



Vantage Data Centre CWL12, Newport Travel Plan

For *Bouygues UK*

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1. Introduction and background

1.1 Overview

- 1.1.1 This Travel Plan (TP) has been prepared by Hydrock on behalf of Bouygues UK in support of the consented planning application (ref: 20/0039) for the erection of four, three-storey data centre buildings (B8 use class with ancillary B1 uses) on land at Imperial Park, Celtic Way, Newport.
- 1.1.2 This TP has been prepared to meet the requirements of BREEAM Data Centres 2010 and as such is tailored to the operational characteristics of the building use and associated needs of staff.
- 1.1.3 This TP has been developed throughout the design of the scheme, including from the feasibility stages. It has considered all types of travel relevant to the building type and users. It is a sustainable transport strategy that has input into the development of the scheme from the outset.
- 1.1.4 This TP has been prepared in conjunction with a Transport Statement (TS) which is submitted as a separate document (Hydrock ref: 23986-HYD-XX-XX-RP-TP-4001).

1.2 Aims of the plan

- 1.2.1 This TP is part of a long-term management strategy which includes a package of measures that will be used to enable Vantage to promote more sustainable travel choices and reduce reliance on the private car. The focus of the TP will therefore be on staff commuter travel to and from their place of work.
- 1.2.2 Due to the nature of the new-build construction, existing travel patterns are not available to identify potential constraints and opportunities.
- 1.2.3 The primary aim of the TP is to reduce the number of private cars travelling to and from the site by providing a platform for increased information about the availability of alternative modes of transport such as walking, cycling and public transport.

1.3 Benefits

- 1.3.1 This TP will assist employees and visitors in making an informed decision on how they travel to and from the site and encourage them to use sustainable transport. This will reduce reliance on single occupancy vehicle trips and encourage a reduction in car trips to the site. This will benefit the wider area through reduced congestion, increased road safety and environmental improvements as well as benefitting the personal health and fitness of staff.

1.4 Objectives

- 1.4.1 The objective of this TP is to achieve the following outcomes:
 - » Identify which measures are needed to maximise the use of non-car travel;
 - » Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change; and
 - » Identify ways of reducing the need to travel to and from the development.

2. Existing conditions

- 2.1.1 The development site is located directly east of the Vantage Data Centres CWL1 facility and forms part of the wider Imperial Park business park development on land adjacent to Celtic Way, Newport.
- 2.1.2 The development site is bounded by the existing Vantage Data Centre to the west and by an area of greenfield land and the A48 to the north. To the east of the site is the Pencarn Avenue residential estate and employment uses, whilst to the south is Imperial Way and South Lake Drive.
- 2.1.3 The indicative location of the site in its local context is set out at Figure 2.1.

