



Haven Banks, Exeter

FRAMEWORK TRAVEL PLAN

For Proposed Mixed-Use Redevelopment

On behalf of Wellbeck CP

5945/TP05

July 2022

DOCUMENT CONTROL



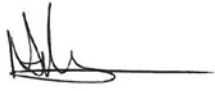
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1 INTRODUCTION

1.1 Background

- 1.1.1 This Travel Plan is prepared by RGP on behalf of Wellbeck CP with respect to the proposed mixed-use redevelopment of The Haven Banks Retail Park to provide a new residential-led scheme with ground floor commercial units.
- 1.1.2 The site is located within the administrative boundaries of Exeter City Council (ECC), as Local Planning Authority and Devon County Council (DCC), as County Highway Authority.
- 1.1.3 The site which formerly operated as part of the Haven Banks Retail Park is located within a highly accessible area, a short distance to the south of Exeter Quayside.
- 1.1.4 The proposed site layout is shown on the site layout plan attached hereto at **Appendix 1**. The proposals have been developed to encourage sustainable forms of transport, prioritising pedestrian and cycle routes and low car usage, in line with the Liveable Exeter Vision.
- 1.1.5 A Transport Statement has been prepared by RGP, which outlines the forecast transport impact of the development proposals in detail, therefore this Travel Plan should be read in conjunction with that document. In addition, a separate Delivery and Servicing Management Plan has been produced which also informs the application.
- 1.1.6 This Travel Plan outlines the opportunities for sustainable travel to and from the development, targeting all site users. It details measures and initiatives to be implemented with the aim of reducing reliance on the private car through the promotion of active travel modes (walking and cycling), should planning permission be granted. It takes the form of a Framework Travel Plan, with the residential developer/estate management company and future occupiers of the commercial units required to prepare Full Travel Plans upon occupation.

1.2 Travel Planning Policy

- 1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 113). Whilst this proposal does not generate 'significant' amounts of movement, this Travel Plan has been prepared nevertheless to reduce the impact of the development on the surrounding area,
- 1.2.2 Furthermore, Paragraph 106 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 1.2.3 This Travel Plan has been prepared with regard to relevant guidance and best practice, including that contained within the TravelDevon – Travel Toolkit for Businesses.
- 1.2.4 DCC supports the development of Travel Plans recognising that sustainable and active travel have a positive impact on both our environment and our physical and mental health.

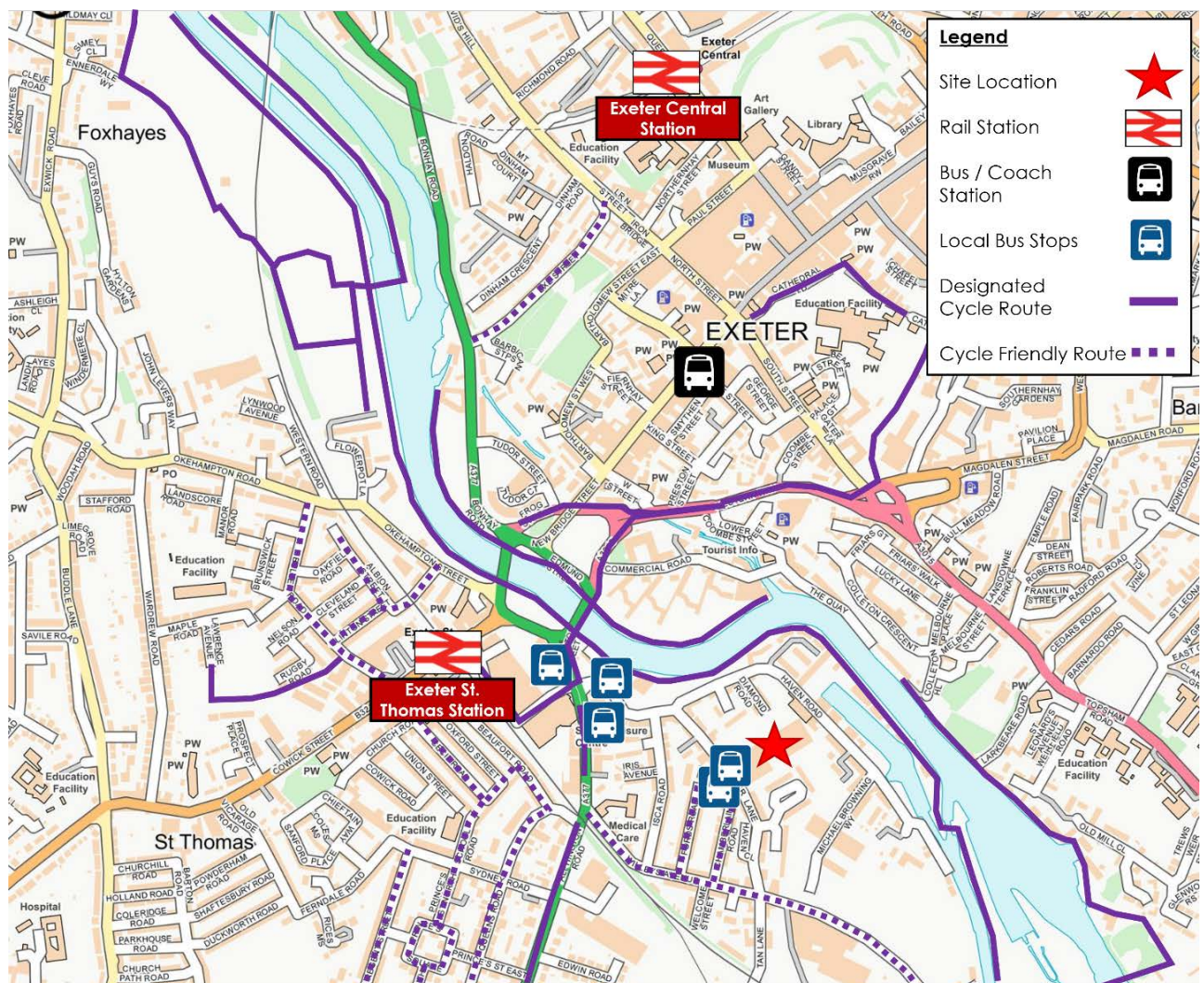
- 1.2.5 The proposals have also been designed to meet the Liveable Exeter Vision *“Liveable Exeter exists to strengthen neighbourhoods, create new communities, invest in sustainable transport, and deliver the infrastructure needed to attract investment and improve quality of life in Exeter and the surrounding region.”*

2 BASELINE CONDITIONS

2.1 Site Location

- 2.1.1 The site is located approximately 750 metres to the south of Exeter city centre in an area known locally as Haven Banks. The surrounding area is characterised by a range of land uses, including residential, retail, leisure and industrial uses.
- 2.1.2 Principal access to Haven Banks is provided from the A377 Alphington Street, which in turn forms a connecting route to Junction 31 of the M5 (via the A30) to the south of Exeter.
- 2.1.3 The site's location in context of the surrounding highway network, cycle network and public transport infrastructure is illustrated by the following extract.

