East Midlands Gateway
Phase 2 (EMG2)

Document DCO 6.6C/MCO 6.6C
ENVIRONMENTAL STATEMENT

Volume 2 Technical Appendices

Appendix 6C

Framework Travel Plan

July 2025

06

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

SEGRO.COM/SLPEMG2

SEGRO

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East Midlands Gateway

Phase 2

Framework Travel Plan

June 2025

East Midlands Gateway

Phase 2

Framework Travel Plan

Version 5-1

June 2025

Produced by:

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For:

SEGRO

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Project Information Sheet

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V5-1	EMG2\Project files\Travel Plan	Updated Travel Plan targets based on external comment	SM	SM	JB	24/06/25
V5-0	EMG2\Project files\Travel Plan	Updated after external comment	SM	JB	JB	23/04/25
V4-0	EMG2\Project files\Travel Plan	Updated after external comment	SM	JB	JB	21/02/25
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V2-0	EMG2\Project files\Travel Plan	Updated after external comment	PC	SM	SM	19/12/24
V1-2	EMG2\Project files\Travel Plan	Draft for external comment	PC	SM & JP	SM	04/10/24
V1-1	EMG2\Project files\Travel Plan	Draft for internal comment	PC	SM	JB	03/09/24
V1-0	EMG2\Project files\Travel Plan	Draft	FS	SM	JP	31/01/23

Notice

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Appendices

1. Introduction

1.1 Integrated Transport Planning (ITP) has been appointed by SEGRO Properties Ltd (SEGRO) to prepare this Framework Travel Plan (FTP) to support the Development Consent Order (DCO) application for a second phase of East Midlands Gateway Logistics Park (EMG1).

1.2 EMG1 is a nationally significant infrastructure development comprising a rail freight terminal and warehousing. It was authorised by The East Midlands Gateway Rail Freight Interchange and Highway Order 2016 (SI 2016/17) (the EMG1 DCO) and is substantially complete.

1.3 This second phase is referred to in this document as 'East Midlands Gateway 2' or 'EMG2' or the 'EMG2 Project' comprises of a DCO application and a Material Change Order (MCO) application. Details are set out in Table 1-1.

Table 1-1: EMG2 Project Components

Main Component	Details	Works Nos.
DCO Application/DCO Scheme		
EMG2 Works	Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway.	DCO Works Nos. 1 to 5 as described in the draft DCO.
	Together with an upgrade to the EMG1 substation and provision of a community park.	DCO Works Nos. 20 and 21 as described in the draft DCO.
Highway Works	Works to the highway network: the A45. EMG2 access junction works; significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements) and works to the wider highway network including active travel works.	DCO Works Nos. 6 to 19 as described in the draft DCO.
MCO Application/MCO Scheme		

EMG1 Works	Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 access works.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO.

1.4 The MCO application provides for additional warehousing development on Plot 16 to which a different arrangement at EMG1 will apply. Accordingly, this FTP only applies to the DCO Scheme.

1.5 This FTP sets out the proposed approach for connecting the EMG2 Main Site (as part of the DCO Scheme) by sustainable means, to ensure that future employees working at the site have viable and attractive options to walk, cycle, use public transport, car share or use electric vehicles to reach the site.

1.6 The EMG2 Project is regionally located within the East Midlands Freeport[1] and specifically the East Midlands Airport and Gateway Industrial Cluster[2] (EMAGIC). It is located immediately south of EMA and EMG1 and will serve as an extension to the latter. Consent for EMG2 (to which this FTP pertains to) is being sought through a Development Consent Order (DCO) application via the Planning Inspectorate.

1.7 Responsible SEGRO[3] is a corporate framework demonstrating SEGRO's commitment to sustainability and low carbon growth. Sustainable commuting is integral to the Responsible SEGRO framework; hence both EMG1 and EMG2 have been developed with a clear priority to reduce carbon emissions by promoting sustainable commuting, supporting access to employment, and improving the health and wellbeing of the workforce, all of which are supported by this FTP.

1.8 As most of the development's end-occupiers are unknown at this stage, this FTP sets outcome targets and indicators for the overall site, and there will be a requirement for individual occupiers to prepare and implement occupier-led travel plans to help support the delivery of the FTP.

1.9 A Transport Assessment (TA) has been prepared by BWB for the proposed development at EMG2, which describes in detail the site layout, the proposed vehicle

[1] East Midlands Freeport. (n.d.) East Midlands Freeport. Available at: https://www.emfreeport.com/ (Accessed: 20 June 2025).
[2] East Midlands Freeport. (n.d.) East Midlands Airport and Gateway Industrial Cluster (EMAGIC). Available at: https://www.emfreeport.com/site/east-midlands-airport-and-gateway/ (Accessed: 20 June 2025).
[3] SEGRO. (n.d.) Responsible SEGRO. Available at: https://www.segro.com/responsible-segro (Accessed: 20 June 2025).

access, and any potential highway impact. This FTP should be read in conjunction with the TA (Document 6.6B).

Report Structure

1.10 This FTP has been produced in accordance with Leicestershire County Council's guidance "*Writing a successful Travel Plan: A guide for developers*" and consideration has also been made to the Department for Transport (DfT) "*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*". This document has been superseded by the Department for Levelling Up, Housing and Communities "*Planning Practice Guidance*" but remains a valuable guidance document.

1.11 As such, following this introduction, the FTP is structured as follows:

- Section 2 provides an overview of the proposed development, anticipated trip generation and connectivity to the surrounding transport network.
- Section 3 summarises the scope of the Travel Plan.
- Section 4 identifies the objectives and targets.
- Section 5 outlines how the Travel Plan will be implemented, including the action plan, how the measures will be funded and fall-back mechanisms.
- Section 6 explains how the Travel Plan will be managed, including the appointment of a Travel Plan Coordinator.
- Section 7 sets out the marketing plan to engage occupiers and employees with sustainable commuting.
- Section 8 details the monitoring mechanisms for measuring progress towards the FTP targets.

2. Background

Location

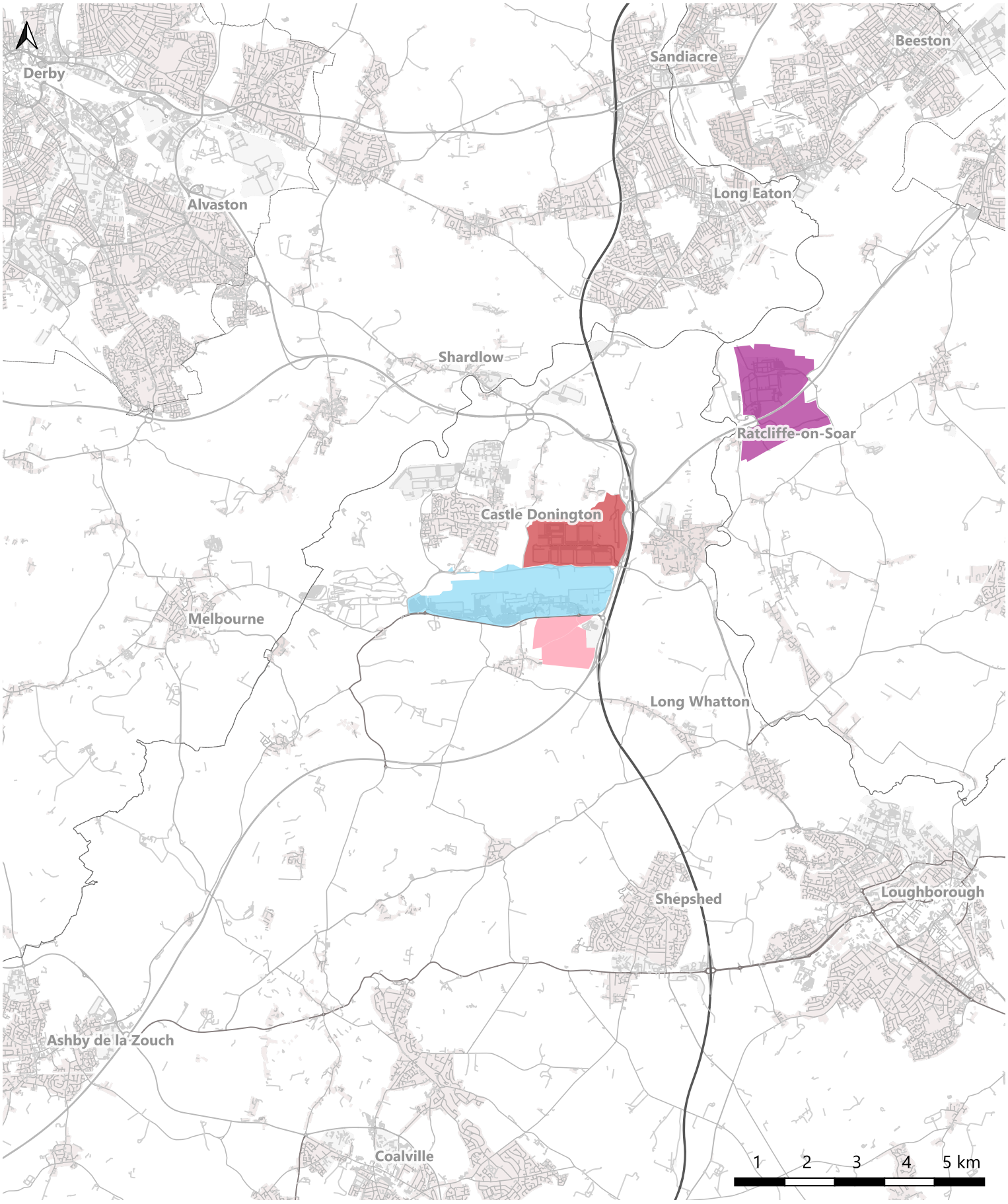
2.1 Regionally, the DCO Scheme is positioned between the key settlements of Loughborough (approximately 15 km to the south-east), Nottingham (approximately 25 km to the north-east) and Derby (approximately 25 km to the north-west).

2.2 The DCO Scheme also falls within the East Midlands Freeport, which has been developed to drive economic regeneration across the East Midlands. There are three clusters within the Freeport area and EMG2 falls within the East Midlands Airport and Gateway Industrial Cluster (EMAGIC).

2.3 The wider EMAGIC cluster complements two other proposed developments within the East Midlands Freeport, the Ratcliffe-on-Soar Power Station[4] site in Nottinghamshire, which was granted a Local Development Order planning status in July 2023; and the East Midlands Intermodal Park[5] (EMIP) in South Derbyshire. The site's relationship with other proposed strategic developments in close proximity has been considered within this FTP.

2.4 Figure 2-1 visualises the geographic context of the site.

[4] East Midlands Freeport. (n.d.) Ratcliffe-on-Soar Power Station Site. Available at: https://www.emfreeport.com/site/racliffe-on-soar-power-station-site/ (Accessed: 20 June 2025).
[5] East Midlands Freeport. (n.d.) East Midlands Intermodal Park (EMIP). Available at: https://www.emfreeport.com/site/east-midlands-intermodal-park/ (Accessed: 20 June 2025).



Prepared	Reviewed	Date
PC	SM	Sep 24

Key

- East Midlands Gateway 1
- East Midlands Gateway 2 Main Site (Proposed)
- East Midlands Airport
- Ratcliffe-on-Soar Power Station (Consented)

Project
East Midlands Gateway Phase 2

Figure title
EMG2 Site Context

Revision
A

Project number
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Client
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Date
Sep 2024

Figure number
Figure 2-1

Use and Operations

2.5 The EMG2 Main Site comprises approximately 400,000sqm Gross Floor Area (GFA) of development, including 100,000sqm of mezzanine, which will accommodate several units of general industrial, storage and distribution. This will be accompanied by ancillary offices and associated roads, parking, and landscaping. Further details of the DCO Scheme are provided in the corresponding Transport Assessment.