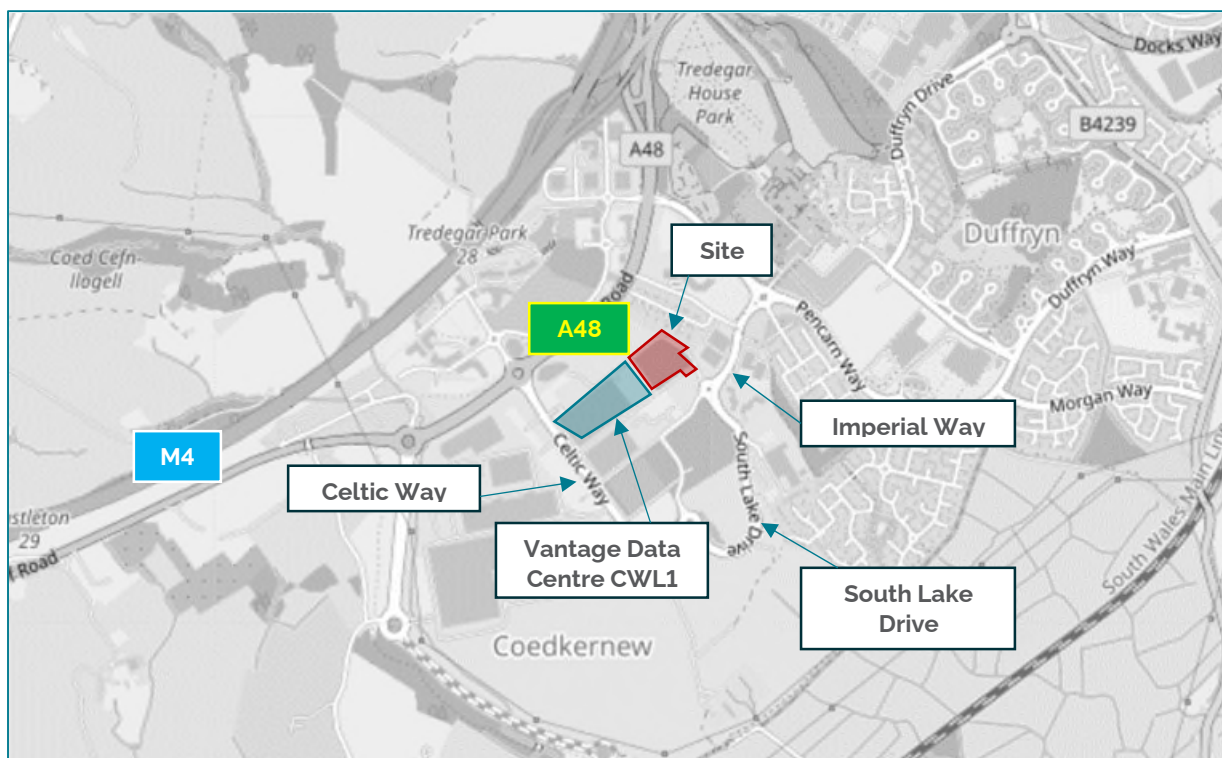


Figure 2.1: Site location plan

2.2 Local highway network

- 2.2.1 Details and a description of the local highway network are set out in Figure 2.2.

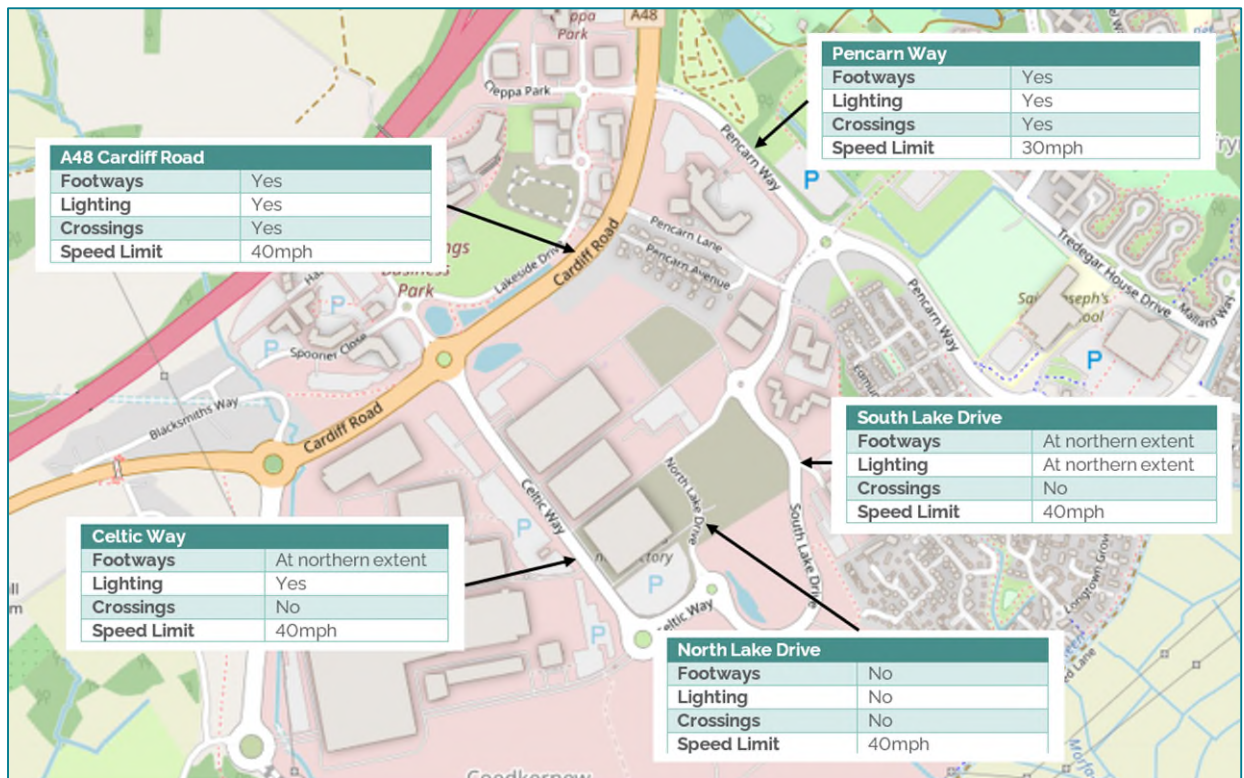


Figure 2.2: Local highway network

2.3 Strategic road network

A48

- 2.3.1 The A48, which is located approximately 1.6km to the northwest of the site, forms part of the Strategic Road Network (SRN) and is aligned in a northeast to northwest direction. The A48 provides access to the M4 Junction 28 to the northeast and access to the A48 (M) to the southwest which provides a route to Cardiff to the southwest.

M4

- 2.3.2 The M4 motorway is located to the north of the site. The M4 is accessible via the A48. The A48 provides access to Junction 28 of the M4 which is approximately 2km to the north of the site. Locally, the M4 provides a route to Cardiff to the west and to Bristol to the east.

3. Site accessibility by non-car modes

3.1 Introduction

3.1.1 This section sets out the connectivity of the site to the surrounding area by sustainable modes of travel and demonstrates the accessible location of the site.

