



Proposed Data Centre
Link Park
Heathrow

FRAMEWORK TRAVEL PLAN

On behalf of
Link Park LLP

ITR/HC/5516/FTP.1
December 2020

Experience and expertise working together

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1.0 INTRODUCTION

- 1.1 Bellamy Roberts LLP has been instructed by Link Park LLP to prepare a Framework Travel Plan (FTP) in support of the proposed (B8 - data centre) development at Link Park Heathrow, Thorney Mill Road, Buckinghamshire, UB7 7EZ.
- 1.2 The scheme proposes a data centre of up to 55,000sqm (GEA) including ancillary offices, internal plant and equipment and substation.
- 1.3 This FTP outlines the objectives, which are ultimately to reduce the number of single occupancy car trips and promote the use of more sustainable modes of travel. The aim being to sustain or reduce those vehicle trip rates outlined in this Report.
- 1.4 The measures that are to be introduced in order to achieve this objective are detailed in this document, along with a timeframe for the implementation of the various measures.
- 1.5 The developer takes responsibility for ensuring that the sites end-user adopts the aims, objectives and targets set out in the FTP and that a TP will be sent to Buckinghamshire Council (BC) prior to operation of the site.
- 1.6 A Travel Plan Co-ordinator (TPC) shall be appointed to provide ongoing management for the FTP. The TPC will be supported by nominated senior staff on site who will meet regularly to discuss the progress of the TP. Once appointed, the identity of the TPC and their contact details will be made known to BC before operation of the site.
- 1.7 Following the meeting, the TPC will prepare a document detailing the progress of the Plan and the strategy for going forwards.
- 1.8 This FTP has been prepared in accordance with the current BC Guidance and complies with the requirements set out in the National Planning Policy Framework (NPPF), which states that all developments that generate a significant amount of vehicle movements shall be required to provide a Travel Plan.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

- 2.1 This section of the FTP considers the location of the site and the operation of the local highway network.

Site Location

- 2.2 The site is located in both the Iver Village & Richings Park Ward, within the County of Buckinghamshire, and West Drayton Ward, within the London Borough of Hillingdon, approximately 1km west of West Drayton. For clarity, a site location plan is attached at **Appendix 1**, and an extract is provided at Figure 1, below, for reference.

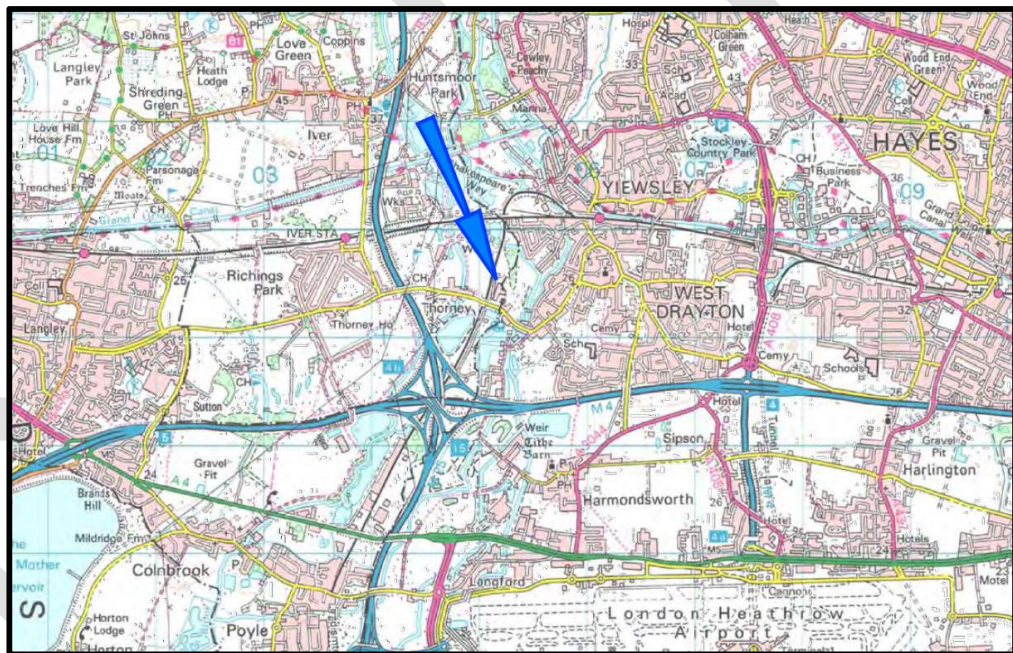


Figure 1: Site Location Plan

- 2.3 The western boundary of the site adjoins railway sidings. The sidings are connected to a railway that runs north to West Drayton and thence the national rail network.
- 2.4 To the north and east of the site is undeveloped land comprising woodland and the River Colne.

- 2.5 To the south east of the site is a yard and buildings occupied by a plant hire company. To the south of the site is Thorney Mill Road and on the other side of the road is Riverside Park, a residential estate.

Local Highway Network

- 2.1 The application site has a 50m frontage onto Thorney Mill Road. The section of Thorney Mill Road in the vicinity of the site access is subject to a 40mph speed limit and is approximately 7m wide, which is sufficient for two-way, free flowing traffic, as detailed at Figure 7.1 of MfS.
- 2.2 To the west, Thorney Mill Road meets the Richings Way and Thorney Lane South at a 3-arm mini-roundabout. Further west, Richings Way becomes North Park and then Parlaunt Road in Langley and is connected to the Junction 5 of the M4 via High Street (B470) and London Road (A4).
- 2.3 To the east, Thorney Mill Road is subject to a time-limited weight restriction (5t between 06:30-00:00) commencing 55m from the site access. Thorney Mill Road speed limit changes to 30mph and features a one-way traffic controlled shuttle operation with 7ft width restriction, approximately 170m and 275m east of the site access respectively. Thorney Mill Road becomes Mill Road then The Green and Swan Road and connects the site to Station Road and West Drayton facilities. Access to/from Junction 4 of the M4 can also be achieved from the east, through West Drayton.
- 2.4 In the vicinity of the site access, a footway varying in width, c.1m at its narrowest, is present along the northern side of Thorney Mill Road. The footway continues on the northern side of the carriageway towards the east, providing access to the centre of West Drayton. Street lighting is provided for the full length of this route. The proposal will link to the existing footway on Thorney Mill Road, thereby providing a safe walking route from the site to the local facilities in West Drayton.

Summary

- 2.5 In summary, the application site is well located to take advantage of the existing local highway network and pedestrian network within West Drayton.

3.0 DEVELOPMENT PROPOSALS

3.1 This section of the FTP details the development proposals including staff, site access, car and cycle parking and traffic generation.

