

Summary

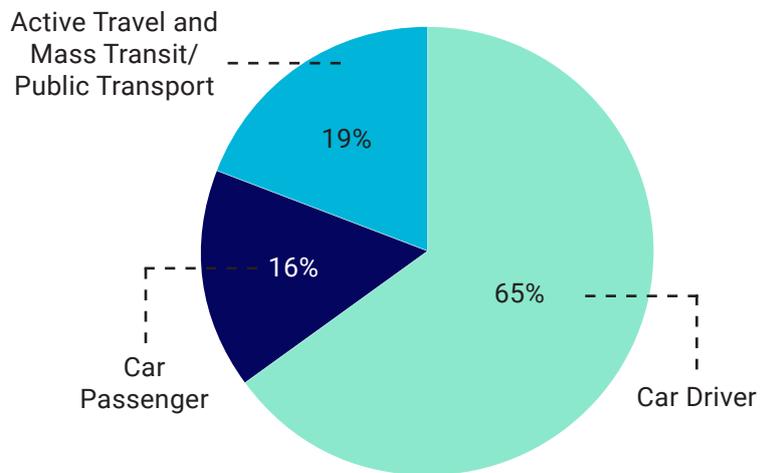
- Users of the Gigafactory should be able to make use of reliable, convenient, efficient, and cost-effective transport methods which tip the balance in favour of sustainable travel modes
- High-quality infrastructure should connect the site with the surrounding area, strategic road network and public transport interchanges
- There should be seamless connections between travel modes especially for the “last mile” of the journey with technology-driven solutions to aid journey planning and manage demand
- Infrastructure should be delivered which reflects the unique nature and scale of the site. The strategy will be scalable and act as a catalyst for change for the whole area in the future
- Local villages, including Baginton, should be protected from Gigafactory traffic using a range of possible interventions

Traffic Generation: our early assumptions

Employees would visit the Gigafactory in shifts each day. We estimate that work would take place across four shifts, with shift changeovers timed to miss peak hours which would balance traffic flows across the day. At peak times (08:00 to 09:00 and 17:00 to 18:00) there will only be modest traffic flows.

Staff travel behaviour targets

We anticipate that around 65% of employees will drive to work, with 35% travelling via sustainable means, including walking, cycling, public transport, and car sharing. In response, a comprehensive parking management strategy and sustainable travel strategy is being developed.



Transport Strategy: key initiatives

Our transport strategy will include several methods of reducing single occupancy car trips and promoting sustainable travel. These will include:

Cycle to the front door

- Secure cycle parking, guaranteed spaces closer to the front door than car parking
- Segregated cycle path from the regional network straight to the front door
- Potential environment for e-bike and e-scooter hire

Smart parking arrangements

- 100% electric vehicle ready parking
- 25% of spaces dedicated for car sharing
- 100% parking containment on-site
- Smart car park management for shift changeover

Mass transit and public transport

- New shuttle bus service for employees living in Warwickshire
- Enhanced public services connecting to new residential areas in Coventry
- Bus stops at the front door, closer to the entrance than car parking

New mobility technology

- Cross boundary bus and rail ticketing
- Real time information to your mobile
- Tailor made journey planning software
- Single subscription/payment for all modes of travel

