



Cole Easdon

TRAVEL PLAN

Ariel Hotel, 118 Bath Road, Heathrow, Hayes &
Harlington on behalf of R Ariel Heathrow Opco Limited

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Proposed Site Plan (by Ackroyd Lowrie)

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1.0 INTRODUCTION

- 1.1 Cole Easdon Consultants Limited (CE) has been instructed by R Ariel Heathrow Opco Limited to prepare a *Travel Plan (TP)* in support of a planning application submitted for the redevelopment of Ariel Hotel, Harlington, UB3 5AJ, London Borough of Hillingdon (LBH). Refer to CE Plan 9285/500 Figure 1 [*Site Location Plan*] within Appendix 1 of this Report, which shows the location of the Site.

Background

- 1.2 The existing Ariel Hotel currently comprises of 186 bedrooms spread across four floors. Refer to Photograph 1.1 below.



Photograph 1.1: Ariel Hotel

- 1.3 It is proposed to re-develop the site to provide a further 113 new hotel rooms within a reconfigured and enlarged Ariel Hotel and 98 'Aparthotel' units within a proposed new building along the northern boundary of the site. Refer to Drawing No. 1041-099(P1) [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.
- 1.4 This is a full *TP* and has been developed with regard to Transport for London's (TfL) November 2013 *Travel Plan Guidance* document and covers the entire Hotel complex and its employees and guests.

Report Structure

- 1.5 This *TP* is structured as follows:

-
- Section 2.0 sets out the context of the *TP*;
 - Section 3.0 provides a brief Site Assessment, where more detailed information is provided within the *Transport Assessment (TA)*;
 - Section 4.0 outlines initial baseline travel survey data based on the TRICS analysis;
 - Section 5.0 identifies a number of formal *TP* objectives;
 - Section 6.0 outlines the targets that will be set in relation to the objectives;
 - Section 7.0 sets out a comprehensive package of measures that will be implemented by the Hotel operator to achieve the identified objectives and targets;
 - Section 8.0 describes how the *TP* will be managed;
 - Section 9.0 outlines the monitoring arrangements that will be implemented in order to check the progress of the *TP*;
 - Section 10.0 provides a formal Action Plan identifying timescales for implementation of the *TP* measures, together with identification of the people / organisations responsible for the various measures and the associated estimated cost; and
 - Section 11.0 sets out how the *TP* will be secured and enforced.

2.0 CONTEXT

- 2.1 The site is located on the A4 Bath Road, Harlington, immediately adjacent to the junction with the A437 High Street Harlington. It is located approximately 2.7km, 5.1km and 5.4km northeast of Heathrow Terminal 2 & 3, Heathrow Terminal 4 and Heathrow Terminal 5 respectively. The site is bordered by the A437 High Street Harlington to the west, the A4 Bath Road to the south, Marlborough Crescent to the north and the Courtyard by Marriott London Heathrow Airport Hotel to the east.
- 2.2 The location of the Site is shown on CE Plan 9285/500 Figure 1 [*Site Location Plan*] within Appendix 1 of this Report. Refer also to Drawing No. 1041-099(P1) [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.

Vehicular Access

- 2.3 The site will be served by two existing vehicular accesses, which will be retained as part of the development proposals. One vehicular access is situated off the A437 High Street Harlington (to the northwest of the site) and will facilitate two-way movements into and out of the site. Refer to Photograph 2.1 below. The second vehicular access is to the south of the site and will facilitate inbound movements into the site only. Refer to Photograph 2.2 below.



Photograph 2.1 (left): Existing Vehicular Access off the A437 High Street Harlington
Photograph 2.2 (right): Existing Vehicular Access off the A4 Bath Road

- 2.4 It is proposed that there will be a one-way system around the Hotel whereby vehicles are only permitted to traverse around the site in a clockwise direction as per the existing arrangement on the site.
- 2.5 It should be noted that the number of car parking spaces on the site will reduce as part of the redevelopment proposals, in addition to the removal of the existing car wash and public car park. Thus the number of vehicular movements using the accesses is expected to reduce as part of the redevelopment.

Car Parking

- 2.6 It is proposed that 57 No. car parking spaces will be provided on the site, a reduction of 61 No. spaces when compared to the quantum currently provided on site (118). It is proposed that 12 No. car parking spaces will benefit from active electric charging provision. Refer to Drawing No. 1041-099(P1) [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.
- 2.7 It is proposed that 6 No. car parking spaces will be allocated specifically for staff. Although it is envisaged that staff will predominately travel to and from the site via sustainable modes of transport, a number of staff car parking spaces are deemed appropriate. This is reflective of the fact that the Hotel will have an existing staff base with established travel patterns that may to a degree be reliant on car travel, whilst also acknowledging the fact that Hotel staff work shift patterns and some staff may be unable or not wish to use public transport late at night or early in the morning. The number of staff employed on site is only expected to increase slightly, with the majority of the existing staff base being retained and largely sufficient for the larger development proposed.
- 2.8 As per the standards set out in the *London Plan*, 6% of all parking provision will be designated blue badge bays whilst a further 4% will be enlarged bays.
- 2.9 1 No. car parking bay, located to the south-east of Ariel Hotel and denoted appropriately on Drawing No. 1041-099(P1) [*Proposed Site Plan*] (by Ackroyd Lowrie) will be reserved for taxi (or private hire car) use which is considered sufficient for the number of taxi trips envisaged.
- 2.10 Currently, the car parking spaces that serve Ariel Hotel are also used as a public car park. As part of the development proposals the public car park will not be retained. Due to the close proximity of Heathrow Airport, there are a vast number of car parks near the site, that can sufficiently accommodate the public car parking spaces lost as part of the redevelopment.

- 2.11 Due to the reduction of 61 No. car parking spaces, the number of vehicular trips generated by the development is expected to reduce. This will create a safer environment for pedestrians in the vicinity of the site and also contribute to 'Vision Zero'.

Cycle Parking

- 2.12 It is proposed to provide 20 No. long stay cycle spaces (for staff) and 8 No. short stay cycle spaces (for guests). This accords with Policy T5 and the standards set out within Table 10.2 (minimum cycle parking standards) of the *London Plan* for a long stay cycle space to be provided for every 20 bedrooms and a short stay cycle space for every 50 bedrooms. Both the short and long-stay cycle spaces are provided in the form of Sheffield Stands. The location of the cycle stores are shown within Figure 2.1 below.