3.2 Local services, facilities and amenities

3.2.1 Chapter 7 of the BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0) document contains assessment criteria associated with transport. TRA 02 outlines credits and assessment criteria associated with the proximity of the development site to local amenities. To achieve the one point available, the site must be within 500m walking distance of at least 3 of the local amenities as outlined in Table 7.6 of the BREEAM manual and shown at Figure 3.1 below.

Criteria	BG 1	BG 2	BG 3	BG 4	BG 5	BG 6
Proximity (metres)	500	500	500	500	500	500
Appropriate food outlet	✓	✓	✓	✓	✓	✓
Access to cash	✓	✓	✓	✓	✓	✓
Access to an outdoor open space (public or private, provided suitably sized and accessible to building users)	✓	✓	✓	✓	✓	✓
Access to a recreation or leisure facility for fitness or sports	✓	✓	✓	✓	✓	✓
Publicly available postal facility	✓	✓	✓	✓	✓	✓
Community facility	✓	✓	✓		✓	✓
Over the counter services associated with a pharmacy	✓	✓	✓	✓	✓	✓
Public sector GP surgery or general medical centre			✓		✓	✓
Child care facility or school	✓		✓		✓	✓

Key:

✓ - Amenity relevant to building type.

Figure 3.1: Amenities applicable for BREEAM credit

3.2.2 The relevant building type for the proposed development is 'BG 1' defined as 'office, retail, industrial, courts and prisons'.

3.2.3 Tredegar Park is located approximately 500m from the site, which falls under the 'access to an outdoor open space' category. However, as there is only one facility listed within Figure 3.1 within 500m walking distance of the site, the site does not achieve the one BREEAM point available.

3.3 Pedestrian Accessibility

3.3.1 Although now superseded by CD143, TA91/05 provides useful guidance on likely walking and cycling distances. Paragraph 2.3 of TA91/05 Provision for Non-Motorised Users (NMU)

states that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km). Paragraph 2.2 of TA91/05 states that 2 miles is a 'distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances'. In relation to shorter trips in particular, the CIHT publication Planning for Walking (in section 2.1) states that across Britain about '80% of journeys shorter than 1 mile (1.6km) are made wholly on foot'.

- 3.3.2 The site is located in Imperial Park. Existing footways within Imperial Park are well maintained and well lit.
- 3.3.3 Footways along Imperial Way are generally well maintained and well lit. Dropped kerbs are provided at all junctions between the site and the Pencarn Way bus stops. Tactile paving is provided on Sir Briggs Avenue and Pencarn Way, which provide a safe walking route from the site to the nearest bus stops.
- 3.3.4 To the south of the Pencarn Way roundabout, a continuous footway with street lighting is provided along the eastern side of Pencarn Way, providing pedestrian access to the nearest supermarket.
- 3.3.5 To the north of the Pencarn Way roundabout, a continuous well-lit footway is also provided along the eastern side of Pencarn Way. Approximately 250m north of the Pencarn Way roundabout, an ATM is provided within the Lloyds Banking Group building.

3.4 Accessibility for All Users

- 3.4.1 The network of footways in the vicinity of the site is designed to facilitate pedestrian movements by disabled users and those of all ages with the relatively flat topography and a well-maintained pedestrian infrastructure. Dropped kerbs are provided at all junctions between the site and the nearest bus stops on Pencarn Way. Whilst tactile paving is not provided at the side road junctions on Imperial Way, tactile paving is provided on Sir Briggs Avenue and Pencarn Way, which provide a safe route from the site to the nearest bus stops.

3.5 Cycle Accessibility

- 3.5.1 With regard to cycling, TA91/05 states (in paragraph 2.11) that 'Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances.' At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance 'that could easily be cycled by the majority of people'.
- 3.5.2 This is consistent with the statement in LTN01/20 (paragraph 2.2.2) that 'Two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.'
- 3.5.3 National Cycle Route (NCR) 4 provides a route between London to Fishguard and runs to the east of the site along Pencarn Way, which can be accessed from Imperial Way. NCR 47 provides a route between Newport and Fishguard and is accessible within an 18-minute cycle to the north of the site via NCR 4.