Figure 1 Site Location & Accessibility Plan



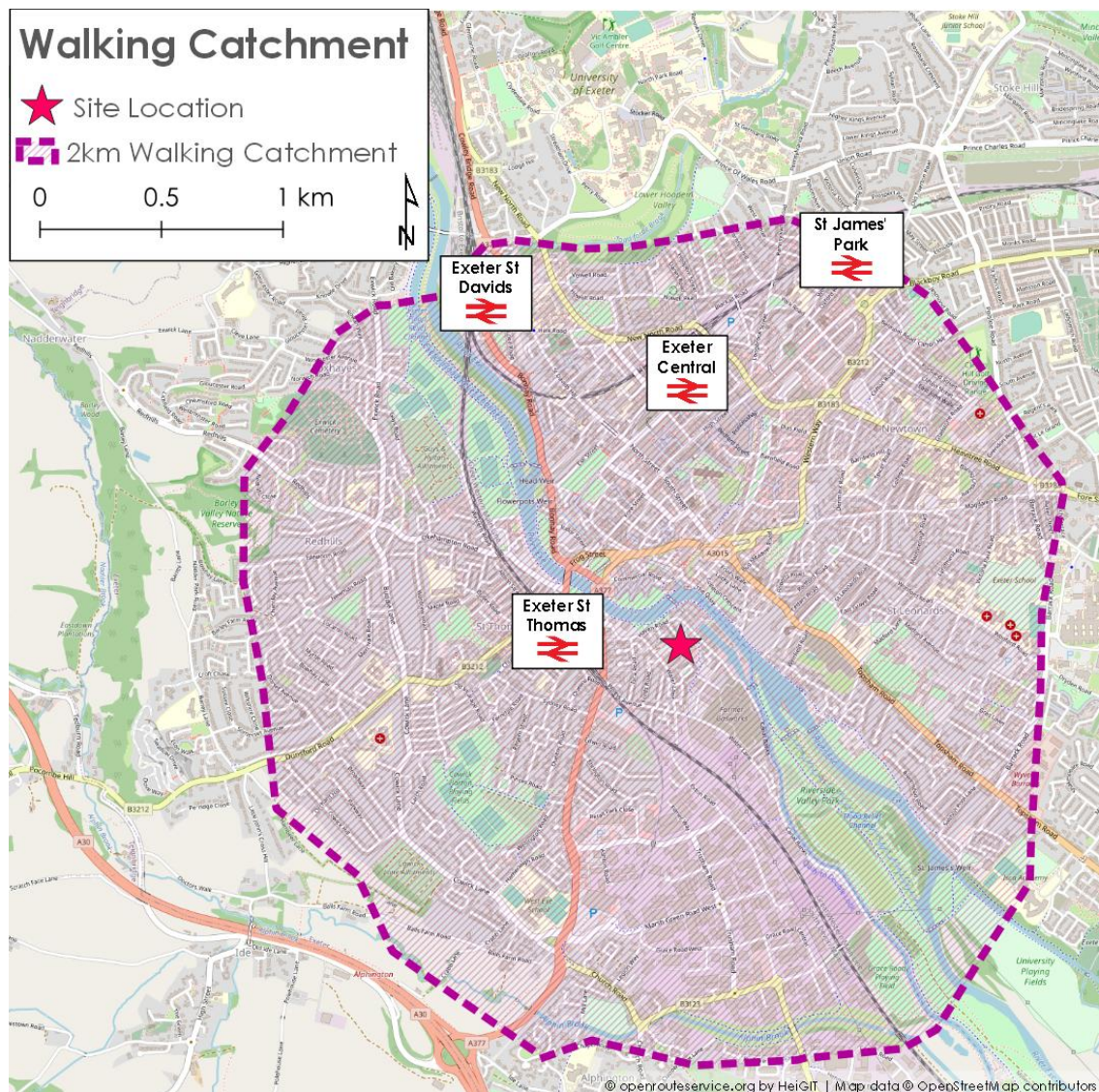
2.2 Accessibility Credentials

- 2.2.1 In accordance with relevant national (NPPF) and local transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.
- 2.2.2 In addition, the travel and journey planning information at <https://www.traveldevon.info/> will be promoted to all site users.

2.3 Walking and Cycling

- 2.3.1 There is a good provision of pedestrian infrastructure provided throughout the local area and the wider city centre. There are lit footways provided along both sides of Haven Road and Water Lane in the vicinity of the site, providing direct pedestrian links into the site from both points of access.
- 2.3.2 These footways continue onto the surrounding road network with dropped kerbs provided at local crossing points, providing safe and convenient walking routes away from the site.
- 2.3.3 To the north, there is a pedestrianised area opposite the site leading to the riverfront at Haven Banks. Footpaths are provided along the edges of the river banks, forming attractive walking routes towards the town centre. A pedestrian footbridge over the river is accessible via a 1-minute walk to the north of the site, providing a principal walking route into the city centre.
- 2.3.4 It is also worthy of note that signalised pedestrian crossing facilities are provided across all arms of the Haven Road / Alphington Street junction, including the provision of dropped kerbs, tactile paving and central refuges. These crossing facilities enable safe and convenient pedestrian access to the nearby Exebridge Centre retail park.
- 2.3.5 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing traffic levels on the surrounding highway network. It is commonly accepted that 2km and 5km journeys are ideally placed to be undertaken on foot or by bicycle, respectively.
- 2.3.6 The following extract illustrates a 2km walking isochrone from the site, demonstrating the extent of the city that is considered to be within a reasonable walking distances from the site.

Figure 2 Walking Catchment (2 Kilometres)

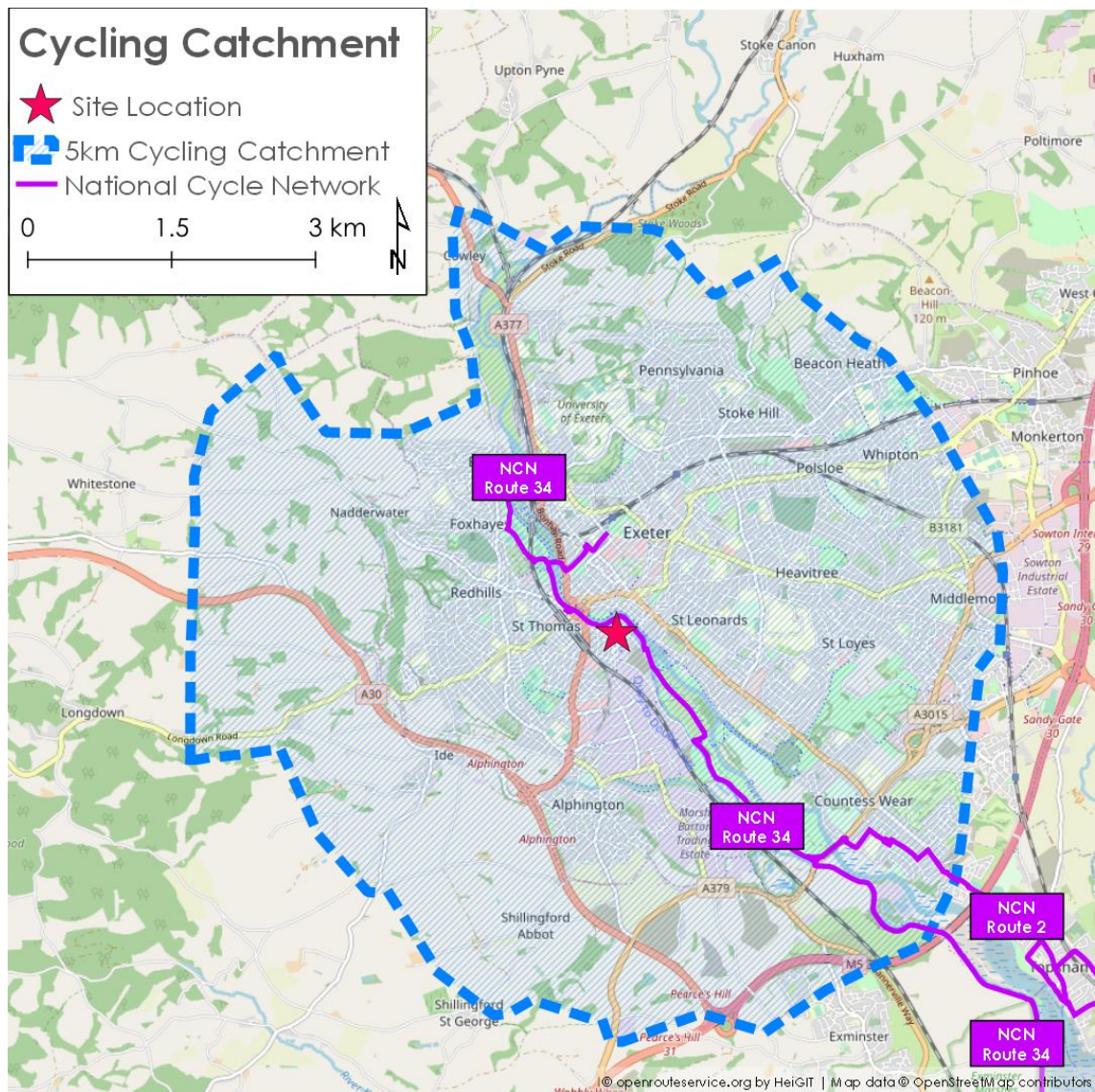


- 2.3.7 As shown above, all areas of Exeter city centre are accessible from the site on foot, including surrounding parks, schools, shops and areas of employment, as well as key public transport infrastructure.
- 2.3.8 The surrounding area is also well-suited to cycling, with a number of designated cycle routes provided in close proximity to the site, as shown on Figure 2 above. The local highway network is conducive to cycle journeys owing to the quiet nature of nearby roads, their flat topography and good visibility at junctions.
- 2.3.9 National Cycle Route (NCR) 34 forms a route in the vicinity of the site along the southern bank of the River Exe. NCR 34 caters for convenient trips towards Exeter St David's rail station to the north, as well as connecting to areas further afield to the southeast of the city. Furthermore, there are marked cycle lanes located along sections of the A377 Alplington Street, providing an alternative cycle route into the city centre.
- 2.3.10 Furthermore, there is an existing traffic-free cycle trail that forms a route through Haven Banks between Michael Browning Way and Haven Road. This route would be extended into the site and incorporated with the cycle infrastructure that would be provided for the development. Further details regarding cycle facilities within the site are provided within Section X of this Transport Assessment.