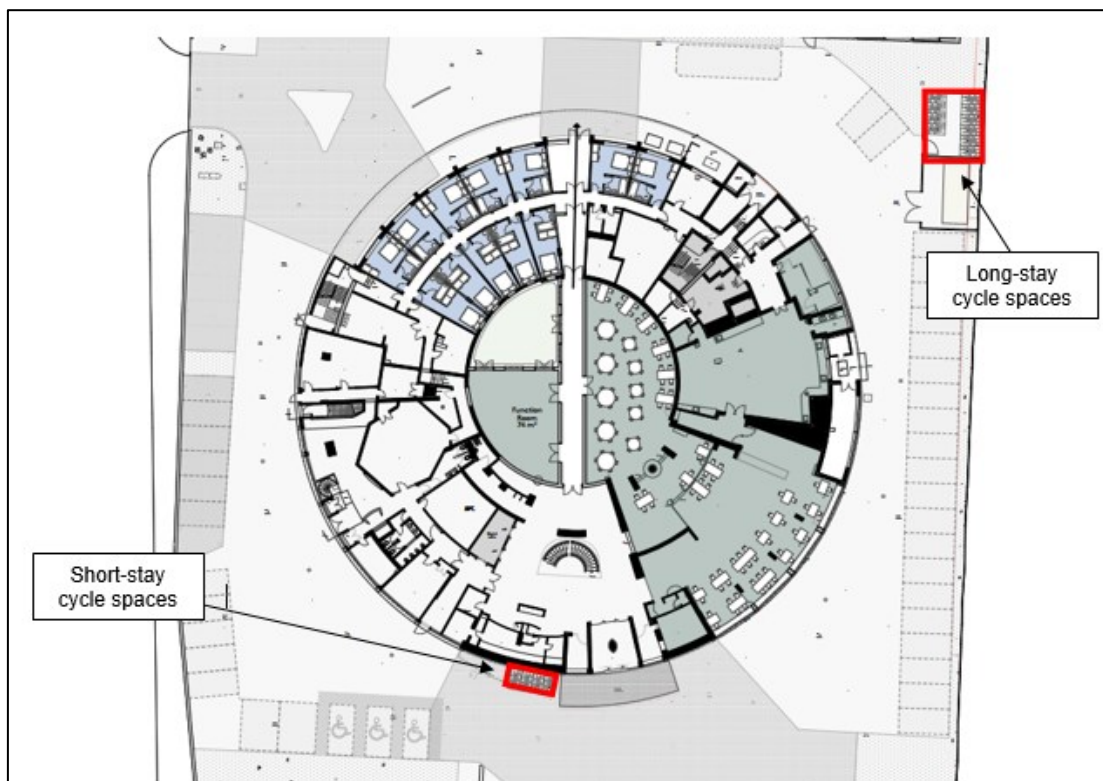


Figure 2.1: Location of cycle stores

- 2.13 This *TP* covers employees as well as guests staying at the Hotel. It sets out a package of measures designed to encourage users to make journeys by sustainable modes of transport, to discourage car use and to try and reduce the need to travel in the first place.

3.0 SITE ASSESSMENT

Development Proposals

- 3.1 The development proposals comprise the re-development of the Ariel Hotel to provide 113 additional rooms and 98 'Aparthotel' rooms. Refer to Figure 3.1 below and Refer to Drawing 1041-099(P1) [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.

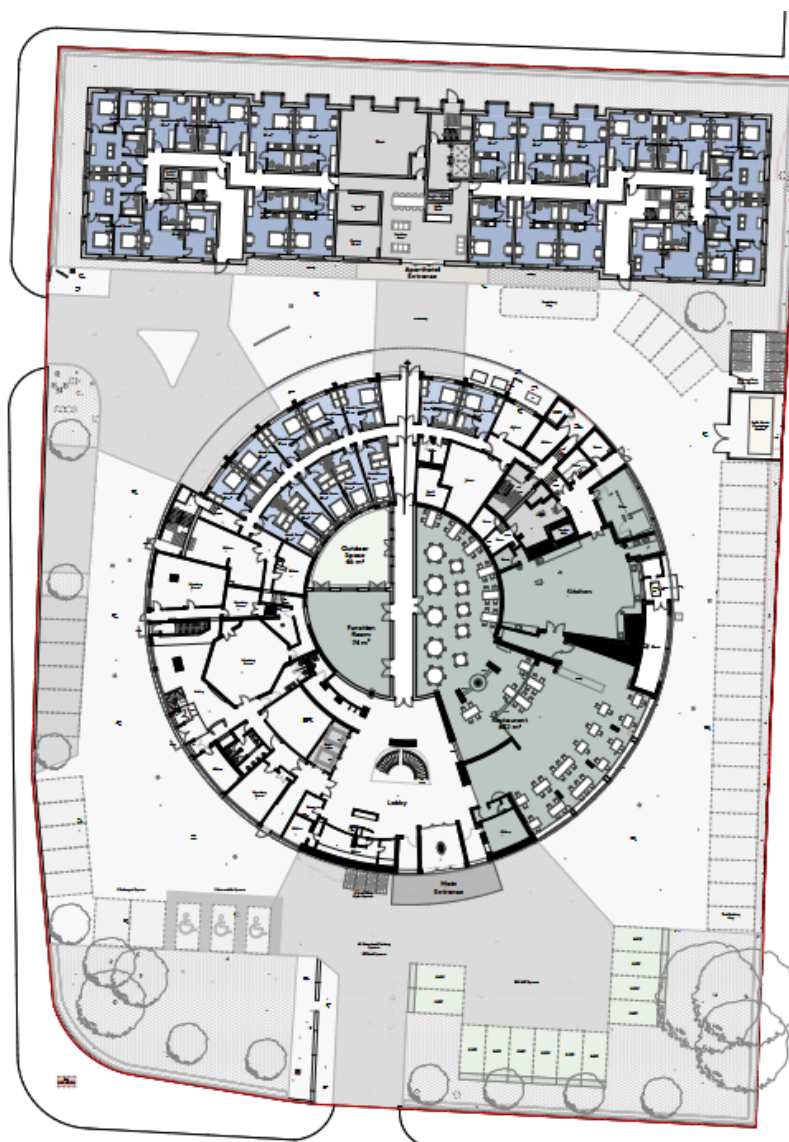


Figure 3.1: Proposed Site Plan
(Taken from Drawing No. 1041-099 Rev P1 [*Proposed Site Plan*] (by Ackroyd Lowrie))

- 3.2 The redevelopment proposals involve retaining the existing Ariel Hotel and reconfiguring the ground floor to provide an extra 12 rooms at ground floor level. A two-storey extension is proposed above the existing Hotel to provide a further 101 new hotel rooms (Use Class C1).

In total, it is proposed that the Ariel Hotel would consist of 299 Hotel rooms. Refer to Table 3.1 below.

Table 3.1: Hotel Schedule of Accommodation

Floor	15-20m ²	21-25m ²	26+ m ²	Total
GF	12 rooms	N/A	N/A	12 rooms
01	30 rooms	32 rooms	N/A	62 rooms
02	30 rooms	32 rooms	N/A	62 rooms
03	30 rooms	32 rooms	N/A	62 rooms
04	1 room	47 rooms	3 rooms	51 rooms
05	26 rooms	20 rooms	4 rooms	50 rooms
Total	132 rooms	159 rooms	7 rooms	299 rooms

- 3.3 The proposals also involve the erection of a 4-storey building along the northern boundary of the site, which would incorporate 98 Aparthotel units.

Pedestrian Access

- 3.4 Pedestrian access into the site is proposed via footways adjacent to the aforementioned vehicular accesses off the A437 High Street Harlington and the A4 Bath Road as used currently and shown in Photographs 3.1 and 3.2 below, respectively.



Photograph 3.1 (left): Footway adjacent to the existing vehicular access off A437 High Street Harlington
Photograph 3.2 (right): Footway adjacent to the existing Vehicular Access off A4 Bath Road

- 3.5 The main pedestrian entrance into Ariel Hotel is proposed to the south of the building as used currently, with the Aparthotel entrance accessed directly north of the Ariel Hotel, facilitated by an Aparthotel guest route through the centre of Ariel Hotel. Refer to Drawing No1041-099(P1) [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.
- 3.6 Owing to the very low levels of vehicular traffic that will use the shared-surface or public realms which front the building cores, it is highly unlikely that any significant vehicular conflict would occur with pedestrians using the site, including guests and staff travelling to and from Ariel Hotel and the Aparthotel.