3.2 The scheme proposes a data centre of up to 55,000sqm (GEA) including ancillary offices, internal plant and equipment and substation.

3.3 Although classified as B8 land use, the proposed data centre development will not function as a typical storage and distribution facility. To accurately assess the development proposals in highways and transportation terms, the proposed ancillary B1 office floor area has been utilised in calculating the parking demand and trip generation.

Staff

3.4 The proposed development is anticipated to employ a total of approximately 46 staff.

Access

3.5 The proposed development will be accessed from Thorney Mill Road via a new bellmouth junction.

Car and Cycle Parking

3.6 The proposals include 91 car parking spaces and 6 cycle parking spaces, provided with reference to the B1 business – offices standard in the Buckinghamshire Countywide Parking Guidance (2015).

Proposed Development Traffic Generation

3.7 To determine the impact of the proposed development in traffic generation terms, the TRICS (7.7.3) database has been reviewed. The subsequent traffic generation from the proposed development is summarised in Table 1, and the full TRICS output is provided at **Appendix 2**.

Table 1: Summary of Proposed Traffic Generation

Time Period	Traffic Generation (1386sqm)		
	Arrivals	Departures	Two-way
Morning Peak 0800-0900	24	2	26
Evening Peak 1700-1800	2	26	28
Daily Total	78	78	156

- 3.8 Table 1 reveals that the proposal will generate in the region of 26 two-way movements during the morning peak hour and 28 two-way movements during the evening peak hour. If spread evenly across the peak hour periods, this represents an additional vehicle every 2 minutes.

4.0 SUSTAINABLE TRANSPORT CONNECTIONS

- 4.1 This section will consider the existing accessibility of the site and the modes of transport existing in the area.

Walking

- 4.2 In the vicinity of the site, a pedestrian footway varying in width, c.1m wide at its narrowest, is present along the northern side of Thorney Mill Road, connecting the site to bus stops and local facilities. Footways are of adequate width and street lighting is provided along the local highway network in the vicinity of the site access.

- 4.3 A pedestrian isochrone plan (attached at **Appendix 3**) shows the location of the site in relation to the nearest bus stops, railway station and local facilities.

Cycling

- 4.4 Cycling also has the potential to substitute short car trips particularly, those under 5km.

- 4.5 A cycle isochrone plan (attached at **Appendix 4**) shows the location of the site in relation to public transport connections and facilities within cycling distance of the site.

- 4.6 Whilst there are no designated cycle facilities in the immediate vicinity of the site, it is considered the local highway network is of a suitable and safe standard to encourage cycle use.

Public Transport – Bus Services

- 4.7 The nearest bus stops to the site are located on Wise Lane and Mill Road, approximately 550m walk east of the site access for northbound and southbound services respectively, as shown in Photographs 1 and 2.

Photographs 1 and 2: Wise Lane and Mill Road Bus Stops



- 4.8 Table 2 summarises the bus services available at this location along with their destination and frequency.

Table 2: Summary of Bus Services

Service	Route	Mon - Fri			Saturday			Sunday		
		First	Last	Max Freq.	First	Last	Max Freq.	First	Last	Max Freq.
U3	Heathrow Airport - West Drayton - Uxbridge	0524	0035	10-12min	0524	0035	10min	0524	0035	20min
U3	Uxbridge - West Drayton - Heathrow Airport	0442	0015	10-12min	0442	0015	12min	0442	0015	20min

- 4.9 Table 2 details that nearby bus stops are frequently serviced by route U3 to Heathrow Airport and Uxbridge. Journey times are approximately 15 and 30 minutes respectively. Route U3 also connects the site to West Drayton Railway Station.

- 4.10 A local bus route plan (attached at **Appendix 5**) shows the location of the site in relation to bus stops and path of bus routes.

Public Transport – Rail Services

- 4.11 West Drayton Railway Station is located approximately 1.8km northeast of the site. Bus service U3 provides frequent direct services to/from bus stops within the vicinity of the site and West Drayton Railway Station. Bus journeys between bus stops nearby the site and West Drayton Railway Station are approximately 5 minutes.
- 4.12 The railway station is on the Great Western main line. A ticket office, as well as self-service ticket machines, and secure cycle storage can be found at this station.
- 4.13 Services at West Drayton Railway Station are provided by Great Western Railway and TfL Rail, where 6 services are provided an hour to London Paddington and Reading during peak hours and off-peak hours. Table 3 gives a summary of the rail services available at West Drayton Railway Station.

Table 3: West Drayton Railway Station Services

Destination	Frequency			Average Duration
	Peak	Off-Peak	Sunday	
London Paddington	6 services an hour	3 services an hour	2 services an hour	20 minutes
Reading	6 services an hour	3 services an hour	2 services an hour	30 minutes
Didcot Parkway	1 service an hour	1 service an hour	No direct services	1 hour

5.0 TRAVEL SURVEYS

- 5.1 Travel surveys will be conducted using iTrace software, available through BC. An initial detailed survey will be undertaken within three months of operation. This will ensure baseline data is based on accurate survey data obtained from staff actually working on-site, thereby ensuring that realistic and achievable targets are set from a true baseline. Snapshot surveys shall be undertaken by staff 12 months later, and every year thereafter for 5 years.

- 5.2 Annual snapshot survey data provides a means for year on year monitoring of development travel behaviour and will be used by the TPC for annual monitoring reports.
- 5.3 To achieve a high survey response rate, those undertaking the survey will be entered into a prize draw to seek to encourage as many participants as possible.
- 5.4 By utilising a common methodology, changes in car usage over time can then be determined.
- 5.5 The reduction in reliance on the private car will be achieved via the Measures outlined in the **Section 9**.

6.0 AIMS AND OBJECTIVES

- 6.1 The overall aim of the TP will be to sustain or reduce those vehicle trip rates outlined in **Section 3**.
- 6.2 With consideration to current National, regional and local policies the main objectives of the TP will be as follows:
- minimise journeys to and from the site by single occupancy car;
 - influence travel behaviour of staff and visitors;
 - address specific transport problems identified at the site;
 - promote environmentally sustainable travel patterns through effective communication and marketing;
 - ensure that all staff and visitors are aware of the range of travel choices available to them; and
 - maintain travel patterns and identify opportunities to encourage travel by sustainable modes.
- 6.3 Given the nature of the site's use, the objective of the TP will be to focus on travel by staff. Staff will make regular and daily trips and this represents the best opportunity to influence travel patterns and meet the objectives of the Plan.

