ARUP

Colt Data Centre Services

HDP Masterplan

Framework Travel Plan

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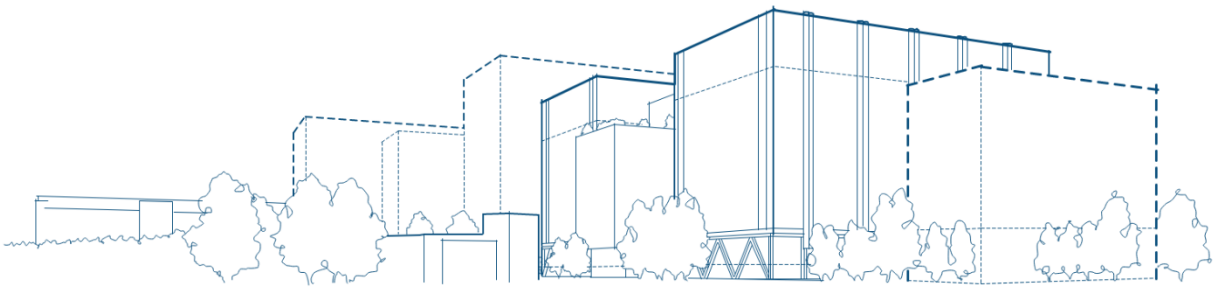

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1. Introduction

1.1 Background

This Framework Travel Plan (FTP) has been prepared by Ove Arup & Partners Ltd. ('Arup') in support of the hybrid planning application being submitted by Colt Data Centre Services ('Colt DCS'). The planning application is for the proposed data centre development on land at Hayes Bridge Retail Park and Heathrow Interchange Park ('the site') within the London Borough of Hillingdon (LBH) ('the Council'). The application seeks detailed permission for the development of a datacentre building and associated uses ('LON6') and outline permission for the development of additional datacentre buildings ('LON7', 'LON8', and an 'Innovation Hub').

1.2 Approach and Timescale

This Travel Plan has been produced in accordance with TfL's latest Travel Plan Guidance (available online).

Within six months of occupation, a baseline travel survey will be undertaken to confirm the baseline mode shares. The Travel Plan will be updated to include the updated baseline mode shares and updated targets. Subsequent travel surveys will take place to monitor the travel activity associated with the site.

Any further specific Travel Plans may be controlled via a planning condition or S106 obligation if required.

1.3 Travel plan objectives

This Framework Travel Plan (FTP) seeks to ensure good travel patterns are established from first occupation and set in place a long-term strategy for encouraging sustainable modes of travel. The overarching objectives of the FTP are to:

- Enable sustainable travel trips that are accessible and user friendly;
- Reduce the environmental impact associated with vehicle movements by raising travel awareness and minimising the number of car trips generated by the development; and
- Link the development to the surrounding area by the strong promotion of walking, cycling and public transport.

2. Site description

2.1 Site description and overview

Colt secured planning permission from the London Borough of Hillingdon (LBH) in 2022 for the redevelopment of the former Trinity Data Centre, Veetec Building, and Tudor Works sites at Beaconsfield Road in Hayes to deliver two data centre buildings (alongside substation and tank rooms) which together provide more than 37,000sqm of floorspace (ref. 38421/APP/2021/4045).

Since the granting of planning permissions for Buildings 1 and 2 (ref. 38421/APP/2021/4045), Colt has acquired Heathrow Interchange and Hayes Bridge Retail Park. The southern boundary of Heathrow Interchange immediately abuts the northern boundary of the site that Colt is presently redeveloping.

The proposed site sits as part of a wider commercial area which is broadly bound to the north by Uxbridge Road, the west by Springfield Road (and Minet Country Park), to the east by the Yeading Brook, and to the south by Beaconsfield Road. The broader area comprises of a mix of commercial operations with retail uses located predominantly in the northern part and industrial, storage, and manufacturing operations across much of the central and southern areas.

The site consists of two distinct parts which together have a site area of approximately 4.4ha but are separated from each other by Bullsbrook Road, an adopted highway which serves other premises within the wider commercial area.

On the northern side of Bullsbrook Road is Hayes Bridge Retail Park. The Hayes Bridge Retail Park consists of a terrace of eight retail units and a standalone commercial bank (Metro Bank) set around a central surface car park which is accessed from the Uxbridge Road. Whilst previously occupied, the majority of these units are currently vacant in preparation for the proposed redevelopment of the site. It is anticipated that demolition of units within the retail park (save for Metro Bank) will take place whilst this application is being considered in accordance with an application for prior notification of demolition.

To the south of Bullsbrook Road and Hayes Bridge Retail Park is Heathrow Interchange. Heathrow Interchange consists of a series of industrial units arranged into two parallel terraces which are orientated north south and separated from each other by an open yard with parking and vehicle turning which is served by Bullsbrook Road. Each terrace is split into two units so that there are four units within Heathrow Interchange. Prior notification of demolition of Unit 1 (ref. 71554/APP/2024/2490) and it is envisaged that the unit will be demolished whilst this application is being considered. There is a live application for planning permission for a substation in this location (ref. 71554/APP/2025/47). Unit 2, the southern unit on the eastern terrace, is outside of Colt's ownership and is excluded from this application.