2.3.11 In addition to these cycle routes and there are short-stay cycle parking spaces provided in the local area for public use, including within the pedestrianised waterfront plaza opposite the site. Secure cycle parking spaces are also provided at regular intervals throughout the city centre, enabling convenient access to the various amenities that would be visited by prospective residents.

2.3.12 The following extract illustrates a 5km cycle catchment area, representing the geographical extent that residents would likely travel to in order to complete general daily trips by bike.

Figure 3 Cycling Catchment (5 Kilometres)



2.3.13 As shown above, Route 34 of the National Cycle Network passes through the vicinity of the site, providing a good level of access throughout the local area. The catchment demonstrates that residents could realistically reach any part of Exeter as part of a convenient journey by bike, thus providing an attractive commuting option for those employed within the city.

2.3.14 Additionally, CoBikes (<https://www.co-bikes.co.uk/>) operate an electric bike share service for the Exeter area, where bikes can be hired for 5p a minute. The nearest hire location is at St Thomas railway station, approximately 7 minutes' walk to the north west. There are also plans for an on-site mobility hub offering cycle and e-scooter hire (see Section 3.6).

2.3.15 It is therefore demonstrated that the site benefits from a good standard of pedestrian and cycle infrastructure provided throughout the local area, enabling convenient routes into the city centre.

2.4 Bus Services and Facilities

2.4.1 The nearest bus stops to the site are located on Water Lane, in the immediate vicinity of the site's access. These stops are served by Stagecoach's 'Green' bus route which provides services every 20 minutes between Marsh Barton and Sowton Park & Ride.

2.4.2 Additionally, there are bus stops located on Alphington Street, approximately 300m (a 3-4 minute walk) to the northwest of the site via Haven Road. This set of stops provides seating, shelter and full timetable information. Bus route 'B' calls at the Alphington Road stops, providing half-hourly services towards both Exeter city centre and either Dawlish, Exminster or Marsh Barton.

2.4.3 These services would provide prospective residents with highly convenient transport into the city centre, including for trips to Exeter St David's station.

2.4.4 A bus route map is appended hereto at **Appendix 2**, while further information regarding routes and timetable information can be found at <https://www.traveldevon.info/bus/interactive-bus-map/>.

2.4.5 This bus service would be convenient for residents, staff and visitors travelling to / from the site, providing connections to both Exeter city centre and the surrounding residential areas.

2.5 Rail Provision

2.5.1 With respect to rail services in Exeter, there are 3 main stations serving the city (St Thomas, St David's and Central), each of which are located within a reasonable walking and cycling distance from the site, as illustrated on **Figures 3 & 4**, above.

2.5.2 The site is located approximately 600m (a 7-minute walk) to the southeast of Exeter St Thomas rail station. The station is operated by Great Western Railway and provides services every 30 minutes in each direction toward Paignton and Exmouth.

2.5.3 Connecting services from Exeter St David's would accommodate onward trips towards major destinations such as Bristol Temple Meads, London Paddington, Birmingham New Street, Manchester Piccadilly, Leeds, Newcastle and Edinburgh. Exeter St David's station is also accessible via an 20-25 minute walk or 8 minute cycle journey from the site.

2.5.4 Furthermore, Exeter Central is located approximately 1.25k to the north of the site in the city centre (an 18 minute walk). Similarly to St Tomas station, Exeter Central also provides half-hourly services towards Paignton and Exmouth, however, the Central station is also served by hourly trains providing direct travel to London Waterloo. These services would therefore accommodate for convenient business trips to the Capital and other destinations further afield, for example.

2.5.5 It should be noted that passengers with mobility impairments should board services from either Exeter Central or St David's, as step-free access is provided onto all platforms at these stations.

2.5.6 On the basis of the above, it is apparent that rail travel to / from the site is an attractive option. Further information including live arrival/departure times and station facilities can be found at: www.nationalrail.co.uk.

2.6 Car Club

- 2.6.1 Car clubs provide an alternative to using a private car. Cars are used on a pay-as-you-go basis. The cost of usage is based on how long the car is used for and the distance driven and can often work out cheaper than owning and running a car privately. Typically, cars are rented online and can be collected and returned 24 hours a day.
- 2.6.2 Car club schemes reduce car ownership, increase the proportion of low emissions vehicles on the roads and improve air quality. CoMoUK research has found that each car club car displaces 18.5 private cars.
- 2.6.3 The nearest car club vehicles are currently located at Marsh Green Road East circa 17 minutes' walk from the site, however at least 5 vehicles will be implemented on-site as part of the proposals (see Section 3.4).

2.7 Taxi

- 2.7.1 It is anticipated that some trips to the site will be made by taxi. The following operators serve the local areas and can be pre-booked in advance: Capital/Apple Taxis – 01392 433433, Premier Private Hire – 01392 427699 and Tudor Taxis – 07753 454329.

2.8 Summary of Baseline Conditions

- 2.8.1 The above review demonstrates that the site is highly accessible by sustainable modes of transport to a wide range of amenities within the city centre including extensive shopping and leisure attractions, as well as other general service, that have the potential to reduce reliance upon the private car. It is therefore considered that the proposals fully accord with the guiding principles of the NPPF and local council policies.
- 2.8.2 The measures contained within this Travel Plan further seek to increase the awareness and use of these sustainable transport modes.

3 DEVELOPMENT PROPOSALS

3.1 Scheme

3.1.1 The development proposals comprise 434 residential dwellings, including 246 flatted units (build-to-rent) and 188 co-living apartments, which would appeal to young professionals working within Exeter. Each of the co-living apartments would contain a single bedroom, whilst the proposed 246 flats would comprise the following mix of units:

- (i) 13 x 1 bedroom / 2 person units;
- (ii) 75 x 2 bedroom / 4 person units; and
- (iii) 40 x 3 bedroom / 6 person units.

3.1.2 The site would also provide four commercial units at ground floor level, comprising café/restaurant uses for the primary use of residents and the local community. The commercial floorspace would amount to 639m². Additionally, an ancillary management suite would be provided at ground floor level of Block D for the estate management providing residential services to the site, comprising 113m².

3.2 Access

3.2.1 The development proposal would include the closure of the main two points of vehicular access to redesign the main thorough-fare as 'car-free', including the formation of a central pedestrian route (which would also permit emergency access) through the site between Haven Road and Water Lane. Vehicle access would be afforded from Water Lane only.

3.2.2 The service road to the rear of the existing retail units would be retained post-development to afford access to the residential car parking bays and servicing area behind Block C. The private driveway off Water Lane at the north-western corner of the site would also be retained with minor alterations to accommodate deliveries to Block D.

3.2.3 A turning head would be provided within the site's retained access route to accommodate the safe manoeuvring of refuse collection vehicles and large delivery vehicles to the rear of Block C.

3.2.4 Two new laybys would be provided adjacent to the site on Water Lane and Haven Road, respectively. These laybys would accommodate a portion of deliveries, as well as a degree of resident pick-up/drop-off activity. The proposed layby on Haven Road would also cater for waste collections.