2.6 A further 30,000sqm of B8 development will comprise Plot 16, located on the EMG1 site, with consent sought thought the MCO Scheme application. As the EMG1 site, already has a Site Wide Travel Plan and Public Transport Strategy in place, a separate arrangement will be proposed for Plot 16 under the MCO application.

2.7 It is anticipated that the EMG2 Main Site could create approximately 4,000 new jobs and when combined with the existing workforces at EMG1 (approximately 6,000 employees) and EMA (approximately 10,000 employees) it will create a regionally significant employment hub of around 20,000 employees. In line with the Freeport timescales, if the first end-occupiers started operations in 2029, it is anticipated the development could be fully occupied by 2033.

2.8 It is expected that the EMG2 Main Site will operate 24/7. Due to the industrial nature of the development, it is assumed businesses will operate predominantly on a three-shift basis, like that of EMG1. These shift patterns are likely to be as follows:

- 06:00 – 14:00
- 14:00 – 22:00
- 22:00 – 06:00

2.9 There will be a small number of office and administration employment opportunities at the EMG2 Main Site, and these employees are likely to work 09:00 – 17:30. The arrival and departure information from the businesses at EMG1 corroborates with the key shift changeovers and office hours start/finish times: 05:00-07:00, 13:00-14:00, 16:00-19:00 and 21:00-22:00.

2.10 As with EMG1, SEGRO will work with each occupier to encourage, so far as is possible, the staggering of shift times to elongate the employee arrivals/departures window at the EMG2 Main Site. Staggering the shift patterns means employees arrive and depart throughout the day, therefore supporting the operation of bus services and ensuring there are fare-paying passengers on early and late evening services, as well as those during the day.

Trip Generation

2.11 The anticipated trip generation of the DCO Scheme once fully operational is provided in the corresponding TA (Document 6.6B). As agreed with the highways authority, the utilised trip rates to derive this trip generation are consistent with those used at the planning stage for EMG1 (2014), given the similarities in expected operation and land use.

Site Audit

2.12 The development of the DCO Scheme includes proposals to ensure that infrastructure is in place to encourage sustainable travel to the site and make public transport, cycling and walking a priority from first occupation. The infrastructure proposed in the following section seeks to support the existing sustainable transport networks in the vicinity of the DCO Scheme and is also detailed in the EMG2 Sustainable Travel Strategy (STS).

Public Transport

2.13 The integration of public transport services to form a comprehensive network facilitating access to/from the EMG2 Main Site is the focus of public transport intervention associated with the development. Enhancements to the existing public transport services will ensure connections can be made between the EMG2 Main Site and EMG1, EMA and neighbouring towns and cities including Nottingham, Derby, Leicester and Loughborough. It is anticipated the interventions set out in this FTP and corresponding STS will build upon the phased investment already made at EMG1.

Bus Interchange

2.14 Any improvement to public transport accessibility will start with implementing the infrastructure necessary to provide access to bus services for future employees. A purpose-built bus interchange will be provided to the north-east of the EMG2 Main Site, close to the proposed access from the existing roundabout on the A453 and Pegasus Business Park. The location of the EMG2 Main Site bus interchange has been determined following discussions with key local bus operator (trentbarton) and Highway Development Management officers from neighbouring Local Authorities. The location of this interchange allows for the interception of existing bus services travelling both along the A453 and via Pegasus Park.

2.15 There will be dedicated bus bays at the EMG2 Main Site bus interchange to allow both commercial bus services and the proposed on-site shuttle service to call at the interchange. This means any employees arriving at the site by bus can seamlessly interchange onto the on-site shuttle bus to reach their workplace. Provision will be made for EV bus charging points at the interchange to facilitate the use of an electric vehicle for the shuttle service.

2.16 The EMG2 Main Site bus interchange building will be equipped with real-time bus information, seating, lighting, heating, and toilets, to create a safe and comfortable waiting area for employees. This is similar to the provision of the EMG1 interchange (Figure 2-2).

Bus Stops

2.17 In addition to the EMG2 Main Site bus interchange, bus stops will be located along the length of the estate road. The bus stops will be positioned close to the entrances of the employment units. Each bus stop will have a shelter, flagpole, flag, timetable case containing information about the Gateway Shuttle bus service, raised kerbs, waste/recycling bin and road markings to denote the bus stop on the carriageway.

2.18 One of the proposed bus stop locations along the main estate road will be near the pedestrian and cyclist crossing at Hyam's Lane. This bus stop will have dual purpose, it will primarily serve as a bus stop for employees reaching the nearby employment unit, but it could also be used by members of the public to access the Gateway Shuttle service, which is available for the community to use, to reach the wider network of bus services operating from the EMG2 Bus Interchange.

2.19 Real time information will be provided in the foyers of the employment units, as it is at EMG1, rather than at the bus stops themselves. Figure 2-3 shows what the bus stops will look like.

Figure 2-2: EMG1 Bus Interchange

Figure 2-3: EMG1 Bus Stop

Existing Bus Services

2.20 There are four existing bus services which pass by the site, the skylink Express, skylink Nottingham, skylink Derby and Airway 9. These services provide bus connectivity between key cities such as Nottingham, Derby and Leicester, EMA and EMG1. It is the intention for these services to call at the EMG2 Main Site bus interchange from first occupation, depending on the location of the first tenants within the site and their workforce headcount. Discussions with the local bus operator, trentbarton, have already begun to ensure this comes to fruition.

2.21 A summary of the existing bus services close to the EMG Main Site is provided in Table 2-1, with their respective routes shown in Figure 2-4 and Figure 2-5. This demonstrates the existing reach of bus services across Nottinghamshire, Derbyshire and Leicestershire serving EMA, EMG1 and in the future, the EMG2 Main Site.

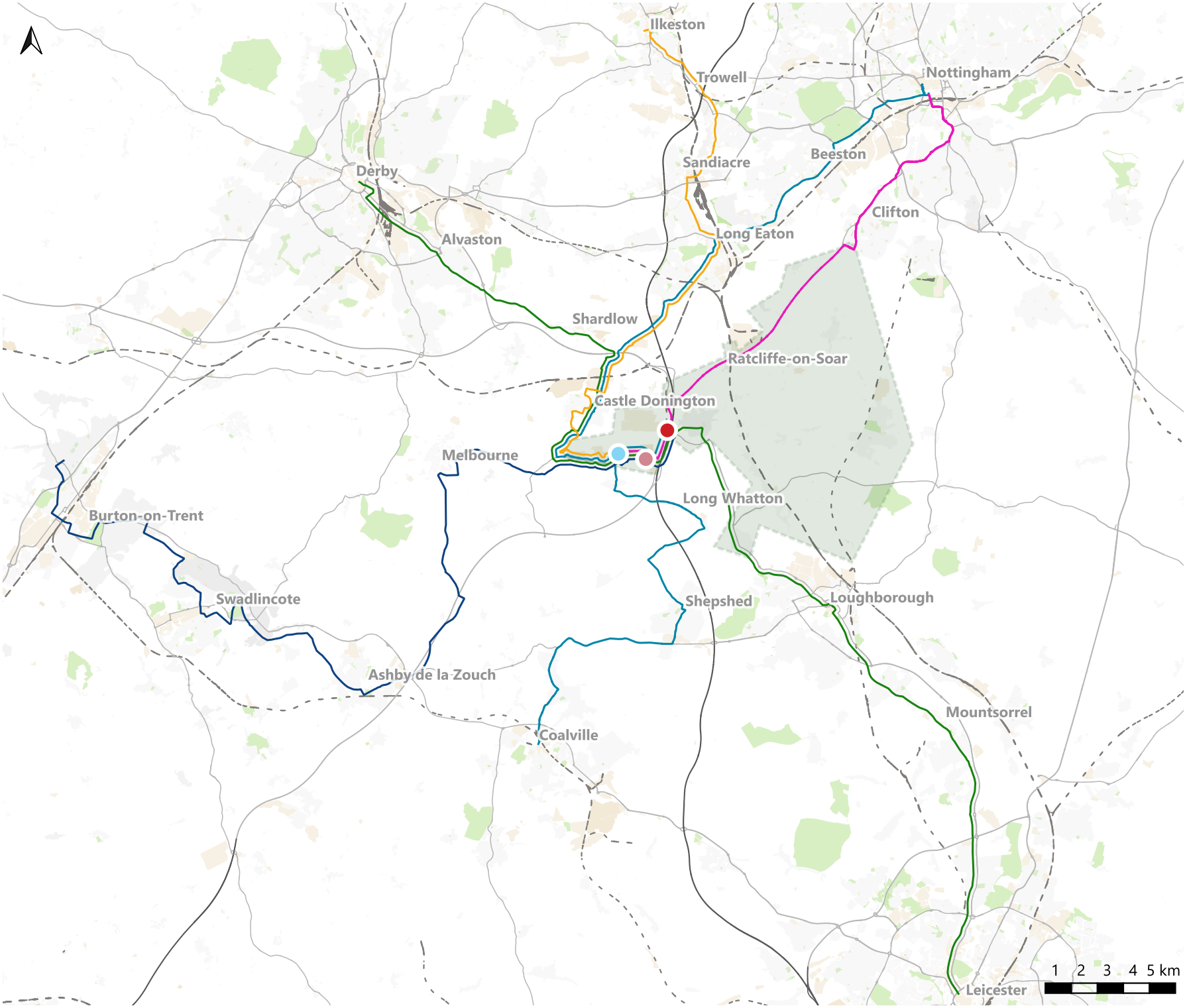
Table 2-1: Existing Bus Service Routes and Frequencies

Service	Route	Frequency[6]
skylink Derby	Leicester – Loughborough - Kegworth – EMG – EMA1 – Castle Donington - Derby	4 buses per hour
skylink Express	Nottingham - Clifton - non-stop to EMG1	2 buses per hour
skylink Nottingham	Nottingham - Long Eaton - Castle Donington – EMA – EMG1	3 buses per hour (2 buses per hour at EMG)

[6] October 2022 typical bus service frequencies

	EMA – Diseworth – Long Whatton - Coalville	1 bus per hour
	EMG1 - Loughborough	1 bus per hour (at Loughborough, 08:00 – 19:00)
Airway 9	Horninglow – Burton – Ashby – Melbourne – EMA – EMG1	1 bus per hour[7]
My15	Ilkeston – Stapleford – Old Sawley – Castle Donington - EMA	2 buses per hour

[7] Does not serve EMG on Sundays between 07:25 – 17:05



Prepared: PC
Reviewed: SM
Date: Mar 2025

Key

Public Transport

- Airway 9
- my15
- skylink Derby
- skylink Express
- skylink Nottingham
- DRT West Rushcliffe Zone
- Railway

Interchanges

- EMG1 Bus Interchange
- EMG2 Bus Interchange
- EMA Bus Interchange

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Project
East Midlands Gateway Phase 2