3.5.4 Locally, a number of traffic free cycle paths are available, as shown in Figure 3.2.

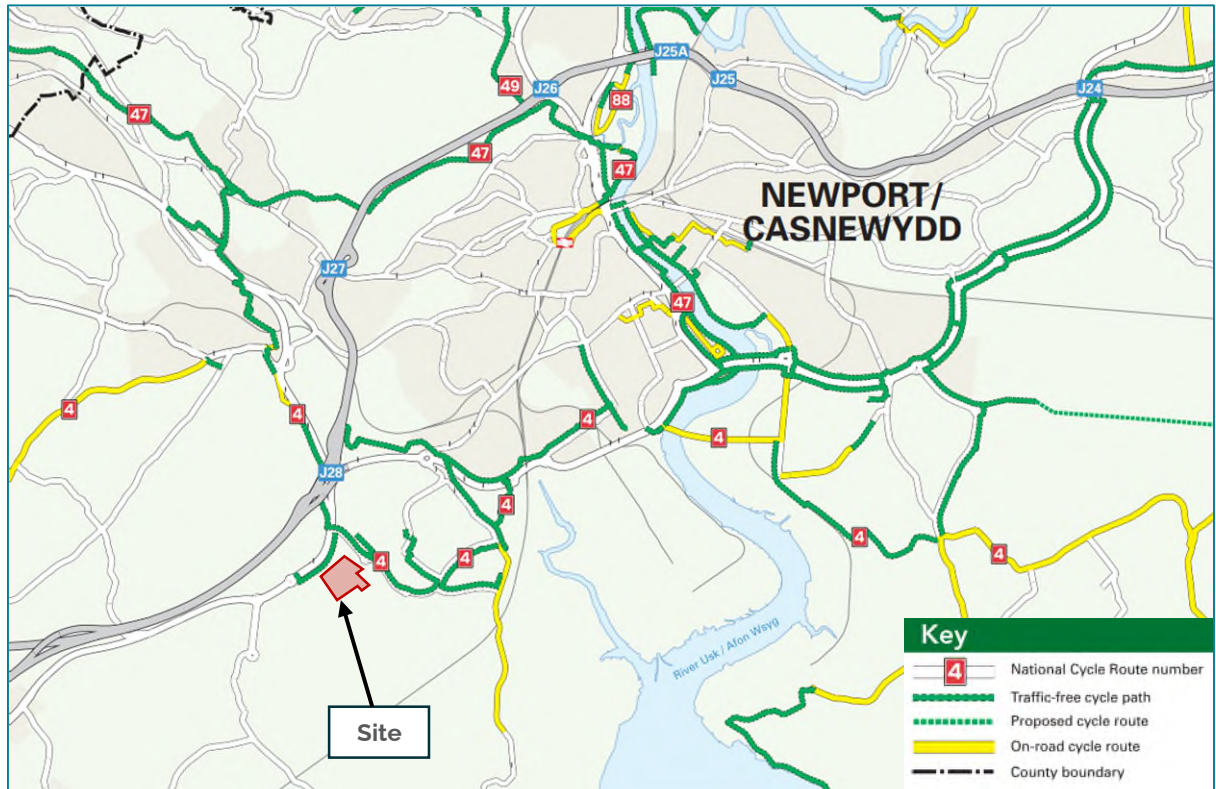


Figure 3.2: Local cycle facilities

3.6 Public transport accessibility

Bus Accessibility

- 3.6.1 The Pencarn Way Panasonic bus stops are the nearest bus stops to the site, located approximately 730m to the east of the site on Pencarn Way. The bus stops are provided with shelters with seating. The bus stops can be reached by footways along Imperial Way and Pencarn Way.
- 3.6.2 A summary of the local bus services is provided in Table 3.1 below and full bus timetables are shown at O.

Table 3.1: Bus service information

Stop	Service no.	Route	First/last	Number of services			
				Mon-Fri			Sat
				AM Peak	PM Peak	Day	
Pencarn Way Panasonic	35	Friars Walk	06:49/19:05	1	1	13	/
	36	Friars Walk – Friars Walk	07:35/18:35	1	1	12	/
	X15	Upper Dock Street - Brynmawr	08:05/18:05	1	1	11	11

Rail Accessibility

- 3.6.3 Newport rail station is located approximately 7.7km to the northeast of the site, which equates to a 27-minute cycle or a 40-minute bus journey. Nationally, Newport rail station provides two trains per hour between Swansea and London Paddington, via Cardiff, Bristol and Reading. Hourly trains are also available to Nottingham and Manchester. Locally, the station provides hourly services to Pye Corner, Rogerstone and Risca.
- 3.6.4 Additional services are provided at Pye Corner rail station which is located approximately 3.8km to the north of the site, which equates to a 16-minute cycle. Hourly services are provided to Cardiff and Ebbw Vale.

BREEAM public transport accessibility index

- 3.6.5 The BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0' document contains the information for calculating the public transport 'Accessibility Index' (AI) of the site. The public transport AI is a measure that provides an indicator of the accessibility and density of the public transport network at a point of interest (development site). The index achievable by a site is influenced by the proximity and diversity of the public transport network and the frequency of service at accessible nodes.
- 3.6.6 A compliant transport node includes any bus service with a stop within 650m of the site and any railway station within 1000m of the assessed sites main entrance.
- 3.6.7 As there are no bus stops within 650m and no railway stations within 1000m of the site, a public transport AI has not been calculated.

3.7 Site accessibility summary

- 3.7.1 Overall, the site is well connected for walking trips to the bus stops on Pencarn Way bus stops, from which there are regular bus services to Newport and Cardiff. The local bus stops provide a service to Newport train station, from which local and national destinations can be accessed.
- 3.7.2 There are a number of NCR's within the vicinity of the site which offer the opportunity for staff to travel to work by bicycle.