Cycle Access

- 3.7 Cyclists will continue to access the site via the vehicular accesses off the A437 High Street Harlington and the A4 Bath Road described in Paragraph 2.4. Due to the low levels of vehicular traffic envisaged to be generated by the Hotel, this arrangement is considered acceptable.

Car Parking Management Plan

- 3.8 As part of the redevelopment proposals the existing car wash and the public car parking area located in the northern part of the site will be removed. The retained car parking spaces will be reserved for use by the Hotel and Aparthotel users only in addition to parking for the disabled, taxis and servicing activities.
- 3.9 6 No. car parking spaces will be allocated to staff and 51 No. car parking spaces will be allocated to guests. Measures designed to control and reduce the number of vehicles on site for staff and guests can be found within Section 7.0 of this Report.
- 3.10 A car parking space will also be allocated to taxis (private hire vehicles) to prevent vehicles obstructing the vehicular route around Ariel Hotel. Owing to the fact that these activities occur quickly, coupled with the low number of vehicular movements expected to be generated by the development, 1 No. parking space is considered appropriate. This will also prevent Taxis (private hire vehicles) stopping on Bath Road (A4) or A437 High Street Harlington carriageway.

Summary of Matters identified in the Transport Assessment

- 3.11 The TA clearly sets out that the site is situated in a sustainable location and provides detailed forecasts of the number of additional multi-modal trips predicted to be generated by the Hotel. It is demonstrated within the TA that the impact of the proposed development on the local highway can be accommodated.

Transport Infrastructure to be Provided Within the Masterplan

- 3.12 The central aim of the *Mayor's Transport Strategy (MTS)* is a target for 80% of all trips within London to be made by public transport, walking and cycling by 2041.
- 3.13 The Development proposals include a variety of infrastructure designed to encourage travel by sustainable modes of transport, including cycle parking in accordance with the *London Plan* requirements.

Existing Highway and Public Transport Infrastructure

Walking

- 3.14 Bath Road (A4), High Street Harlington (A437) and Hatton Road North benefit from comprehensive footway provision, facilitating convenient and safe pedestrian movement in the local area. Other pedestrian infrastructure in the vicinity of the site includes;
- signalised pedestrian crossing points at the following locations (refer to photographs 3.3 to 3.6 below):
 - across High Street Harlington (A437) approximately 50m west of the site;
 - across Bath Road (A4) located within 50m to the south of the site;
 - across Hatton Road North located within 50m to the south of the site;
 - along Bath Road (A4) approximately 50m west of the site;
 - an informal pedestrian crossing across Nobel Drive, approximately 100m east of the site. Refer to Photograph 3.7 below; and
 - a dropped kerb pedestrian crossing across Marlborough Crescent, located within 50m north of the site. Refer to Photograph 3.8 below.



Photograph 3.3 (left): Signalised Pedestrian Crossing along High Street Harlington (A437) looking west

Photograph 3.4 (right): Signalised Pedestrian Crossing along Bath Road (A4) looking south



Photograph 3.5 (left): Signalised Pedestrian Crossing along Hatton Road North looking east
Photograph 3.6 (right): Signalised Pedestrian Crossing along Bath Road (A4) looking south



Photograph 3.7 (left): Dropped kerb pedestrian crossing across Nobel Drive looking west
Photograph 3.8 (right): Dropped kerb pedestrian crossing across Marlborough Crescent looking north

- 3.15 Figure 3.2 below illustrates the walking distance that can be achieved within 20 minutes, which shows that much of Harlington and Cranford can be reached on fit within the timeframe.

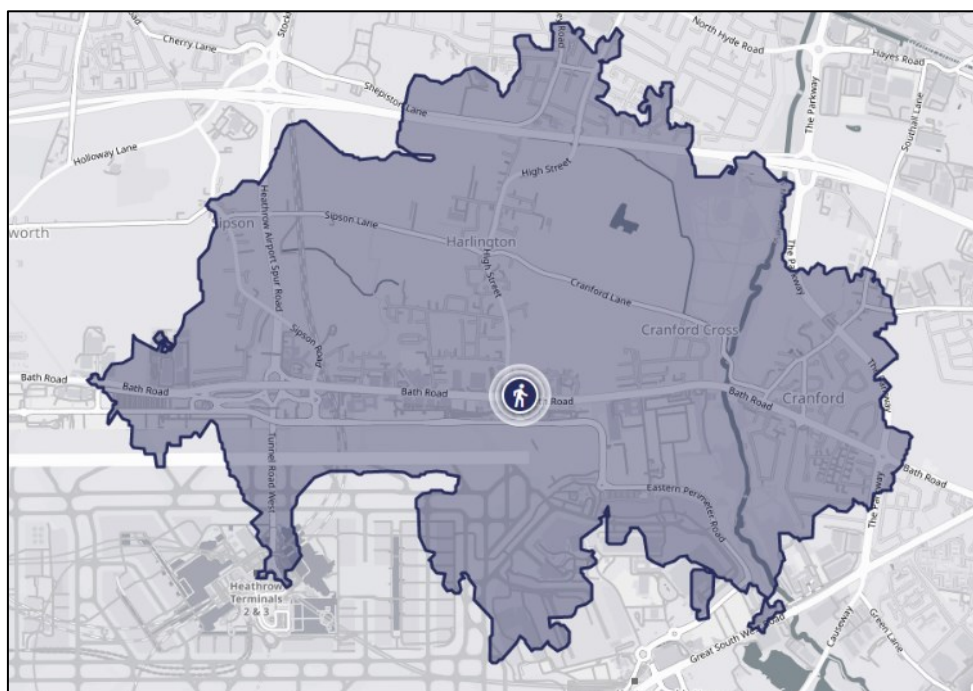


Figure 3.2: Walking distance achievable 20 minutes away from the site
Source: traveltime.com

Cycling

- 3.16 A shared foot / cycleway is present on both sides of Bath Road (A4), forming part of London Cycle Network (LCN) Route 32 towards Hounslow and Kingston. This facilitates safe cycle movement. Cyclists can also utilise the bus lane when travelling westbound along Bath Road (A4).
- 3.17 LCN Route 88a runs on road between the Bath Road / Harlington High Street junction and Uxbridge Road passing Hayes & Harlington railway station and Hayes town centre. At Uxbridge Road it connects with LCN Route 39, which provides a route eastwards towards Southall, Ealing, Acton and Shepherd's Bush and westwards towards Uxbridge. The section from Southall to Uxbridge includes a mixture of off-road cycle routes shared with pedestrians or separate cycle lanes marked on the road.
- 3.18 LCN Route 89 can be accessed from Sipson Road, approximately 1.1km to the west of the Hotel. It runs along quieter roads towards West Drayton and Uxbridge.
- 3.19 The Grand Union Quietway (currently Quietway Route 16) can be accessed adjacent to Hayes & Harlington railway station approximately 3.2km from the site using LCN Route 88a. This provides a traffic free cycle route along the Grand Union Canal towards West Drayton, Southall, Northolt, Alperston, Kensal Green and the Regents Canal in Central London. Refer to Figure 3.3 below.