- 6.4 Related positive effects of reducing vehicle traffic from the site include:
- reducing pressure on highway capacity;
 - cutting carbon emissions and their contribution to climate change;
 - improving local air quality and reducing noise pollution; and
 - encouraging more active travel to improve the health and well-being of staff.

7.0 TARGETS

7.1 An appropriate set of SMART Targets (Site-specific, Measurable, Achievable, Realistic and Time-specific) have been prepared for staff method of travel. These will seek to reduce the level of single occupancy car trips across time, following full operation of the site.

7.2 The indicative staff modal split is based on the ‘WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)’ dataset from the 2011 census, for the South Bucks 008 output area, attached at **Appendix 6**. The site is within both South Bucks 008 and Hillingdon 031 output areas however, the latter is deemed unrepresentative as it includes Heathrow Airport to the south and therefore its travel to work data has not been utilised. Table 4 details the relevant South Bucks 008 figures and indicative targets for staff travel.

Table 4: Modal Split and Targets

Mode	% of Total Trips	Modal Split Change	Target
Car/Van Driver	78%	-10%	68%
Car/Van Passenger	6%	+3%	9%
Motorcycle/Scooter/Moped	1%	+/-0%	1%
Public Transport	9%	+3%	12%
Pedestrian	4%	+2%	6%
Cycle	2%	+2%	4%

7.3 The target for the TP will be to reduce the number of single occupancy car trips by 10% over 5 years following full operation of the site. Albeit a more refined Target

will be suggested and agreed with the LPA following the results of the first travel survey.

8.0 OWNERSHIP

- 8.1 The ongoing management of the TP will be conducted by the TPC appointed by the developer, to ensure that the measures outlined within the FTP are implemented and that suitable monitoring of targets is undertaken.
- 8.2 The TPC will be appointed prior to operation, in order to ensure someone is on-site during the early stages of development. The details of the TPC will be provided to BC prior to operation and details of any changes in personnel will be forwarded as necessary.
- 8.3 The responsibility of the TPC will include:
- overseeing the development and implementation of the Travel Plan in line with this FTP;
 - provision and maintenance of public transport information;
 - management of cycle parking at the development;
 - designing and implementing effective marketing and awareness-raising campaigns to promote the Plan and utilise existing travel awareness campaigns;
 - promoting the benefits of sustainable travel;
 - surveying travel patterns and working on objectives and targets to reduce the reliance on the private car;
 - co-ordinate the necessary data collection exercise required to monitor and develop the plan, and
 - Liaise with site staff as well as the Local Authority.
- 8.4 The TPC will liaise with an appointed senior member of staff and BC to facilitate management handover arrangements to ensure effective transfer of Travel Plan responsibilities from TPC to future occupier.

9.0 MEASURES

- 9.1 In order to meet the objectives and targets set out in this FTP, a range of measures are necessary, and these have been outlined in the following paragraphs.

Site Design

- 9.2 Conveniently located covered and secure cycle parking will be provide in accordance with the Buckinghamshire Countywide Parking Guidance (2015). Changing facilities will be provided for cyclists, including showers and lockers.
- 9.3 Consideration will be given within the site layout to the installation of the infrastructure to permit electric vehicle charging.

Reducing the Need to Travel

- 9.4 Policy to enable regular homeworking will be explored by the site occupier, including the provision of laptops with remote access to IT and video-conferencing.

Initiatives to Support Walking and Cycling

- 9.5 Information and maps will be distributed to staff showing the pedestrian and cycle routes in proximity to the site, including the location of local amenities and public transport facilities with routes and journey times by walking and cycling.
- 9.6 Promotional events and literature on national and local cycling campaigns will be promoted to encourage walking and cycling, including Walk to Work Day and Cycle to Work Day.

Public Transport Promotion

- 9.7 Public transport service information, maps and advice will be distributed to staff, promoting existing local services.
- 9.8 The TPC will liaise with local bus and rail service providers to explore potential staff discounts and special offers for season tickets.

Car-sharing

- 9.9 The TPC will promote car-sharing schemes for staff. The notice boards will carry literature promoting material and local lift-share databases such as www.liftshare.com, as well as matching people together on-site.

Parking Management

- 9.10 Car parking provided on-site will accommodate the likely development parking demand, resulting in no overspill on the local highway network.

Promotion and Communications

- 9.11 Information on the TP, its measures and sustainable travel opportunities will be provide in information packs, provided to all staff, posted on noticeboards within the development buildings and on the site occupiers website as detailed in **Section 10**.
- 9.12 Information on personalised travel planning services will be offered to all staff.
- 9.13 The TPC will engage staff with national and local sustainable travel campaigns. BC will send the TPC promotional materials/ web links for a minimum of 6 campaigns per annum.

10.0 MARKETING AND PROMOTION

- 10.1 The success of the TP will depend on the ability to market and promote the benefits of sustainable travel choices to new and existing staff.

Information Packs

- 10.2 All staff will be issued with an information pack from which they can make informed decisions about the travel mode they select. The information packs will include details on all travel options available to them, as well as the services and amenities provided locally and will be supplied to each member of staff when seeking employment. The provision of such information is essential in forming sustainable travel habits early before staff settle into a habit of driving when a sustainable alternative may be more suitable.

- 10.3 The information packs will include:
- Information on the aims and objectives of the Travel Plan, for example the benefits to the environment of reduced car use and the health benefits of walking and cycling;
 - Information on personalised travel planning services;
 - Information on services and amenities provided locally;
 - Maps showing the pedestrian and cycle routes in proximity to the site;
 - Rail and bus service information; and
 - Advice on measures to reduce the need to travel such as homeworking and details of existing car sharing databases in the area.

Notice Boards

- 10.4 Notice boards will be located within the data centre buildings and will provide important travel information for staff and visitors. The TPC will be required to maintain the notice boards to ensure the information is up-to-date. The notice boards will be installed prior to operation.
- 10.5 Following the 5 year Travel Plan period, the site occupier will ensure the Notice Boards are maintained and the information displayed on them is up to date.
- 10.6 The Notice Boards will provide a secondary source of travel information, updates on improvements and proposed new measures. Staff will be made aware of improvements to infrastructure or planned engineering works to ensure that they can plan their affected journeys. In addition, information will also be disseminated via a newsletter.

Newsletter

- 10.7 It will be the responsibility of the TPC once a Monitoring Report has been issued to BC, to report on the results to staff and residents by means of a newsletter.