The site's approximate location is demarcated in Figure 1.

Figure 1: Site location plan

2.2 Development proposals

The hybrid planning application seeks permission for a four-phased redevelopment to deliver a data centre campus, comprising of:

- Phase 1 – Full planning permission for (a) a data centre building (b) energy, power, and water infrastructure (c) site access and internal roads including a vehicular and pedestrian link between Uxbridge Road and Bullsbrook Road (d) site security arrangements and security fencing (e) hard and soft, green and blue, infrastructure and (f) other ancillary and auxiliary forms of development;
- Phase 2 – Outline planning permission for (a) an Innovation Hub (b) hard and soft, green and blue, infrastructure and (c) other ancillary and auxiliary forms of development;
- Phase 3 - Outline planning permission for (a) a data centre building (b) energy, power, and water infrastructure (c) internal roads (d) site security arrangements and security fencing (e) hard and soft, green and blue, infrastructure and (f) other ancillary and auxiliary forms of development; and
- Phase 4 - Outline planning permission for (a) a data centre building (b) energy, power, and water infrastructure (c) internal roads (d) site security arrangements and security fencing (e) hard and soft, green and blue, infrastructure and (f) other ancillary and auxiliary forms of development.

As part of the proposed development several features of the site are proposed to be retained. The existing Metro Bank at the northeastern corner of Hayes Bridge Retail Park will be retained. Bullsbrook Road will also be retained in its current location as well as Unit 2 of Heathrow Interchange Park (which sits outside the site boundary).

An illustrative layout showing a potential option for developing the Site based on emerging designs can be seen in Figure 2 below.

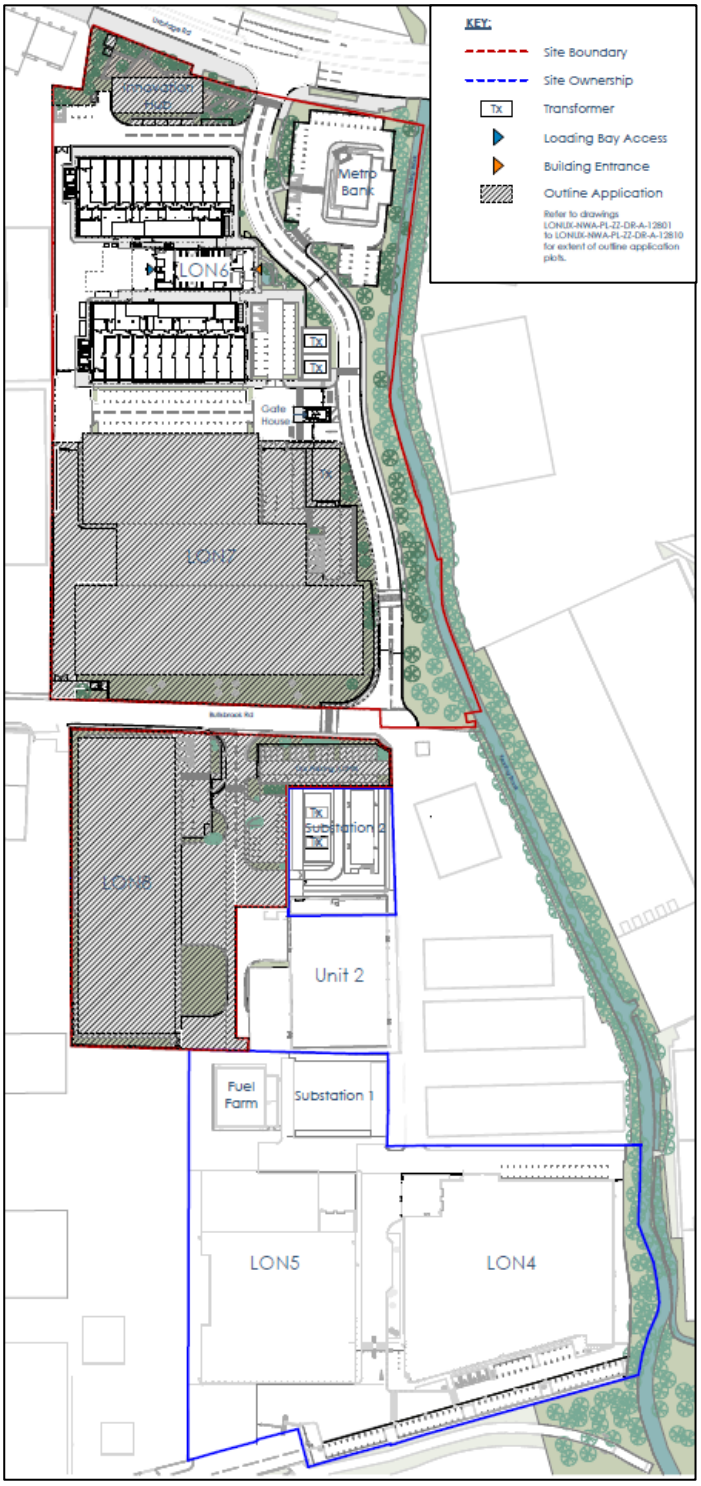

Figure 2: Site layout plan

3. Transport network

This chapter sets out details of how people of all abilities, currently and in the future, will move around the site and its surrounding area.

