

8.159. This Plan sets out policies and proposals for the whole of Devon covering the period to 2016 and provides a common background to the current round of Local Transport Plan strategies being prepared within Devon, Plymouth and Torbay. The policies and proposals set out in the Structure Plan, set alongside RPG10, remain in force until replaced by the Regional Spatial Strategy, and the thrust of these policies has now been incorporated into the Devon Transport Strategy.

8.160. The RSS for the South West will be adopted in 2008, but in March 2006 the Regional Assembly (RA) agreed a draft Strategy for submission to the Secretary of State, setting out the spatial framework, including a transport strategy, for the period to 2026. The draft Regional Transport Strategy addresses the wider strategic transport needs of the South West, in terms of its links to other regions and the national transport networks, but it also emphasises the need to develop the transport infrastructure within the strategically significant cities and towns.

### Surface Access Forum

8.161. Exeter International Airport's Surface Access Strategy (ASAS) Forum was established in 2000. Representatives from the following organisations participate in the forum:

Public Sector	Businesses	Other Interest Groups
Devon County Council	Exeter International Airport	Cyclist Touring Club
Exeter City Council	FlyBe	Living Options Devon (Disability Groups)
East Devon District Council	South West Trains Ltd	Clyst Vale Group of Parish Councillors
Network Rail	Stagecoach Devon Ltd	
The SW Regional Development Agency	APCOA	
Devon & Cornwall Police		

Table 8.8 – ASAS forum members

8.162. A number of measures have been developed to promote environmentally friendly access to the Airport focusing on the use of public transport and discouraging single car occupancy for employees. These measures are detailed in the following sections.

### Public Transport Accessibility

8.163. The current public transport to the Airport is provided by two bus services (numbers 56 and 379). These services also link with Exeter St. Davids Train Station. Exeter International Airport is pleased to provide sponsorship to support the weekend running of the 56 service.

8.164. Exeter St. Davids Train Station has 33 services operated by three providers (Cross Country, First Great Western and South West Trains). These rail connections directly serve:

- Penzance (Cornwall);
- Barnstaple;
- Bristol and Northern cities (via Taunton);
- London Paddington (via Taunton to Penzance); and
- London Waterloo (via Salisbury to Plymouth).

8.165. A new railway station is proposed for the Cranbrook New Community, this station will be built on the Waterloo-Exeter Line, which passes close to the Airport. This new service would provide direct accessibility to the Airport from all the stations on the Waterloo-Exeter line. The Airport will be connected to the new station by a frequent service from the Airport terminal building. Electrical or alternative fuel powered buses would provide this service in order to minimise the impact on the environment. In addition to improving the rail links, better connectivity will be required between the city centre and the Airport to increase the number of passengers using public transport to access the Airport.

8.166. There are a number of local bus and coach services passing by the Airport these services are operated by:

- Stagecoach Devon;
- First Somerset and Avon;
- National Express;
- First Devon and Cornwall.

8.167. The Surface Access Forum will investigate the opportunity of adding a new stop on the way to Central Exeter in particular for the buses travelling the A30 from east and north east of Exeter.





8.168. Increasing the use of public transport will depend on the provision of high quality and frequent services. On its own, the demand generated by Exeter International Airport will not be sufficient to justify these services. It is forecast that the East of Exeter Development could affect Exeter International Airport meeting its targets. However, we will work with DCC and EDDC to implement short-term improvements. As the east of Exeter developments are brought into service Exeter International Airport will work with stakeholders to develop a range of measures that will ensure a greater use of public transport by staff and passengers.

### Modal Split

8.169. The 2007 CAA survey showed that the predominant mode of transport to reach Exeter International Airport is by car.

Mode	2006 - 2007
Car	80%
Taxi	12%
Bus	6%
Others	2%
<b>Total</b>	<b>100%</b>

Table 8.9 – Modal split 2007 (CAA Survey)

8.170. The analysis of car usage has shown that 31% of passengers were dropped off at the Airport by car, 38% parked in the long-term car park and only 1% stayed in the short-term park.