3.3 Car Parking

3.3.1 It was expressed by ECC and the Design Team that a car-free/lite development would represent the preferred option, owing to the proposed accommodation type and site's proximity to the city centre.

3.3.2 The proposed development provides a total of 36 car parking spaces along the site's service road from Water Lane. These spaces would comprise disabled provision of two reserved bays, five allocated car club spaces and the remainder of parking to serve as privately leased spaces for tenants.

3.3.3 The Council's Residential Design SPD (2010) refers to the provision of electric vehicle charging infrastructure stating that *"Developers should plan for the future installation of electric car charging points for all on-street parking. As a minimum ducting and potential for easy connection to the electricity network should be provided to allow for future installation of charging apparatus."*

- 3.3.4 The proposals have been developed to strike a careful balance between providing suitable levels of car parking on-site, whilst ensuring that residents are not car-reliant and are encouraged to utilise other modes of travel. Given the accessibility of the site to the town centre and railway station, the aspiration is to promote a 'car-lite' scheme and encourage reduced car ownership, as much as possible.
- 3.3.5 The use of the parking spaces would be monitored by the Estate Management Company, who would also review the demands for car club vehicles and electric vehicle charging.
- 3.3.6 Sufficient public car parking is available locally for use by visitors and users of the retail, leisure and commercial facilities, if required.
- 3.3.7 The surrounding streets are subject to Controlled Parking Zone (CPZ) restrictions and future residents would be exempt from being able to request a permit to ensure that the development does not have a negative impact on the local area through overspill parking.

3.4 Car Club

- 3.4.1 Due to the low levels of on-site parking proposed under the site's redevelopment, it is considered that the provision of car club vehicles within the site represents an important alternative to the use of privately owned vehicles for future residents. Where car journeys are considered necessary to transport bulky goods, or for trips to destinations that are not easily accessed via sustainable modes, car clubs offer a viable alternative where the use of vehicles is not frequently needed.
- 3.4.2 RGP has engaged with car club operators Enterprise and Co-Cars, respectively, in order to determine a suitable quantity of car club vehicles to cater for the development. Following detailed discussions, it is advised by both operators that a minimum of 4 car club vehicles would be adequate for the scale of development and given the likely demand generated by the proportion of 1-bedroom dwellings.
- 3.4.3 It is therefore proposed that 5 car club bays would be provided on-site, which are understood would be managed by Co-Cars, subject to confirming any forthcoming agreement. It is envisaged that at a later stage following occupation of the site that there would be scope to re-allocate additional parking bays for the use of car club vehicles if required to meet increased demand in future.
- 3.4.4 It is widely recognised that car clubs are an effective means of mitigation for reduced car ownership, providing a realistic alternative for people constrained to the use of a car for a particular journey purpose.
- 3.4.5 RGP was advised that typical car club usage in comparable developments corresponds to between 2-4 hours per journey, on average. This includes both long-distance trips to visit friends / family and shorter trips for shopping purposes, for example.
- 3.4.6 As part of the planning process, discussions have taken place to determine viability for providing on-site car club spaces. Post planning consent, these would likely be secured by way of a s106 agreement or suitably worded planning condition.
- 3.4.7 Following any forthcoming planning consent, the applicant will consider the feasibility of providing paid car club memberships for new residents within their first year of tenancy to encourage the use of these vehicles where necessary.

3.4.8 It is also anticipated that the prospective car club operator will hold a launch event following first occupation of the site, to inform residents of the membership mechanisms and provide any assistance where possible for residents expressing interest in the use of car club vehicles.

3.5 Cycle Parking

3.5.1 As indicated on the proposed site layout (**Appendix 1**), there are 6 separate cycle stores proposed for the use of the residential and commercial units. With respect to residential cycle parking standards, local policy requires that a single space is provided for all 1 and 2 bedroom units, whilst 2 spaces should be provided for all larger units.

3.5.2 Based on this requirement, the site should therefore provide a minimum of 474 secure cycle parking spaces for the residential units on-site. The residential bikes stores should be split by each block of units respectively, as summarised below:

Table 1 Cycle Parking Requirements

Residential Block	Minimum Cycle Parking Requirement	Proposed Provision
Block A	27	27
Block B	21	21
Block C	238	247
Block D	188	188
Total	474	485

3.5.3 As summarised above, the proposed cycle stores have been designed to accommodate the required quantities of cycle parking spaces within each respective block. The proposed provision within Block C would slightly exceed the minimum required quantity.

3.5.4 With regard to cycle parking for the restaurant / café uses, the Sustainable Transport SPD makes reference to commercial cycle parking but does not define specific standards. Guidance issued by ECC states the following:

... "Where more than 20 people are to be employed, these facilities must be provided. Where possible, they should also be provided for smaller employment premises, particularly newbuild development which is well located in relation to the city's cycle network" ...

3.5.5 To accommodate cycle parking demand generated by the commercial units, as well as visitors to the site, it is also proposed that a further 12 'Sheffield style' cycle stands would be provided within the site, affording secure short-stay cycle parking with capacity for up to 24 bikes. These cycle stands would be conveniently accessible from the main pedestrian courtyard within the site and would be utilised by visitors to the commercial and residential units within the site.

3.5.6 Furthermore, space has been allocated within the site to provide a new cycle hire hub that would be managed by the operator Co-Bikes, connecting to their existing network of hire facilities throughout Exeter. The provision of a cycle hire facility within the site would further facilitate the use of sustainable modes by future residents making trips in and around the city, providing an attractive alternative to the use of cars for local journeys. The cycle hire hub is conducive to the operation of the 'car-lite' development, and when combined with the car club vehicles, would contribute to a wider mobility hub within the site.

3.6 Deliveries

- 3.6.1 The majority of deliveries made to the site are expected to be of an ad-hoc nature, such as postal deliveries, courier services and fresh food deliveries. The largest vehicle typically utilised for such deliveries would comprise either a 7.5t panel van or box van.
- 3.6.2 As detailed within the Delivery and Servicing Management Plan (DSMP) prepared to support the planning application for the site, suitable provisions have been incorporated within the site to accommodate servicing vehicles whilst minimising the impact of servicing activity on residents and staff.

3.7 On-site Infrastructure / Improvements

- 3.7.1 Communal amenity space, including a central courtyard with street furniture, cycle parking and associated landscaping would be provided for the use of residents and visitors.
- 3.7.2 The new central pedestrian route would provide a convenient and attractive pedestrian link between Water Lane and Haven Road as well as providing access to the main entrances to the residential blocks.
- 3.7.3 A marked cycle lane would be provided within the site's central courtyard connecting to the wider cycle network.

4 TRAVEL BEHAVIOUR

4.1.1 It is necessary to collect data to establish and understand the travel habits against which the Travel Plan's progress can be measured.

4.1.2 As the site is not yet occupied, in lieu of baseline surveys the industry-standard TRICS database has been reviewed to determine the anticipated multi-modal traffic likely to be generated by the proposals using sites comparable in terms of location and parking provision. This information has been presented in full in the accompanying Transport Assessment/Statement, however a summary is presented in Table 1 below.

Table 2 TRICS Modal Split

Travel Mode	No. of 2-way trips per day	Modal Share Percentage (%)
Train	197	7%
Bus, Minibus or Coach	248	9%
Taxi	22	1%
Driving a Car or Van	477	17%
Passenger in a Car or Van	599	20%
Bicycle	31	1%
On Foot	1,299	45%
Total	2,873	100%

4.1.3 Table 2 illustrates the mode split that can be expected in relation to the proposals, demonstrating that 37% of residents are expected to travel by private car (including car passenger trips) and 63% by sustainable modes.

4.1.4 The information obtained is considered to be a suitable starting point for formulating appropriate measures and targets, however TRICS compliant travel surveys will be carried out within 6 months of the site's full occupation to establish the travel behaviour of all site users and provide a baseline for future monitoring purposes.

5 AIMS, OBJECTIVES AND TARGETS

5.1 Aims and Objectives

5.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead, the approach has to be to reduce the need to travel by increasing travel choice and awareness. therefore the overall aim of this Travel Plan is:

- To reduce reliance upon the private car, by effecting a change in attitude to travel by increasing awareness of sustainable travel modes and their associated benefits.