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Existing Bus Services

Revision
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Project number
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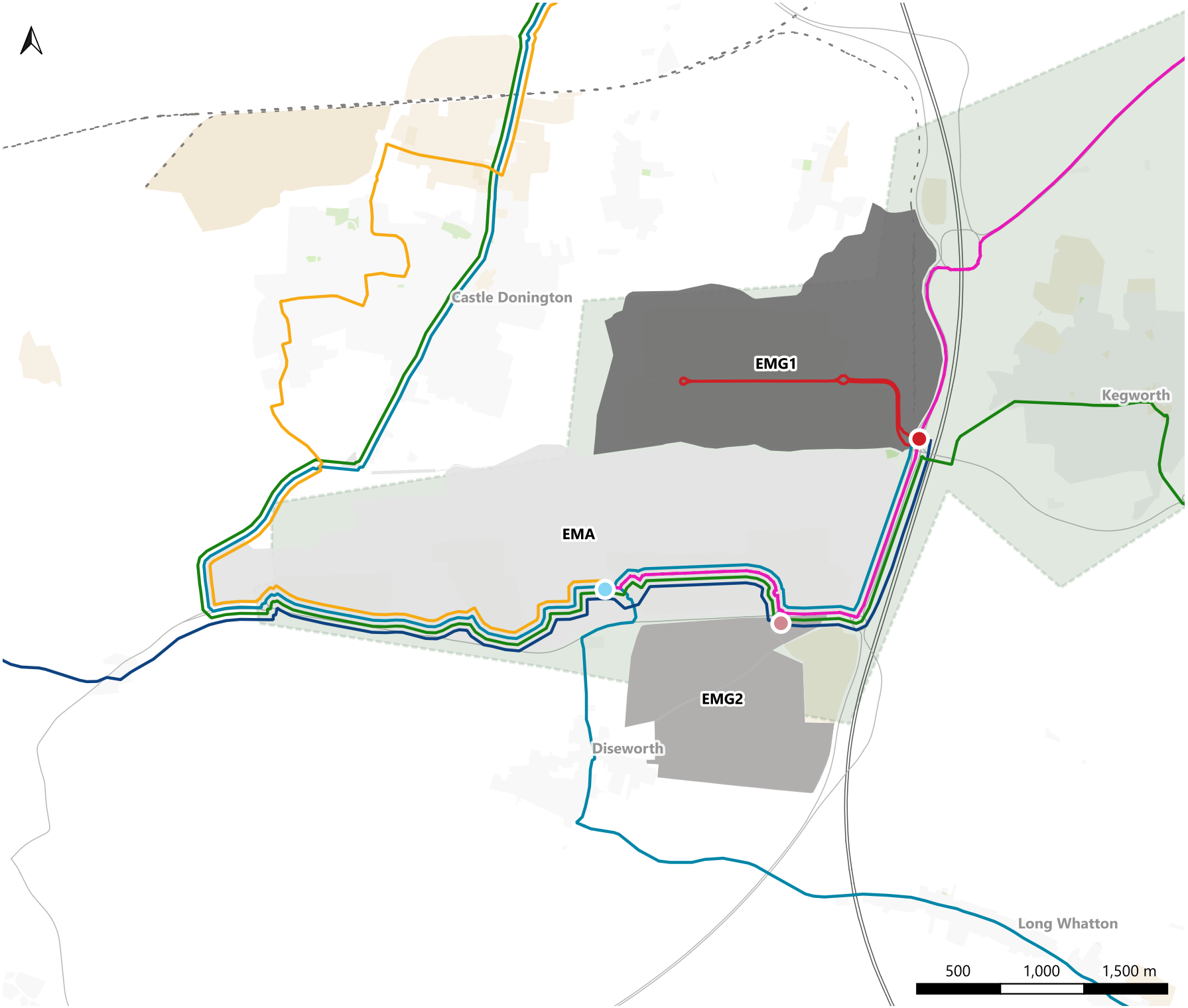
Figure number
Figure 2-4

Date
Mar 2025



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PC	SM	Mar 2025

Key

Public Transport

- Airway 9
- my15
- skylink Derby
- skylink Express
- skylink Nottingham
- DRT West Rushcliffe Zone
- EMG1 Shuttle
- Railway

Developments

- EMG1
- EMG2
- EMA

Interchanges

- EMG1 Bus Interchange
- EMG2 Bus Interchange
- EMA Bus Interchange

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Project
East Midlands Gateway
Phase 2

Figure title
Existing Bus Services
EMAGIC Cluster

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A	P-PC6158
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Figure 2-5	Mar 2025

2.22 The EMG2 Main Site bus interchange will also act as the hub for a new EMG2 Gateway Shuttle service once the site is occupied. The shuttle (Figure 2-6) will connect employees arriving at the EMG2 Main Site bus interchange to their workplace. The hours of operation for the shuttle service will align with the occupiers' shifts. Initially this is likely to be focused on the morning and afternoon shift changeover, however as the site is built out this will be extended to meet demand. During its hours of operation, the shuttle will operate on a continuous loop between the EMG2 Main Site bus interchange and the bus stops along the estate road, providing a 'turn up and go' service for employees on-site. The service will be fully electric to meet SEGRO's sustainability ambitions.

2.23 Finally, with both EMG1 and the EMG2 Main Site operating electric shuttle services within the site, SEGRO are exploring the potential for an e-bus depot with EV charging infrastructure to provide additional space for charging and storing e-buses used to deliver the shuttle services, which would be delivered as part of MCO Scheme (MCO Works 3B, 5B, 5C). Land near the entrance to EMG1 has been identified as a safe and secure space for the e-bus depot. The proposed location is opposite the site's management suite which provides 24/7 security as well as being located close to the EMG1 bus interchange to enable the depot to be easily incorporated into the operation of services at EMG1 and EMG2 Main Site.

Figure 2-6: East Midlands Gateway Electric Shuttle

Future Investment

2.24 Through scoping discussions with stakeholders, it has been identified that the skylink Express may need capacity increases for peak hour services due to increased passengers using the service to reach EMG2, EMG1 and EMA.

2.25 Financial support could be a requirement secured as a contribution as part of the DCO and allocated to a proposed EMG2 Bus Fund, with spend approved via a proposed EMG2 Sustainable Transport Working Group. Further details of the funding approach and additional bus investment options have been outlined in the EMG2 Sustainable Travel Strategy (STS) and Appendix A to the STS.

Active Travel

Supporting Infrastructure

2.26 There will be multiple pedestrian and cyclist access points into the EMG2 Main Site to ensure future employees, and the general public can move through the site quickly, easily and safely. Consideration has also been given to ensuring the EMG2 Main Site connects with EMG1, EMA and residential areas surrounding the development. These access points are described below:

- A new shared use footway/cycleway along the length of the EMG2 Main Site estate road, providing pedestrian and cyclist access to each employment unit and ensuring they are separated from the vehicle and HGV traffic.
- The existing Public Right of Way (PRoW) (L45) which bisects the EMG2 Main Site with a north-east to south-west alignment, and currently follows the southern boundary of Hyam's Lane, will become integrated into Hyam's Lane. This will be surfaced as part of the works to improve cyclist access and gated to prevent vehicle access. This route provides connectivity towards Kegworth and EMG1 to the north-east and Diseworth to the south-west.
- A new toucan crossing point will be installed for pedestrians and cyclists to safely cross the A453 to/from the EMG2 Main Site, unlocking connections to EMG1, Kegworth and beyond.
- A new shared use cycle track from the EMG2 Main Site bus interchange to the proposed A453 toucan crossing.
- A new dedicated shared use cycle track north of the new toucan crossing alongside the A453 will connect the EMG2 Main Site to EMG1 for pedestrians and cyclists and provide an improved route for cyclists in the wider area, such as between Kegworth and EMA.

2.27 Wider improvements to public rights of way in the area surrounding the EMG2 Main Site include:

- A new footpath from the western end of Hyam's Lane and PRoW L45/L46 northwards through the proposed community park connecting to the A453 Ashby Road by the Airport entrance junction via the western edge of the EMG2 Main Site.
- A diverted bridleway and new pedestrian from the western end of Hyam's Lane and PRoW L45/46 southwards through the proposed community park connecting to Long Holden; and
- A new footpath from the eastern end of Hyam's Lane, and PRoW L45 southwards connecting to Long Holden via the eastern edge of the EMG2 Main Site, creating a further valuable new publicly accessible route and a circular walk around the southern part of the EMG2 Main Site. This footpath will be gated to prevent vehicle access.

2.28 In addition to the active travel improvements to/from the EMG2 Main Site, proposals within the DCO Scheme also include surfacing the L57 PRoW which connects Diseworth Lane, to the west of EMG1 and Castle Donington, for improved connectivity for cyclists (DCO Works 19).

2.29 The above active travel connections are visualised in Figure 2-8.

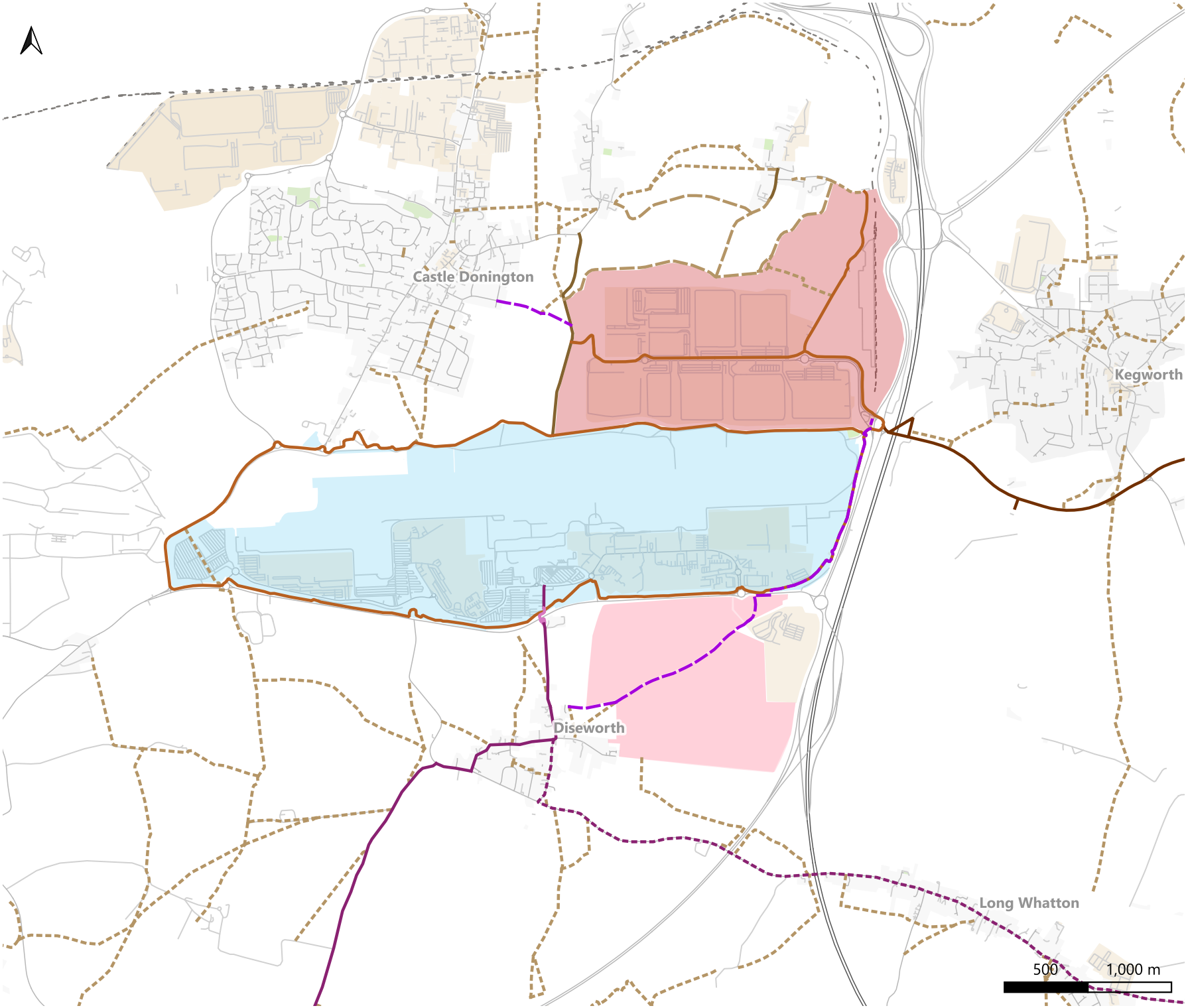
2.30 These infrastructure improvements are anticipated to help facilitate further measures and actions detailed within Section 5 of this FTP, for example the delivery of site wide walking events, including lunchtime-led walks like those undertaken at EMG1 (Figure 2-7).

Figure 2-7: 'Lunchtime Led Walks' at EMG1

Cycle Parking

The Leicestershire County Council design guidance requires cycle parking spaces to be provided at 1 per 400sqm. However, these standards do not reflect the large-scale

warehousing proposed at the site, and in this case the application of the standard would result in an over provision of cycle parking. Further details on proposed cycle parking can be found in the supporting TA (Document 6.6B). Secure cycle parking will be incorporated into the detailed design of the units on-site. The use of the cycle parking spaces would be monitored as part of the travel plan, with space provided on-site should additional provision become necessary in the future.



