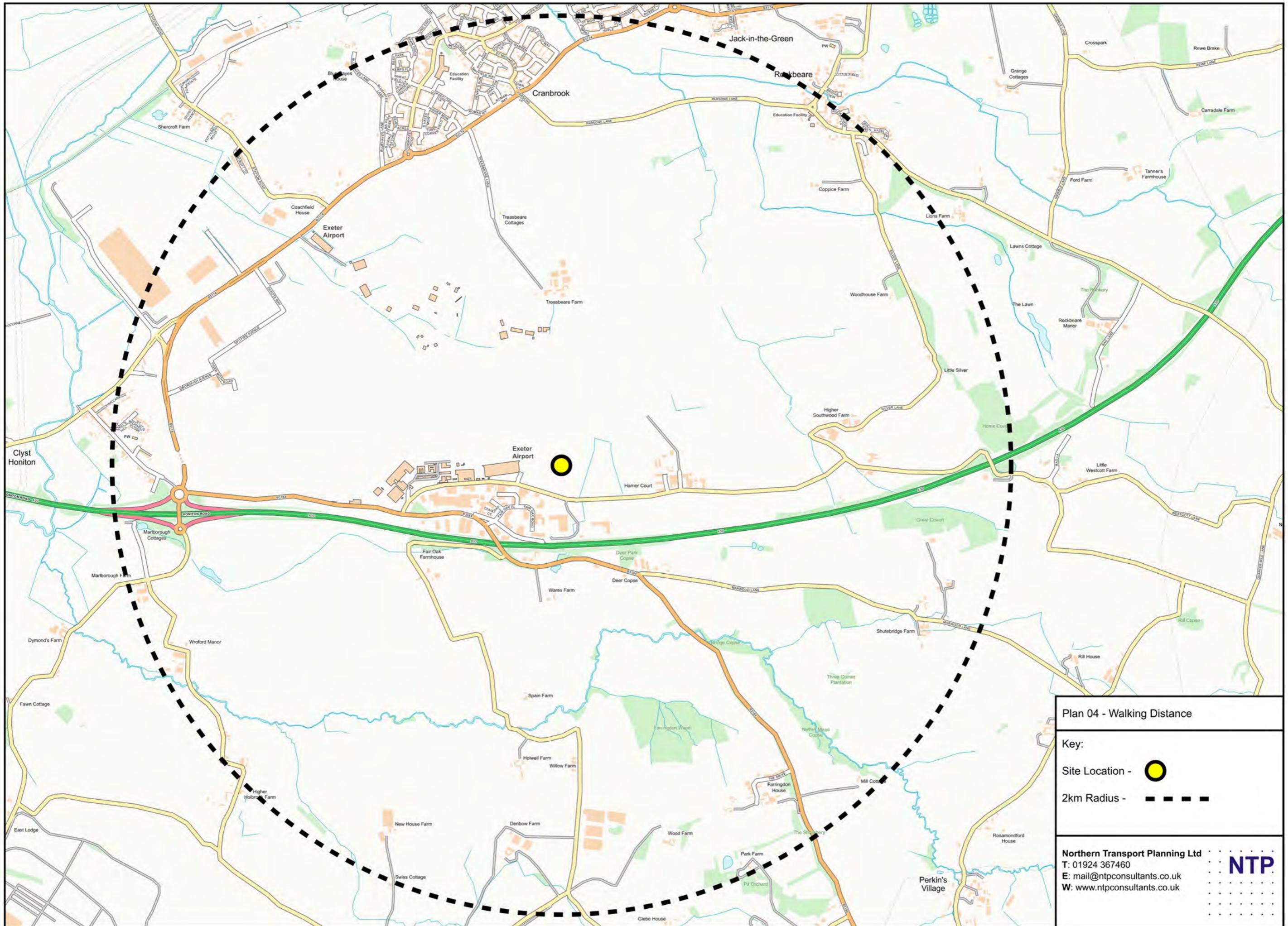
Key:

Site Location -



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Plan 04 - Walking Distance

Key:

Site Location - 

2km Radius - 

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 W: www.ntpconsultants.co.uk