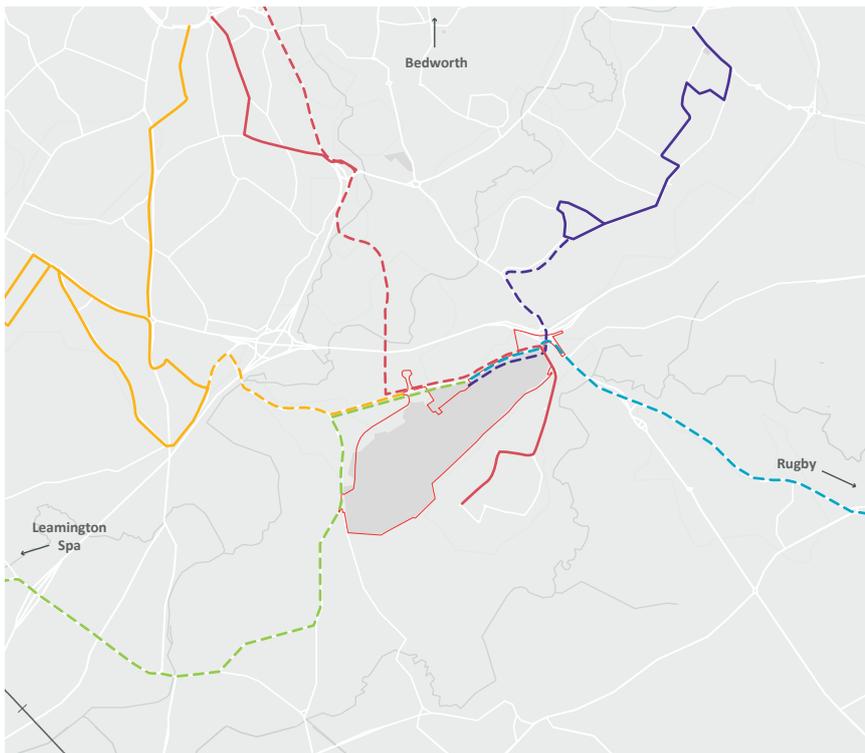
Mobility hub facilities

- New hubs designed specifically to house a bus interchange, bike hire, car hire, and parcel delivery services for the whole area

Improved cycle connectivity

Our analysis will identify where demand for cycling is likely to come from. This will include an audit on road and cycle corridors to identify potential issues. Proposals will be introduced to ensure that a convenient and safe means of connectivity is provided for all cyclists. The result will be improved access to jobs and road safety for all residents.

-  Priority Infrastructure Corridors
-  Potential Local Cycle Improvement Corridors