11.0 MONITORING

- 11.1 In order to ensure the measures outlined in this TP are achieving the set targets, monitoring will need to take place at regular intervals. Regular monitoring surveys should be undertaken to determine whether the targets are being achieved.
- 11.2 Within three months of the development first operation, the Full Travel Plan will be prepared and submitted to BC for approval.
- 11.3 To determine the baseline travel characteristics of the site, a web link to an iTrace travel questionnaire will be provided alongside the Travel Information Pack for staff to undertake within three months of operation. Snapshot surveys will be undertaken 12 months after the initial survey and at intervals of every year after, and this programme of surveys will continue until 5 years after three months of operation.
- 11.4 The results of the surveys shall be forwarded to the relevant Authorities within 3 months of the being received, with the TPC being available to meet with BC to discuss the findings, if required. The information submitted will take the form of a 'Monitoring Report' and will summarise the results of the survey and determine the current modal split. This will then be compared with the targets to determine whether the TP measures are having their desired effect. Should this not be the case, promotional measures will be revised accordingly.

12.0 ACTION PLAN AND BUDGETING

Travel Plan Funding

- 12.1 Funding for the Travel Plan will be provided by the developer, Link Park LLP.
- 12.2 An indicative figure of circa £2,000 per annum covering an administration proportion of salary will be allocated to run the Travel Plan. This would total £10,000 over the 5 year period of the Plan.

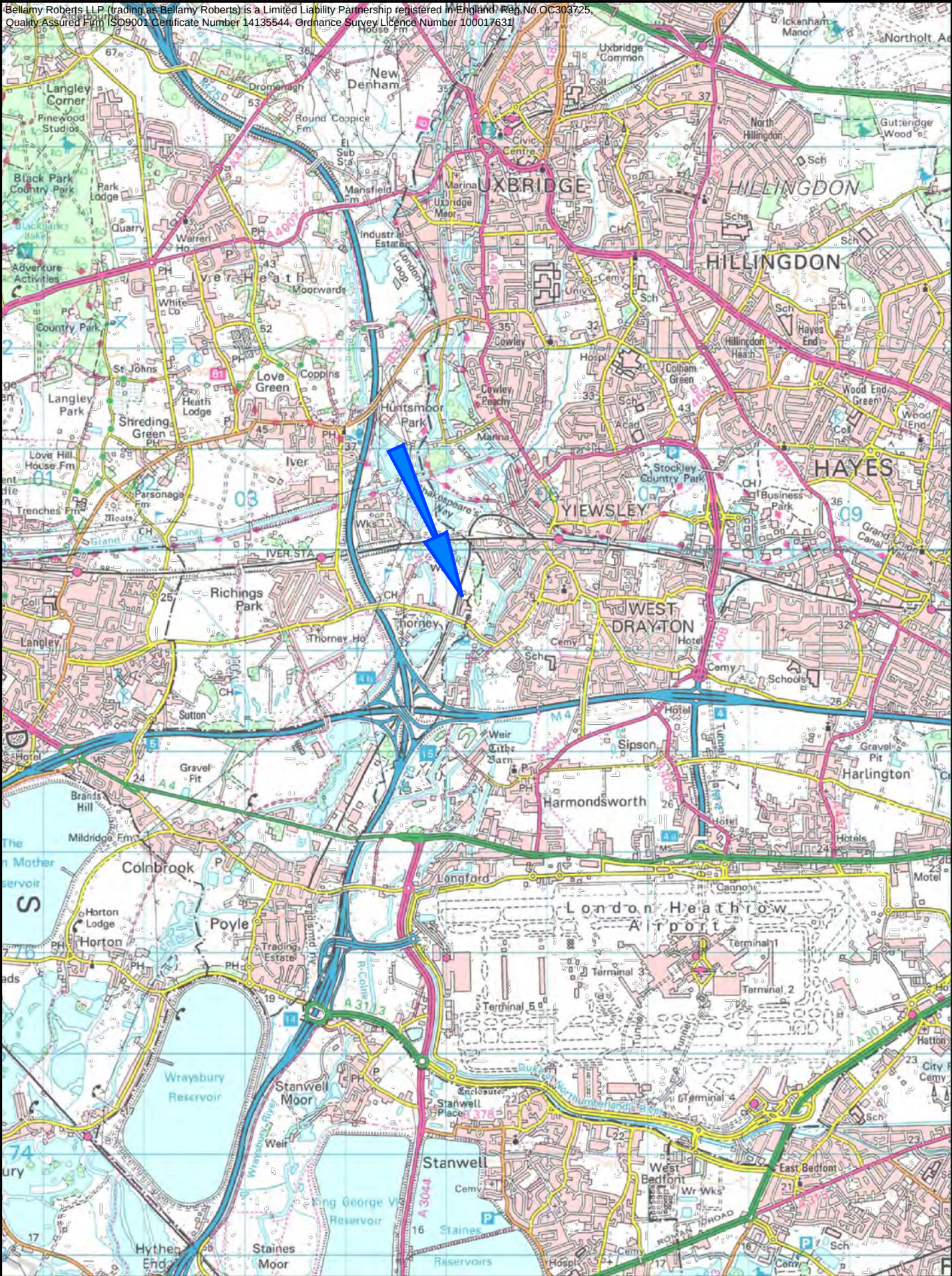
- 12.3 This figure would cover the time required to run the Travel Plan, including regular updating of information, personal travel planning etc. The cost of cycle parking and car parking would be covered within the initial build costs. It is envisaged that one day a month will be provided for the TPC to undertake their duties.
- 12.4 Another on-going cost, over and above the day-to-day running of the scheme, is the annual monitoring report which would need to be submitted to BC.
- 12.5 To collect travel data on an annual basis, analyse and report on the results, the developer will be budgeting a further £1,000 per annum, totalling a further £5,000 over 5 years.
- 12.6 A support package to help TPCs in their role at sustaining long term modal shift is provided by BC for a fixed fee of £1000 per annum for a minimum of 5 years.
- 12.7 The following is included in the support package:
- One electronic newsletter per year;
 - Promotional material or links to a minimum of 6 campaigns per annum;
 - Access to iTrace Travel Plan monitoring system;
 - Review of Travel Plan; and
 - Review of Annual Report for at least 5 years.
- 12.8 Whilst the actual costs will be properly realised once the Travel Plan has been up and running for a year, the Company will be budgeting an initial £20,000 to the Travel Plan for a five year period.
- Action Plan**
- 12.9 The following Actions, shown in Table 5, have been set with the aim of reducing single occupancy car trips and to encourage the use of more sustainable forms of transport.