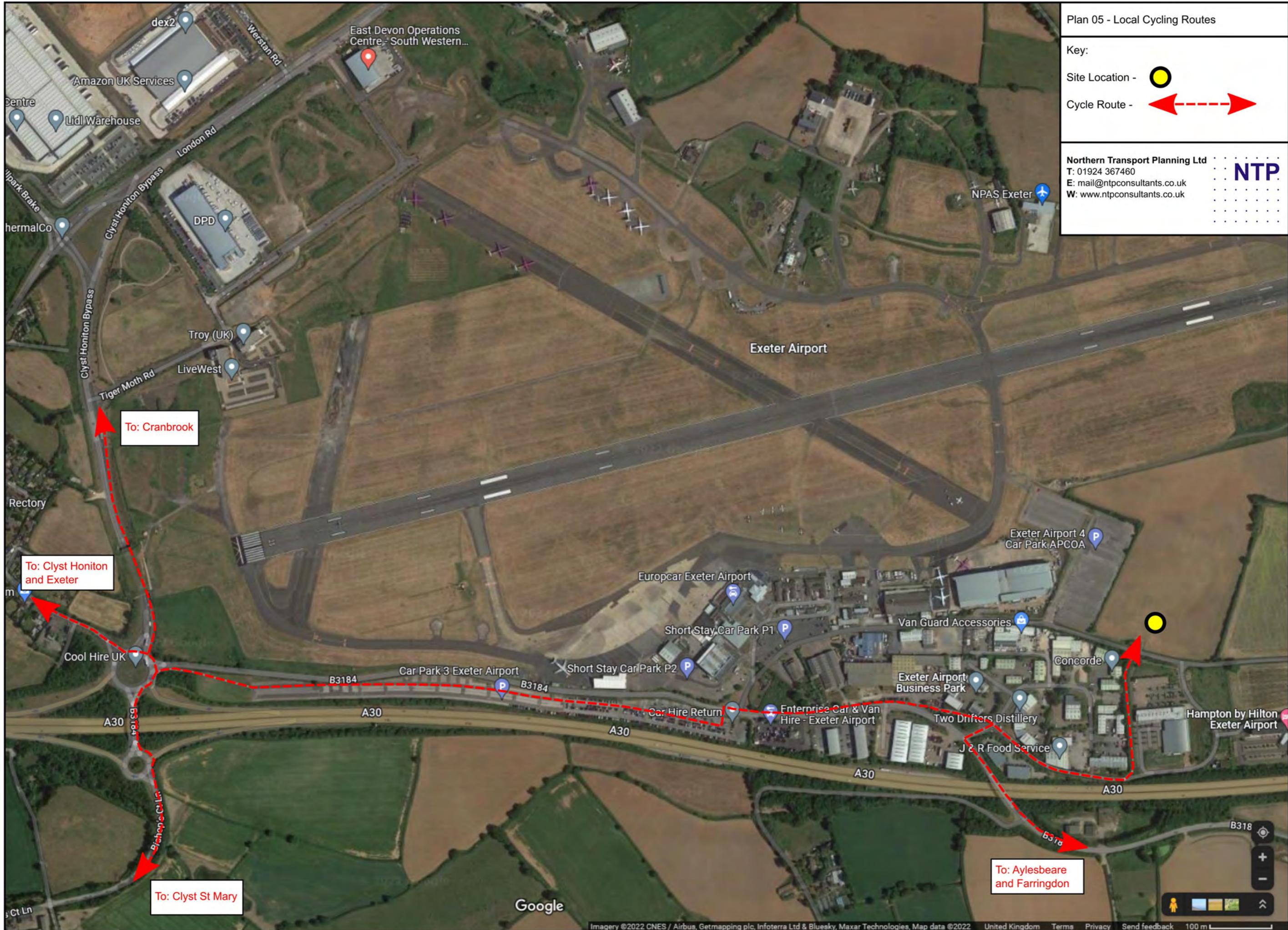
Plan 05 - Local Cycling Routes

Key:

Site Location - 

Cycle Route - 

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E: mail@ntpconsultants.co.uk
W: www.ntpconsultants.co.uk