Prepared	Reviewed	Date
PC	SM	Mar 2025

Key

Active Travel

- NCN On Road Cycleway
- NCN Traffic Free Cycleway
- NCN Link Route
- Shared Use Footway/Cycleway
- Private Road Permissive Path
- Quiet Lane
- Proposed Improvement
- Public Bridleway
- Public Footpath

Rail

- Railway

Developments

- EMG1
- EMG2
- EMA

* *NCN = National Cycle Network*

Client
SEGRO

Project
East Midlands Gateway Phase 2

Figure title
Active Travel Infrastructure Context

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Figure 2-8	Mar 2025

Vehicle Parking Provision

2.32 The car and HGV parking requirements associated with the proposed development are based on Leicestershire's Highway Design Guide requirements and are commensurate with the proposed land use classes at the DCO Scheme. Such requirements are set out in the corresponding TA.

2.33 As part of SEGRO's commitment to decarbonising the commute, 20% of parking spaces will have EV charging provision from first occupation. Passive provision in the form of electrical ducting will be provided to enable end-occupiers to expand the provision of EV parking beyond the standard 20% proposed, if there is demand.

2.34 As part of a site-wide car-sharing initiative proposed for the EMG2 Main Site, end-occupiers will be encouraged to assign designated car share bays within their car parks for priority use for those that car share to work. The bays will be in preferential locations and provided adjacent to the entrances to the employment units. Car sharing has been particularly successful at EMG1 and it is proposed that the existing EMG1 Liftshare scheme[8] is extended to encompass the EMG2 Main Site to maximise the potential for employees to find a car share partner across either one of the sites.

[8] Liftshare. (n.d.) East Midlands Gateway Liftshare Community. Available at: https://liftshare.com/uk/community/emg (Accessed: 20 June 2025).

3. Travel Plan Scope

Overview

3.1 The Transport Assessment (TA) has taken a robust approach to identifying the impacts of the generated traffic from the DCO Scheme. This has included the use of Leicestershire County Council's Pan Regional Transport Model (PRTM). The PRTM is a strategic highway assignment model that assesses the impacts of new developments during the traditional morning and evening peak hour periods.

3.2 The data underpinning the modelling for the DCO Scheme to assess traffic generation is the same as the trip rates used in the EMG1 TA (2014) for consistency. However, it should be noted that these trip rates do not consider the high levels of sustainability achieved at EMG1 from 2019 to 2024. Therefore, any proposed measures in the TA to mitigate the impact of the DCO Scheme on the Strategic Road Network (SRN) and the local road network (e.g. junction and link capacity upgrades), provide for a scenario of very low/no sustainable transport movements to/from the DCO Scheme. This means if this FTP achieves its aims, objectives and targets, it will be a betterment of the modelled highway scenario and subsequent mitigation measures. Conversely, if the FTP failed to meet its targets, the strategic road network should not be negatively impacted as sufficient mitigation has already been accounted for. Further details of this can be found in the corresponding EMG2 TA.

3.3 More broadly, FTP has a key role in widening the accessibility of the DCO Scheme and aims to enhance and promote the sustainable travel facilities at the site. It focuses upon providing a range of initiatives to facilitate, encourage and induce people to travel to the site by walking, cycling, public transport and car sharing. The aim is to make these sustainable forms of transport an attractive and affordable alternative, in comparison to travelling alone in a private car. It also supports those people to access employment opportunities, improves the health and well-being of employees by promoting active forms of travel, and aims to cut carbon and enhance the sustainability of the site.

3.4 The scope of this FTP has been developed with consideration to the successful sustainable travel measures delivered at EMG1 and with the aim of mirroring these successes within this DCO Scheme to reach the sustainable travel targets. This is in part due to the expected similarities in the type of businesses and operation of the two sites, but also due to the evidenced successes of EMG1 in surpassing interim sustainable travel targets.

3.5 Appendix A of this FTP provides a case study of the key achievements from the delivery of the EMG2 Site Wide Travel Plan and Appendix B sets out the calculated 'Scope 3' emissions savings as a result of influencing more sustainable commuting to EMG1 compared to the baseline travel patterns.

Individuals and organisations impacted by the Travel Plan

3.6 The location of the development site is within the Leicestershire County Council boundary, though the strategic significance of the proposed development means that several neighbouring local authorities and local stakeholders have a vested interest in the new development and its impact on the transport network.

3.7 ITP has met with the following stakeholders via the EMG2 Transport Working Group to identify any key issues and considerations:

- National Highways
- Leicestershire County Council (Highway Development Management).
- Leicester City Council (Highway Development Management).
- Nottinghamshire County Council (Highway Development Management).
- Nottingham City Council (Highway Development Management).
- Derbyshire County Councils (Highway Development Management).
- Derby City Council (Highway Development Management).

3.8 Additional meetings have also been held with:

- Leicestershire County Council (Behaviour Change and Public Transport teams).
- Local bus operators (trentbarton/kinchbus, Diamond Bus, Notts Bus on Demand).
- Freeport stakeholders (Uniper UK Ltd, SEGRO EMG1).

4. Objectives

Aim

4.1 The main aim of the FTP is to:

- Ensure the EMG2 Main Site is served by sustainable transport from the first stage of development; and
- Ensure employees have a reasonable sustainable alternative (car share, public transport, active travel) to the private car for their journey to work.

Objectives

4.2 Supporting these aims are several objectives, namely:

- To ensure employees are encouraged to use public transport by promoting the network of services which directly access the EMG2 Main Site, highlighting the frequency and reliability of the services over the development's hours of operation.
- To deliver a dedicated shuttle bus service connecting the EMG2 Bus Interchange with individual units across the site, ensuring convenient last-mile connectivity for employees.
- To ensure that employees are encouraged to use active travel by promoting the local walking and cycling routes, as well as running promotional campaigns and providing site-specific advice on cycling initiatives to businesses.
- To ensure that employees are encouraged to car share to work by promoting ways to find a car share partner and introducing priority car share bays where appropriate.
- To reduce the proportion of single occupancy vehicle trips in the peak hours in accordance with proposed targets.
- To ensure good quality and timely information is provided to employees to enable them to make informed choices about their travel options.
- To ensure the time and cost of the journey by sustainable travel is not prohibitive (when compared to the car based equivalent).
- To ensure occupiers (employers) at the EMG2 Main Site promote sustainable travel, through site specific travel plans.

- To work with EMG1, EMA and local authorities to annually report the results of sustainable travel promotion to the EMG Sustainable Transport Working Group and East Midlands Enterprise Gateway Access to Work Partnership.

Targets

4.3 To support the aim and objectives of this Travel Plan, the following targets have been developed:

- **22% of employees** working at EMG2 should **car share** to the site within 5 years of full occupation (estimated 2038).
- **16% of employees** working at EMG2 should arrive by **public transport** within 5 years of full occupation (estimated 2038).
- **2% of employees** working at EMG2 should arrive by **active travel** (walking or cycling) within 5 years of full occupation (estimated 2038).
- All businesses at EMG2 should receive a travel pack and necessary travel information to disseminate to staff prior to first occupation.
- All businesses at EMG2 should receive information regarding the discounts available for sustainable travel (e.g., publicising any season ticket discounts secured) prior to first occupation.
- To ensure all employers at EMG2 have introduced a site specific (occupier) travel plan. Each occupier should have their travel plan in place on occupation of their unit and it should be updated based on the results of their baseline travel survey, which is required within the first three months of occupation, or when the unit reaches 50% full occupancy, whichever is sooner.
- To report the findings of monitoring activities to Leicestershire County Council and the EMG2 Sustainable Transport Working Group annually to ensure that the Travel Plan will meet its targets within 5 years of full occupation (estimated 2038).

4.4 The EMG2 targets (Table 4-1) are informed by the mode share recorded at EMG1 in 2024 from the site wide employee travel survey. This data has been used to inform the targets due to the similarities between the two sites in terms of proposed business operations and sustainable transport connections.

4.5 The EMG2 10-year targets are 12% points more ambitious in terms of reducing Single Occupancy Vehicle (SOV) use compared to EMG1, demonstrating SEGRO's focus on furthering the number of employees commuting sustainably to the site.

4.6 The EMG2 10-year mode share targets are markedly more ambitious than both local and national benchmarks. While the 2024 National Travel Survey for England reports that 61% of commuters travel by SOV, and the 2021 Census data for surrounding wards indicates an even higher local average of 81.1%, EMG2 is aiming for a significantly lower SOV rate – demonstrating a strong commitment to promoting sustainable travel behaviours well beyond prevailing trends.

Table 4-1: EMG2 Travel Plan Targets

Mode	EMG2				EMG1
	Opening year target	Interim 'Year 3' target	Interim 'Year 7' target	End 'Year 10' target	End 'Year 10' target
	2029	2031	2035	2038	2028
Drive Alone	68%	64%	58%	56%	68%
Car Share	15%	17%	21%	22%	17%
Public Transport	12%	14%	15%	16%	10%
Active Travel	1%	1%	2%	2%	5%
Other	4%	4%	4%	4%	n/a

4.8 It should be noted that since the annual employee travel survey data collection began at EMG1, there have been fluctuations in the recorded SOV mode share each year as influencing travel behaviour is rarely a linear process. It is anticipated these fluctuations in mode share will continue for remainder of the Travel Plan period meaning that aligning the EMG2 mode share targets with the EMG1 data from 2024 may only present a snapshot of travel patterns.

4.9 Considering this, prior to first occupation of the EMG2 Main Site, it is proposed the mode share targets will be reviewed again by the voting members of the EMG2 Sustainable Transport Working Group (as set out in Chapter 6) to take account of any new mode share data collected at EMG1 in the remaining three years of Travel Plan delivery (2025 – 2028).

4.10 When tracking progress towards the mode share targets, it is suggested that the data collected in the years preceding the interim target should be averaged to take account of any fluctuations of mode share. For example, when measuring progress towards the 'Year 3' interim target, this would mean the average SOV mode share from the employee travel survey data collected in Year 1, Year 2 and Year 3, would be used to assess progress.

5. Implementation

Action Plan

5.1 Specific measures have been developed to achieve the overall aim of encouraging employees to commute to EMG2 more sustainably and reduce the dependency on single-occupancy car use.

5.2 These proposed measures are set out in Table 5-1 alongside the party responsible for introducing the measure and the approximate timescale for implementation. This demonstrates the commitment to undertake certain actions against appropriate timescales and will help inform the progress and success of the Occupier Travel Plans once they have been established.

Table 5-1: Proposed Travel Plan Measures

Measure	Responsibility	Timescale
Management[9]		
Appointment of a Site-Wide Travel Plan Coordinator	Developer	Prior to first occupation
Extending the remit of the EMG1 Sustainable Transport Working Group to encompass EMG2.	Developer	Prior to first occupation
Appointment of Occupier Travel Plan Coordinators for individual employment units	End-occupiers of units	On occupation
Development of Occupier Travel Plan(s) for individual employment units	End-occupiers of units with support from Site Wide Trave Plan Coordinator (SWTPC)	On occupation of each employment unit
Walking		
Provision of appropriate well lit, safe walkways/ footpaths on approach to, and throughout the development	Developer	Prior to first occupation
Provision of adequate pedestrian/cyclist access points	Developer	Prior to first occupation

[9] Refer to Section 6 of this Travel Plan for responsibilities of the Site-Wide and Occupier Travel Plan Coordinators.