Table 5: Actions

Action	By When	By Whom	Indicative Cost
Provide Travel Plan Co-ordinator	Prior to operation	Developer	£20,000 over 5 year period
Provide travel information on website	On first operation	Travel Plan Co-ordinator	Included within TPC duties
Promotion of walking routes	On first operation	Travel Plan Co-ordinator	Included within TPC duties
Promotion of cycling routes	On first operation	Travel Plan Co-ordinator	Included within TPC duties
Encourage use of public transport	On first operation	Travel Plan Co-ordinator	Included within TPC duties
Conduct first travel survey of staff	Within three months of operation	Travel Plan Co-ordinator	Included within TPC duties
Survey prize	Following completion of travel surveys	Travel Plan Co-ordinator	£25 prize
Prepare revised TP with regards to data gathered from initial staff survey and agree target reduction over first 5 years. Submitted for approval by BC	Within first six months of first operation	Travel Plan Co-ordinator	Included within TPC duties
Conduct further snapshot monitoring surveys to track progress against agreed target	12 months later after first survey and every year thereafter for 5 years.	Travel Plan Co-ordinator	Included within TPC duties
Reduce the number of single occupancy car trips by 10%	Travel Plan lifetime (5 years)	Travel Plan Co-ordinator	Included within TPC duties

APPENDICES

APPENDIX 1



PROJECT Link Park		DATE 12/11/20	DRAWN BY ARM
TITLE Site Location Plan	Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk	SCALE 1:50,000 @ A4	CHK BY ITR
		CLIENT	REV No.
		DRAWING No.	5516 / 301

APPENDIX 2

Calculation Reference: AUDIT-200601-201112-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	CO CONWY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 500 to 11250 (units: sqm)
 Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	4 days
Wednesday	3 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	8
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	3
Development Zone	1
Built-Up Zone	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1

8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

8 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-A-06 LYNCH WOOD PETERBOROUGH	OFFICES	CAMBRIDGESHIRE
	Edge of Town Commercial Zone Total Gross floor area: 4040 sqm Survey date: WEDNESDAY 19/10/16		Survey Type: MANUAL
2	CO-02-A-01 NARROW LANE LLANDUDNO JUNCTION	GOVERNMENT OFFICES	CONWY
	Edge of Town Commercial Zone Total Gross floor area: 6186 sqm Survey date: WEDNESDAY 28/03/18		Survey Type: MANUAL
3	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY	DURHAM
	Edge of Town Industrial Zone Total Gross floor area: 2000 sqm Survey date: TUESDAY 27/11/12		Survey Type: MANUAL
4	DH-02-A-03 ALDERMAN BEST WAY DARLINGTON	ENGINEERING COMPANY	DURHAM
	Edge of Town No Sub Category Total Gross floor area: 3530 sqm Survey date: THURSDAY 18/10/18		Survey Type: MANUAL
5	MS-02-A-02 MOUNT PLEASANT LIVERPOOL	SCIENCE PARK OFFICES	MERSEYSIDE
	Edge of Town Built-Up Zone Total Gross floor area: 11250 sqm Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
6	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		Survey Type: MANUAL
7	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY	PET INSURANCE COMPANY	WILTSHIRE
	Edge of Town Development Zone Total Gross floor area: 2500 sqm Survey date: TUESDAY 18/09/18		Survey Type: MANUAL
8	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD	OFFICES	WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 1230 sqm Survey date: TUESDAY 23/05/17		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	3905	0.538	8	3905	0.102	8	3905	0.640
08:00 - 09:00	8	3905	1.671	8	3905	0.157	8	3905	1.828
09:00 - 10:00	8	3905	1.076	8	3905	0.166	8	3905	1.242
10:00 - 11:00	8	3905	0.349	8	3905	0.131	8	3905	0.480
11:00 - 12:00	8	3905	0.208	8	3905	0.166	8	3905	0.374
12:00 - 13:00	8	3905	0.391	8	3905	0.496	8	3905	0.887
13:00 - 14:00	8	3905	0.493	8	3905	0.387	8	3905	0.880
14:00 - 15:00	8	3905	0.288	8	3905	0.330	8	3905	0.618
15:00 - 16:00	8	3905	0.179	8	3905	0.375	8	3905	0.554
16:00 - 17:00	8	3905	0.198	8	3905	0.839	8	3905	1.037
17:00 - 18:00	8	3905	0.170	8	3905	1.886	8	3905	2.056
18:00 - 19:00	7	4287	0.063	7	4287	0.620	7	4287	0.683
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.624			5.655			11.279	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