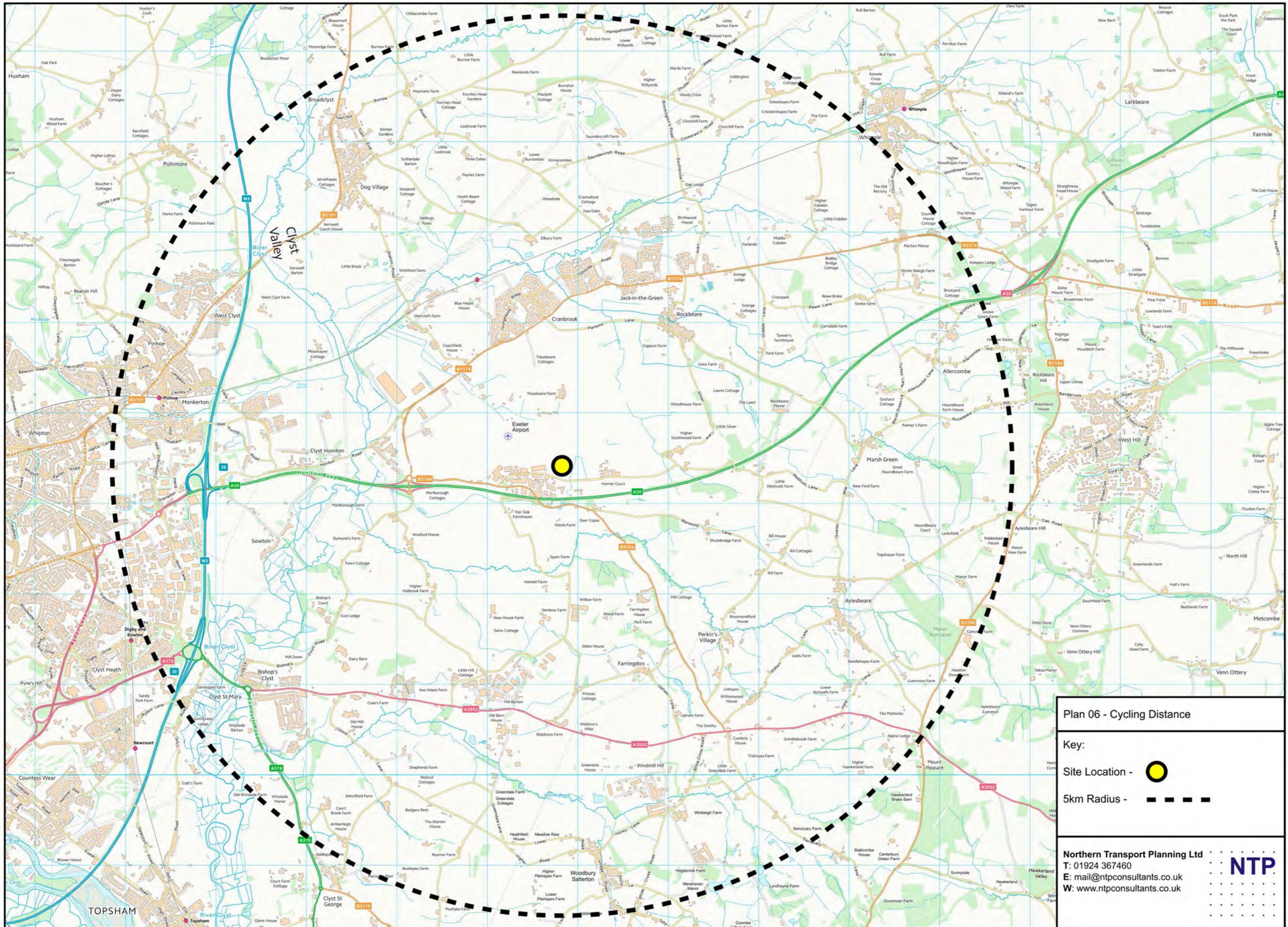


To: Cranbrook

To: Clyst Honiton and Exeter

To: Clyst St Mary

To: Aylesbeare and Farringdon



Plan 06 - Cycling Distance

Key:

- Site Location - 
- 5km Radius - 

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 W: www.ntpconsultants.co.uk





APPENDIX A



- PLATEAU A:**
- Total Plateau Area: 24,868 m² / 267,680 ft²
 - Total Building Area (GIA): 10,160m² / 109,325 ft² (40.8%)
 - Total Hard and Soft Landscaping: 14,710 m² / 158,355 ft² (59.2%)
- PLATEAU B:**
- Total Plateau Area: 15,380 m² / 165,550 ft²
 - Total Building Area (GIA): 6,230 m² / 67,150 ft² (40.5%)
 - Total Hard and Soft Landscaping: 9,150 m² / 98,400 ft² (59.5%)
- PLATEAU C:**
- Total Plateau Area: 4,300 m² / 46,360 ft²
 - Total Building Area (GIA): 1,065 m² / 11,500 ft² (24.8%)
 - Total Hard and Soft Landscaping: 3,235 m² / 34,860 ft² (75.2%)

Approximate Site Boundary based on HM Land Registry Title Plan ref DNS566252 dated 8 Sept 2017 (exact boundary to be confirmed in due course)



0 7.5m 15m SCALE 1:750

P02 Design Updates 14.12.21 GB
 P01: Draft Issue 13.12.2021 RG
 Rev Date/Checked

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php architects

Proposed Logistics Development
 Oxenwood Real Estate
 Power Park, Exeter

Illustrative Masterplan - Option 1

Issue Purpose: Preliminary
 Drawn by: RG Checked by: JCL
 Scale @ A1: 1:750 Date: Nov'21
 CAD ref: 4424-006-AP-Exeter Dwg no.: 4424-013 Rev: P02

Copyright reserved. Dimensions to be checked on site. Discrepancies to be reported before proceeding



PLATEAU A:

- Total Plateau Area: 24,859 m² / 267,680 ft²
- Total Building Area (GIA): 10,120 m² / 108,920 ft² (40.6%)
- Total Hard and Soft Landscaping: 14,748 m² / 158,760 ft² (59.4%)

PLATEAU B:

- Total Plateau Area: 15,380 m² / 165,550 ft²
- Total Building Area (GIA): 6,820 m² / 63,900 ft² (38.6%)
- Total Hard and Soft Landscaping: 8,560 m² / 101,650 ft² (61.4%)