Potential public transport connectivity

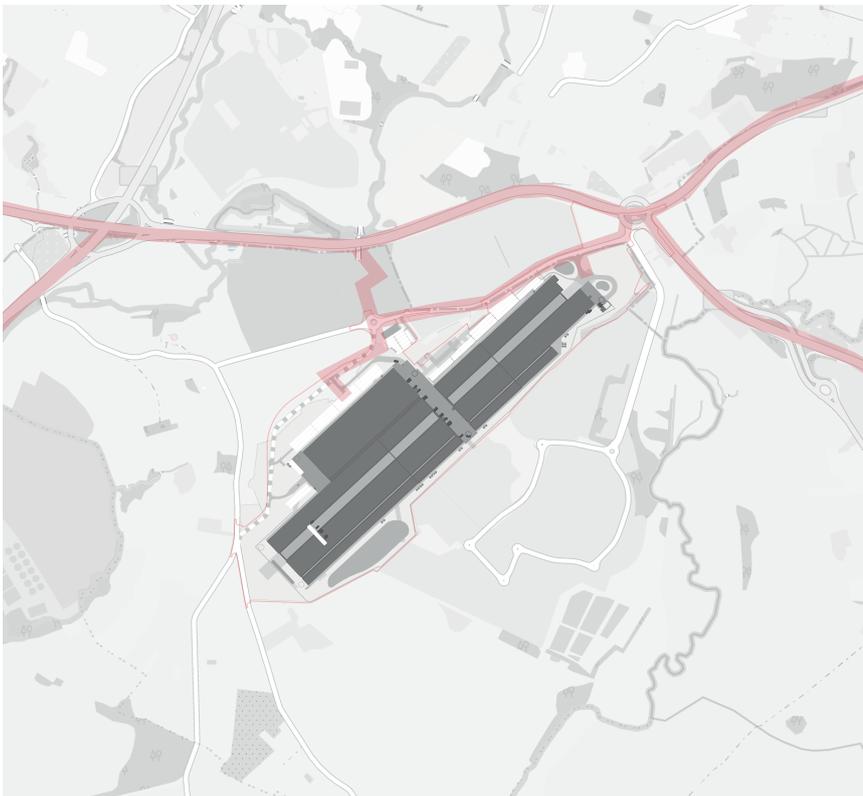
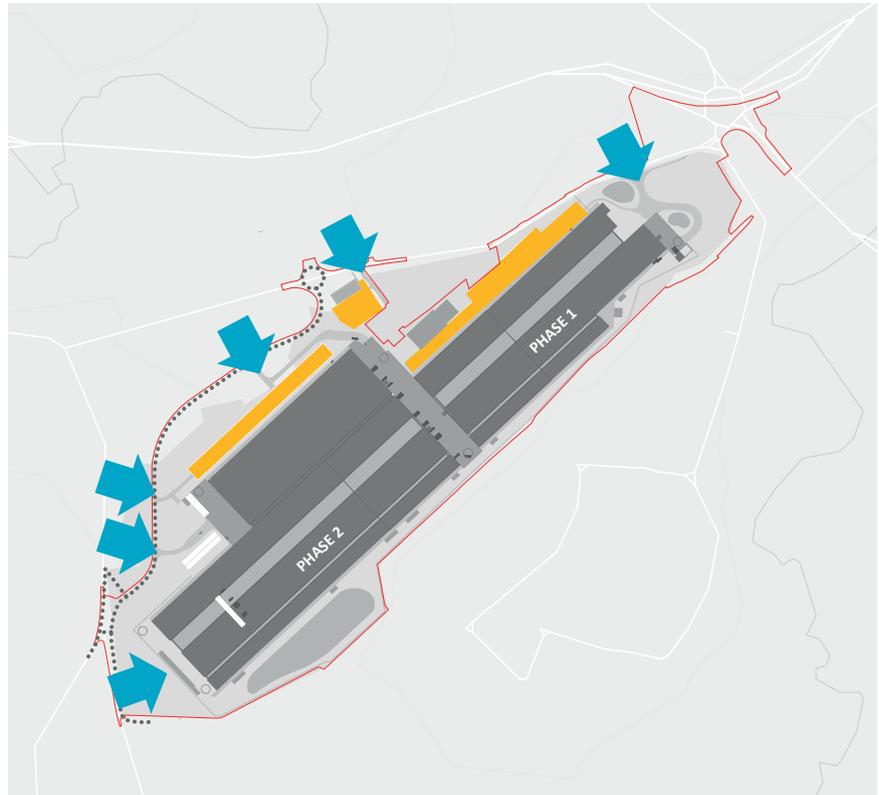
Our analysis will identify where demand for bus travel is likely to come from. There is potential to establish new connections from Coventry which might include route extensions on existing bus routes. Tailor made and responsive solutions could also be introduced to meet the daily needs of employees.

-  Indicative Site Boundary
-  13/13A
-  21/21A
-  9/9A
-  Potential route 13 Extension
-  Potential route 9 Extension
-  Proposed 20X - Combination of travel Coventry routes 20 and 21A via A45 overbridge
-  Potential staff shuttle service to Rugby and Brownsover
-  Potential staff shuttle service to Leamington and Warwick

Indicative access points

Multiple access points will provide accessibility and resilience. However, the focus will be on the main access points to provide a convenient access towards the strategic network

- Indicative Gateway South Access Infrastructure
- Parking Areas



HGV routing

HGV's will use the strategic network (A45/A46) with restrictions imposed through local villages. Alongside this a tailored goods monitoring and management strategy will ensure occupier accountability and compliance.

Traffic in Baginton

To manage and limit traffic in Baginton village, a new approach will be taken. The Traffic in Villages toolkit, an extension of the DfT's Manual for Streets helps local groups understand and consider new solutions to reduce speeds, reduce the likelihood of congestion, and enhance safety whilst retaining local character.

We want to understand local preferences and consider possible solutions. These might be:

- **Influencing driver behaviour:** Utilising a mix of traffic calming measures, speed limit reductions and weight restrictions to reduce vehicle speeds and volumes
- **Rebalance the street in favour of vulnerable users:** This will include the addition of cycle infrastructure, pedestrian crossings at side roads, reduced carriageway width, and reduced capacity for vehicles
- **Return the street to Baginton residents:** This could include a more radical redesign of road space, changing the layout and feel of the road space using tools such as surface treatments

Precedents for managing Traffic in Villages