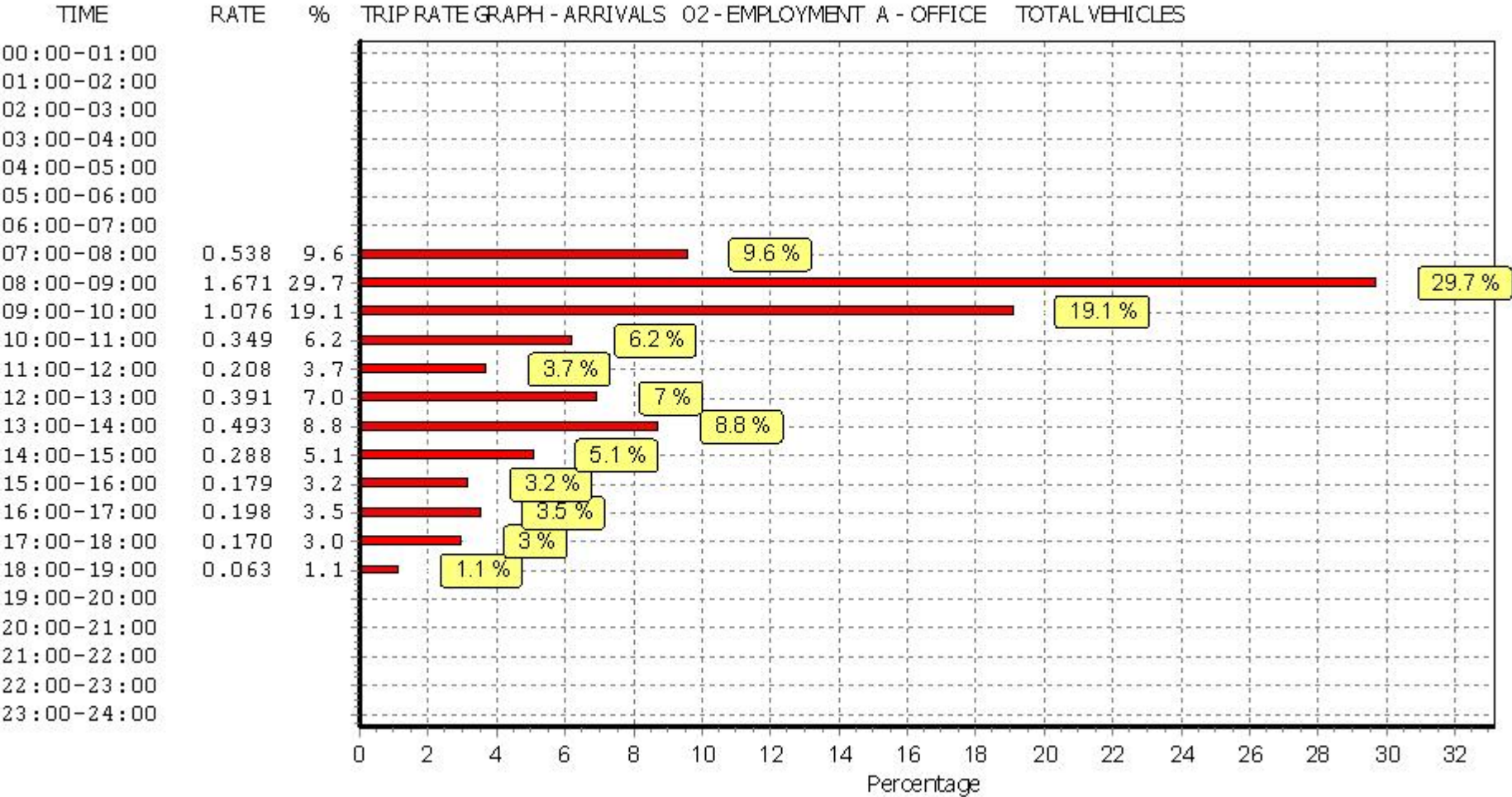
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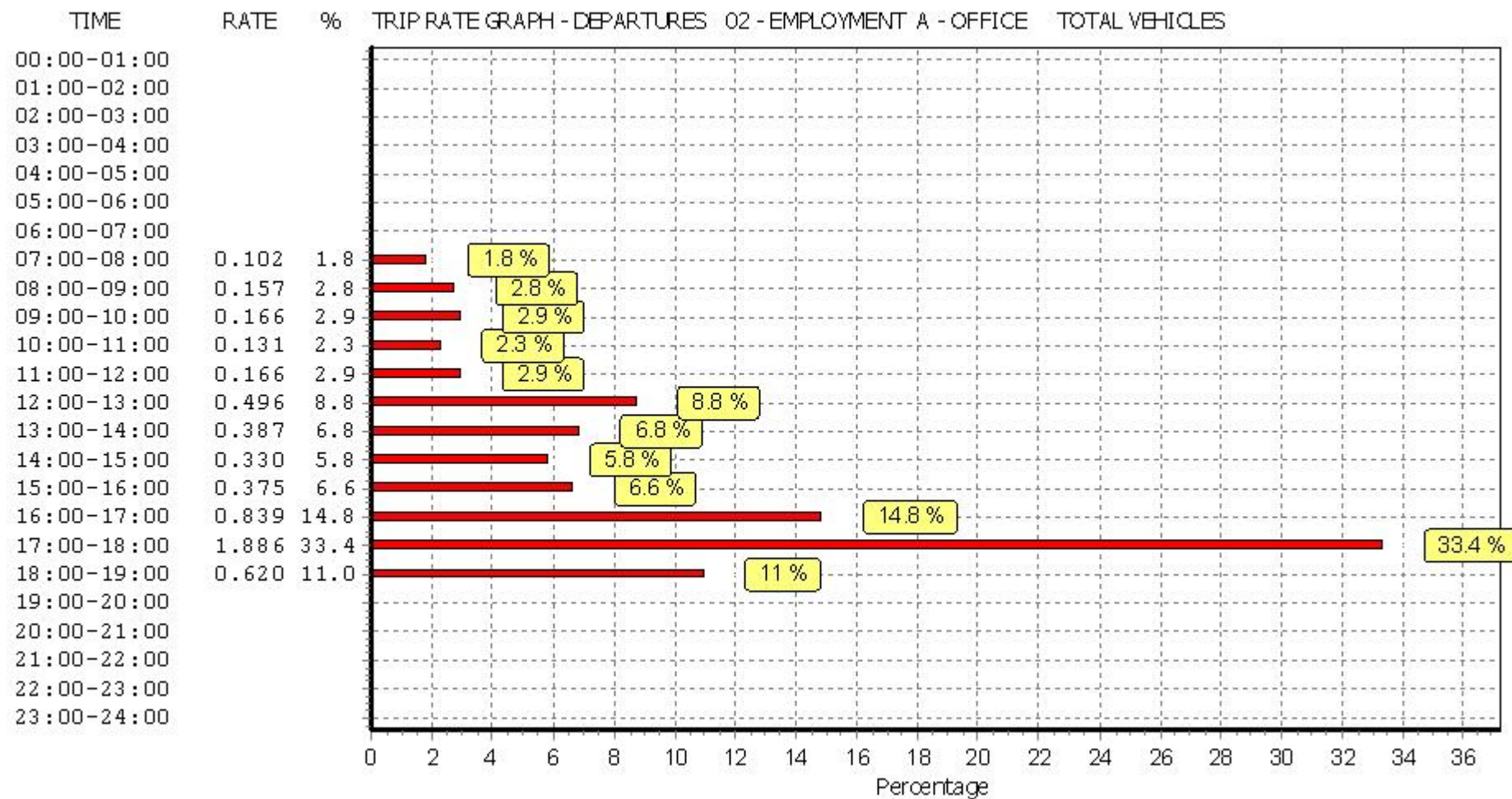
Parameter summary

Trip rate parameter range selected:	500 - 11250 (units: sqm)
Survey date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