3.1 Walking and cycling access

Pedestrian access is provided by a network of footways along main roads in the surrounding area, including on Beaconsfield Road, Bullsbrook Road, Springfield Road and Uxbridge Road. There is also a network of footpaths in the nearby Minet Country Park, providing further routes connecting to Hayes town centre, Hayes & Harlington Station, and the wider area.

Beaconsfield Road has footways on both sides of the carriageway for the majority of its length, reducing to the north side on the immediate approach to the site. The northern footway is wide at approximately 3m width, width dropped kerbs at vehicle crossover locations

There is a zebra crossing including dropped kerbs and tactile paving across Beaconsfield Road at the junction with Springfield Road. Springfield Road between Beaconsfield Road and Uxbridge Road also has generous footways at c.3m width on both sides with dropped kerbs at vehicle cross overs. Bullsbrook Road has footway on the southern side of c.1.5m with dropped kerbs at vehicle cross overs.

There are in-carriageway advisory cycle lanes marked on both sides of Beaconsfield Road and on the eastern side (southbound) on Springfield Road between Beaconsfield Road and Bullsbrook Road. Shared footway/cycleways are provided in sections of Springfield Road without in-carriageway advisory cycle lanes.

Uxbridge Road has footways on both sides of the carriageway with a segregated two-way cycleway on the southern side of the carriageway, linking directly to the proposed development site. There are also signal controlled crossings at the junction with Beaconsfield Road / Brookside Road. There is a new north-south footway proposed along Yeading Brook through the site to link Uxbridge Road with Bullsbrook Road and enhance accessibility to and between the Masterplan areas. In addition, a new toucan crossing across the site access on Uxbridge Road has been secured via a condition attached to the LON4 and LON5 planning application approval (1911/APP/2022/1853). This will further facilitate access to the HDP Masterplan site.

Quietway 16 runs along the eastern side of the Grand Union Canal to the east of the site, accessible via Uxbridge Road within a 5-minute cycle of the site.

Figure 3 shows the active travel routes in proximity to the site.

Figure 3: Active travel routes in proximity to the site

3.1.1 Proposed cycle parking

A total of 20 cycle parking spaces (10 Sheffield stands) are proposed for LON6. These spaces will be split evenly between internal and external stores to cater for short and long stay journeys. The facilities will accommodate cargo bike deliveries as well as potential visitors. They will be conveniently located and visible to cyclists. The mode split is discussed in section 5.2, but for context, the cycle mode split is forecast to be 1% of total trips made and is equivalent to 5 inbound and 5 outbound cycle trips per day. The proposed provision therefore supports significant scope for increased cycling to and from the site.

Whilst cycle parking provision is still in a state of flux for the outline elements of the proposal (LON7, LON8 and the Innovation Hub), it will at a minimum be provided in line with BREEAM requirements of 1 space per 10 occupants (10% of the total occupancy). This would equate to a minimum provision of 29 additional spaces, or 49 across the HDP site.

Should this proposed provision become inadequate in future, additional spaces may be provided if demand shown. This additional provision may be accommodated within internal stores if possible but alternatively an external facility could be created by repurposing car parking spaces, given the increased in cycling would be linked to a reduction in travel by other modes.

3.2 Public transport

The Public Transport Accessibility Level (PTAL) methodology considers the time taken to access the public transport network including:

- The walk time to various public transport services;
- The average waiting time for each service; and
- The reliability of each service.

The assessment is based on a walk speed of 4.8kph and considers rail stations within a 12-minute walk (960m) of a site and bus stops within an eight-minute walk (640m) of a site. The PTAL assessment is undertaken using the operating patterns of existing public transport services during the morning peak hour. The site's accessibility rating (PTAL) as per the Transport for London's WebCATtool is 0 to 1b (southern part of the site at Heathrow Interchange Park) to 2 (northern part of the site at Hayes Bridge Retail Park). The scale of accessibility is measured on a Scale from 0 poor/no connections to 6b excellent connectivity. Figure 4 shows the PTAL score for the site and the immediate surroundings (the development site is highlighted in red).