### Targets

8.171. The aim of Exeter International Airport's transport access strategy is to reduce the reliance on cars and make better use of public transport to the Airport. However, given the nature of Exeter International Airport's catchment area with passengers often travelling long distances from rural locations with relatively poor public transport, it is likely that car use will remain significantly higher than at other regional airports. Two sets of targets have been developed to reduce reliance on the car as the means of access to the Airport with and without a new station at Cranbrook.

Mode	2006-07	2010-11	2015-16	2020-21	2025-26
Private Car	80%	76%	73%	69%	69%
Taxi	12%	12%	12%	13%	13%
Bus	6%	10%	12%	15%	16%
Others	2%	2%	3%	3%	2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Table 8.10 – Modal split forecast (no new station at Cranbrook)

Mode	2006-07	2010-11	2015-16	2020-21	2025-26
Private Car	80%	76%	71%	67%	60%
Taxi	12%	12%	12%	13%	13%
Train	0%	0%	5%	7%	15%
Bus	6%	10%	10%	10%	10%
Others	2%	2%	2%	3%	2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

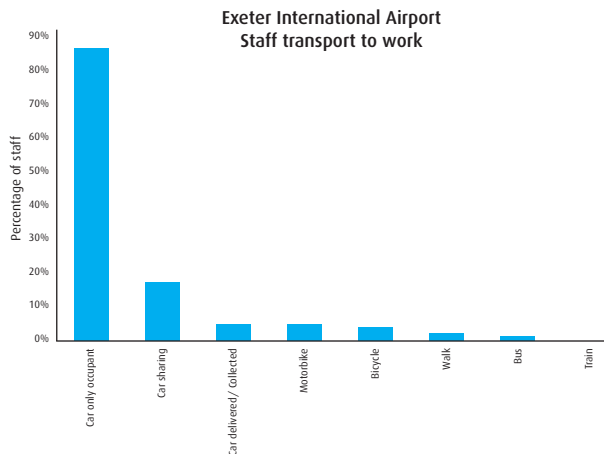
Table 8.11 – Modal split forecast (with a new station at Cranbrook)

### Staff Green Travel Plan

8.172. Exeter International Airport will develop a Green Travel Plan to promote more efficient and environmentally friendly methods for staff to access the Airport.

8.173. The Airport's employees live across a wide area of the county, but there is a concentration in Exeter with 30% living in the city area. The Airport undertook a study into employee work and travel patterns in 2005; this established that approximately 80% of airport staff work on a shift basis and that more than 85% travel to work by car as the only occupant.





Graph 8.12 – Staff travel methods

8.174. The following initiatives are being pursued with Flybe as part of the Green Travel Plan:

- Introduce an induction programme to increase the awareness of green travel schemes;
- Work with bus operators to investigate providing earlier morning and more frequent services, which would improve the flexibility and convenience for staff travelling on work journeys;
- Improve the accessibility of public transport timetabling and cost information to airport employees including better signage and information on the Airport intranet;
- Encourage car sharing and increase the number of active users through a number of initiatives including presentation days and extending the number of benefits / rewards available to users;
- Consider a closer parking scheme for car sharers;
- Investigate with neighbour employers the potential for combined approaches to local transport issues
- Provide a cycle track / footpath on the B3184.; and
- Provide better facilities at the Airport for staff cycling to work.

Table 8.13 – Joint Flybe Green Travel Plan

8.175. The aim of these policies is to target a reduction in the employees using their car as the sole occupant:

	2005	2011	2016
Employee car	86%	75%	65%

Table 8.14 – Targeted reduction in employee sole car occupancy rates

### Parking Strategy

8.176. There are four public car parks at Exeter International Airport, which together provide a capacity of approximately 2,400 cars. The Airport will continue to work with EDDC, tour operators and travel consolidators to ensure that passenger parking is in airport controlled car parks and to minimise “rouge” parking operators.