PLATEAU C:

- Total Plateau Area: 4300m² / 46,360 ft²
- Total Building Area (GIA): 1,477 m² / 15,900 ft² (34.3%)
- Total Hard and Soft Landscaping: 2823 m² / 30,460 ft² (65.7%)

Approximate Site Boundary based on HM Land Registry Title Plan ref DNS566252 dated 8 Sept 2017 (exact boundary to be confirmed in due course)



0 7.5m 15m SCALE 1:750

P01: Draft Issue 17.12.2021 GB
Rev _____ Date/Checked _____

php architects

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Proposed Logistics Development
Oxenwood Real Estate
Power Park, Exeter

Issue Purpose: Preliminary
Drawn by: GB Checked by: JCL
Scale @ A1: 1:750 Date: Dec'21

Illustrative Masterplan - Option 2

CAD ref: 4424-006-AP-Exeter Dwg no.: 4424-014 P01

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APPENDIX B

Calculation Reference: AUDIT-640801-220115-0102

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

| | | |
|----|-------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 1 days |
| | HF HERTFORDSHIRE | 1 days |
| 03 | SOUTH WEST | |
| | DV DEVON | 1 days |
| 05 | EAST MIDLANDS | |
| | LN LINCOLNSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | WO WORCESTERSHIRE | 1 days |
| 09 | NORTH | |
| | TV TEES VALLEY | 1 days |
| 11 | SCOTLAND | |
| | GC GLASGOW CITY | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3824 to 80066 (units: sqm)
 Range Selected by User: 3824 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 03/04/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

| | |
|-----------|--------|
| Monday | 2 days |
| Tuesday | 2 days |
| Wednesday | 1 days |
| Friday | 2 days |

This data displays the number of selected surveys by day of the week.

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 7 days |
| Directional ATC Count | 0 days |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

| | |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 2 |
| Edge of Town | 4 |
| Free Standing (PPS6 Out of Town) | 1 |

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|------------------|---|
| Industrial Zone | 4 |
| Residential Zone | 1 |
| Out of Town | 1 |
| No Sub Category | 1 |

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

| | |
|-----|--------|
| n/a | 1 days |
| B8 | 6 days |

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|------------------|--------|
| 1,000 or Less | 1 days |
| 10,001 to 15,000 | 4 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

| | |
|--------------------|--------|
| 25,001 to 50,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 4 days |
| 250,001 to 500,000 | 1 days |

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

| | |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 4 days |

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

| | |
|-----------|--------|
| Not Known | 3 days |
| Yes | 1 days |
| No | 3 days |

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 7 days |
|-----------------|--------|

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|--|----------------------------|
| 1 | DV-02-F-02 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 50000 sqm <i>Survey date: WEDNESDAY 03/04/19</i> | LI DL DISTRIBUTION CENTRE DEVON | <i>Survey Type: MANUAL</i> |
| 2 | EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm <i>Survey date: FRIDAY 18/05/18</i> | SPORTS SUPPLEMENTS ESSEX | <i>Survey Type: MANUAL</i> |
| 3 | GC-02-F-01 BARRACHNIE ROAD GLASGOW GARROWHILL Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 11504 sqm <i>Survey date: MONDAY 10/09/01</i> | DISTRIBUTION CEN. GLASGOW CITY | <i>Survey Type: MANUAL</i> |
| 4 | HF-02-F-02 BLACK FAN ROAD WELWYN GARDEN CITY PANSHANGER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18600 sqm <i>Survey date: FRIDAY 06/09/02</i> | SUPERSTORE DISTRIBUTION HERTFORDSHIRE | <i>Survey Type: MANUAL</i> |
| 5 | LN-02-F-01 TRENT ROAD GRANTHAM Edge of Town No Sub Category Total Gross floor area: 32300 sqm <i>Survey date: MONDAY 29/11/10</i> | BOOK SERVICE LINCOLNSHIRE | <i>Survey Type: MANUAL</i> |
| 6 | TV-02-F-02 ROUNDHOUSE ROAD DARLINGTON FAVERDALE Edge of Town Industrial Zone Total Gross floor area: 80066 sqm <i>Survey date: TUESDAY 07/10/08</i> | ARGOS WAREHOUSE TEES VALLEY | <i>Survey Type: MANUAL</i> |
| 7 | WO-02-F-02 COTSWOLD WAY WORCESTER Edge of Town Industrial Zone Total Gross floor area: 3824 sqm <i>Survey date: TUESDAY 10/09/02</i> | DISTRIB. CENTRE WORCESTERSHIRE | <i>Survey Type: MANUAL</i> |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.36