5.1.2 To achieve this aim, objectives should be provided that reflect the challenges of the site and focus the role of the Travel Plan. These objectives also support the Local Authority’s policy aims.

5.1.3 For the development site, the objectives are:

- Objective 1 - Actively encourage sustainable travel to and from the site
- Objective 2 - Provide the on-site infrastructure to facilitate sustainable travel / reduce the need to travel

5.2 Targets

5.2.1 To support the aim and objectives, targets have been set to focus the delivery of the Travel Plan.

5.2.2 When setting site specific targets, it is important that they are “SMART” in order that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound

5.2.3 Table 2 below, presents the targets for the Travel Plan which will support the overall aim and two objectives. These should be achieved 3 and 5 years from first occupation and initially, they will be assessed against the data presented in Section 4 this report.

Table 3 Summary of Targets

Action	Target Date
Decrease the proportion of journeys made by single occupancy car by 5% / 10%	End of Year 3 /Year 5
Increase the proportion of trips made by active modes (walking/cycling) by 3% / 5%	End of Year 3 / Year 5

5.2.4 Following the baseline surveys, these targets will be reviewed and amended based on the site-specific data obtained. It is recommended that separate targets relating to the staff and visitors of the commercial units are contained within the Travel Plans prepared for these uses.

- 5.2.5 The targets stated above will be reviewed regularly and should be achieved by the target dates specified i.e. 3 or 5 years. If they have been attained before the target date, they will be modified to provide further, more challenging targets, while if the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall targets will be met.
- 5.2.6 Travel related concerns raised by users of the site and any identified barriers to sustainable travel will be ascertained by way of regular travel surveys and routine monitoring. Further bespoke measures and changes could then be introduced to address these barriers, if necessary, and to ensure that the Travel Plan continues towards achieving its targets and overall aim.
- 5.2.7 Future targets will be established through a process of consultation with ECC/DCC, the residential estate management company and occupiers of the commercial units, to ensure that they are appropriate in the context of the objectives, yet realistic and achievable.

6 TRAVEL PLAN MEASURES

- 6.1.1 An Action Plan outlining the proposed Travel Plan measures and actions identified for the site, along with responsibilities, estimated costs and implementation timescales is attached at **Appendix 3**. The Action Plan also divides the measures into user groups i.e. residents, staff and all users of the site.
- 6.1.2 The Action Plan also pinpoints the objective that each measure will support to ensure that any initiative is targeted to achieving the overall aim for this site.
- 6.1.3 The Action Plan includes the following measures, which will be agreed with the residential estate management company / occupiers of the commercial units, prior to occupation:

Objective 1 - Promote and actively encourage sustainable travel to and from the site

- Appoint Travel Plan Coordinator (TPC)
- Local Recruitment Policy
- On-Site Facilities
- Nearby Facilities
- Walking / Cycling Routes
- Bicycle Purchase Scheme
- Local Bike Shop Discounts
- Cycle Training
- Bicycle Maintenance
- Cycle Membership Organisations
- Cycle Hire Schemes
- Public Transport Information
- Health, Fitness and Travel Apps – see **Appendix 4**.
- Public Transport Discounts
- Car Sharing
- Car Club Membership
- Website Information / Social Media Promotion
- E-Newsletters
- Promote Travel Plan in Sales Literature
- Welcome Packs
- Personalised Travel Planning
- Travel Plan Event

6.1.4 Objective 2 - Provide the on-site infrastructure to facilitate sustainable travel / reduce the need to travel)

- Infrastructure Improvements
- On-Site Facilities / Services
- Broadband Internet Connection
- Cycle Parking / Storage
- Puncture Repair Kit
- Car Club Vehicles
- Electric Vehicle Charging Points
- Travel Noticeboard / Travel Poster – see **Appendix 5** for example poster
- Car Park Management Measures

6.2 Effectiveness of Travel Plan Measures

6.2.1 The specified measures and initiatives should act to achieve the overall aim of the Travel Plan, consequently increasing the use of sustainable modes and achieving the targets set.

7 REVIEW AND APPROVAL

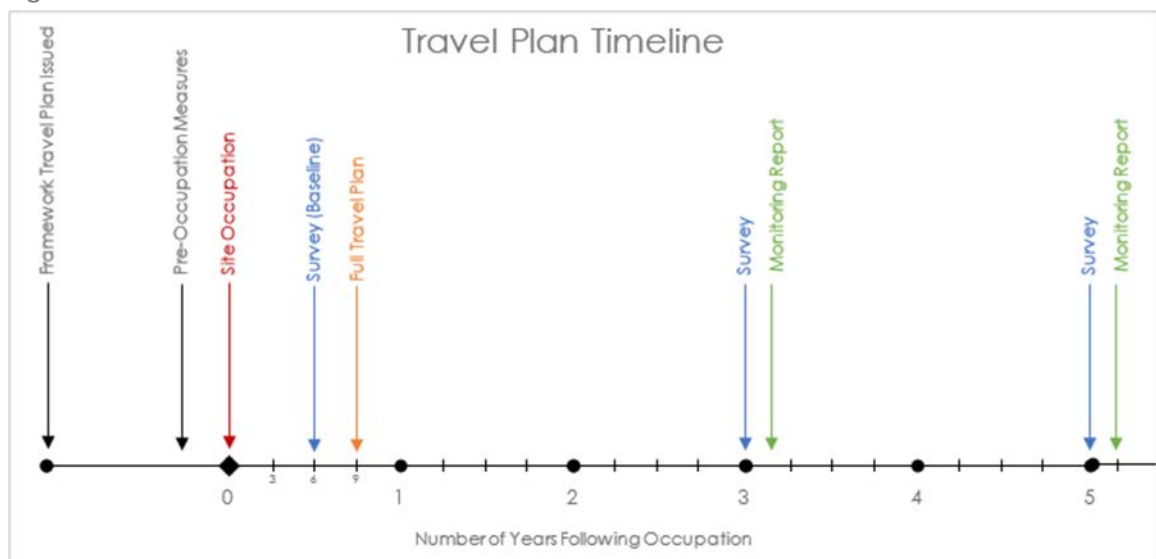
7.1 Implementation and Funding

- 7.1.1 It is anticipated that this Travel Plan will be secured through a s106 agreement / planning condition, as part of any planning approval.
- 7.1.2 Prior to the occupation of the development, a Travel Plan Coordinator (TPC) will be appointed to oversee the management of the Travel Plan and ensure it seeks to achieve the stated aims. It is anticipated the TPC role would fall within the remit of the residential estate management company, although some TPC responsibilities would transfer to the occupiers of the commercial units once Full Travel Plans are produced.
- 7.1.3 The TPC will be responsible for the Travel Plan’s management to include the implementation, review and promotion of the Travel Plan. It is anticipated that this role would take 3-5 hours per month.
- 7.1.4 The TPC will also be responsible for managing the agreed budget for the Travel Plan. Aside from infrastructure works which are associated with the development’s construction costs, funding is required to cover initial set up, printing and marketing. This is estimated to amount to circa £500 annually and would be paid for by the estate management company / occupiers.
- 7.1.5 This investment in resources, both in terms of appointment of a TPC and monetary, support the implementation, management and review of the Travel Plan and mitigate against any financial burden that may be imposed as a consequence of failure to meet the agreed targets.

7.2 Monitoring

- 7.2.1 Figure 3, as shown below, illustrates the monitoring timeline for the initial 5-year life of the Travel Plan.

Figure 4 Travel Plan Timetable



- 7.2.2 Updated baseline data is to be collected 6 months following full occupation. This will represent Year 1 of the Travel Plan and form the revised baseline for inclusion in the Full Travel Plans.