Measure	Responsibility	Timescale
Design and dissemination of a site-specific active travel map (to also cover EMG1) encompassing walking and cycling routes to nearby settlements	SWTPC	Prior to first occupation
Provision of incentives to support walking (e.g. personal alarms, umbrellas)	SWTPC	On occupation
Promotion of area wide active travel events/challenges (e.g. EMG1 Move More campaign)	SWTPC and Occupier TPC's	Annually
Promotion and delivery of site wide walking events, including lunchtime-led walks	SWTPC	Annually
Cycling		
Provision of cycle connections on approach to, and throughout the development	Developer	Prior to first occupation
Provision of adequate cycle parking near EMG2 bus interchange	Developer	Prior to first occupation
Provision of adequate secure cycle parking at employment units	End-occupiers of units	Prior to first occupation of unit
Provision of shower facilities, changing rooms and locker facilities in employment units	End-occupiers of units	Prior to first occupation
Extension of the Transport User Group (formerly the BUG) currently established at EMG1 to EMG2	SWTPC	On occupation and ongoing
Promotion of the Cycle2Work Scheme to occupiers and employees	End-occupiers of units	On occupation
Promotion of area wide cycling events/challenges (such as the EMG1 Move More campaign)	SWTPC	Annually
Public Transport		
Provision of a Bus Interchange with seating, lighting, toilets, and real-time information	Developer	Prior to first occupation
Routing of existing bus services to serve the new EMG2 Bus Interchange	Developer/SWTPC/Bus Operator	On occupation

Measure	Responsibility	Timescale
Provision of funding support for local bus services	Developer	Phased with build out of the development
Provision of a new EMG2 Gateway Shuttle connecting the bus interchange with employment units	Developer/SWTPC	On occupation
Provision of a real-time information link (via trentbarton's 'Hugo' app) to employers to project onto digital screens in foyers/staff rooms	SWTPC	On occupation and ongoing
Dissemination of public transport information including maps, timetables and ticket discounts / integrated tickets (e.g. Leicestershire's proposed 'Flexi' product)	SWTPC and Occupier TPC's	On occupation and ongoing
Promotion of area wide bus events (such as the EMG1 Super Commuter campaign)	SWTPC	Annually
Car Sharing		
Provision of clearly marked designated car share bays at each unit	End-occupiers of units	On occupation
Extension of the EMG1 site-wide car sharing platform to EMG2, to maximise the potential for finding a car share match across both sites	SWTPC	On occupation and ongoing
Provision of a car share launch campaign at each employment unit to promote the platform to employees and encourage sign-ups	SWTPC and Occupier TPC's	At 50% occupancy of the unit
Promotion of area wide car share events (such as the EMG1 Liftshare campaign)	SWTPC	Annually
Car Parking		
Restrictions to prevent parking on internal access roads. Parking to be monitored by an on-site management company	Developer/ Managing Company	On occupation and ongoing
Marketing		

Measure	Responsibility	Timescale
Provision of travel information on the EMG2 website to inform prospective businesses (and employees) of the sustainable transport connections	SWTPC	Prior to occupation and ongoing updates
Provision of sustainable travel information to occupier's HR teams to include in job adverts, at jobs fairs, recruitment events and interviews to ensure prospective employees can make an informed decision about their travel options	SWTPC & Occupier TPCs	During recruitment
Provision of travel information to local Jobcentres work coaches to provide to jobseekers who are considering job opportunities at EMG2	SWTPC	Prior to occupation
Provision of digital or printed sustainable travel information 'Welcome Packs' to disseminate to all new employees via the induction process.	SWTPC & Occupier TPCs	On occupation and ongoing
Provision of a digital or printed transport "Bulletin Board" at each employment unit. Artwork will be prepared which could be projected onto a digital display screen or printed onto a hard-backed bulletin board	SWTPC	On occupation and ongoing
Quarterly distribution of newsletters to all occupiers at the site to be shared with employees	SWTPC	Ongoing (until the end of the Travel Plan period)
Involvement in national travel related events (e.g. light promotion of National Walking Month, Bike Week, Liftshare Week etc)	Site-Wide and Occupier TPC's	Ongoing
Fall back funding for additional promotional events for site-specific campaigns	Developer	Annually from Year 3 of occupation
Monitoring		
Baseline employee travel survey	SWTPC and Occupier TPC's	On occupation of each unit
Employee travel surveys for 5 years following full occupation	SWTPC and Occupier TPC's	Annually

Measure	Responsibility	Timescale
Discussion Groups	SWTPC	Annually
Public Transport Satisfaction Surveys	SWTPC	Annually
Traffic Counts	SWTPC	Annually
Submission of an Occupier Travel Plan Monitoring Report to summarise the key deliverables at each unit and progress towards targets individual targets	Occupier TPC	Annually
Submission of Site-Wide Travel Plan Monitoring Report to summarise the key deliverables across the park and progress towards targets	SWTPC	Annually

5.3 Occupiers at the EMG2 Main Site are expected to have similar business operations to EMG1 both in terms of its operating patterns and land use. Due to the proximity and similar surroundings of the EMG2 Main Site, it is considered measures and actions introduced at EMG1, and comparable to those included within Table 5-1, will promote similar benefits and outcomes associated with sustainable travel to and from the site.

5.4 Furthermore, the proximity of the EMG2 Main Site to EMG1 offers the potential for measures to be integrated and implemented across both sites, further enhancing the available sustainable transport options. For example, the current EMG1 car sharing platform, Liftshare, will be expanded to include EMG2 Main Site units, making it easier for employees to find a car share partner and commute sustainably.

Funding

5.5 Following the successful delivery of travel plan measures at EMG1 it is proposed that the same funding mechanism is used to deliver measures at the EMG2 Main Site. That funding mechanism is to establish two ring-fenced Funds which will be drawn upon each year to deliver the measures in the FTP.

5.6 The two funds are as follows:

- EMG2 Travel Plan Fund – This will fund the role of the EMG2 Site Wide Travel Plan Coordinator, the implementation of the measures as set out in Table 5-1 and the monitoring requirements set out in Chapter 8 to measure the success of the Travel Plan.

- EMG2 Bus Fund – This will provide financial support to increase capacity on the bus services to EMG2 to ensure the public transport mode share targets can be reached (as agreed through any DCO requirements).

5.7 Separately, it is proposed that the delivery of the EMG2 Gateway Shuttle service will be funded through the site's management charge, which is an annual levy paid by all occupiers for the provision of site-wide services. This is the same funding mechanism used at EMG1 and future-proofs the service so that there will be a continued funding stream to operate the service, even after the Travel Plan delivery period has ended.

5.8 Approval to draw on the two Funds will be via the voting members of a proposed EMG2 Sustainable Transport Working Group (see Section 6 for further details). The proposed voting members of that group are SEGRO, Leicestershire County Council, Leicester City Council, Derbyshire County Council, Derby City Council, Nottinghamshire County Council, Nottingham City Council and National Highways.

5.9 Largely the same constitution and voting mechanisms will apply as in Schedule 7 of EMG1's Development Consent Order. However, as National Highways were not previously a voting member this will therefore this will be reflected in the weighting of votes within the group.

5.10 Consideration should be given in the DCO to the voting rights of the East Midlands Combined County Authority (EMCCA) as the new Local Transport Authority, as their membership of the Sustainable Transport Working Group could supersede representation from Derbyshire County Council, Derby City Council, Nottinghamshire County Council, Nottingham City Council. However, as the responsibilities for EMCCA are still being determined, their involvement and ability to vote in the group will need to be reviewed as the roles of their team are defined.

5.11 End-occupiers and other interested parties such as bus operators will be invited to join the working group as a non-voting member.

6. Management

6.1 The developer is responsible for establishing a framework for travel planning at the EMG2 Main Site (i.e., through this document) to create a long-term management strategy for integrating sustainable travel into the operation of the proposed development. This will include three critical functions: a Sustainable Transport Working Group, a Site Wide Travel Plan Coordinator and tenant-led Occupier Travel Plan Coordinators.

EMG2 Sustainable Transport Working Group

6.2 At EMG1 a Sustainable Transport Working Group (STWG) was established as part of the DCO requirements for the site. This group currently brings together the local transport authority, local bus operators, estates management and site occupiers across EMG1 to share knowledge and experiences of sustainable commuting, present progress towards sustainable commuting targets and agree future transport investment where necessary.

6.3 The STWG also holds accountability and final approval of spend from the EMG1 Travel Plan and Public Transport Funds and will be in place until 2028 when the EMG1 Site Wide Travel Plan monitoring period ends. Due to the success of the EMG1 STWG in delivering sustainable schemes in partnership with stakeholders, the same model is being proposed at EMG2.

6.4 Based on the indicative timescales for planning, build and first occupation of EMG2, it is anticipated that the STWG will need to be in place from 2029. This means there will not be an overlap with the lifetime of the EMG1 STWG and will mean a natural transition of the purpose of the STWG from EMG1 to EMG2. Where appropriate, the group will consider sustainable transport measures that will be beneficial for both sites. The group will meet every 6-months to discuss progress towards the FTP and STS targets and new initiatives to be delivered.

Site-Wide Travel Plan Coordinator

6.5 After planning permission is granted and before the occupation of the application site, the developer will appoint a Site-Wide Travel Plan Coordinator (SWTPC) to oversee the implementation and monitoring of the FTP.

6.6 For the Travel Plan to be successful the appointed SWTPC should be an enthusiastic advocate of the travel planning process, and the ability to encourage partnerships and

work closely with external bodies such as local authority officers will be vital. The SWTPC will be responsible for a wide range of tasks including:

- Implementation and promotion of the FTP at a site-wide level.
- Liaising with the occupiers of each unit to gain their initial support and commitment to the aims and objectives of the FTP.
- Guiding tenants through the process for developing the Occupier Travel Plan and coordinate the approvals process via Leicestershire County Council.
- Co-chairing the EMG Sustainable Transport Working Group every six months.
- Overseeing the delivery of the site-wide sustainable travel measures outlined within Table 5-1, including managing spend against the Travel Plan and Public Transport Funds.
- Acting as a single point of contact for transport-related advice and information to occupiers and employees at EMG2
- Liaising with occupier TPCs within each of the employment units and third parties (i.e., public transport operators, the Council, EMA, National Highways) on travel planning matters.
- Being the liaison point between the development and the highway authorities.
- Monitoring the success of the Travel Plan in achieving its aims by coordinating baseline and annual employees travel surveys, traffic counts, public transport satisfaction surveys and discussion groups. All of which will be reported to the STWG annually.

6.7 It is anticipated that the same organisation transition into the role of SWTPC from EMG1 to the EMG2 Main Site, to ensure a holistic approach to travel planning across the DCO Scheme, to draw on best practice from EMG1 initiatives and to enhance the strategic connectivity between the two sites.

6.8 The EMG2 SWTPC will be formally appointed prior to occupation but in the interim this role will be undertaken by the EMG1 SWTPC, Stephanie Meyers, Associate Director at ITP.

Occupier Travel Plan Coordinators

6.9 Due to the nature of the development proposals, which comprise individual employment units with unknown end-occupiers, it will be the future occupier's responsibility to develop an 'Occupier Travel Plan' (OTP) for their own employees, based around the principles set out in this FTP.

6.10 These OTPs are to be prepared prior to occupation of each employer on site and then updated after the employers have undertaken a baseline travel survey (to be undertaken within 3 months of initial occupation). It will be the role of the SWTPC to ensure that they are in keeping with the principles set out in this FTP and once finalised, each occupier travel plan will be submitted to Leicestershire County Council's Travel Plan officer for review and approval.

6.11 An Occupier Travel Plan Coordinator (OTPC) will be nominated by each occupier who will act as the lead contact within each business and will be responsible for delivering occupier specific travel plan measures at each employment site and will liaise with the SWTPC on issues which are relevant to EMG as a whole.

6.12 OTPCs will be provided with the necessary resources, advice, and support to ensure that the travel plan will be successfully implemented at each occupier's site. It is the role of SWTPC to ensure this is provided to each of the OTPCs.