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.034 | 1 | 50000 | 0.024 | 1 | 50000 | 0.058 |
| 06:00 - 07:00 | 1 | 50000 | 0.080 | 1 | 50000 | 0.038 | 1 | 50000 | 0.118 |
| 07:00 - 08:00 | 7 | 28979 | 0.148 | 7 | 28979 | 0.059 | 7 | 28979 | 0.207 |
| 08:00 - 09:00 | 7 | 28979 | 0.170 | 7 | 28979 | 0.063 | 7 | 28979 | 0.233 |
| 09:00 - 10:00 | 7 | 28979 | 0.157 | 7 | 28979 | 0.088 | 7 | 28979 | 0.245 |
| 10:00 - 11:00 | 7 | 28979 | 0.075 | 7 | 28979 | 0.064 | 7 | 28979 | 0.139 |
| 11:00 - 12:00 | 7 | 28979 | 0.069 | 7 | 28979 | 0.073 | 7 | 28979 | 0.142 |
| 12:00 - 13:00 | 7 | 28979 | 0.094 | 7 | 28979 | 0.103 | 7 | 28979 | 0.197 |
| 13:00 - 14:00 | 7 | 28979 | 0.226 | 7 | 28979 | 0.166 | 7 | 28979 | 0.392 |
| 14:00 - 15:00 | 7 | 28979 | 0.075 | 7 | 28979 | 0.130 | 7 | 28979 | 0.205 |
| 15:00 - 16:00 | 7 | 28979 | 0.057 | 7 | 28979 | 0.094 | 7 | 28979 | 0.151 |
| 16:00 - 17:00 | 7 | 28979 | 0.076 | 7 | 28979 | 0.134 | 7 | 28979 | 0.210 |
| 17:00 - 18:00 | 7 | 28979 | 0.035 | 7 | 28979 | 0.143 | 7 | 28979 | 0.178 |
| 18:00 - 19:00 | 7 | 28979 | 0.029 | 7 | 28979 | 0.080 | 7 | 28979 | 0.109 |
| 19:00 - 20:00 | 1 | 50000 | 0.018 | 1 | 50000 | 0.024 | 1 | 50000 | 0.042 |
| 20:00 - 21:00 | 1 | 50000 | 0.040 | 1 | 50000 | 0.032 | 1 | 50000 | 0.072 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.383 | | | 1.315 | | | 2.698 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-640801-220115-0139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | ES EAST SUSSEX | 1 days |
| | EX ESSEX | 2 days |
| 03 | SOUTH WEST | |
| | DV DEVON | 1 days |
| 06 | WEST MIDLANDS | |
| | WK WARWICKSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 4 days |
| 10 | WALES | |
| | SW SWANSEA | 2 days |
| | VG VALE OF GLAMORGAN | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 1000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 10/10/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

| | |
|-----------|--------|
| Monday | 5 days |
| Tuesday | 1 days |
| Wednesday | 2 days |
| Thursday | 1 days |
| Friday | 3 days |

This data displays the number of selected surveys by day of the week.

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 12 days |
| Directional ATC Count | 0 days |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

| | |
|--------------|----|
| Edge of Town | 12 |
|--------------|----|

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|------------------|---|
| Industrial Zone | 6 |
| Development Zone | 1 |
| Residential Zone | 1 |
| No Sub Category | 4 |

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|------------------|--------|
| 1,001 to 5,000 | 1 days |
| 10,001 to 15,000 | 5 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 4 days |

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

| | |
|--------------------|---------|
| 50,001 to 75,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 10 days |

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 6 days |
| 1.1 to 1.5 | 6 days |

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling within a radius of 5-miles of selected survey sites.

Travel Plan:

No 12 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 12 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