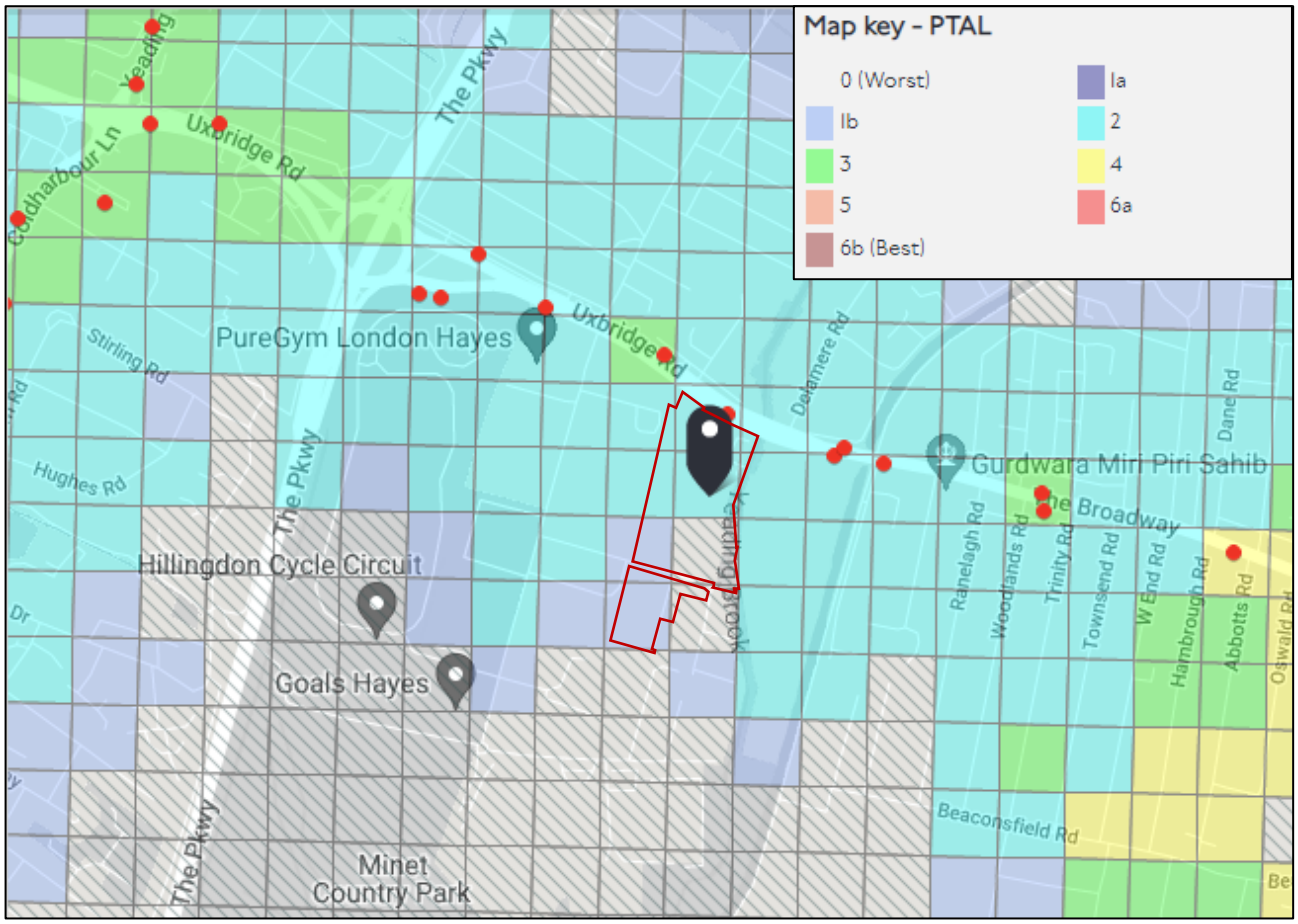

Figure 4: PTAL value for the site

The poor PTAL is due to the surrounding natural features including Minet Country park to the west and Yeading Brook and Grand Union Canal to the east affecting the permeability of the area. Once past these barriers however, the local network has good permeability and available routes to local facilities and public transport stops and stations.

3.2.1 Rail network

Hayes and Harlington Station is located to the west of the site, and Southall Station to the east. Both stations are served by Great Western Railway and TfL Rail with services to Paddington, Reading, Didcot and Heathrow Airport. The Elizabeth Line also serves both stations, providing increased connections and frequency of services from Paddington to major destinations in central London such as Ealing Broadway, Tottenham Court Road and Liverpool Street.

Access to Hayes and Harlington Station from the development site is shown in Figure 5.

Figure 5: Access to Hayes and Harlington Station and Southall Station

3.2.2 Bus network

There are two major bus corridors in the close proximity of the site: the east-west corridor on the Uxbridge Road, and north-south connections on Coldharbour/ Yeading Lane. Bus stop clusters on both shown are shown as A and B, respectively, in Figure 6.

Figure 6: Bus stop clusters and access from the site

The bus stops are both located within less than a mile's walking distance from the proposed development site with cluster A being approx. 0.3miles away (6-min walk) to LON6 and LON7, and the Innovation Hub, and 0.4 miles away (9-min walk) to LON8, and with cluster B approx. a 1 mile (23-min walk) away via routes indicated in dotted lines. A breakdown of the routes available from the two transport nodes (A and B) is provided in Table 1 and Table 2.

Bus services from cluster A – Uxbridge Road are shown in Table 1.

Table 1: Bus services from cluster A

Route	Peak hour frequency	Nearest station on route	Connections to rail/ underground services
207 Hayes By-Pass – White City	Every 4-8 minutes	Ealing Broadway	Central Line, District Line, TfL Rail
		Ealing Common	District Line, Piccadilly Line
		Acton Central	London Overground
		Shepherd's Bush Market	Circle Line, Hammersmith and City Line
		Shepherd's Bush	Central Line, London Overground
427 Uxbridge - Acton	Every 8-12 minutes	Uxbridge	Metropolitan Line, Piccadilly Line
		Ealing Broadway	Central Line, District Line, TfL Rail

Bus services from cluster B – Coldharbour/ Yeading Lane are shown in Table 2.