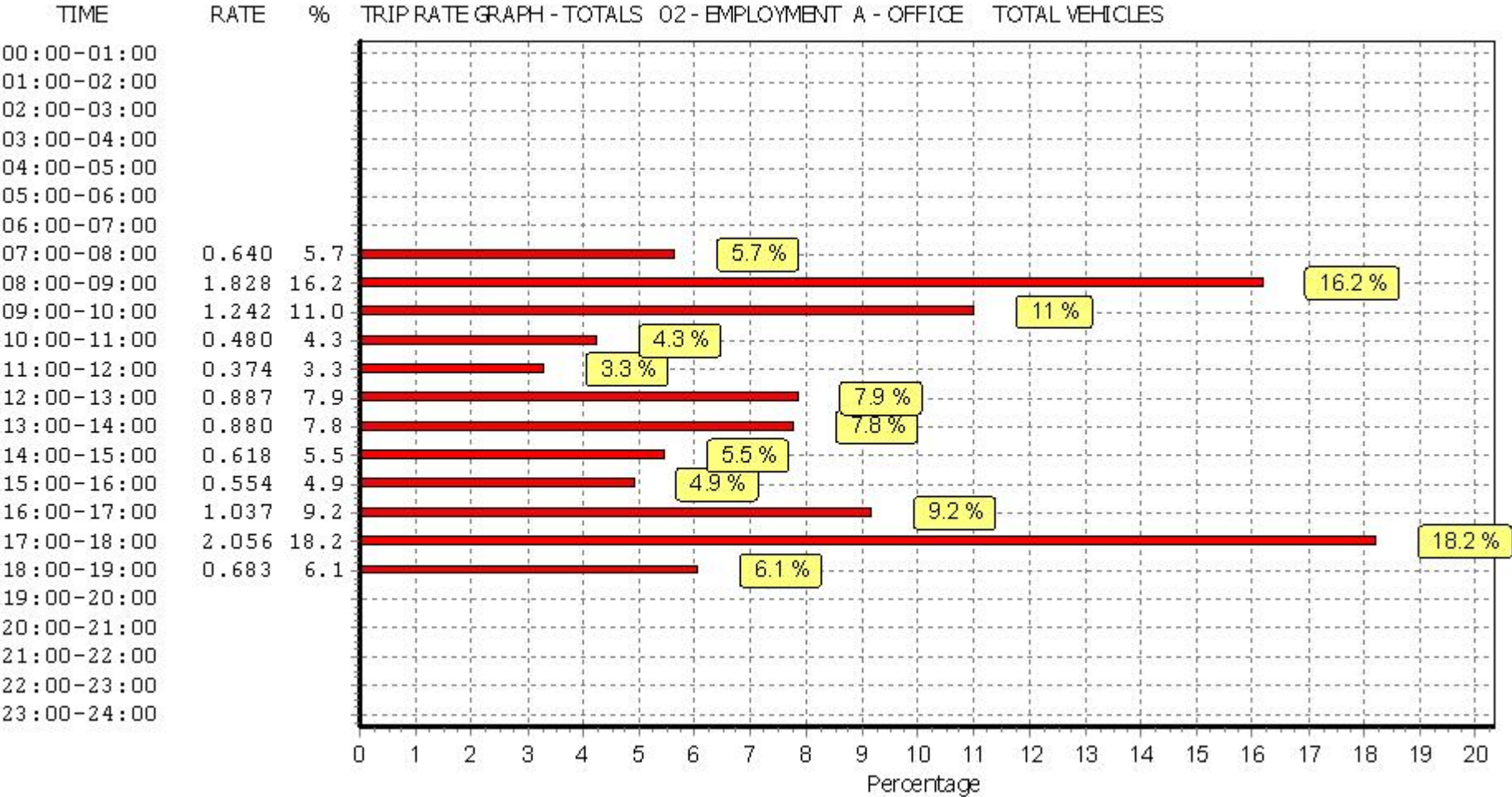
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