| | | | |
|---|-------------------------|-------------------|---------------------|
| 1 | DV-02-D-07 | INDUSTRIAL ESTATE | DEVON |
| | BITTERN ROAD | | |
| | EXETER | | |
| | SOWTON IND. ESTATE | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 3600 sqm | |
| | Survey date: MONDAY | 03/07/17 | Survey Type: MANUAL |
| 2 | ES-02-D-06 | INDUSTRIAL ESTATE | EAST SUSSEX |
| | COURTLANDS ROAD | | |
| | EASTBOURNE | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Gross floor area: | 7525 sqm | |
| | Survey date: MONDAY | 21/10/13 | Survey Type: MANUAL |
| 3 | EX-02-D-03 | INDUSTRIAL ESTATE | ESSEX |
| | WYNCOLLS ROAD | | |
| | COLCHESTER | | |
| | SEVERALLS INDUSTRIAL PK | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 4876 sqm | |
| | Survey date: FRIDAY | 18/05/18 | Survey Type: MANUAL |
| 4 | EX-02-D-05 | INDUSTRIAL ESTATE | ESSEX |
| | HECKWORTH CLOSE | | |
| | COLCHESTER | | |
| | SEVERALLS INDUSTRIAL PK | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 7280 sqm | |
| | Survey date: FRIDAY | 18/05/18 | Survey Type: MANUAL |
| 5 | SW-02-D-01 | INDUSTRIAL ESTATE | SWANSEA |
| | UPPER FOREST WAY | | |
| | SWANSEA | | |
| | SWANSEA ENTERPRISE PK | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 6822 sqm | |
| | Survey date: WEDNESDAY | 09/10/19 | Survey Type: MANUAL |
| 6 | SW-02-D-02 | INDUSTRIAL ESTATE | SWANSEA |
| | CLARION COURT | | |
| | SWANSEA | | |
| | SWANSEA ENTERPRISE PK | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 5280 sqm | |
| | Survey date: THURSDAY | 10/10/19 | Survey Type: MANUAL |
| 7 | VG-02-D-01 | INDUSTRIAL ESTATE | VALE OF GLAMORGAN |
| | ARTHUR STREET | | |
| | BARRY | | |
| | Edge of Town | | |
| | No Sub Category | | |
| | Total Gross floor area: | 13091 sqm | |
| | Survey date: MONDAY | 08/05/17 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|--|--------------------------|----------------------------|
| 8 | WK-02-D-04 ABELES WAY ATHERSTONE | INDUSTRIAL ESTATE | WARWICKSHIRE |
| | Edge of Town No Sub Category Total Gross floor area: 17500 sqm <i>Survey date: FRIDAY 27/09/19</i> | | <i>Survey Type: MANUAL</i> |
| 9 | WY-02-D-05 CARR WOOD ROAD CASTLEFORD | INDUSTRIAL ESTATE | WEST YORKSHIRE |
| | Edge of Town Development Zone Total Gross floor area: 1776 sqm <i>Survey date: MONDAY 22/05/17</i> | | <i>Survey Type: MANUAL</i> |
| 10 | WY-02-D-06 PIONEER WAY CASTLEFORD | INDUSTRIAL ESTATE (PART) | WEST YORKSHIRE |
| | Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i> | | <i>Survey Type: MANUAL</i> |
| 11 | WY-02-D-07 THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON | INDUSTRIAL ESTATE | WEST YORKSHIRE |
| | Edge of Town No Sub Category Total Gross floor area: 3191 sqm <i>Survey date: MONDAY 15/05/17</i> | | <i>Survey Type: MANUAL</i> |
| 12 | WY-02-D-08 MILL LANE HALIFAX | INDUSTRIAL ESTATE | WEST YORKSHIRE |
| | Edge of Town No Sub Category Total Gross floor area: 11305 sqm <i>Survey date: WEDNESDAY 17/10/18</i> | | <i>Survey Type: MANUAL</i> |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.45

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 3 | 9867 | 0.057 | 3 | 9867 | 0.010 | 3 | 9867 | 0.067 |
| 06:00 - 07:00 | 3 | 9867 | 0.233 | 3 | 9867 | 0.044 | 3 | 9867 | 0.277 |
| 07:00 - 08:00 | 12 | 7215 | 0.437 | 12 | 7215 | 0.133 | 12 | 7215 | 0.570 |
| 08:00 - 09:00 | 12 | 7215 | 0.797 | 12 | 7215 | 0.350 | 12 | 7215 | 1.147 |
| 09:00 - 10:00 | 12 | 7215 | 0.671 | 12 | 7215 | 0.411 | 12 | 7215 | 1.082 |
| 10:00 - 11:00 | 12 | 7215 | 0.664 | 12 | 7215 | 0.557 | 12 | 7215 | 1.221 |
| 11:00 - 12:00 | 12 | 7215 | 0.636 | 12 | 7215 | 0.625 | 12 | 7215 | 1.261 |
| 12:00 - 13:00 | 12 | 7215 | 0.596 | 12 | 7215 | 0.673 | 12 | 7215 | 1.269 |
| 13:00 - 14:00 | 12 | 7215 | 0.627 | 12 | 7215 | 0.655 | 12 | 7215 | 1.282 |
| 14:00 - 15:00 | 12 | 7215 | 0.553 | 12 | 7215 | 0.634 | 12 | 7215 | 1.187 |
| 15:00 - 16:00 | 12 | 7215 | 0.520 | 12 | 7215 | 0.602 | 12 | 7215 | 1.122 |
| 16:00 - 17:00 | 12 | 7215 | 0.766 | 12 | 7215 | 0.782 | 12 | 7215 | 1.548 |
| 17:00 - 18:00 | 12 | 7215 | 0.485 | 12 | 7215 | 0.982 | 12 | 7215 | 1.467 |
| 18:00 - 19:00 | 12 | 7215 | 0.159 | 12 | 7215 | 0.461 | 12 | 7215 | 0.620 |
| 19:00 - 20:00 | 3 | 9867 | 0.037 | 3 | 9867 | 0.277 | 3 | 9867 | 0.314 |
| 20:00 - 21:00 | 3 | 9867 | 0.017 | 3 | 9867 | 0.054 | 3 | 9867 | 0.071 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 7.255 | | | 7.250 | | | 14.505 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