- 3.7.3 However, there are not sufficient facilities or bus stops within the vicinity of the site to achieve BREEAM points.
- 3.7.4 Overall, it is considered that there is good opportunity for staff and visitors associated with the proposed development to be able to travel by sustainable modes of transport.

4. Development proposals

4.1 Overview and layout

4.1.1 Full planning consent for the erection of four, three-storey data centre buildings comprising B8 use and ancillary B1 use, provision of emergency generators, security lodge, hard and soft landscaping, internal access roads, car parking and sustainable drainage was granted by Newport City Council (NCC) on 2nd September 2020.

4.1.2 The gross internal areas (GIA) are outlined below:

- » B8: 20,591 m²
- » B1: 695 m²

4.1.3 The site layout plan is provided at Appendix B.

4.2 Proposed access strategy

Vehicular access

4.2.1 Vehicular access to the site is proposed via the Imperial Way roundabout to the southeast of the development. The site access forms the northern arm of the roundabout which provides access to the western side of Imperial Park. The access is currently gated.

4.2.2 The site access was consented as under planning application 20/0039.

4.2.3 Internal movement within the site is proposed via a one-way anti-clockwise arrangement for staff, visitors and maintenance activities.

Pedestrian access

4.2.4 Pedestrian access is proposed via the Imperial Way roundabout. A footway is proposed on the western side of the access road. The footway is proposed to link to the existing network of footways on Imperial Way via a zebra crossing.

4.2.5 Additional pedestrian access points are proposed from north and south of the existing CWL1 building, providing access to the south and west corners of the site.

Cycle access

4.2.6 Cycle access to the site is proposed via the Imperial Way roundabout to the southeast of the development.

4.3 Parking strategy

Car Parking Policy

4.3.1 Car parking standards for the site are set out in the Newport City Council Supplementary Planning Guidance (SPG) Parking Standards 2015 document. The site falls within Zone 5, and the parking standards are shown in Table 4.1.

Table 4.1: Car parking standards

Use class	Parking standards (Zone 5)
B1	1 space per 25m ²
B8	1 space per 500m ²

Car parking provision

- 4.3.2 Based on the standards shown at Table 4.1, the maximum parking provision is set out in Table 4.2 below.

Table 4.2: Maximum car parking provision

Use class	GIA (m ²)	Maximum provision
B1	20,591	41
B8	695	28

- 4.3.3 Section 6 of the SPG outlines factors to be taken into account when applying parking standards. These are summaries below:
- » Accessibility to the public transport system;
 - » The relative proportions of full time and part time staff;
 - » Accessibility by walking and cycling; and
 - » Accessibility to private car parking in the vicinity of the site.
- 4.3.4 Upon consideration of the above factors, a total of 21 car parking spaces are proposed on the site. Justification for the parking provision is summarised below:
- » A total of 50-55 full-time staff will be employed at the site, and not all staff will share the same working hours;
 - » Bus links to Cardiff and Newport, including Newport train station are available within the vicinity of the site; and
 - » There is existing unused capacity within the car park of the existing data centre, adjacent to the site. The adjacent site provides 175 car parking spaces which are used at approximately 50% capacity.
- 4.3.5 There is no current Welsh policy regarding electric charging provision,
- 4.3.6 The BREEAM UK New Construction Manual 2018 3.0 states that a minimum of 10% of the car parking provision should be provided with electric charging stations.
- 4.3.7 A total of three car parking spaces will be provided with electric vehicle charging (EV) provision, which is in excess of the BREEAM guidance.
- 4.3.8 At least 5% of the total car parking capacity will be provided as priority spaces for car sharers. The spaces will be located nearest the development entrance used by the sharing scheme participants.

Motorcycle Parking Policy

- 4.3.9 Motorcycle parking standards for the site are set out in the Newport City Council SPG. Motorcycle parking policy should be provided at a level of 5% of the total car parking provision.

Motorcycle Parking Provision

- 4.3.10 A total of two motorcycle parking spaces are proposed in line with Newport City Council Policy Cycle Parking Policy

Cycle Parking Policy

- 4.3.11 Cycle parking standards for the site are set out in the Newport City Council SPG Sustainable Travel 2020 document. The parking standards for B1 and B8 are shown in Table 4.3 below.

Table 4.3: Cycle parking standards

Use class	Long stay standards	Short stay standards
B1/B8	1 space per 4 staff	1 space per 20 staff

- 4.3.12 Based on the standards shown at Table 4.3, the minimum cycle parking provision is set out in Table 4.4 below.