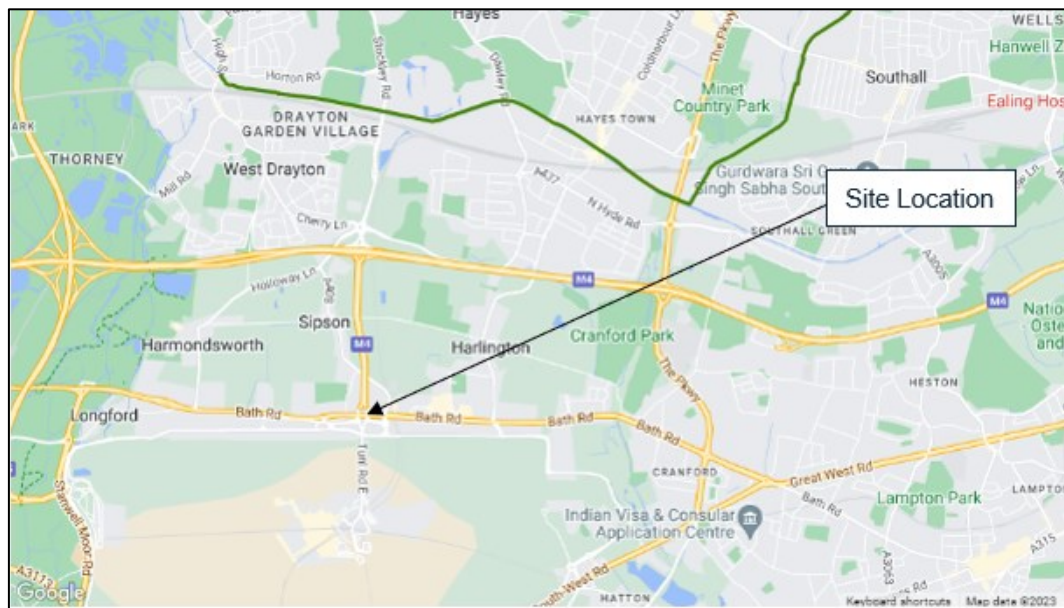


Figure 3.3: Quietway 16 Route from Hayes & Harlington Station
(Source: tfl.gov.uk)

3.20 Figure 3.4 below illustrates the cycling distance that can be achieved within 20 minutes, which shows that travel towards Ashford-on-Thames (in Surrey to the south), Hounslow and Brentford (to the east) and to Southall, Yeading, Hanwell and Hillingdon (in the north) can be achieved within this time.

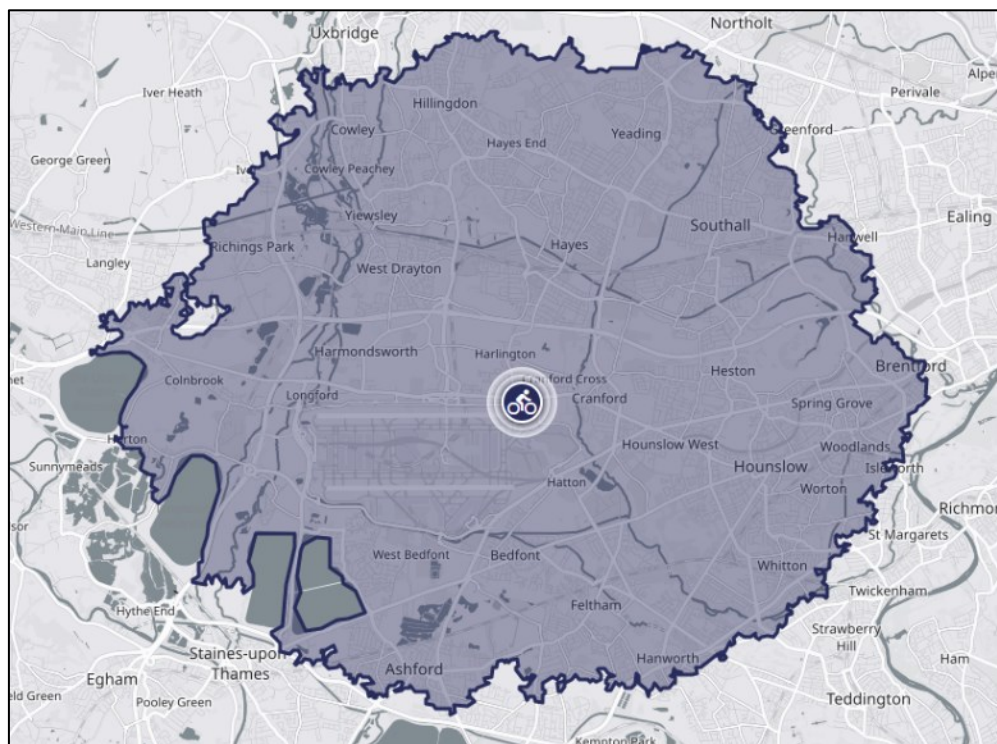


Figure 3.4: Cycling distance achievable 20 minutes away from the site
Source: traveltime.com

Bus & Coach

- 3.21 The majority of the site has a Public Transport Accessibility Level (PTAL) score of 5, where the highest possible rating is 6b and the lowest is 1. Much of the surrounding area has a PTAL score of 4, which means that the site and its surrounding area offer a good level of public transport accessibility. A copy of the PTAL Report can be found within Appendix 3.

Bus Services

- 3.22 The site benefits from being in close proximity to a number of bus stops within close walking distance, as outlined within Table 3.2 below.

Table 3.2: Nearby Bus Stops

Bus Stop		Approx. walking time from Site	Services Available
Harlington Corner	Stop E	50m	81, 105, 111, 222, H98, N9
	Stop N	50m	90, 278, H98, N140, SL9
	Stop J	150m	81, 105, 111, 222, 278, 285, 423, 555, N9, N140, SL9
Hatton Road North	Stop M	150m	90, 285, 423, 555
	Stop K	200m	

- 3.23 A summary of the bus services available from the bus stops in the vicinity of the site is provided within Table 3.3 below.

Table 3.3: Local Bus Services

Service No. and Operator	Route	Typical Frequency (Approximate)	Bus Stops
81 Metroline Travel	Harlington Corner - Bath Road – Hounslow West – Hounslow, Bus Station	Mon – Sat: every 12 minutes Sun: every 15 minutes	Harlington Corner (Stop E)
	Harlington Corner – Longford – Colnbrook – Langley - Slough		Harlington Corner (Stop J)
90 Metroline Travel	Hatton Road North – Hatton Cross – Feltham	Mon – Sat: every 10 minutes Sun: every 15 minutes	Hatton Road North (Stop K)
	Harlington Corner – Hayes & Harlington - Hayes – Northolt		Harlington Corner (Stop N)
105 RATP-DEV	Harlington Corner - Heathrow Central	Mon – Sat: every 12 minutes Sun: every 15 minutes	Harlington Corner (Stop J)
	Harlington Corner – Cranford – Heston – Southall – Dormers Wells – Greenford Broadway – Greenford Station		Harlington Corner (Stop E)
111 Abellio London	Harlington Corner - Heathrow Central	Mon – Sat: every 10-11 minutes Sun: every 12-13 minutes	Harlington Corner (Stop J)
	Harlington Corner – Cranford – Heston – Hounslow – Hanworth – Hampton - Kingston		Harlington Corner (Stop E)