Table 2: Bus services from cluster B

Route	Peak hour frequency	Nearest station on route	Connections to rail/ underground services
90 Northolt - Feltham City	Every 9-13 minutes	Northolt	Central Line
		Hayes and Harlington	TfL Rail, National Rail Services
		Hatton Cross	Piccadilly Line
140 Hayes – Long Elmes	Every 6-10 minutes	Harrow and Wealdstone	Bakerloo Line, London Overground, National Rail Services
		Harrow-on-the-Hill	Metropolitan Line, National Rail Services
		South Harrow	Piccadilly Line
		Northolt	Central Line
		Hayes and Harlington	Tfl Rail, National Rail Services
E6 Bulls Bridge - Greenford	Every 10-13 minutes	Hayes and Harlington	TfL Rail, National Rail Services
		Greenford	Central Line

Route	Peak hour frequency	Nearest station on route	Connections to rail/ underground services
SL8 Uxbridge – White City Superloop	Every 8-12 minutes	Hanwell	Elizabeth Line, National Rail Services
		Shepherd's Bush Market	Circle Line, Hammersmith and City Line
		Acton Central	London Overground
		Ealing Common	District Line, Piccadilly Line
		Ealing Broadway	Central Line, District Line, TfL Rail
SL9 Heathrow Central – Harrow Superloop	Every 9-14 minutes	Hayes and Harlington	TfL Rail, National Rail Services
		Harrow	Metropolitan Line, National Rail Services
		South Harrow	Piccadilly Line
		Northolt Park	National Rail Services
		Northolt	Central Line
		Heathrow Central	Piccadilly Line, Elizabeth Line, National Rail Services

3.3 Vehicular access

The main vehicular access to LON6, LON7 and the Innovation Hub is via the existing access to Hayes Bridge Retail Park off Uxbridge Road and internal access road. Vehicular access to LON8 of Bullsbrook Road will either be via the internal access road or by Springfield Road.

Uxbridge Road is a 40mph dual carriageway with three lanes in each direction at the junction with Springfield Road and Brookside Road. Both Springfield Road and Brookside Road form the minor arms of the crossroads with one lane in each direction. Vehicles on Uxbridge Road and Brookside Road are able to make all movements. Vehicles exiting Springfield Road are only able to turn left, westbound on Uxbridge Road, with the right turn banned. Vehicles wanting to travel eastbound on Uxbridge Road have to use the Ossie Garvin Roundabout 400m to the west to turn around and return east. Figure 7 provides an overview of the local highway network within proximity of the site.