7. Marketing

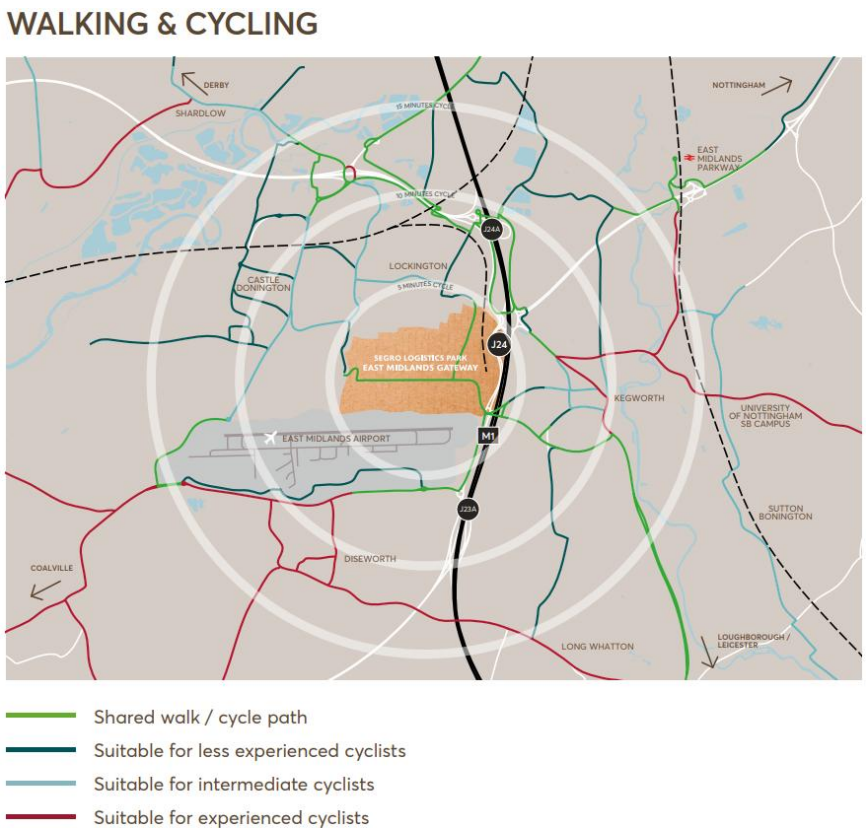
7.1 It is important that occupiers and their employees are fully aware of the existence and benefits of a Travel Plan when they occupy the site and that they are effectively 'signed up' to achieving the potential benefits as soon as possible. Through engagement of the commercial occupiers, we can maximise the benefits of this FTP.

Pre-Occupation

7.2 Ahead of engaging with businesses it will be necessary to develop and source the appropriate resources for promoting sustainable travel. Digital information will be provided in the first instance, but hard copies will also be made available on request. Travel information that will be provided includes:

- Maps showing walking and cycling routes;
- Details and timetables of local public transport services; and
- Information regarding the provision of the dedicated car-share spaces and network events.

Figure 7-1: Example Walking and Cycling Route Map Supplied at EMG1



7.3 A dedicated webpage consolidating travel information relevant to the EMG1 site will be updated to include travel information pertaining to EMG2. This contains links to relevant travel information pages, provides downloadable copies of transport maps and timetables and provides a live news section detailing travel campaigns happening at the development.

Figure 7-2: Example Travel Website Created at EMG1

Occupation

7.4 As an introduction to sustainable travel, all businesses will be issued with a 'welcome pack' upon occupation of the site. This will outline information about the site wide travel plan, its aims and expected outcomes and also make note of the benefits of promoting sustainable travel in order to gain early support from the occupier TPCs.

7.5 The SWTPC will work with the occupier's HR team or recruitment consultants to brief them on the sustainable travel options for commuting to EMG2, so they can cascade this information to prospective employees. The HR team/recruitment consultants will be encouraged to include digital travel information or a link to the travel website on any job adverts they issue, or at recruitment fairs they attend or when inviting candidates to interview, to embed sustainable commuting from the recruitment stage.

7.6 Occupiers will also be provided with an employee-focused digital 'travel pack' which they will be encouraged to provide to employees during their induction. The pack will contain sustainable travel information relevant to the site. It will contain basic sustainable travel information collated by the travel plan coordinator in addition to:

- SWTPC contact details; and

- Information highlighting:
    - The health and financial benefits of walking and cycling.
    - Local bus routes with links to operators' website for hours of operation, bus timetables and ticket options.
    - The EMG site-wide car share platform to help find a car share partner to share a ride with.
    - The location of electric vehicle charging bays provided on-site and information detailing the sustainable benefits of driving electric cars.

Continued Engagement

7.7 Once the OTPs have been produced and employee travel surveys have been completed, site-wide initiatives and occupier-specific challenges will be introduced to sustain engagement. Maintaining the momentum of occupier travel plans will be the responsibility of the occupier TPCs, with support from the SWTPC.

7.8 Engagement activities that the SWTPC will be responsible for include:

- The production and circulation of a quarterly newsletter.
- The extension and management of the transport working group.
- The negotiation of bus promotions with operators; and,
- The organisation of complementary promotional events.

7.9 Ideally the marketing of promotional events will coincide with activities at EMG1 to provide consistency in campaigns and the potential to partner on campaign advertising.

7.10 The annual employee travel surveys will allow for continual engagement between businesses and their employees and provide insight into employee views on transport. Results will be collated by the OTPC and fed back to the SWTPC, but also to the workforce. It is important to provide this feedback to gain their future support for the initiative.

8. Monitoring

8.1 The FTP monitoring period will be from first occupation until five years following full occupation of EMG2.

Baseline Travel Surveys

8.2 A baseline travel survey will be undertaken within the first three months of occupation or at 50% occupancy, whichever comes first at each unit. It will be the responsibility of each employer to administer the survey to their staff, however the SWTPC will assist the OTPCs by providing:

- The baseline travel survey template in digital and paper format to ensure there is consistency across all occupiers in terms of how the survey questions are asked.
- Artwork to promote the survey to employees on digital screens, or to be printed on A4 posters.
- Draft communications including proposed content for employee emails and manager briefings to help promote the survey.
- A prize draw incentive to encourage employee participation in the survey.
- Provision of a summary of the key findings to the occupier along with suggested site-specific measures which would have the most impact in encouraging sustainable commuting.

8.3 It will be the SWTPC's responsibility to aggregate all this data to provide a site-wide picture of commuting patterns.

Annual Travel Surveys

8.4 Following the baseline travel surveys, every year in September each occupier will undertake an employee travel survey which will assess any change to commuting patterns when compared with their established baseline. As with the baseline travel surveys, the SWTP will provide the travel survey template to ensure the findings can be aggregated across the site.

8.5 As the annual travel surveys will be compared against the FTP mode share targets to measure travel behaviour change, it is important for these to achieve a strong response rate. The survey will therefore be incentivised with a prize draw to encourage participation.

8.6 Results from these surveys will feed into the annual site wide travel plan monitoring reports to identify progress against targets and any updated measures. For example, increased trips made by electric vehicle or by bicycle will require additional electric vehicle charging spaces or cycle storage, respectively.

8.7 The same travel plan survey templates will be used across EMG1 and EMG2 to enable the data to be aggregated to provide a complete picture of commuter travel across the two sites.

Discussion Groups

8.8 To gain a deeper understanding of the sustainable travel needs and barriers to staff working at EMG2, a discussion group will be held with employees in November each year. It will be an opportunity for the SWTPC to speak directly to employees to understand their perceptions of sustainable transport and potential initiatives that could be delivered. Participants in the discussion group will be recruited via the annual travel survey. Those participating in the discussion may be offered an incentive (e.g., Love 2 Shop voucher) to take part.

Traffic Counts

8.9 Vehicle traffic counts, using temporary or permanent traffic camera technology, will help monitor the number of vehicles visiting the site. Monitoring will take place each September each year to align with the coordination of the employee travel survey. The vehicle counts will be carried out for 7-days for 24hrs. There will be counters placed at all access points to live employment units to capture both employee and freight movements for all occupiers. This data will be aggregated to provide a site wide overview of vehicle movements into / out of the site. The findings from the counts will be reported in the annual travel plan monitoring report.

8.10 If the number of vehicle trips generated to / from the site exceeds those assessed in the EMG2 Transport Assessment in the AM and PM peak, additional 7-day traffic counts will be carried out every April during the travel plan delivery period. The purpose of these additional counts will be to more regularly monitor the number of employee vehicles arriving / leaving the site to determine any wider impact on the strategic road network. These additional counts were a response to a request from National Highways regarding concerns for the strategic road network. This additional monitoring means that traffic counts will be carried out every six months (April and

September) until the end of the Travel Plan period, or until vehicle counts reduce in line with those assessed in the Transport Assessment.

Additional monitoring

8.11 SEGRO understand the importance of monitoring activity to understand progress towards the Travel Plan targets. In addition to the standard local authority monitoring required above, the Site Wide Travel Plan Coordinator will also coordinate:

- **Monthly progress reporting to SEGRO** to demonstrate the Travel Plan measures that have been delivered.
- **Monthly employee headcount data from each occupier** to understand the peaks and troughs of workforce numbers.
- **Monthly Gateway Shuttle patronage data** to understand usage levels and growth in the service.
- **Monthly Gateway Shuttle bus stop boarding data** to understand which end-occupier's employees are using the service the most/least.
- **Monthly EMG Liftshare platform usage data** to understand the number of employees using the site.
- **Annual employee home postcode data mapping** to understand the employment catchment of the site and the relationship to existing public transport services.
- **Annual public transport satisfaction surveys** to provide an indication of passenger's perceptions of the bus and to identify if there are aspects of the journey that could be enhanced. This information will be shared with the local bus operators to help inform any future enhancements to the network and will be documented within the annual travel plan monitoring report.

Fall-back Measures

8.12 A series of fall-back measures can be invoked if the agreed outcomes and targets of this FTP are not achieved. The comprehensive monitoring approach outlined in this FTP helps to ensure the SWTPC and the STWG all have a clear understanding of travel behaviour at the site from first occupation. The monitoring measures in place also allow for responsive identification of when fall-back measures may need to be introduced. If fall-back measures do need to be introduced, this strategy will be to deliver these within the 10-year Travel Plan period. A two-fold approach will be taken, at a site-wide and plot specific level.

Site Wide

8.13 The SWTPC will assess the sustainable transport network to identify any gaps that might be hindering the potential uptake in use of sustainable modes. This assessment will involve mapping the anonymised home postcodes of employees and overlaying this data with available sustainable travel options (such as shared paths, bus routes/stops), as well as evaluating the potential for car sharing among employees living in the same area. If any unforeseen gaps in the network are discovered that were not anticipated during initial planning, this will prompt discussions with the STWG to consider whether strategic investments in new transport services are necessary (e.g., new or extended bus services, tram connections, or enhanced cycle routes).

8.14 If no barriers to using sustainable transport are identified, the SWTPC will then examine behavioural and attitudinal barriers. This will involve incorporating attitudinal questions into the annual employee travel survey to gauge employees' perceptions of transport. The insights gained will allow the SWTPC to segment the workforce and identify opportunities to influence travel patterns. Site wide targeted campaigns and messaging can then be implemented to address real or perceived barriers to sustainable transport. The enhanced travel survey, along with its analysis and reporting, will be part of the SWTPC responsibilities, likely funded through the site's management charge. Any targeted campaigns will be financed by a ring-fenced fallback fund, with contributions from each end-occupier.

Plot-Specific

8.15 If it is identified that an employment unit is not achieving their individual travel plan targets, fall-back measures introduced will be solely dependent on the requirements of that organisation. For example, should an occupier have limited success in promoting a certain mode of transport, the SWTPC will meet with the occupier TPC to develop a tailored mode-specific marketing campaign to incentivise its use.

8.16 This personalised approach enables the development of a series of fall-back measures that is sympathetic to the nature of the business and therefore creates a higher likelihood of participation and subsequent behaviour change.