APPENDIX C

WP703EW - Method of travel to work (2001 specification) (Workplace population)

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population **All usual residents aged 16 to 74 in employment in the area the week before the census**
 units Persons
 area type 2011 super output areas - middle layer
 area name E02004134 : East Devon 006

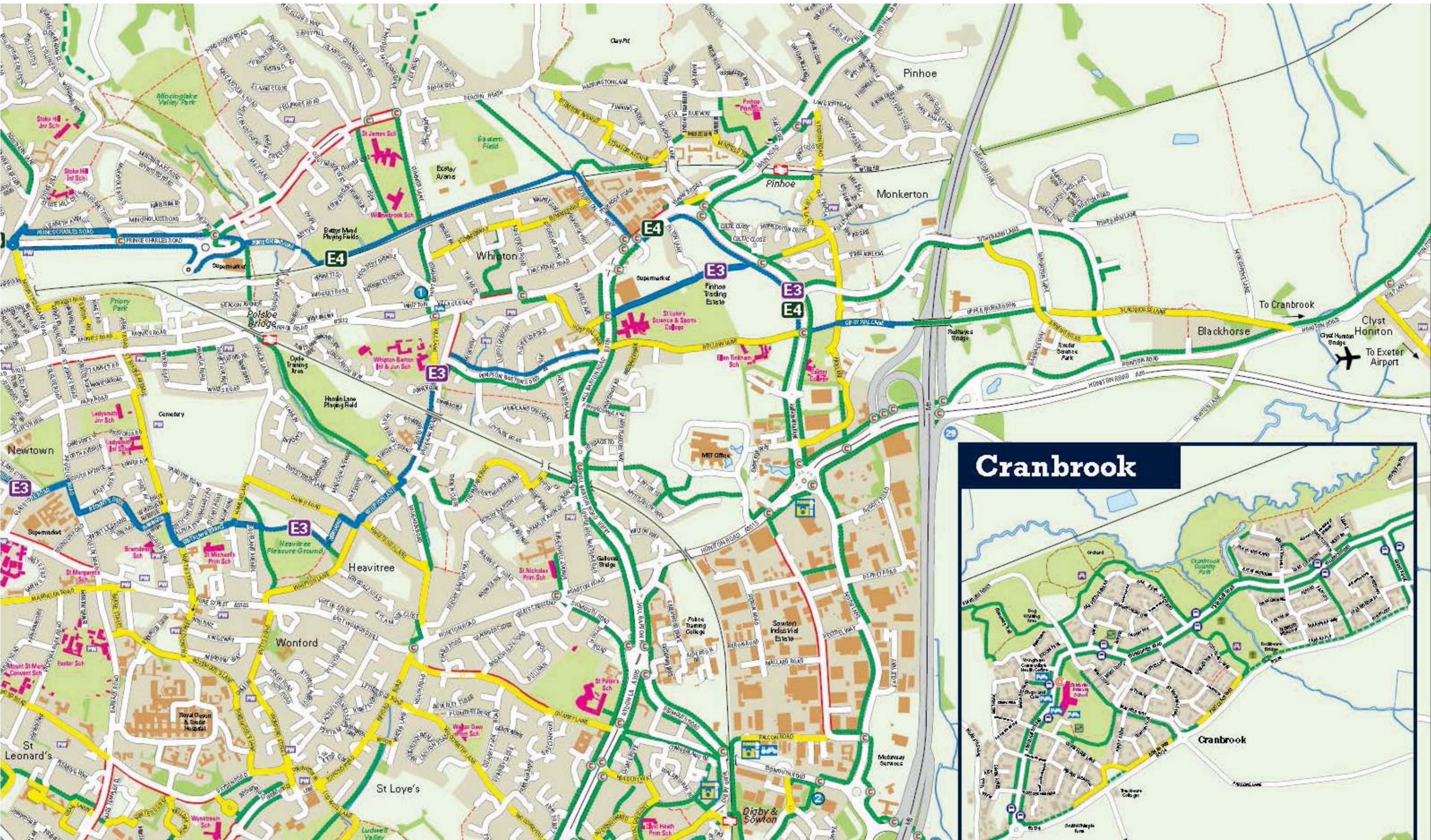
Method of travel to work

| | 2011 | |
|---|-------|-------|
| All categories: Method of travel to work (2001 specification) | 6,579 | 6,579 |
| Work mainly at or from home | 636 | 636 |
| Underground, metro, light rail or tram | 1 | 1 |
| Train | 66 | 66 |
| Bus, minibus or coach | 254 | 254 |
| Taxi | 6 | 6 |
| Motorcycle, scooter or moped | 97 | 97 |
| Driving a car or van | 4,775 | 4,775 |
| Passenger in a car or van | 355 | 355 |
| Bicycle | 92 | 92 |
| On foot | 273 | 273 |
| Other method of travel to work | 24 | 24 |