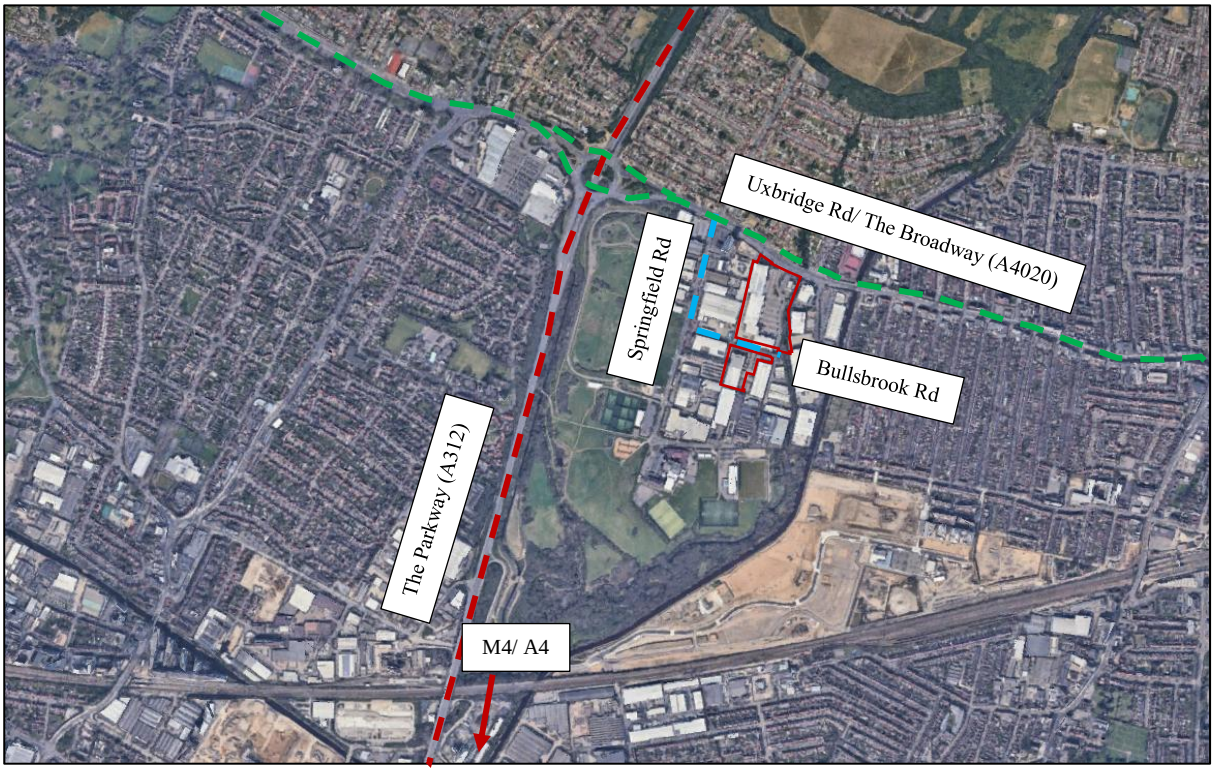

Figure 7: Highway network and vehicular access to the site

3.4 Car Parking

Off-street car parking will be provided on-site, in line with the London Plan Policy T6 requirements. The Plan states that car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to the office parking standards and take account of the significantly lower employment density in such developments. As an Outer London Opportunity Area, the standards are stricter. The current maximum office parking standards state that within Outer London Opportunity Areas (such as the Hayes Opportunity Area) up to 1 space should be provided per 600 sqm of gross internal area (GIA), of which 5% should be accessible designated bays. These standards would equate to a maximum of 176 car parking spaces (including 9 accessible bays) based on the proposed GIA of the masterplan site. Additionally, the London Borough of Hillingdon Local Plan Part 2 (LPP2) requires that 5% of parking spaces are equipped with active electric vehicle (EV) charging facilities.

A total of 153 parking spaces are proposed, including 11 accessible bays (7% of total provision) and 8 (5% of total provision) active EV charging spaces. Additionally, the proposed development will seek to provide passive provision to all car parking spaces. Proposed car parking provision falls within the maximum standard and supports the Plan's ambitions of supporting the transition to increased sustainable travel in London. Matters relating to the cycle parking are discussed in further detail in the accompanying Transport Assessment.

Under the LON4 application, the number of total car parking spaces was provided at a ratio of 1 space per 523 sqm. Whilst the proposed ratio of spaces to GFA is lower for the HDP Masterplan (1 space per 721 sqm), this is more reflective of the anticipated occupancy requirements of the site. Even though the GFA of the data centre land use may increase, typical occupancy does not typically increase accordingly.

The proposed locations of the car parking areas are outlined in Figure 8.