- 7.2.3 Monitoring reports will then be produced by the TPC and submitted to ECC/DCC for approval in relation to the targets set for the end of Years 3 and 5. These reports shall demonstrate how the Travel Plan has been implemented to date and will include:
- (i) Details of measures introduced and actions taken to promote the Travel Plan;
 - (ii) A statistical summary of the modal split of site users, disclosed by the monitoring surveys;
 - (iii) The progress of the Travel Plan in achieving the targets and identifying any amendments to be agreed in writing by the Council in the event that targets are not achieved; and
 - (iv) A plan for future actions.
- 7.2.4 Furthermore, the following items will be monitored by the TPC annually:
- (v) the demand for car (including electric vehicle charging) and cycle parking;
 - (vi) the use of the on-site car parking areas and surrounding roads;
 - (vii) the numbers registered for the car club and car sharing; and
 - (viii) comments made by site users relating to transport and the Travel Plan.
- 7.2.5 To support this process, surveys will be undertaken in Years 1, 3 and 5 to establish the travel patterns of all site users. These will be TRICS compliant as detailed here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans/monitoring-travel-plans>. The cost for these surveys (anticipated to be circa £3000 per survey) would be funded, in addition to the annual budget, by the residential estate management company / occupiers of the commercial units.
- 7.2.6 To maintain the emphasis of the Travel Plan, the results of the monitoring and review process will be communicated by way of an on-site Travel Plan noticeboard.

7.3 Approval

7.3.1 This Travel Plan is hereby approved for implementation at the following site:

- Haven Banks, Exeter

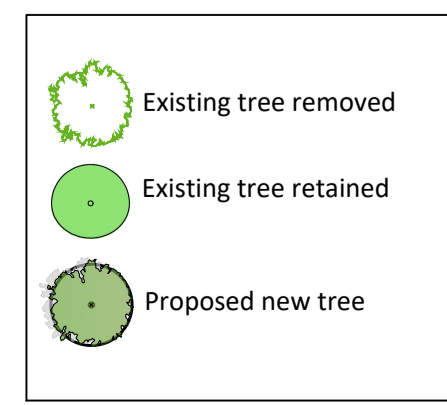
Signed: Rachel Rombough (RGP) Date:

Signed: (TPC) Date:

APPENDIX 1 PROPOSED SITE LAYOUT PLAN



Rev	Comments	Date	Dr	Ch
P1	1st Issue	22-02-2022	PH	AM
P6	Block D Communal space amended	23-03-2022	AM	PP
P7	General amendments	01-04-2022	JW	AM
P8	General landscape & building layout amendments	19-05-2022	AM	PP
P9	General landscape amendments	26-05-2022	AM	PP
P10	General landscape amendments	30-05-2022	AM	PP
P11	General amendments	07-06-2022	JW	AM
P12	General amendments	21-06-2022	JW	AM
P13	General landscape amendments	27-06-2022	JW	AM
P14	General amendments	01-07-2022	AM	PP



PWA Code: 20021
 Notes: Use annotated dimensions only. All dimensions in millimeters unless otherwise stated. This drawing is to be read in conjunction with all other related material. Any discrepancies, conflicts or errors must be reported to Piper Whitlock Architecture before commencing work.

Drawing Title: **Proposed Site Layout Ground Floor Plan**

Project Name: **Haven Road, Exeter**

Client: **Welbeck CP**

Project Ref: HREXE -PWA-00 -00 -DR-A-0050 -P14
 Status: PRE-PLANNING

Project Name: Haven Road, Exeter

Client: Welbeck CP

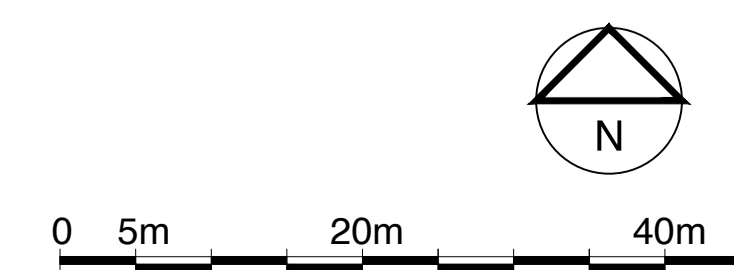
Project Ref: Orig: Zone: Lev: Type: Role: Num: Rev: HREXE -PWA-00 -00 -DR-A-0050 -P14

Status: PRE-PLANNING

Stage: 2
 Scale @ A1: 1:500

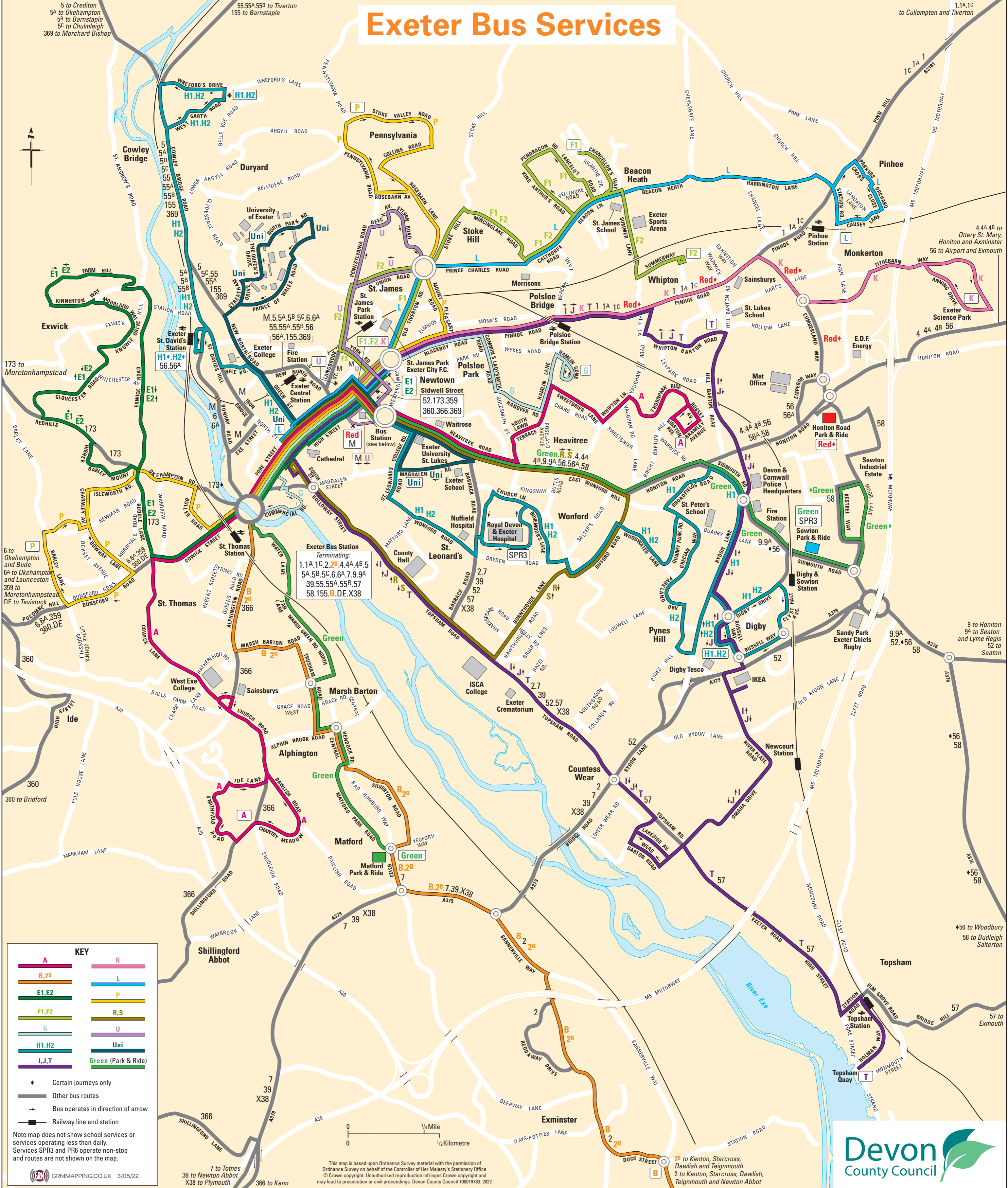
PW PIPER WHITLOCK

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APPENDIX 2 BUS ROUTE MAP

Exeter Bus Services



Exeter Bus Station
Terminating:
1.1A, 1C, 2, 2B, 4.4A, 4B, 5,
5A, 5B, 5C, 6, 6A, 7, 9, 9A,
39, 55, 55A, 55B, 57,
58, 155, B, DE, X38

KEY

A	K
B, 2B	L
E1, E2	P
F1, F2	R, S
G	U
H1, H2	Uni
I, J, T	Green (Park & Ride)

- Certain journeys only
- Other bus routes
- Bus operates in direction of arrow
- Railway line and station

Note map does not show school services or services operating less than daily. Services SPR3 and PR6 operate non-stop and routes are not shown on the map.