Table 4.4: Minimum cycle parking provision

Staff	Long stay provision	Short stay provision
55	13	3

BREEAM cycle parking compliance

- 4.3.13 TRA 02 of the BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0' document concerns parking provision for cyclists.
- 4.3.14 The BREEAM cycle storage requirements for B1 and B8 are based on the number of staff employed. The minimum cycle parking requirement is 1 space per 10 staff members.
- 4.3.15 There are to be 50-55 staff employed at the site, meaning a minimum of sixteen cycle parking spaces are required.

Cycle parking provision

- 4.3.16 A total of sixteen cycle parking spaces are proposed within the site. Therefore, cycle parking is provided in line with NCC and BREEAM standards.

5. Travel plan management

5.1 Management

- 5.1.1 The success of the TP will be dependent upon buy-in from occupants of the development, and the processes put in place to support, implement and develop the measures outlined.
- 5.1.2 A Travel Plan Coordinator (TPC) will be appointed at the earliest opportunity and will manage the administration of the TP with details provided to NCC.
- 5.1.3 The TPC role will be appointed at least three months prior to the occupation of the development so that the TPC can be fully briefed on their role. This will allow the TPC to have sufficient time to gather information and prepare this in an appropriate format (induction pack, notice boards etc) ready to be disseminated to staff from day one of occupying the new building.
- 5.1.4 The nominated TPC plays a vital role in the success of the TP and is responsible for the day-to-day management, co-ordination, promotion and implementation of the Travel Plan. The TPC will also be a point of contact for NCC, and for any occupants who have queries about their travel

5.2 The TPC role

- 5.2.1 The TPC will promote the benefits of travel planning as a positive step towards a healthy and more sustainable lifestyle.
- 5.2.2 The TPC will be the first point of contact for matters regarding travel to the site.
- 5.2.3 The main responsibilities of the TPC will be:
 - » Overseeing the development and implementation of the TP;
 - » Promoting and marketing the objectives and benefits of Travel Planning;
 - » Provide every employee with a Travel Information Pack (TIP) as well as up-to-date travel and transport information;
 - » Act as point of contact for employees requiring information;
 - » Potentially organise the formation of an employee travel forum;
 - » Undertake travel surveys to monitor the effectiveness of TP measures;
 - » Liaise with officers at NCC;
 - » Provide annual reports giving updates on the TP, its measures and its effectiveness.

5.3 Marketing and communications strategy

- 5.3.1 The marketing and communication strategies are expected to include the following elements:
 - » Travel Information Packs - for new staff members
 - » Noticeboard provision within communal areas
 - » Travel Information on Website - detailing sustainable travel information
 - » Periodic newsletters with travel information
- 5.3.2 The central and sustainable location of the site means that information relating to travel options to the site will form a key element of the information provision for staff members.

6. Travel plan measures

6.1 Introduction

- 6.1.1 A wide range of measures and actions will be implemented to encourage walking, cycling, public transport use and car sharing in accordance with national and local policies.
- 6.1.2 All TP's should include measures appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site.
- 6.1.3 The following measures are linked back to the stated objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

6.2 Measures/ initiatives to promote sustainable transport and travel

- 6.2.1 It is essential that the design incorporates good quality, safe and comfortable walking and cycling routes, and that the layout is 'permeable' to those on foot or bicycle.
- 6.2.2 Travel initiatives used to encourage journeys by non-car modes must be suitable for review and monitoring and need to be practicable for implementation by those involved.

Travel information board

- 6.2.3 A travel information board will be provided in the employee areas of the proposed office building.
- 6.2.4 The boards will promote travel by alternative modes of transport and display the following information:
 - » Details of pedestrian and cycle routes in the local area;
 - » Newport Cycle Map Edition 3: <https://www.newport.gov.uk/documents/Leisure-and-Tourism/Newport-Cycle-Map-Edition-3.pdf>
 - » Information on public transport apps such as Newport Bus, 'My Newport', First Bus, National Rail and; Traveline Cymru
 - » Local bus and rail service details including relevant maps and timetables;
 - » Information regarding general pedestrian and cycle safety;
 - » Details of car sharing and sign-up sheet; and
 - » Promotion of national travel events such as Cycle to Work Day (www.cycletoworkday.org) and 'Bike Week' (www.bikeweek.org.uk).

- 6.2.5 The travel information boards will provide a point of reference for all staff members in respects of the TP and identify the commitment to the TP. The board will be used for information, relevant travel promotion and advertising.

Travel information pack (TIP)

- 6.2.6 A Travel Information Pack (TIP) will be produced and provided to all employees to outline the benefits of sustainable travel i.e. health and the environment and to give employees maximum choice in choosing how to travel.
- 6.2.7 The TIP will contain information on the alternatives to single-occupancy car use available to employees and include various information for different modes of travel outlined below.

6.2.8 The TIP will include the following information, with illustrated route maps for the relevant public transportation information:

- » Timetables and route maps for public transport. This should include isochrone maps showing schedules journey times and timetable information;
- » Cycling and walking maps for the local area and the contact details of local and national cycling organisations, such as Sustrans;
- » Details of the car sharing schemes in area;
- » Details for any community travel sites and community forum sites.