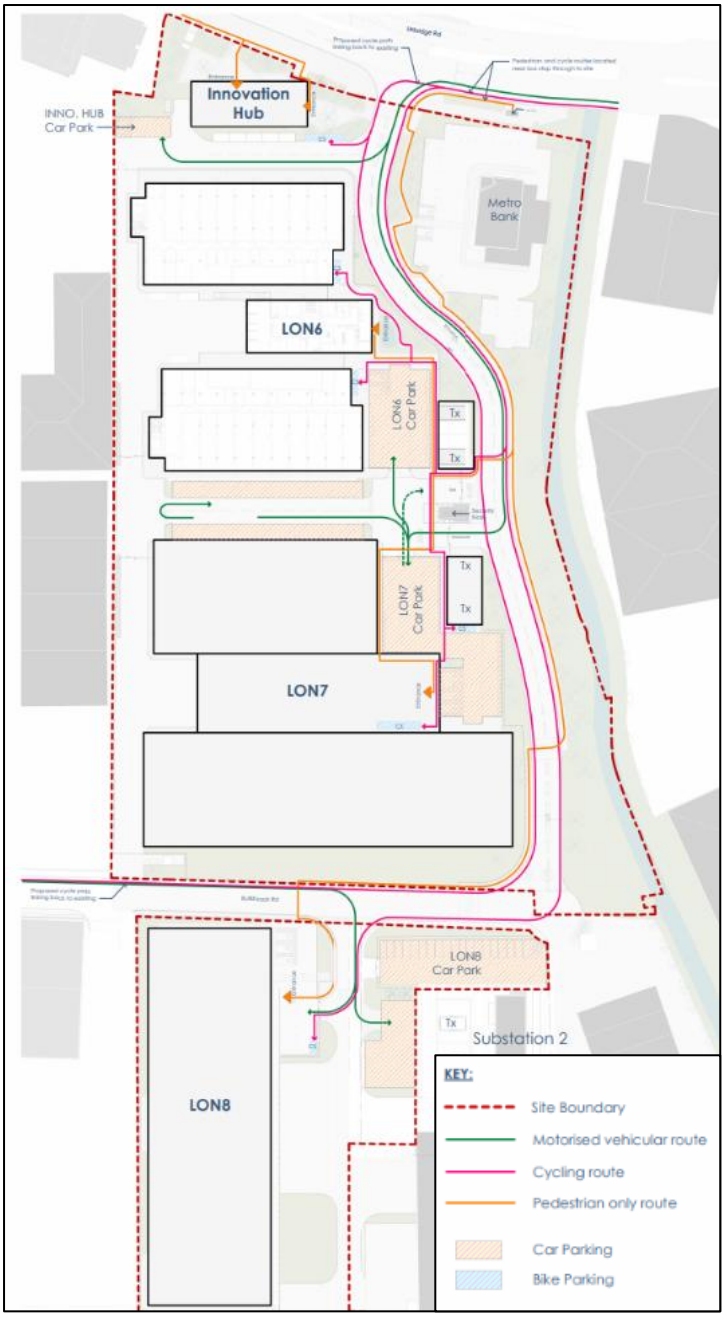

Figure 8: Proposed car parking location plan

3.5 Refuse and Servicing

Service and delivery vehicles currently access the sites via Uxbridge Road, Springfield Road and Beaconsfield Road, the same access route that other motor vehicles use. The road is generally accessible for heavy goods vehicles and other service vehicles due to established uses within the retail and industrial estates. Similar arrangements will continue, and the proposed site layout will ensure safe and efficient access for vehicles, ensuring they enter and leave the site in a forward gear.

The delivery and servicing strategy is outlined further in the Framework Delivery and Servicing Management Plan submitted as part of the application.

4. Baseline travel patterns

4.1 Modal share

The baseline mode share for the commercial element of the development presented in this section was derived from the supporting TA and is based on census data, adjusted to account for the site's location and public transport availability. This can be seen in seen in Table 3.

Table 3: Baseline mode share for the development

Mode of travel	Percentage of travel to work trips undertaken (adjusted 2021 Census)
Underground or train	4%
Bus, minibus or coach	10%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	67%
Passenger in a car or van	6%
Bicycle	1%
On foot	8%
Other method of travel to work	2%

This data provides an indicative baseline on which to develop the Travel Plan. A travel survey will be commissioned within six months of occupation to confirm the baseline mode shares. These will be included in the full Travel Plan to be produced for the development.

5. Objectives and targets

5.1 Objectives

The overarching objectives for the development are:

- To provide viable sustainable travel options for accessing the site through the promotion, enhancement and facilitation of the use of walking, cycling and public transport;
- To promote the health and environmental benefits of walking and cycling through information provision;
- To enhance the attractiveness of the site by promoting all sustainable transport options available and demonstrating that car ownership is not always required; and
- To ensure that the travel needs of all those working within and visiting the site are met and accommodated for.

5.2 Targets

For the Travel Plan to succeed, and to enable a measurement of success, targets must be set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Timed (SMART), to ensure that, wherever possible, targets for modal spilt can be achieved.

Monitoring of the Travel Plan will be undertaken throughout its duration and, if necessary, changes to its implementation or the type of measures that it includes will be made to ensure that the overall targets are achieved within the timeframe set.

Preliminary mode targets have been set as part of this Travel Plan. These initial targets represent a 5% shift in proportion of car drivers. This target will be reviewed following a travel survey at the site six months after occupation. The targets for each mode are shown in Table 4.

Table 4: Indicative mode share targets for the development

Mode	Mode Share	Year 1	Year 3	Year 5
Walking	8%	8%	9%	10%
Cycling	1%	1%	2%	2%
Public transport	14%	14%	15%	16%
Car driver	67%	67%	64%	62%

The most desired long-term shift is towards walking, and this is represented in the targets shown. If, by the end of a particular year, travel surveys indicate that mode shifts are not following the aspired patterns, the effectiveness of the Travel Plan measures will be reviewed and adjusted accordingly.

6. Initiatives and Measures

The proposed development is located in an area of limited public transport accessibility; despite this there is a number of public transport nodes nearby. A series of initiatives is proposed to encourage sustainable and active travel

6.1 Measures to encourage walking and cycling

Walking and cycling are the most sustainable modes of transport and have many benefits not only to the environment but to the individual, including improving physical and psychological health. Measures that can be considered include:

- The provision of cycle parking for employees and visitors within the site:
- Providing information on walking and cycling routes, as well as on the location of Santander bike hire stations and cycle parking spaces in the vicinity. The information will be provided by unit occupiers as part of the induction process for employees.
- Providing customers with information packs about local transport options. This will also be provided by customers as part of the induction process for employees working on site;
- Raising the awareness of the health benefits of walking and cycling through promotional material and events; and
- Explore the potential for E-bike parking for those with a longer commute/carrying loads.

Additional measures to promote walking and cycling may include the following:

- Planning the delivery of equipment or supplies, and operational vehicle movements outside of peak commuting times to reduce vehicle activity during peak times for cyclists and pedestrians; and
- Providing a “Bicycle first-aid kit” on-site including bike pump, puncture repair kit, spare lights, batteries, tools etc.

6.2 Measures to encourage public transport use

There are bus services accessible within a short walk, connecting to the surrounding residential areas and urban centres.

Measures that will be considered include:

- Promoting travel planning smartphone apps that will facilitate journey planning by public transport; and
- Ensuring building occupiers are aware of public transport options in the area.

Additional measures to promote public transport use may include the following:

- Displaying up to date public transport information within occupier common areas and providing links on the intranet to sources such as timetables, maps and fare information;
- Encouraging customers to explore opportunities to offer season ticket loans to staff members; and
- Encouraging customers and visitors travelling over long distances to make use of rail services available at Hayes and Harlington Station or Southall Station by providing timetable information, as well as information on how to reach the site from the station (e.g. bus connections, cycling distance and approximate taxi cost).