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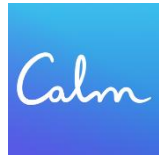
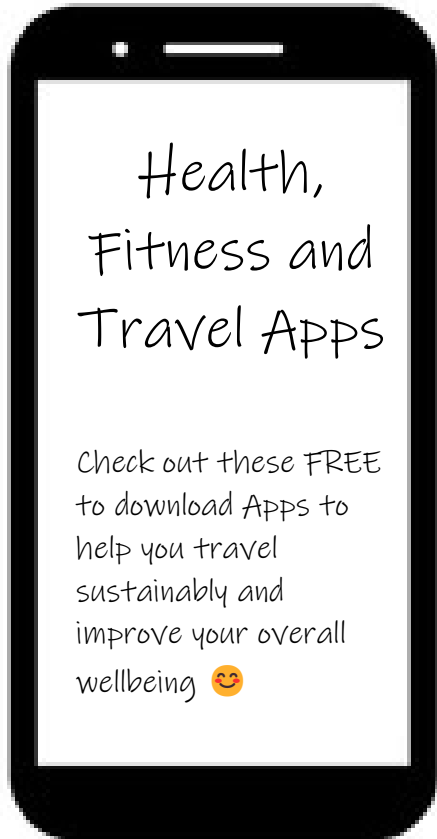
APPENDIX 3 ACTION/IMPLEMENTATION PLAN

Action Plan - Haven Road, Exeter

OBJECTIVE	MEASURE	TARGET GROUP	DETAILS	RESPONSIBILITY	ESTIMATED COST / BUDGET	OUTCOME / IMPLEMENTATION TIMESCALES
Objective 1: Promote and actively encourage sustainable travel to and from the site	Travel Plan Coordinator (TPC)	N/A	TPC to be appointed prior to occupation and trained to ensure they are fully aware of their responsibilities.	Developer / Estate Management Company	3-5 hours per month. Staffing budget	To be appointed prior to occupation.
	Local Recruitment Policy	Staff	Adoption of a local recruitment policy, where possible (i.e. within a 5 mile radius for the majority of staff) to facilitate non-car use.	TPC / Commercial Operators	Part of TPC role (up to 4 hours a year) £60 annually	Prior to occupation and then ongoing for all new staff for the 5 years of the plan.
	On-Site Facilities (see Objective 2)	All	Promote the use of the on-site facilities (restaurant/café etc.) to reduce trips off-site.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then ongoing for the 5 years of the plan.
	Nearby Facilities	All	Make site users aware of the services local to the site that can be walked/cycled to, to avoid unnecessary trips further afield.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then ongoing for the 5 years of the plan.
	Walking / Cycling Routes	All	Promote local walking and cycling routes as shown on https://www.traveldevon.info/nand provide maps.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Bicycle Purchase Scheme	Staff / Residents	Implement a Cycle2Work (cycle purchase) scheme which is promoted to staff. Promote the Ride2Work (cycle purchase) scheme to those residents in employment.	Operators to agree / TPC to promote	Costs met by savings in tax and National Insurance Contributions. Part of TPC role to promote (3 hours a year) £45 annually	Promote the scheme as part of the welcome pack.
	Local Bike Shop Discounts	Staff / Residents	Discuss the potential for discounted bike/equipment purchase for residents and/or staff.	TPC	Part of TPC role (3 hours a year) £45 annually	Following occupation. Repeat annually.
	Cycle Training	Staff / Residents	Offer cycle training to staff/residents, particularly those who may not have used a bicycle recently.	TPC	See https://www.traveldevon.info/cycle/cycle-training/ . Adult cycle confidence and Bikeability Family courses are provided free of charge. Part of TPC role (3 hours a year) £45 annually	Promote as part of the welcome pack.
	Bicycle Maintenance	Staff / Residents	Provide training courses and/or invite Dr Bike to the site to provide bicycle maintenance classes for residents/staff.	TPC	Dr Bike c. £40-60 per hour (normally 2 hours a session and includes basic new parts) Part of TPC role to arrange (3 hours a year) £45 annually	Subject to interest.
	Cycle Membership Organisations	All	Promote cycle membership organisations such as Cycling UK and British Cycling to engage people in cycling.	TPC	Part of TPC role (2 hours a year) £30 annually	Prior to occupation and then ongoing for the 5 years of the plan.
	Cycle Hire Schemes	All	Promote local hire schemes, including details of costs and time limits.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Public Transport Information	All	Publicise public transport routes, timetables and fare information to all site users.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Health, Fitness and Travel Apps	All	Promote Apps which allow for mobile handset planning of public transport trips and awareness of network issues and problems as well as other aspects of health, wellbeing and fitness. (see Appendix 4)	TPC	Part of TPC role (4 hours a year) £60 annually	Ongoing for the 5 years of the plan.
	Public Transport Discounts	Staff / Residents	Discuss the potential for discounted travel for residents/staff with local bus and train providers.	TPC	Part of TPC role (3 hours a year) £45 annually	Following occupation. Repeat annually.
	Car Sharing	All	The car share database (www.liftshare.com) will be promoted to all site users.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Car Club Membership	Residents	Provide each dwelling with membership to a local car club and driving credits.	TPC	See Objective 2	Membership provided for each dwelling for 5 years following occupation.
	Website Information / Social Media Promotion	Visitors	Promote sustainable travel to those visiting the commercial units.	TPC / Commercial Operators	Part of TPC role (10 hours a year) £150 annually	Prior to occupation and then quarterly review and promotion for the 5 years of the plan.
E-Newsletters	Residents	Send e-newsletters to residents on pertinent topics (i.e. cycle events, financial savings, ways to get fit and healthy, routes to your new school).	TPC	Part of TPC role (10 hours a year) £150 annually	Send 6-monthly for the life of the Travel Plan.	