Service No. and Operator	Route	Typical Frequency (Approximate)	Bus Stops
222 Metroline Travel	Harlington Corner - Bath Road – Hounslow West – Hounslow, Bus Station	Mon – Sat: every 10 minutes Sun: every 12 minutes	Harlington Corner (Stop E)
	Harlington Corner – West Drayton – Uxbridge		Harlington Corner (Stop J)
278 Abellio London	Harlington Corner – Hayes & Harlington - Hayes – Church Road – Hayes End – Long Lane – Hillingdon Station – Ickenham - Ruislip	Mon – Sat: every 15 minutes Sun: every 20 minutes	Harlington Corner (Stop N)
	Harlington Corner - Heathrow Central		Harlington Corner (Stop J)
285 Abellio London	Hatton Road North – Hatton Cross – Feltham – Hanworth – Teddington – Hampton Wick – Kingston	Daily: every 12 minutes	Hatton Road North (Stop K)
	Harlington Corner - Heathrow Central		Harlington Corner (Stop J)
423 RATP-DEV	Harlington Corner – Bath Road – Compass Centre – Heathrow Terminal 5	Mon – Sat: every 20 minutes Sun: every 30 minutes	Harlington Corner (Stop J)
	Harlington Corner – Hatton Cross – Hounslow Heath – Hounslow, Bus Station		Harlington Hatton Road North (Stop K)
555 Diamond	Harlington Corner - Heathrow Central	Daily: every 60 minutes	Harlington Corner (Stop J)
	Harlington Corner – Hatton Cross - Hersham		Harlington Hatton Road North (Stop K)
H98 RATP-DEV	Harlington Corner - Bath Road – Hounslow West – Hounslow, Bus Station	Mon – Sat: every 10 minutes Sun: every 15 minutes	Harlington Corner (Stop E)
	Harlington Corner – Hayes & Harlington – Hayes – Church Road - Hayes End		Harlington Corner (Stop N)
N9 RATP-DEV	Harlington Corner - Heathrow Central – Heathrow Terminal 5	Mon – Fri, Sun: every 30 minutes (01:15 – 06:45) Sat: every 15 minutes (01:30 – 08:15)	Harlington Corner (Stop J)
	Harlington Corner – Hounslow – Chiswick - Hammersmith - Aldwych		Harlington Corner (Stop E)
N140 Metroline Travel	Harlington Corner – Hayes & Harlington - Hayes – Yeading – Northolt – Northolt Park - South Harrow – Harrow – Wealdstone – Harrow Weald	Mon – Sun: Approx every 30 minutes (00:10 – 06:10)	Harlington Corner (Stop N)
	Harlington Corner - Heathrow Central		Harlington Corner (Stop J)
SL9 Superloop RATP-DEV	Harlington Corner – Hayes & Harlington – Hayes – Yeading – Northolt – Northolt Park – South Harrow – Harrow Bus Station	Mon – Sat: every 12 minutes Sun: every 15 minutes	Harlington Corner (Stop N)
	Harlington Corner - Heathrow Central		Harlington Corner (Stop J)

- 3.24 As can be seen from Table 3.3 above, it is evident that the site offers excellent accessibility by bus services to a range of destinations across Greater London and in particular Heathrow Airport which is likely to be the predominant trip origin or destination. Accordingly, future users (guests and staff) will be able to easily access the site by bus.

Railway

- 3.25 Hayes and Harlington railway station is located approximately 3.0km to the north of the site. It is served by Elizabeth Line train services and is situated between Heathrow Terminals 2 & 3 / West Drayton and Southall railway stations.
- 3.26 Assuming a walking speed of 1.4m/s (5.04kph), walking from the site to Hayes & Harlington station would take approximately 36 minutes. Alternatively, the '90', '278', 'H98' and 'SL9' bus services can be used from the 'Harlington Corner (Stop N)' bus stop to travel to the station in approximately 10 minutes.
- 3.27 During the off-peak period on Monday to Friday, ten trains per hour operate in each direction between Whitechapel and Hayes & Harlington via Central London, Paddington, Ealing Broadway and Southall. Six of these continue west towards Heathrow Airport and Four continue towards West Drayton, Slough and Maidenhead (with alternate trains extending to Reading). eight eastbound trains per hour continue beyond Whitechapel via Canary Wharf and Woolwich to Abbey Wood, with two trains per hour operating via Stratford, Ilford and Romford to Shenfield.
- 3.28 Hatton Cross London Underground station is located approximately 2.9km to the south east of the site and is served by London Underground services on the Piccadilly Line. It is situated between Heathrow Terminal 2 & 3 / Heathrow Terminal 4 and Hounslow West stations.
- 3.29 Assuming a walking speed of 1.4m/s (5.04kph), walking from the site to Hatton Cross Underground Station would take approximately 36 minutes. Alternatively, the '90', '285' and '423' bus services can be used from the 'Hatton Road North (Stop K)' bus stop to travel to the station in in approximately 15 minutes.
- 3.30 At least 12 trains per hour operate eastbound from Hatton Cross towards Hounslow West, Hammersmith, Central London, Kings Cross St Pancras and North London. Alternate trains operate westbound to Heathrow Terminal 2 & 3 and to Heathrow Terminal 4.

3.31 An *Active Travel Zone Assessment* has been carried out, which assesses the existing environment for non-motorised users in the vicinity of the Site. Seven routes have been audited including links and crossings (as shown in CEC Plan 6504/202 [*ATZ Routes + Destinations*] located in Appendix 1). In general, these routes were considered to be pedestrian friendly and benefit from good pedestrian infrastructure.

4.0 TRAVEL SURVEYS

Baseline Travel Information

Modal Split

- 4.1 Given that this *TP* is prepared to support a planning application, it is not yet possible to carry out site-specific travel surveys. The Multi-Modal trip generation shown in Table 5.7 of the *TA* is based on a TRICS analysis of hotels with a similar PTAL rating. There is only one such site within London in the TRICS database that meets this criteria. The data is based on trip generation for all users of the Hotel, which during an average day will be dominated by guests who stay at the Hotel, who are likely to exhibit different travel patterns to those who work there.
- 4.2 Therefore, we summarise below the predicted mode splits based on 2011 Census ‘travel to work’ data, with the work destination being Hillingdon MSOA¹ 031. The Data is restricted to those travelling in from within LBH as well as those local authorities that meet the following criteria:
- a direct bus service; or
 - a direct train service to Hayes & Harlington or Hatton Cross railway stations.
- 4.3 This is because it is assumed that those working at the Hotel will either live in fairly close proximity or be able to make the journey directly. The results of this analysis are presented in Table 4.1 below. The proportions of trips made by public transport are not separated into individual modes, as the final leg of the journey is expected to be made by bus.

Table 4.1: Travel to Work Modal Split for Hillingdon MSOA 031

Method of Travel to Work	Modal Share (%)
Public Transport	35%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	58%
Passenger in a car or van	3%
Bicycle	1%
On foot	2%
TOTAL	100%

- 4.4 The modal split presented in Table 4.1 has been modified to reflect a lower staff car driver modal share, informed by the proportion of staff parking spaces proposed on the site, as shown in Table 4.2.

¹ Medium Super Output Area

Table 4.2: Modified Staff Modal Share – 2011 Census

Method of Travel to Work	Modal Share (%)
Public Transport (Bus)	88%
Taxi	1%
Motorcycle, scooter or moped	2%
Driving a car or van	0%
Passenger in a car or van	0%
Bicycle	4%
On foot	5%
TOTAL	100%

Baseline Travel Surveys

- 4.5 Baseline staff travel surveys will be undertaken within six months following the opening of the expanded Hotel facility. There will be an aim to achieve a minimum response rate of 40% of staff. The results of the baseline staff travel surveys will form the Site-specific baseline modal split data. If necessary, an incentive for completion of the survey, such as entry into a prize draw to win retail vouchers or similar can be offered.

5.0 OBJECTIVES

Aims

- 5.1 The aim of this *TP* is to minimise the transportation impacts of the proposed development by seeking to restrain car usage, whilst simultaneously seeking to maximise the number of journeys made by walking, cycling, public transport and car sharing. The *TP* also seeks to reduce the need for people to travel.