Walking

6.2.9 Evidence shows that people who are physically active in their daily lives are more productive and take less time off sick. The C3 Collaborating for Health 'Choosing Health: Making healthy choices easier' (2012) document, recognised the health benefits of walking and / or cycling. Active travel as part of a TP enables people to enjoy these health benefits as part of their daily routine as well as reducing environmental impacts and saving money.

6.2.10 Walking advice and local pedestrian routes will be provided within the TIP and on the travel information board.

Cycling

6.2.11 A total of sixteen cycle parking spaces are proposed within the site.

6.2.12 The level of cycle parking provision proposed is compliant with the minimum levels set out at Table 7.5 of 'BREEAM New Construction 2018'

6.2.13 Cycle information and guidance will be contained within the TIP and on the travel information board to support and encourage cycling.

6.2.14 National cycle events will be promoted through the travel information board.

6.2.15 The TPC will endeavour to negotiate discounts with local cycle shops (and outdoor clothing shops) which could benefit from the implementation of the TP. The locations of nearby outlets would be identified in the TIP.

6.2.16 A puncture repair kit and spare inner tubes will be made available to all staff who cycle to work.

Car-sharing

6.2.17 By increasing the number of occupants for any given car trip, the sustainability of that trip can increase above that of public transport. Potential benefits to be gained from an effective car sharing scheme are considerable.

6.2.18 Employees will be made aware of websites administered by the Local Authority and car share / club schemes in the area as well as through the implementation of the TPC roles across the entire site.

6.2.19 The TPC will encourage registration on the Liftshare website www.liftshare.com and to increase the options for employees to car share.

Electric vehicle charging

6.2.20 EV charging points will be provided in line with BREEAM guidance.

Promotion of public transport use

6.2.21 TIP's and noticeboards will include promotional material covering public transport options for staff. This will include the promotion of the following apps and websites which provide access to network maps and timetable information:

- » National Rail Enquiries <http://www.nationalrail.co.uk/>
- » Newport Bus <https://www.newportbus.co.uk/>
- » Traveline Cymru <https://www.traveline.cymru/>
- » Moovit <https://moovit.com/>

6.2.22 Information will also be provided within the TIP and on notice boards relating to nearby bus stops, the routes served and timetable of services.

Promotion of local and national travel events

6.2.23 The TPC will promote local and national cycle events such 'Car Free Day' and 'Walk to Work Week' on the travel notice boards and within the TIP's.

7. Targets, monitoring and review

7.1 Targets

- 7.1.1 To be effective, a TP is required to have targets which need to be Specific, Measurable, Achievable, Realistic and with Time scales fixed, i.e. SMART. To be measurable, initial modal split figures should be identified as a starting point. At the present time there is no survey information to form this initial position except the use of Census data.
- 7.1.2 Therefore, occupiers of the new office space will be subject to a travel survey at the earliest opportunity which will enable the setting of site-specific targets. The TPC will liaise with appropriate local authority officers to confirm the modal shift targets as presented in this document, or if necessary, agree new targets based upon the site-specific data.
- 7.1.3 2011 Census data has been used in the first instance to determine an approximate forecast modal share without any travel plan measures. The site lies within Newport O20 super output area mid layer (MSOA).

7.2 Baseline travel data

Table 7.1: 2011 census travel to work modal split-resident population

Method of travel to work	Modal share
Train	1%
Bus	3%
Motorcycle/moped	1%
Driving a car/van	84%
Passenger in a car/van	5%
Bicycle	1%
On foot	4%

- 7.2.1 The review of the 2011 Census method of travel to work data for Newport O20 indicates that driving trips make up the largest modal share at 84%, with passenger trips second at 5%. Bus constitutes 3% and walking makes up 4%.

Provisional targets

- 7.2.2 The measures the development seeks to implement are designed to affect a modal split shift away from the use of single occupancy vehicles use by employees of the site. The indicative targets are set out in Table 7.2

Table 7.2: Provisional modal split targets

Method of travel	Census modal split	Year 1 targets	Year 3 targets	Year 5 targets	% change
Train	1%	2%	2%	2%	1%
Bus,	3%	3%	4%	4%	1%

Motorcycle/moped	1%	1%	1%	1%	0%
Passenger in a car / van	5%	5%	5%	6%	1%
Driving in a car/van	84%	83%	81%	79%	-5%
Bicycle	1%	1%	2%	2%	1%
On foot	4%	5%	5%	5%	1%

7.2.3 A reduction in the modal share of Single Occupant Vehicle Trips (-5%) has been targeted, with consequent increases in walking (1%), cycling (1%) bus travel (1%), car sharing (1%) and train use (1%).

7.2.4 Progression towards these targets will be measured by the travel surveys, and reviewed through the monitoring process as outlined in Section 7.3 of this report.

7.3 Monitoring

7.3.1 The monitoring period will be between the first occupation of the site and at least five years thereafter. Monitoring will include the issue of bespoke travel surveys as well as a travel to work survey which will be issued to all employees.