6.3 Measures to reduce car use

Reducing dependency on single-occupancy car trips is important to encourage more sustainable travel options and reduce congestion and pollution.

In order to provide a robust strategy for the site, measures to reduce car use further will be implemented. Alongside the active travel initiatives outlined above, customers will also be encouraged to promote car sharing scheme if appropriate and provide information on local taxi services as required.

7. Travel Plan strategy

7.1 Management

In order to maximise the chances of success, it is important to have a clear implementation strategy, identifying roles and responsibilities to maintain the momentum of the Travel Plan.

Prior to occupation, a Travel Plan Co-ordinator (TPC) will be appointed to oversee the implementation and monitoring of the Travel Plan. On appointment, the name and contact details of the TPC will be passed to London Borough of Hillingdon Travel Plan Officer.

The TPC will have overall responsibility for:

- Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives;
- Development and dissemination of appropriate marketing / information materials;
- Overseeing implementation of Travel Plan measures in a timely manner;
- Liaison with any appropriate groups / organisations to ensure co-ordinated working;
- Undertaking appropriate monitoring of the Travel Plan, including any appropriate review and revisions;
- Monitoring and reviewing progress and identifying targets for taking the Travel Plan forward; and
- Ensuring that the work of the Travel Plan is co-ordinated with other activities of the development.

7.2 Marketing and promotion

It is recognised that for the Travel Plan to be successful, it is essential that the target audience are involved and made aware of its implementation and evolution.

A detailed strategy for ongoing promotion and awareness raising of the Travel Plan will be developed by the TPC. The strategy will include:

- Meetings with staff to explain the purpose of the Travel Plan. The meetings will seek to set common objectives for encouraging walking, cycling and public transport use and discouraging the use of the private car;
- Travel information leaflets for the development; and
- Information about transport options and the Travel Plan will be provided to new staff.

8. Monitoring and review

8.1 Need for monitoring

A crucial part of any Travel Plan is the continual monitoring and review of its effectiveness. Regular monitoring and reviewing will help to gauge progress towards achieving targets and objectives, and if necessary, allow the Travel Plan to be refined and adapted in order to improve.

8.2 Methodology

It is proposed that the Travel Plan will be monitored for the first five years of operation following initial occupation. Monitoring will take place in Year 0 (baseline – six months after occupation), and in years 1, 3, and 5 on the anniversary of the baseline.

The monitoring will be the responsibility of the TPC and will review:

- Travel patterns of staff and visitors (via a travel survey in years 1, 3 and 5) - online travel surveys for building occupiers will be undertaken with a commitment to review the TP targets at each monitoring phase. This review will identify effectiveness of the elements of the Plan and adjust as needed; and
- Full site audit - the audit will identify any barriers that obstruct walking, cycling and using public transport and make recommendations for improvements.

The programme of monitoring will enable review and refinement of the Travel Plan over the phase of development. It will assist in identifying priorities for the market and reflect the needs and priorities of employees and visitors to ensure their continued commitment to and ownership of the Travel Plan.

9. Action plan

9.1 Preliminary actions

A preliminary action plan has been developed which outlines the actions and responsibilities. The performance of all roles will be judged against the criteria contained within the action plan and the Travel Plan targets.

Table 5 contains the preliminary actions. These actions will be reviewed and updated as necessary when the full Travel Plan documents are developed following occupation.

Table 5: Action plan

Aim	Action	Responsibility	Timescale
Management of the Travel Plan	Appoint a TPC	Colt DCS	Pre-occupation
Monitoring and Review	Undertake travel surveys	TPC	Year 1/ year 3/ year 5
	Site audit	TPC	Year 1/ year 3/ year 5
	Cycle and car parking counts	TPC	Year 1/ year 3/ year 5
Marketing and promotion	Provide travel information on notice boards/ websites/ promotional material	TPC and unit occupiers	Pre-occupation/ ongoing
	Participate in local and national campaigns	TPC and unit occupiers	Pre-occupation/ ongoing
	Raise awareness of health benefits through promotional material/ events	TPC and unit occupiers	Ongoing
Encouraging walking and cycling	Provide walking maps / highlight connections to the other destinations	TPC and unit occupiers	Ongoing
	Audit of pedestrian links to identify any barriers to walking	TPC and unit occupiers	Ongoing
	Provide high quality cycle parking	Colt DCS	Pre-occupation
	Promote cycling to the site via leaflets, information packs etc	TPC and unit occupiers	Ongoing
	Promotion of E-bike advantages for those with a longer commute/carrying loads	TPC	Ongoing
	Promotion of cycle hire schemes operating in the local area	TPC	Ongoing
Encourage public transport use	Provide information on all public transport connections	TPC and unit occupiers	Ongoing
	Promote travel planning smartphone apps	TPC and unit occupiers	Ongoing
Measures to reduce car use	Provide information on taxi services and local car clubs	TPC and unit occupiers	Ongoing