8.177. Car Park 1 is located adjacent to the terminal building and provides spaces for drop off and pick up and short stay parking only. Car Park 2 is located to the south west of hangar three and provides an executive park together with car hire pick up and drop off. Car Park 3 is located on the south side of the Airport access road providing long-term and staff parking, whilst Car Park 4 is situated to the east of the Walker Hangar. This is long-term and staff car parking which is served by a shuttle bus to transfer passengers to and from the terminal building.

8.178. After adjustment for increased use of public transport, the requirement for car parking at the Airport will still increase as passenger numbers grow. By 2015 it is estimated that the requirement for car parking will have increased from the existing 2,400 spaces to a combined requirement of 3,500 this is show in the table below:

#### Planning Forecast Scenario

Scenario	MPPA	Short Stay	Med Stay	Long Stay	Total
Low	2	282	2013	705	3000
Med	2	329	2348	823	3500
High	2	364	2600	911	3875

Table 8.15 – Car parking requirement forecasts







Diagram 8.19 – Noise Contours 2015

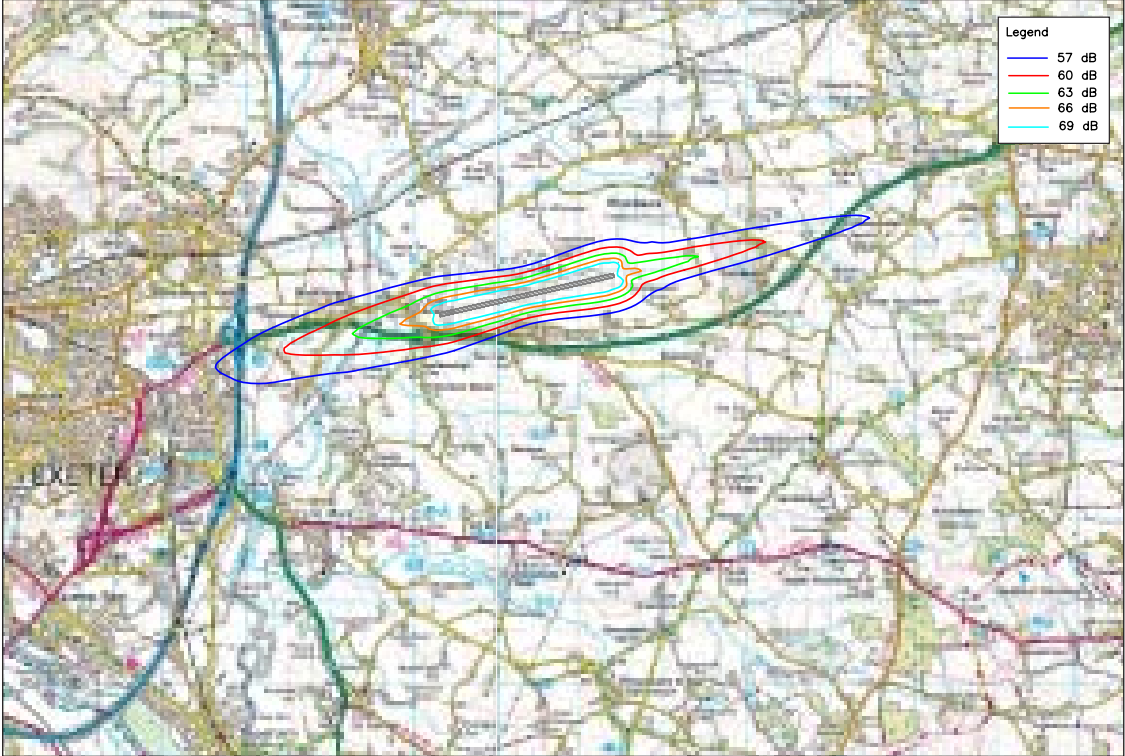


Diagram 8.20 – Noise Contours 2030