7.3.2 These travel surveys will be repeated on a biennial basis (years three and five) to show the trends in travel behaviour and to allow for targets to be appropriately refined. This review process will identify the most effective measures and key motivators influencing people's travel choices. This will enable the TPC to keep track of the progress that the TP is making against its targets. If targets have / have not been met, measures and monitoring would need to be reviewed.

7.3.3 The TPC will produce a biennial monitoring report to coincide with the travel surveys. The monitoring report will be submitted to NCC for approval and retained for record. The report shall demonstrate to NCC how the TP has been implemented during the previous years and include:

- » Site information;
- » Measures introduced and actions taken to promote the travel plan;
- » A statistical summary of the modal split of employees disclosed by the monitoring surveys;
- » The progress of the travel plan in achieving targets and identifying any amendments; and
- » A plan for future actions to be implemented.

7.3.4 The TPC will be responsible for coordinating the monitoring activities.

7.4 Travel plan review

7.4.1 On a biennial basis (years three and five), the TPC will undertake a review of the TP. The objective will be to measure its success and to identify the potential for improvements to the travel initiatives.

7.4.2 The TP will be updated following the results of the travel surveys to determine whether the proposed objectives and targets have been met. Results will be provided to NCC

within three months of the surveys taking place and, if required, revised targets and new measures will be agreed with NCC.

8. Action plan and budget

- 8.1.1 This section draws together the proposed measures, monitoring and review proposals into an action plan that identifies who will be responsible for the delivery of each element.
- 8.1.2 This action plan will be updated to reflect the outcome of the biennial surveys that will be undertaken (as discussed in Section 7) so as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in this TP. The outcome of the monitoring and review process and any impact on this action plan will need to be agreed with NCC.
- 8.1.3 The measures outlined in Section 6 will be adopted by the occupiers of the development. A budget of will be made available throughout the five-year life span of the TP for the implementation of the measures set out in Section 6.

Measure	Delivery Agent	Timescale	Monitoring Indicator	Notes
Management and Coordination				
Appoint TPC	Developer/Site Operator	3 months prior to occupation of the site	-	Nominated TPC to be in position 3 months prior to occupation
Travel Plan Launch	TPC	On first occupation of building	-	
Promotion and Marketing				
Travel Information Pack	TPC	On appointment of each staff member	Provide evidence of implementation to NCC within 3 months of occupation	
Noticeboards	Developer/TPC	Installation prior to occupation, updates periodically	Provide evidence of implementation to NCC within 3 months of occupation	TPC to be responsible for updating information displayed on noticeboards.
Travel Information on Website	Developer/TPC	Ongoing	-	TPC to be responsible for updating the information on the website.
Car Travel				
Provision of electric charging vehicles	Developer	Upon construction of the car park	-	-

Provision of information on websites administered by the Local Authority and car share / club schemes in the area.	TPC	Upon occupation of development	Included within travel information packs, noticeboard information and detailed on the website	
Public Transport				
Provision of information on local stops and services as well as relevant apps and websites	TPC	Upon occupation of development	Included within travel information packs, noticeboard information and detailed on the website	
Requesting discounts from operators	TPC	Prior to occupation	-	
Cycling				
Provision of secure cycle parking	Developer	During construction	Completion of consented works	16 cycle parking spaces
Potential cycle shop discounts	TPC	Prior to occupation of development	-	
Monitoring of cycle parking provision/demand	TPC	Upon the completion of the development and continuously throughout occupation		Additional cycle parking to be added if demand dictates
Provision of information on local facilities	TPC	During construction	Completion of proposal works	-
Walking				
Provision of information on local facilities	TPC	During construction	Completion of proposal works	-
Promotion of Travel Events				

Promotion of local and national travel events	TPC	Post occupation and ongoing	-	Events promoted via noticeboards and travel information packs
Monitoring and Review				
Baseline Survey	TPC	Within first 3 months of site occupation		
Biennial Survey	TPC	Years 3 and 5	Provide monitoring report to NCC following completion in years 3 and 5	
Final Report	TPC	Year 5	Provide final report to NCC following monitoring survey in year 5	

9. Summary

- 9.1.1 This Travel Plan (TP) has been prepared by Hydrock on behalf of Bouygues UK in support of the consented planning application (ref: 20/0039) for the erection of four, three-storey data centre buildings (B8 use class with ancillary B1 uses) on land at Imperial Park, Celtic Way, Newport.
- 9.1.2 This TP has been prepared to meet the requirement of BREEAM UK New Construction (2018) manual and as such is tailored to the operational characteristics of the building use and associated needs of staff.
- 9.1.3 This TP provides the means to minimise single occupancy vehicle trips to and from the site in the form of a range of measures to be implemented on the site. An action plan and timescales for the implementation of the measures are defined as well as a monitoring and review framework for the development

Appendix A Bus timetables

Appendix B Site layout