Objectives

- 5.2 In order to achieve the aims set out above, the following objectives have been set:
- ensure a suitable and effective management structure to execute the *TP*;
 - reduce the level of vehicular traffic generated by the development to a lower level than would otherwise occur without the *TP* in place;
 - increase the proportion of trips made to and from the development by walking;
 - increase the proportion of trips made to and from the development by cycling;
 - to raise awareness of sustainable travel modes available to employees and guests of the Hotel;
 - to ensure that all employees and guests are aware of the *TP*; and
 - promote healthy lifestyles and sustainable travel patterns.
- 5.3 The successful operation of the *TP* will therefore contribute to the Mayor's aim that 80% of all trips in London are made by walking, cycling or public transport by 2041. Details of how the *TP* will achieve the above objectives are set out within Section 7.0.

6.0 TARGETS

- 6.1 Targets are measurable goals, which are set in order to assess whether the objectives of a *TP* have been achieved. Targets have been set in relation to the objectives identified in the previous Section. The *TP* will be monitored for a period of five years, commencing at the time of the baseline surveys (to be undertaken within six months following the opening of the expanded Hotel facility).
- 6.2 The DfT's document '*The essential guide to Travel Planning*' identifies that *TP* targets should be SMART:
- specific;
 - measurable;
 - attainable;
 - realistic; and
 - time bound.
- 6.3 The following targets will cover the first five years of monitoring and apply to the surveyed baseline trips following occupation of the Development:
- achieve an 8-percentage point reduction in the proportion of staff trips made by public transport by year 5;
 - increase the modal share proportion of staff trips made on foot by 4-percentage points from the surveyed baseline by year 5;
 - increase the modal share proportion of staff trips made by cycling by 4-percentage points from the surveyed baseline by year 5;
 - maintain the proportion of staff car driver and passenger trips at 0%; and
 - to achieve 90% awareness of the *TP* amongst employees by the Year 3 survey.
- 6.4 Table 6.1 provides an indication of the projected modal split targets for all main modes of travel. The baseline modal split data has been derived from the 2011 Census Travel to Work Data Shown in Table 4.2.

Table 6.1: Interim Employee Modal Shift Targets

Mode	Baseline Modal Split	Modal Split Year 1 Target	Modal Split Year 3 Target	Modal Split Year 5 Target
Public Transport (Bus)	88%	85%	82%	80%
Taxi	1%	1%	1%	1%
Motorcycle, Scooter or Moped	2%	2%	2%	2%
Driving a car or van	0%	0%	0%	0%
Passenger in a car or van	0%	0%	0%	0%
Bicycle	4%	5%	7%	8%
On foot	5%	7%	8%	9%
TOTAL	100%	100%	100%	100%

- 6.5 The modal split above is based on those modes used to arrive or depart from the Hotel. Public transport trips may involve travel by London Underground, Elizabeth Line or National Rail at some point on the journey, but as the site is not directly served by these modes these trips are most likely to involve the bus for the final leg of the journey (i.e. to and from Hayes and Harlington railway station or Hatton Cross London Underground station).
- 6.6 The targets in Table 6.1 are shown as a guide. If an 8% increase in the proportion of walking and cycling trips is achieved by one of these modes alone, the target will be achieved.
- 6.7 Once the first travel surveys are undertaken and analysed, accurate baseline mode share information can be established, against which precise trip number calculations can be produced in relation to the above targets. The travel survey results will need to be written up into a formal report with appropriate analysis, together with the relevant trip reduction / increase calculations, and submitted to LBH within 90 days of the survey period ending.
- 6.8 Information obtained from the surveys will be used to assess progress with meeting the various targets.

7.0 PACKAGE OF MEASURES

- 7.1 This Section outlines a package of measures that will be implemented in order to achieve the identified *TP* objectives and targets.

Appointment of a Travel Plan Co-ordinator

- 7.2 The appointment or nomination of a Travel Plan Co-ordinator (TPC) is central to the successful implementation and management of the *TP*. The TPC will act as the promoter of the components of the *TP* to secure its implementation, as well as being the key contact point for employees and guests. Three months prior to first occupation, a suitable TPC will be appointed and their details passed to LBH. This person will be appointed / nominated and funded by the Hotel operator with the service provided by the Hotel operator or consultants on their behalf.

- 7.3 The key responsibilities undertaken by the TPC are set out below (though this is by no means an exhaustive list);

- leading on the delivery of the *TP* once approved by LBH;
- promoting the various measures contained within the *TP*;
- acting as the main point of contact for the *TP* and to liaise as necessary with employees, guests, LBH, TfL and other interested parties;
- ensuring that all the necessary monitoring activities are carried out including the organisation of the employee travel surveys and the preparation of the *TP* monitoring reports etc.;
- ensure that the Action Plan is implemented in full and revised as necessary; and
- ensuring continual progress towards achieving the various *TP* targets and objectives;

- 7.4 The TPC will be appointed for a minimum 6-year period. This will cover the monitoring period (running for 5 years), plus the period prior to the commencement of monitoring, where a number of duties such as production of Travel Information Packs and overseeing the introduction of a number of measures takes place. On the basis that the Hotel meets its targets within this period, any further *TP* related activity beyond this will be at the discretion of the Hotel operator

Marketing and Promotion

- 7.5 It is essential that the *TP* is effectively marketed and promoted to employees and guests. This promotion takes place through having electronic contact with the TPC and the opportunity for them to discuss personal travel planning.

- 7.6 As well as explaining the various travel choices that are available, it is essential that the many benefits of sustainable travel are also promoted. These include potential improvements in personal fitness, reduced stress, reduced congestion etc.
- 7.7 Marketing will be undertaken using the following promotional methods:
- personalised travel planning advice (via email) will be offered by the TPC to any employees that request it, enabling bespoke travel advice to be provided that is tailored to an individual's requirements;
 - provision of Sustainable Travel Information Packs issued to all employees;
 - the TPC will seek to establish a steering group to encourage staff and other stakeholders to get directly involved with the day-to-day running and implementation of the *TP*. If established, the steering group would typically hold meetings once every quarter; and
 - the TPC will hold regular promotional events to promote the *TP* to staff, such as organising events during 'Bike Week' or 'Walk to Work Week'.
- 7.8 The Sustainable Travel Information Packs will contain the following information:
- a supporting statement from the Hotel operator confirming their commitment to the aims and objectives of the *TP*;
 - contact details for the TPC;
 - details of all the various aspects of the *TP* including personalised travel planning;
 - information promoting the health and fitness benefits of walking and cycling through the use of websites such as www.sustrans.org.uk and www.nhs.uk;
 - information regarding the location of cycle parking facilities on Site;
 - information regarding the cycle confidence training courses provided by LBH, which are available free for anyone who lives and works in Hillingdon (www.hillingdon.gov.uk/cycle-skills-training);
 - maps showing local walking and cycling routes in relation to facilities such as the nearest bus stops, the rail and underground stations and other facilities relevant to the proposed users of the Hotel;
 - approximate times and distances to and from relevant local facilities and amenities;
 - site-specific public transport information, explaining which bus, rail and underground services operate in close proximity to the Hotel. Public transport route maps and timetables of the local bus, rail and underground services should be included as well as contact details for local public transport operators;
 - details of the bus stop codes and weblinks for the nearest bus stops to the Hotel to enable users to access TfL's virtual bus departure board information;

- details of TfL's journey planner website and other travel related websites such as nationalrail.co.uk;
- contact details of local taxi operators. Using a taxi avoids the need to use or own a private car and it can be shared with other residents wherever possible;
- details of the cycle to work scheme to encourage employees to purchase a new bicycle; and
- information on schemes to reduce car usage and encourage greater use of walking, cycling and public transport, including bicycle purchase and hire.