	Promote Travel Plan in Sales Literature	Residents	Display and make promotional travel material available as part of the sales pack and show home for the site, so that prospective residents are aware of the Travel Plan prior to property purchase.	Developer / TPC	Marketing budget	Earliest stage - prior to sale of dwellings.
	Welcome Packs	Staff / Residents	Travel information will be communicated via a Welcome Pack.	TPC	Preparation costs of circa £500. Distribution via email.	Prepare and distribute prior to occupation.
	Personalised Travel Planning	Staff / Residents	Personalised Travel Planning will be offered - https://www.traveldevon.info/personal-travel-plans/ . Promoted as part of the Welcome Pack.	TPC	Part of TPC role (2 hours a year) £30 annually	Promote as part of the welcome pack.
	Travel Plan Event	All	Organise a Travel Plan Event (Biker's Breakfast / Sponsored Walk) to tie in with a national event and promote the Travel Plan.	TPC	£250 per event for promotion and equipment hire (inc. food purchasing). Presence of Dr Bike (bike mechanic) in addition. Part of TPC role to host/facilitate (15 hours per event).	Implement in conjunction with a national event such as Cycle to Work Day, National Liftshare Week.
Objective 2: Provide the on-site infrastructure to facilitate sustainable travel / reduce the need to travel	Infrastructure Improvements	All	A central courtyard will be established with a pedestrian route between Water Lane and Haven Road.	Construction Company / Developer	Construction budget	As part of the construction phase.
	On-Site Facilities / Services	All	Provide on-site facilities, such as those within the commercial units, to reduce the need to travel off-site during the day. Provision of a bicycle hire docking station. Consider offering discounts to encourage use.	TPC / Commercial Operators	Construction budget	To be established as part of the construction phase.
	Broadband Internet Connection	Residents	All dwellings would be equipped with a super-fast broadband connection to support home working and internet shopping.	Construction Company	Construction budget	To be installed as part of the construction.
	Cycle Parking / Storage	All	Covered and secure cycle parking will be provided on-site. A total of 485 spaces are to be provided within the allocated residential cycle stores located in each building. A further 12 'Sheffield style' cycle hoops are to be provided at the approved locations externally to the residential blocks for the use of visitors to the site.	Construction Company	Construction budget	To be established as part of the construction phase.
	Puncture Repair Kit	All	A puncture repair kit, pump and geared bike maintenance equipment will be made available to borrow from the estate management office.	TPC	Initial outlay of c£20 for pump, c.£3 for the puncture kits and c.£30 for the bike maintenance equipment. Replace puncture repair kit as required at c.£3 a set.	Prior to opening, then as required.
	Car Club Vehicles	All	Electric car club vehicles will be provided on-site, through liaison with an operator such as Co-Cars.	TPC	Circa £20,000 (per vehicle - includes back of house operation)	Review prior to occupation and regularly thereafter.
	Electric Vehicle Charging Points	All	electric vehicle charging points to be discussed with Devon County Council.	Construction Company	Construction budget	To be installed as part of the construction phase.
	Travel Noticeboard / Travel Poster	All	A Travel Noticeboard will be established in a prominent place on-site. This will include a poster detailing walking and cycling maps/routes, bus and rail timetable information. (See example poster Appendix 5)	TPC / RGP to produce poster	Noticeboard costs - variable	Prior to opening and reviewed quarterly.
	Car Park Management Measures	All	Introduce measures such as parking charges and/or permits to manage the use of the car park, if warranted.	Car Park Management Company	Cost is dependent on the measures required	To be introduced if parking problems arise.
Monitoring	Travel Surveys		Collection of baseline data relating to the modes of travel used by all site users in Year 1, repeating in Years 3 and 5. This includes residents' travel questionnaires, parking surveys, assessment of cycle parking and car club use, as appropriate.	TPC	c. £3000 per annum	To be completed for baseline in Year 1 and then repeated in Years 3 and 5 after occupation.
	Interim Monitoring		'Snapshot surveys' and review of car and cycle parking usage.	TPC	Part of TPC role (4 hours a year) £60 annually	To be completed during Years 2 and 4 after occupation.
	Target Review		Set targets in Year 1 and then review all targets in Years 3 and 5 to establish whether the targets are being met. Revise measures/targets accordingly.	TPC	Responsibility of TPC to arrange	Targets to be set in Year 1, following completion of the corresponding Travel Survey and reviewed in Years 3 & 5.
	Update Report		Produce Full Travel Plans for the site in Year 1, then prepare an Update/Progress Report to summarise the travel surveys/target review in Years 3 and 5, identifying if any significant amendments are required to the content of the Travel Plan, from that originally agreed in Year 1. Issue report to relevant Council Officers.	TPC	Responsibility of TPC to arrange	Full Travel Plans to be prepared and issued in Year 1 and Progress Reports produced in Years 3 & 5 within 3 months of Travel Surveys.
	Additional / Remedial Measures		Further promotion of above initiatives and possible introduction of new initiatives, if targets are not met.	TPC / Estate Management Company	TBC	Annually for 5 years following Biennial and Snapshot Travel Surveys being completed.

APPENDIX 4 HEALTH, FITNESS AND TRAVEL APPS



Calm – Meditation and Sleep Stories
Sleep more. Stress Less. Live Better.



Strava – Run & Ride Training
Track your fitness activity Record your run, map a cycling route & analyse your training.



CycleStreets
UK-wide cycle journey planner.



National Rail Enquiries
Live train times and travel information.



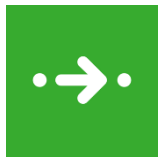
Komoot: Cycling, Walking, MTB
Turn your next ride, hike, or run into an adventure.



MyFitnessPal
Lose weight and build healthy habits.



Liftshare Companion
Instant messaging for Liftshare members. Request and confirm shared trips.



Citymapper
Compare your travel options in real-time globally.

APPENDIX 5 EXAMPLE TRAVEL POSTER

YOUR LOCAL TRAVEL GUIDE - (PLACE)

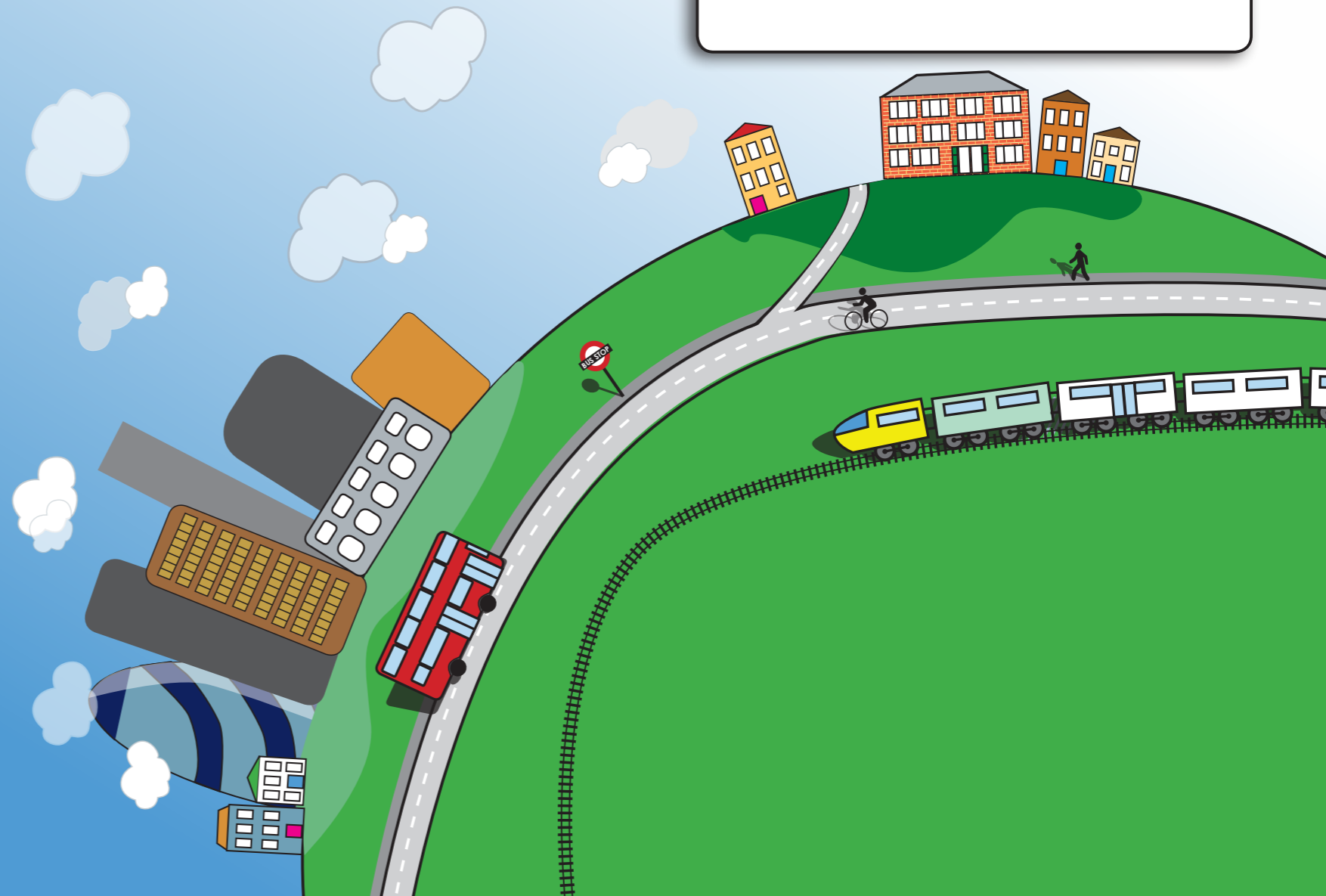
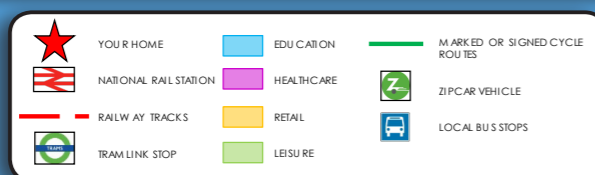
On Foot

By Rail

By Bus

By Bicycle

By Car



Useful Links:

[\(Train Travel Info Website\)](#)

www.liftshare.com/uk

[\(Bus Travel Info Website\)](#)



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