| | | | | MODAL SPLIT TWO-WAY TRIPS | |
|------------------------------|-------|---------|--------|---------------------------|------|
| Walking | 273 | 4.61% | 78.8 | 4.6% | 79 |
| Cycling | 92 | 1.55% | 26.6 | 1.6% | 26 |
| Public transport | 321 | 5.42% | 92.7 | 5.4% | 93 |
| Motorcycle, scooter or moped | 97 | 1.64% | 28.0 | 1.6% | 28 |
| Single occupancy car | 4,420 | 74.67% | 1276.2 | 74.7% | 1276 |
| Multi occupancy car | 716 | 12.10% | 206.7 | 12.1% | 207 |
| | 5,919 | 100.00% | 1709 | 100.0% | 1709 |



APPENDIX D





APPENDIX E

| ACTION PLAN | | | |
|---|-----------------------|-------------------------------|-------------------------------------|
| Measure | Responsibility | Regularity | Delivery Timescale |
| Site Design | | | |
| Ensure the site has adequate pedestrian access points | Developer | Once | Prior to 1 st occupation |
| Provision of footpath and cycleway connections to all parts of the development by way of a shared path | Developer | Once | Prior to 1 st occupation |
| Provision of safe and secure, covered cycle parking with a public tyre pump for each employment unit in a location close to the unit entrance | Developer | Once | Prior to 1 st occupation |
| Provision of shower facilities, changing rooms and locker facilities in employment units (defined as part of BREEAM compliance) | Developer | Once | Prior to 1 st occupation |
| Priority car share bays / preferential parking at each employment unit | Developer | Once | Prior to 1 st occupation |
| Provision of electric vehicle charging points at each unit | Developer | Once | Prior to 1 st occupation |
| Off-site Infrastructure | | | |
| Provision of appropriate footpaths and cycleways in the immediate area outside of the development | Developer | Once | Prior to 1 st occupation |
| Management | | | |
| Appoint site-wide Travel Plan Coordinator (TPC) | Developer | Once, or when change in staff | Prior to 1 st occupation |

| | | | |
|---|----------------|-------------------------------|--|
| Appoint Unit Travel Plan Coordinators (UTPC) for each unit | Unit occupiers | Once, or when change in staff | On occupation of the unit |
| Travel Plans developed for each unit | TPC / UTPC | Updated annually | Within 3 months of occupation of the unit |
| Walking | | | |
| Design of a site specific 'active travel map' encompassing walking and cycling to show local walking routes | TPC | Ongoing | On 1 st occupation |
| Provision of personal alarms, umbrellas or other supporting measures | UTPC | Ongoing | On 1 st occupation of each unit |
| Promotion of Walk to Work Month / area-wide walking events | TPC | Ongoing | On 1 st occupation |
| Cycling | | | |
| Creation of a Bike User Group (BUG) | TPC | Once | On 1 st occupation |
| Distribution of local cycle maps | TPC | Ongoing | On 1 st occupation |
| Promotion of area wide cycling events / challenges | TPC | Ongoing | On 1 st occupation |
| Monitor use of cycle parking and arrange for additional spaces to be provided if necessary | TPC | Ongoing | On 1 st occupation |
| Public Transport | | | |
| Taster bus ticket promotion - issue to new employees interested in bus travel | UTPC | Ongoing | On 1 st occupation of each unit |
| Promotion of area wide bus events / challenges | TPC | Ongoing | On 1 st occupation |

| | | | |
|--|------------|-------------------|---|
| Negotiate discounts / season ticket discounts | TPC | Reviewed annually | On 1 st occupation |
| Car Sharing | | | |
| Set up a car share database for the site (for example using Liftshare.com) to help people find a car share partner | TPC / UTPC | Once | Prior to 1 st occupation |
| Delivery of site-wide car sharing initiatives to encourage car sharing, e.g. free car wash for car sharers | TPC / UTPC | Ongoing | Annually |
| Marketing and Information | | | |
| Provision of a Travel Plan information board at each unit. Information updated by the site-wide TPC on a regular basis | TPC | Ongoing | On occupation of the unit |
| Establish a Travel Plan website which will provide information on travel to the site. Information on each mode will be updated by the site-wide TPC on a regular basis | TPC | Ongoing | Prior to 1 st occupation |
| Provision of travel information 'Travel Packs' to all new businesses | TPC | Once | On occupation of the unit |
| Marketing campaign (promotional materials, incentives and events) | TPC | Annually | On 1 st occupation |
| Monitoring and Review | | | |
| Annual monitoring surveys | TPC / UTPC | Annually | Within 3 months of 1 st occupation of each unit then annually in September |
| Comprehensive review, report prepared and submitted to DCC, subsequently amended as appropriate | TPC / UTPC | Annually | Within 3 months of annual surveys |