8.17 Examples of possible fall-back measures and initiatives that could be delivered include:

Promotional Activities

- Intensive short term ‘sprint’ campaigns for particular modes of transport (for example one-month intensive programmes to widely promote walking, cycling, car sharing or public transport).

- On site travel clinics and Personalised Travel Planning.

Active Travel

- Bikers/walkers breakfast.
- Site-specific workplace challenges – e.g., virtually cycle Land's End to John O'Groats.
- Promotional events – e.g., Dr Bike.

Public Transport

- Targeted marketing campaign of the bus discounts achieved by frequent bus use.
- Passing on discounts for bulk purchasing tickets to employees.
- Highlighting integrated ticketing offers (e.g. the proposed Leicester 'Flexi' bus ticket for use on services connecting to the skylink services).
- Interest free loans to purchase season tickets.

Car Sharing

- Monthly prize draw for employees who car share.
- Car share network events to help employees find a car share partner.
- Emergency guaranteed ride home promotion.
- 'Cash-out' schemes that give daily payment to car sharers.
- Accrual in annual leave for car sharers.

8.18 Any initiatives/measures that are plot-specific (e.g. cycle to work schemes, additional cycle racks) would need to be funded by the respective occupier.

Reporting

8.19 As included within the Site Wide TPC's responsibilities, an annual monitoring report will be provided to LCC to include:

- An update on the build-out and occupation of the site.
- Details of the distribution of the workforce across the East Midlands.
- The sustainable travel initiatives delivered through the year.
- Results from the annual travel surveys and traffic counts.

The results of the monitoring surveys will be shared with LCC and the wider STWG members each year.

Appendix A

EMG1 Travel Plan Case Study

Title	EMG1 Travel Plan Case Study
Date	05/08/24
Author(s)	Stephanie Meyers, Phil Coe
Project Code	P-PC6158
Version	2

1.1 With over 6 million sqft of logistics accommodation and a 50-acre strategic rail freight terminal, EMG1 is a regionally significant employment hub, located north of EMG2 and East Midlands Airport. The occupiers at EMG1 collectively employ over 6,000 people drawn from across the East Midlands, as shown in Figure 1.

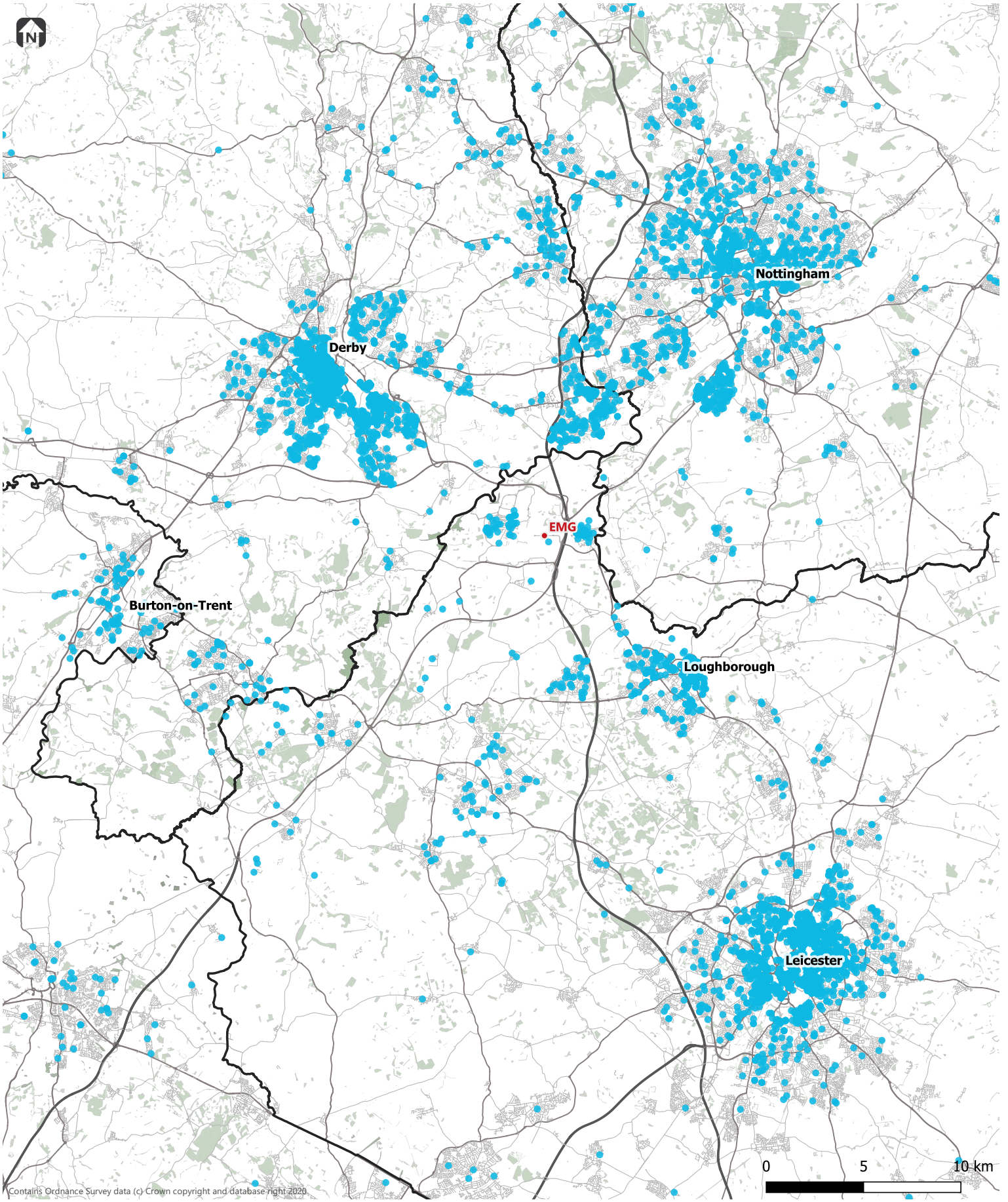
1.2 Due to EMG1's comparatively isolated position relative to the nearest city (12 miles to Derby and Nottingham), the proximity to the M1 to provide excellent road links and a plethora of shift patterns 24/7, the site could have become a car-dominated development. Yet, with sustainable commuting measures outlined in the respective Travel Plan, in just four years the site is surpassing its sustainability targets.

1.3 Data collected through annual employee travel surveys showed that in 2024:

- 22% of employees were car sharing to work.
- 16% of employees were catching the bus.
- 56% of employees were driving alone.

1.4 Figure 2 emphasises that with the right planning, infrastructure and employee engagement, sites can be delivered that genuinely champion sustainable commuting, reversing the trend in commuting alone in a car and, importantly, improving access to employment for local people.

1.5 Achieving such high levels of sustainable commuting at EMG1 has been driven by SEGRO but delivered in partnership with local stakeholders. The EMG1 Sustainable Transport Working Group (STWG), brings together 22 stakeholders, including SEGRO, the park managers, neighbouring District, City and County Councils, transport operators, East Midlands Airport and EMG1. Members of the group are showing in Figure 3.



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Key

- EMG
- Employee Postcodes
- Local Authority Boundaries

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Client SEGRO

Project
SEGRO East Midlands Gateway 2023

Figure title
EMG1 Employee Home Postcodes within Local Authority Boundaries

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Figure 2: Modal share of journeys made to East Midlands Gateway Phase 1

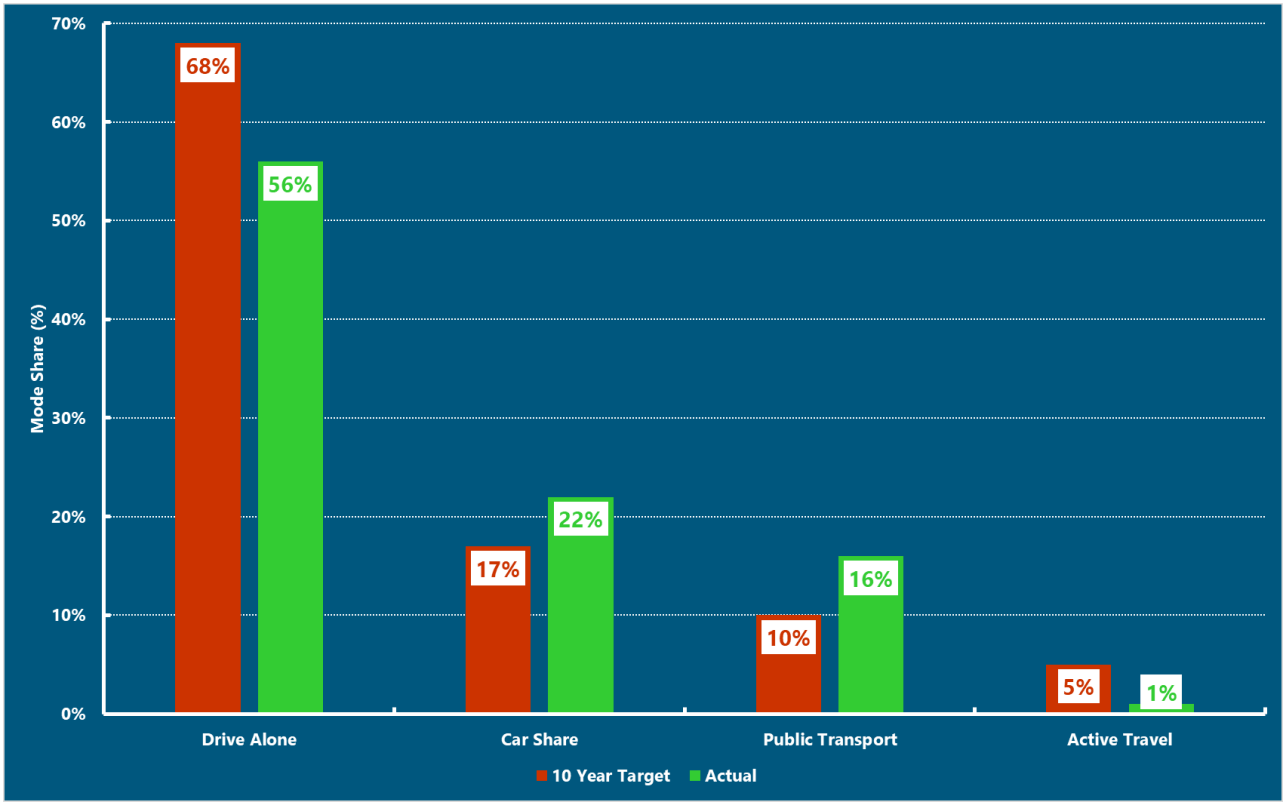

Figure 3: Members of the EMG1 Sustainable Transport Working Group

Appendix B

EMG1 Commuter-related Carbon Emissions

REPORT

EMG1 Commuter-Related Carbon Calculations

Client:	SEGRO
Reference:	P-TP1193-RHD-XX-XX-RP-X-0001
Status:	A4/C01
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1 Introduction

Each year SEGRO monitors progress towards achieving the East Midlands Gateway (EMG) Site Wide Travel Plan targets by working with businesses based at the site to coordinate employee travel surveys. These surveys provide invaluable data on how employees are commuting and where they are travelling from. The first travel surveys were carried out in 2019 and by 2023, 11 businesses were participating in the survey (Amazon EMA1, GXO, The Very Group, Kuehne and Nagel, Games Workshop, DHL Caterpillar, DNG2, Arvato, CEVA Logistics, DHL Mars and Maritime). This data was collated by ITP to provide a site wide overview of how the workforce commute.

Aligned with the Responsible SEGRO framework, which underscores SEGRO's commitment to sustainability and low-carbon growth, both EMG1 and the proposed EMG2 sites have been developed with a strong focus on sustainability. In transport-terms, this is achieved by promoting sustainable commuting options, enhancing access to employment and improving the health and wellbeing of employees. By conducting these carbon calculations, SEGRO can monitor the success of their travel plan initiatives and make any necessary adjustments to ensure their sites are as sustainable as possible.