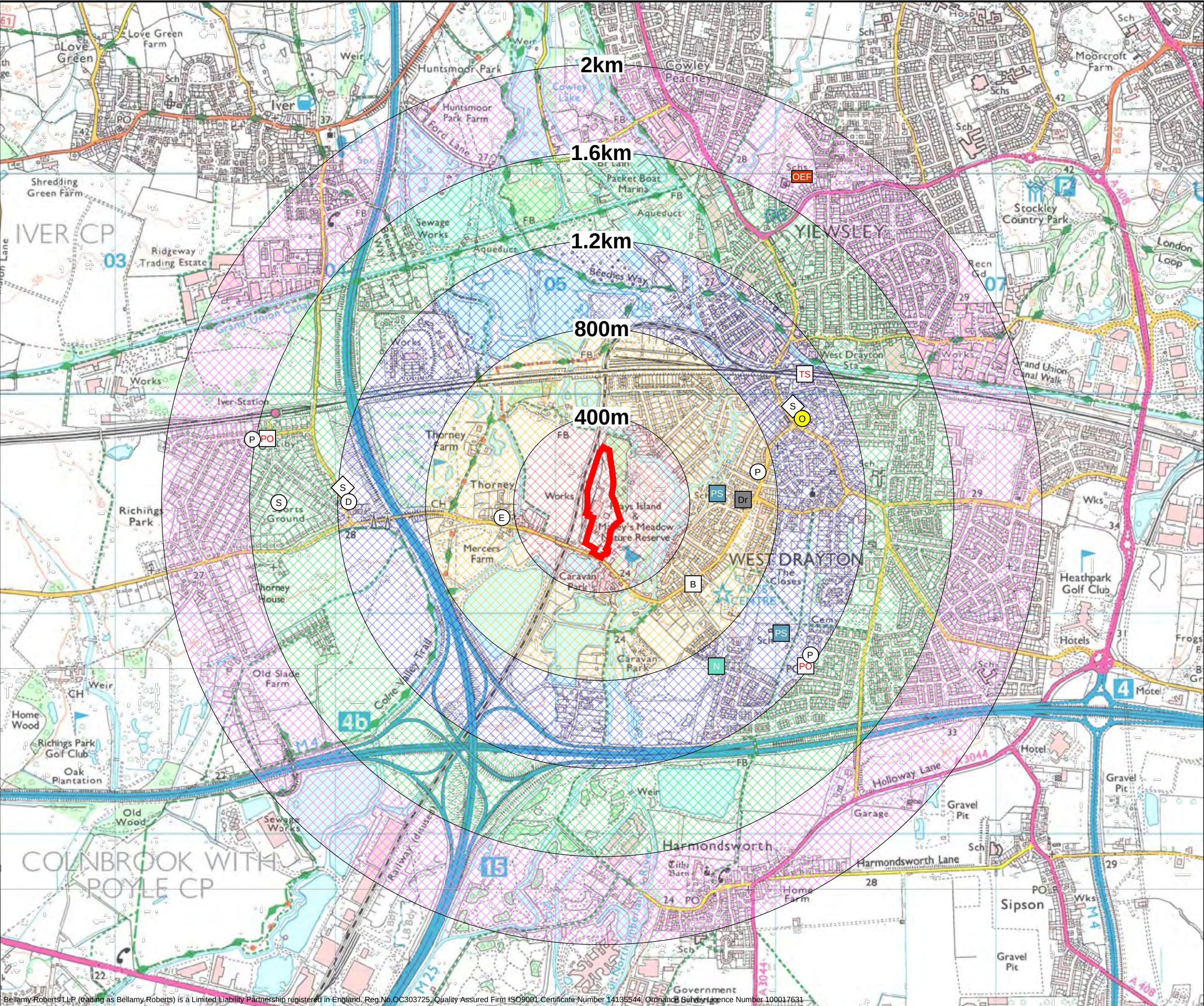


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX 3



Notes

Walking Isochrones

- 0m - 400m
- 400m - 800m
- 800m - 1.2km
- 1.2km - 1.6km
- 1.6km - 2km

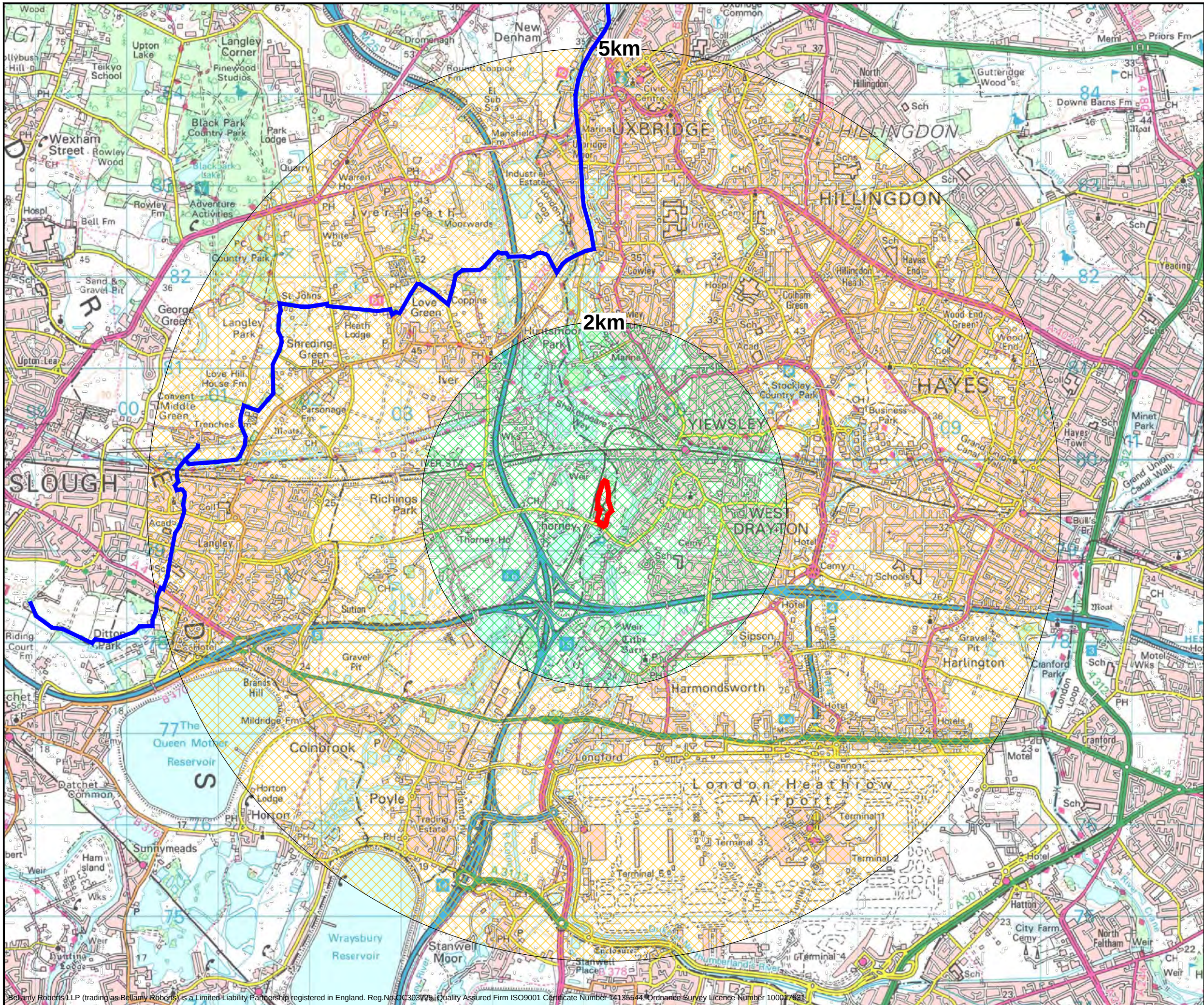
Facilities

- Dentist
- Doctor
- Optician
- Pharmacy
- Sport and Fitness
- Post Office
- Places to Eat/Drink
(Pubs, Restaurants etc.)
- Nursery
- Primary School
- Other Educational Facility
- Shops/Supermarket
- Train Station
- Bus Stop

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Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	-		
PROJECT	Link Park		
TITLE	Pedestrian Isochrone		
DRAWN BY	ARM	DESIGN BY	CHK BY
DATE	13/11/20	DRAWING No.	REV No.
SCALE	NTS @ A3	5516 / 302	

APPENDIX 4



Notes

 National Cycle Route

Cycling Isochrones

 0 - 2km

 2 - 5km



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CLIENT	-		
PROJECT	Link Park		
TITLE	Cycle Isochrone		
DRAWN BY	ARM	DESIGN BY	-
DATE	13/11/20	CHK BY	ITR
SCALE	NTS @ A3	DRAWING NO.	5516 / 303
		REV NO.	

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APPENDIX 5



Notes	
	Path of Bus Route
	Location of Bus Stops
XX, XX	Direction of Bus Routes

PROJECT	Link Park
TITLE	Local Bus Routes



Bellamy Roberts
 Clover House
 Western Lane
 Odiham
 Hampshire, RG29 1TU
 Tel: 01256 703355
 Email: info@bellamyroberts.co.uk

DATE	13/11/20	DRAWN BY	ARM
SCALE	NTS @ A4	CHK BY	ITR
CUSTOMER			
DRAWING No.	5516 / 305		
REV No.			

APPENDIX 6

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02003695 : South Bucks 008 (2011 super output area - middle layer)

usual residence

Method of travel to work	England and Wales	
All categories: Method of travel	4,256	
Work mainly at or from home	0	0%
Underground, metro, light rail or	139	3%
Train	119	3%
Bus, minibus or coach	138	3%
Taxi	14	0%
Motorcycle, scooter or moped	48	1%
Driving a car or van	3,327	78%
Passenger in a car or van	236	6%
Bicycle	65	2%
On foot	159	4%
Other method of travel to work	11	0%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



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MJ Twinberrow BEng
Consultant:
GD Bellamy BSc CEng MICE

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