7.9 The Sustainable Travel Information Packs will need to be approved by LBH before they are issued. They will also be reviewed and updated on a regular basis by the TPC:

- the *Sustainable Travel Information Pack* content is to be reviewed and updated at least every six months or as new information (changes to bus services or fares etc.) comes to light.

7.10 These measures will contribute to achieving all of the identified objectives and targets and will be funded by the Hotel operator.

7.11 A newsletter, prepared by the TPC, will be circulated by email to all staff on a 3-monthly basis or as appropriate. The newsletter will be used to communicate information regarding the progress / success of the *TP* and any information considered by the TPC to be relevant, as well as details of *TP* related events (e.g. Bike Week) and practical transport information such as underground closures / works, details of any highway works potentially affecting bus services and walking / cycling routes, as well as details of proposed transport schemes in the local area.

Staff Recruitment

7.12 Staff of the Hotel offer the greatest potential for increasing trips to the site by walking and cycling. Public transport can also play an important role in staff travel.

7.13 The Hotel operator should use best endeavours to adopt a local recruitment policy. By adopting a local recruitment policy, they are more likely to employ members of staff that may be able to walk and cycle and are less reliant on public or private transport. This will be beneficial for the Hotel and the employees as it reduces the risk of staff getting delayed in traffic and the additional cost of travel. It can also help the Hotel in being able to pool additional staff at short notice.

- 7.14 All potential interview candidates for employment positions will be sent information detailing options for accessing the Hotel by sustainable modes of transport. The *TP* will be introduced by the Hotel operator to all new staff as part of their induction process as well as staff currently employed at the existing facility in order to establish sustainable travel habits from the outset.

Reducing Single Occupancy Staff Travel

- 7.15 A total of 6 No. car parking spaces will be provided for staff within the Hotel car parking area. In order to encourage staff to travel by more sustainable modes, users of the spaces will be required to display a permit.
- 7.16 Priority for the staff car parking spaces will be given to those staff who start or finish shifts late at night or early in the morning, those who require a disabled parking space and those that live in destinations that are not accessible by other means. Those staff that do use the onsite car parking will be required to provide their vehicle registration details to the Hotel management.
- 7.17 Priority may be given to those staff that are prepared to car share with other members of staff if the demand for the car parking outstrips the capacity. If employees wish to take part in this, they will need to contact the TPC, who will enter their details into a car sharing database. Staff will be paired up based on their shift patterns and home destination. Both members will be required to display their permit in the vehicle so that the Hotel can easily confirm that the vehicle parked in the car parking area is being used for car sharing.

Increasing Walking and Cycling

- 7.18 The accessibility of the Hotel by foot and bicycle will be promoted through the marketing campaign for the *TP*. Walking is best suited for journeys of up to 2km, whilst those travelling up to 5km are potential cyclists. The Hotel has been designed to be pedestrian and cyclist friendly. The following measures form part of the walking and cycling strategy.
- the provision of 20 No. safe, secure and accessible long-stay cycle parking spaces. Usage of the cycle parking will be monitored by the TPC and additional provision made if necessary;
 - the provision of an additional 8 No. short-stay cycle parking spaces;
 - lighting, landscaping and shelter designed to create a pleasant environment for those travelling within and to and from the Hotel on foot or by bicycle;
 - the governments 'cycle-to-work' scheme will be promoted to employees. This enables employees to purchase a bicycle and bicycle equipment on a gradual basis over a 12 to 18 month period. Employees save money, as the value is taken out of their wage before tax is deducted. This will be promoted within the *Sustainable Travel Information Pack*;

- promoting the free cycle training facility available to all people who work at the Hotel;
- the *Sustainable Travel Information Pack* will contain maps identifying local walking and cycle routes (both formal signed routes and cyclist recommended routes), location and distances of key facilities such as shops and health facilities;
- details of the various cycle hire schemes available within the surrounding area and Cycleways will be promoted within the *Sustainable Travel Information Pack*; and
- the *Sustainable Travel Information Pack* will also contain details of public health campaigns promoting walking such as the 'Better Health Healthier Families' campaign (www.nhs.uk/healthier-families).

Increasing Public Transport Use

- 7.19 The development is ideally located to enable trips by public transport, being situated directly adjacent to bus stops on Bath Road / High Street Harlington (Harlington Corner Bus Stops). Bus services from these stops also provide connections towards the London Underground and the Elizabeth Line at Heathrow (Terminals 1 & 2), Hatton Cross and Hayes & Harlington.
- 7.20 The objectives of this *TP* aim to shift the modal split towards walking and cycling, with a reduction in the proportion of employees travelling by public transport proposed, as it is considered more sustainable to seek to specifically increase active modes (walking and cycling). However, an increase in the mode share for public transport may occur naturally as part and parcel of the *TP* implementation and measures to dissuade use of cars. This also supports TfL's Healthy Streets and Vision Zero objectives, as well as the aims of the Mayor's Transport Strategy.
- 7.21 The main way in which the use of public transport will be promoted will be through the provision of information contained within the *Sustainable Travel Information Pack* (the intended contents of which have already been described), which will be distributed to all employees.
- 7.22 TfL's GO app will be promoted within the *Sustainable Travel Information Pack*. This can be used to help employees plan their journeys, not only by public transport, but also by walking and cycling. The app shows the most suitable route to and from a person's destination on a map, as well as providing live updates on all bus, London Underground, London Overground, Docklands Light Railway and Elizabeth Line services.
- 7.23 The app also offers a 'step-free' mode which can help inform disabled people of the locations of toilets, whether a platform is accessible and whether lifts are in service, this is particularly useful, as access to the nearest London Underground station to the Hotel (Hatton Cross) is not

accessible and the access from train to platform at the nearest Elizabeth Line station (Hayes & Harlington) is by ramp, so requires assistance to be booked.

Guest Travel

- 7.24 The Hotel website, plus any literature issued by the Hotel will contain information on how to access the Hotel by sustainable modes of transport. This information will include site-specific public transport information, explaining which services operate in close proximity to the Hotel. The websites www.tfl.gov.uk/plan-a-journey, www.traveline.info and www.citymapper.com will be promoted as useful sources of information to check bus, underground and rail timetables and plan travel routes via public transport. This will make prospective guests aware of the various sustainable travel options that are available, prior to their arrival.
- 7.25 Sustainable travel information will also be available to guests within the reception area of the Hotel. This will include leaflets (including bicycle hire schemes, bus and coach service timetables), London Underground pocket maps and a map displaying the locations of nearby public transport nodes and what services can be accessed from them.
- 7.26 Staff on reception will be provided with full information on how to access public transport information, so that they can advise guests of all the options available if they request this.
- 7.27 The provision of sustainable travel (and tourist) information in the reception will help to influence the travel behaviour of its guests during their stay
- 7.28 51 No. car parking spaces will be allocated to guests. Due to the limited number of car parking spaces, guests will be required to book a car parking space when booking their room in the Hotel or Aparthotel. Car parking spaces will be available on a first come / first served basis and will be subject to payment of an additional fee. Guests requiring parking will be allocated a parking space for a specific period of time which coincides with their check in / check out times. It is envisaged that the majority of guests will not require a car parking space and will travel to and from the site via public transport.
- 7.29 As part of the booking procedures, guests will be informed that car parking spaces are required to be reserved and booked in advance. Guests will be required to provide their vehicle registration information to reception staff and regular checks of the car park will be conducted by site staff. Signage will also be implemented to make clear that the site is private property and that unauthorised parking will be subject to a parking charge.