2 Methodology

The methodology below sets out the steps taken to calculate the 2023 commuting-related carbon emissions for those working at EMG1 and the likely carbon savings as a result of implementing sustainable transport initiatives, compared to a 'do nothing' scenario.

2.1 Stage 1: Collating Data Inputs

The carbon calculation has three core data inputs: the origin location of the journey, the destination, and the method of travel, all of which are collected through the annual employee travel survey.

The anonymised employee home postcodes that are collected through the travel survey are used as the 'origin' locations and the EMG1 postcode is used as the 'destination'. These postcodes are converted to a longitude and latitude format to enable the haversine distance for each employee's commute to be calculated. The haversine distance is the distance between two points on a sphere. The output is the distance in kilometres (km) that each employee has travelled to work. As commutes are often not in a straight line, the haversine distance is then multiplied by 1.3 to account for route deviations and provide a more accurate reflection of an employee's commute between their origin and destination. This is herein referred to as the 'factored-up' commuting distance and the following emission calculations are based on them.

Bringing all of this data together, Table 2-1 is a sample of the data collected from the survey, for example:

- User A travels alone in a diesel car/van, with a one-way straight-line commute of 19.5km, or a one-way factored-up commute distance of 25.3km.
- User D car shares as a passenger, with a one-way straight-line commute of 12.3km, or a one-way factored-up commute distance of 16km.

Table 2-1: Method of commute

User	Origin Postcode	Lat.	Long.	Dest. Postcode	Lat.	Long.	Km	Factored-up (km)	Method of Commute	Fuel Type
A	DE11 0TP	52.783929	-1.583229	DE74 2DL	52.835031	-1.3057799	19.5	25.3	SOV	Diesel
B	LE1 00XJ	52.54651	-.3901774	DE74 2DL	52.835031	-1.3057799	32.6	42.4	SOV	Diesel
C	NG10 1DD	52.889828	-.2735146	DE74 2DL	52.835031	-1.3057799	6.5	8.4	SOV	Diesel

D	NG9 2EZ	52.92676	-.2025203	DE74 2DL	52.835031	-1.3057799	12.3	16	Car share[1]	-
E	DE2 3PX	52.91504	-.4950939	DE74 2DL	52.835031	-1.3057799	15.5	20.2	SOV	Diesel

2.2 Stage 2: Calculating the Surveyed Commuting Distance by Mode

The next stage is to determine the distance the workforce commute per week. To do this, employee's individual one-way commute distances (as set out in Table 2-1 above) are combined to provide the total daily one-way distance travelled for all those employees who completed the survey.

As around 77% of employees at EMG work in warehouse roles, with the majority working shift patterns, an assumption has been made that employees travel to EMG four days per week. To determine the weekly distance that employees travel, the daily one-way total commuting distance (km) has been multiplied by four (days per week) to calculate the weekly one-way total kilometres travelled. Table 2-2 provides a sample of this information for 2023.

Table 2-2: Travel kilometres – Surveyed employees (2023)

Mode of Travel	Number of People	Daily Total (km)	Weekly Total (km)
Personal Vehicle (as driver, alone)			
• Petrol	177	4,263	17,053
• Diesel	159	4,185	16,740
• Hybrid	11	465	1,861
• Electric	11	349	1,398
Car sharing	172	4,219	16,875
Train	1	73	292
Bus	128	2,754	11,016
Cycle	8	60	241
Walk	3	10	38
Motorbike/moped	3	38	151
Work vehicle (as driver, alone)			
• Petrol	5	215	858
• Diesel	2	43	174
• Hybrid	5	206	823
• Electric	6	315	1,261
Total			**68,781**

2.3 Stage 3: Calculating the Baseline Commuting Distance by Mode

Since EMG was first occupied, travel planning measures have been in place to facilitate and encourage sustainable commuting. To understand the likely impact of these measures on influencing how employees commute, a baseline mode split was established. This baseline indicates how the workforce is likely to have travelled if sustainable transport measures were not in place. The baseline mode split data has been drawn from the EMG opening year travel plan target, as set out in the Site Wide Travel Plan (Table 2-3). This mode split was originally informed by the 2011 Census Travel to Work data and East Midlands Airport's employee commuting patterns.

[1] *Passenger in a vehicle*

Table 2-3: EMG baseline mode split

Mode of Travel	%
Single Occupancy Vehicles	80%
Car Sharing	12%
Public Transport	5%
Walking	1.5%
Cycling	1.5%

As the EMG Site Wide Travel Plan targets do not disaggregate by different vehicle type, the baseline mode split has been modified to assume the proportion of employees travelling in petrol, diesel, hybrid and electric vehicles. These proportions have been based on the Department for Transport's (DfT) 2023 National Travel Survey which saw 61% of registered vehicles owned being petrol cars, 31% diesel, 4% hybrid and 4% electric. As there are no direct tram or rail services to EMG, it has also been assumed that all employees who commute by public transport are using the bus. Table 2-4 presents the modified baseline percentages.

Table 2-4: Modified EMG baseline mode split

Mode of Travel	%
Single Occupancy Vehicles	
• Petrol	48.8%
• Diesel	24.8%
• Hybrid	3.2%
• Electric	3.2%
Car Sharing	12%
Public Transport	
• Bus	5%
Walking	1.5%
Cycling	1.5%

The combined weekly one-way kilometres travelled by surveyed employees (Table 2-2) are multiplied by the modified baseline percentages (Table 2-4) to provide a weekly one-way baseline of vehicle km travelled by mode. Table 2-5 compares these weekly one-way baseline kilometres with the previously calculated weekly one-way surveyed kilometres.

Table 2-5: Travel kilometres – Baseline (2023)

Mode of Travel	Baseline Weekly (km)	Surveyed Weekly (km)
Personal Vehicle (as driver, alone)		
• Petrol	33,565	17,053
• Diesel	17,058	16,740
• Hybrid	2,201	1,861
• Electric	2,201	1,398
Car sharing	8,254	16,875
Train		292

Bus	3,439	11,016
Cycle	1,032	241
Walk	1,032	38
Motorbike/moped		151
Work vehicle (as driver, alone)		
• Petrol		858
• Diesel		174
• Hybrid		823
• Electric		1,261
Total	**68,781**	**68,781**

2.4 Stage 4: Emissions Calculation & Outputs

The one-way baseline and surveyed travel kilometres are inputted into the carbon calculator to determine the carbon emissions per week for those that completed the survey in each scenario. Fuel costs and calories burned are also calculated. The weekly carbon calculations are then multiplied by 50 to provide the annual commuter-related emissions (Table 2-6). This indicates that if no sustainable travel measures were to have been put in place at EMG (the baseline scenario) we could assume that, of those employees who completed the travel survey, they would have generated 1,238 tonnes of carbon in 2023 for their commute. This baseline value can then be compared to tonnes of carbon generated based on how employees who completed the survey actually travelled in 2023, which totalled 1,100 tonnes per annum. This difference for 2023 is 138 tonnes saved by more people commuting using more sustainable modes.

Table 2-6: Output comparison (2023)

Year	Calculation & Outputs	Annual Survey Figures	Annual Baseline Figures	Annual Survey Savings Green = Saving Red = Dissaving
2023	Km Travelled	6,034,371	6,465,417	431,046
	Fuel Cost (Cars Only)	£527,079	£655,308	£128,229
	Kcal Burned (Walking and Cycling)	672,317	7,949,418	7,277,101
	Tonnes CO_2 (WTT)	226	259	33
	Tonnes CO_2 (TTW)	874	979	105
	Tonnes CO_2 (WTW)	1,100	1,238	138

Based on the response rate to each annual travel survey, the 'Annual Survey Savings' for those who completed the survey (Table 2-7) are factored-up to account for the entire workforce at EMG. For example, in 2023, the response rate to the travel survey was 15% so the annual survey savings were divided by 15 and multiplied by 100 to provide an 'Annual Factored-up Saving' to account for the wider workforce. Table 2-7 outlines that the potential carbon savings in 2023 is 921 tonnes.

Table 2-7: 2023 survey savings

Year	Calculation & Outputs	Annual Survey Savings Green = Saving Red = Dissaving
2023	Km Travelled	2,873,641
	Fuel Cost (Cars Only)	£854,857

	Kcal Burned (Walking and Cycling)	48,514,005
	Tonnes CO_2 (WTT)	223
	Tonnes CO_2 (TTW)	698
	Tonnes CO_2 (WTW)	921

Each year the survey is carried out, the corresponding carbon emissions are calculated. As the method of travel to work and the travel survey response rate fluctuates each year, the calculation is responsive to this. Table 2-8 sets out the annual carbon savings per year and the combined carbon saving based on the data collected from 2019 to 2023. This indicates that 4,431 tonnes of carbon has been saved based on how the workforce travelled in comparison to what would have been expected in the baseline scenario if no travel planning measures were delivered.

Table 2-8: Annual and combined factored-up savings (2019 – 2023)

Year	Calculation & Outputs	Annual Factored-up Savings Green = Saving Red = Dissaving
2019	Km Travelled	25,094
	Fuel Cost (Cars Only)	£31,468
	Kcal Burned (Walking and Cycling)	5,081,248
	Tonnes CO_2 (WTT)	6
	Tonnes CO_2 (TTW)	19
	Tonnes CO_2 (WTW)	25
2020	Km Travelled	4,535,017
	Fuel Cost (Cars Only)	£739,314
	Kcal Burned (Walking and Cycling)	34,705,775
	Tonnes CO_2 (WTT)	211
	Tonnes CO_2 (TTW)	777
	Tonnes CO_2 (WTW)	988
2021	Km Travelled	3,095,812
	Fuel Cost (Cars Only)	£1,288,388
	Kcal Burned (Walking and Cycling)	49,047,655
	Tonnes CO_2 (WTT)	253
	Tonnes CO_2 (TTW)	880
	Tonnes CO_2 (WTW)	1,133
2022	Km Travelled	6,571,231
	Fuel Cost (Cars Only)	£1,288,388
	Kcal Burned (Walking and Cycling)	45,527,216
	Tonnes CO_2 (WTT)	300
	Tonnes CO_2 (TTW)	1,115
	Tonnes CO_2 (WTW)	1,415
2023	Km Travelled	2,873,641
	Fuel Cost (Cars Only)	£854,857

	Kcal Burned (Walking and Cycling)	48,514,005
	Tonnes CO_2 (WTT)	223
	Tonnes CO_2 (TTW)	698
	Tonnes CO_2 (WTW)	921
2019 - 2023	Km Travelled	**17,050,607**
	Fuel Cost (Cars Only)	**£3,831,944**
	Kcal Burned (Walking and Cycling)	**182,875,898**
	Tonnes CO_2 (WTT)	**980**
	Tonnes CO_2 (TTW)	**3,451**
	Tonnes CO_2 (WTW)	**4,431**

3 Conclusions

The analysis of the 2019 to 2023 commuting-related carbon emissions for employees at EMG1 has provided valuable insights into the effectiveness of the implemented sustainable transport initiatives. The annual employee travel survey offered a comprehensive overview of commuting patterns. Using the haversine formula and factoring in route deviations, the commuting distances were calculated, leading to an estimation of carbon emissions.

The comparison between the baseline scenario, which assumes no travel planning measures, and the actual surveyed data indicates a reduction in carbon emissions. Over the period from 2019 to 2023, the cumulative carbon savings amounts to **4,431 tonnes**. This demonstrates the long-term impact of the sustainable transport measures implemented at the EMG1 site. These results underscore SEGRO's commitment to sustainability and low-carbon growth, as well as the success of the travel plan initiatives in promoting healthier and more sustainable commuting options for employees.

Moving forward, it will be important to continue monitoring these trends and adjusting the travel plan measures to ensure ongoing improvements in sustainability and employee well-being. The findings from this analysis provide a strong foundation for SEGRO to build upon, as they strive to create a more sustainable future for the EMG1 site and replicate the success at the proposed EMG2 development.

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