- 7.30 Use of the parking spaces will be monitored, with the Hotel encouraged to reduce the amount of parking spaces available if possible.

Other Measures

- 7.31 Although the aim of the *TP* is to encourage a reduction in single occupancy car trips, encouraging the use of electric vehicles will help to make the Development more sustainable and environmentally friendly, by reducing the levels of CO₂ emissions and other particulates.
- 7.32 12 No. car parking spaces will be equipped with active charging facilities for electric vehicles, with the remainder of the spaces equipped passively for easy conversion to active facilities in the future. A target of the *TP* is for an increase in the proportion of electric, hybrid and hydrogen-powered vehicles to be demonstrated at each survey year.

8.0 MANAGEMENT

- 8.1 As identified within Section 7.0, a TPC will be appointed to implement, manage, monitor and promote the *TP*. The TPC role will be performed either by CE or a dedicated person appointed and funded by the Hotel operator. The scope of the role of the TPC was outlined within Section 7.0.
- 8.2 The TPC is likely to be a part-time role, although initially may start as a full-time position during the early stages of the implementation of the Plan. The cost of the TPC's role will be fully met by the Hotel operator.
- 8.3 The TPC will be fully aware of the nature, scale and layout of the Development. The TPC will be appointed during the construction stage and three months prior to first occupation of the expanded Hotel.
- 8.4 Following the end of the formal monitoring period, the responsibility for the *TP* will pass either to the Hotel operator, or to a consultant employed on their behalf.

9.0 MONITORING

- 9.1 Monitoring forms an essential part of the *TP* process to ensure continued progress towards achieving the aims, objectives and targets of the *TP*. The following monitoring procedures will be implemented.

Travel Survey Timetable

- 9.2 In order to establish the travel patterns of the development and how staff travel compares to the targets identified in this document, staff travel surveys will be undertaken. The first (baseline survey) will be undertaken within six months following the opening of the expanded Hotel facility.
- 9.3 In line with TfL guidance, further staff travel surveys will be undertaken 12 months (Year 1), 36 months (Year 3) and 60 months (Year 5) after the baseline survey has been carried out respectively. The surveys will be funded by the Hotel operator and organised by the TPC.
- 9.4 The survey will ask a range of questions relating to usual travel mode choice and factors which may influence an employee to choose to travel by sustainable modes rather than by car. It will be the responsibility of the Hotel operator to make sure that employees complete and return any surveys and they will be contacted in advance by email to inform them that the survey is due to commence and be provided with a link to the survey. If necessary, an incentive for completion of the survey, such as entry into a prize draw to win retail vouchers or similar can be offered and this will be paid for by the Hotel operator.
- 9.5 An example staff travel survey is included within Appendix 3 of this Report. The survey content will need to be approved by LBH before any surveys are launched.
- 9.6 A survey will be conducted by Hotel staff of the numbers of cycle parking spaces in use and number of car parking spaces occupied (including those fitted with electric vehicle charging points).

Monitoring Report

- 9.7 Upon completion of the surveys and monitoring, the TPC will be required to formulate a detailed monitoring report within 90 days of receipt of the results.
- 9.8 The objective of the review will be for the TPC to assess the progress of the *TP* against identified targets, aims and objectives as well as discuss changes to the targets or

implementation of additional measures or facilities. The review report will also comment on other aspects of the *TP* and the operation of the Development in general such as usage of the cycle facilities and electric vehicle charging points.

- 9.9 Upon completion of the monitoring report, it will be submitted to LBH for their review and comment. If it is suggested that targets do need to be revised or additional measures introduced, these need to be approved by LBH before they are implemented.
- 9.10 The results of the surveys will be disseminated to employees via posters, the intranet, email etc. Reporting success will be important for encouraging participation in *TP* initiatives.

10.0 ACTION PLAN

10.1 This Section presents an Action Plan setting out a programme of delivery of the various measures identified in this Report. All measures will be funded by the Hotel operator.

Table 10.1: Action Plan

Objective	Target	Measures	Timescale	Responsibility	Monitoring Progress Towards Target
Promote healthy lifestyles and sustainable travel patterns.	Walking & Cycling: 4 percentage point increase in proportion of trips each by Year 5	Install cycle parking	As part of construction process.	Developer	TPC to monitor use of cycle parking spaces and electric charging points. Additional provision to be provided if necessary
		Install electric vehicle charging points			
		Travel Information Pack (to include walking/cycle maps etc.)	To be ready prior to first occupation and distributed to all employees via email.	TPC / Occupier(s)	TPC to issue further packs, as necessary
		Promote free cycle confidence training available from LBH.	Within 12 months of first occupations and annually thereafter according to demand		TPC to monitor the number of people enrolling on courses
		Monitoring of Cycle Facilities	As part of TP Monitoring		TPC to monitor usage of cycle facilities during the monitoring process
		Cycle to work scheme to be made available to employees	Within 12 months of first occupation	TPC / Occupier(s)	TPC to monitor the number of employees making use of the scheme
		Personalised Travel Planning offered to via email	To be made known to all employees and detailed within Travel Information Pack	TPC	Monitor uptake of Personalised Travel Planning

Objective	Target	Measures	Timescale	Responsibility	Monitoring Progress Towards Target
reduce the level of vehicular traffic generated by the development	Maintain the modal share for car driver and passenger trips at 0%	Local recruitment policy	Where possible, employ people who live within walking and cycling distance to reduce the requirement for vehicular trips.	Hotel Operator	TPC to monitor local recruitment policy
		Car Management Plan	Restrict Staff Car Parking to those staff with early/late starts or finishes, those that require a disabled parking space or those that live at destinations inaccessible by other means.	TPC / Hotel Operator	Staff required to obtain a permit to park. TPC to monitor use of spaces. Car sharing scheme may be implemented if demand is too high.
		Car Share Database	If demand for car parking outstrips supply, staff car parking spaces may be further restricted to car sharers.	TPC	TPC to set up car share database and monitor number of people car sharing.
to ensure that all employees and guests are aware of the TP	Ensure 90% of employees are aware of the TP by Year 3.	Appoint TPC	During Construction, at least 3 months prior to first occupation	Developer	TPC responsible for implementation of <i>Travel Plan</i>
		Hotel website to mention existence of TP and emphasise the excellent transport links	During Construction	Hotel Operator / TPC	
		Personalised Travel Planning offered to staff via email	To be made known to all employees and detailed within Travel Information Pack		Monitor uptake of Personalised Travel Planning
		TPC to promote sustainable travel events to employees via email	Regular intervals throughout the Year e.g. to coincide with National Bike Week & Walk to Work Week events	TPC	TPC to monitor level of interest in promotion events

Objective	Target	Measures	Timescale	Responsibility	Monitoring Progress Towards Target
to ensure that all employees and guests are aware of the <i>TP</i>	Ensure 90% of employees are aware of the <i>TP</i> by Year 3.	Travel Information Pack (to include walking/cycle maps etc.)	To be ready prior to first occupation and distributed to all employees via email.	TPC / Occupier(s)	TPC to issue further packs, as necessary

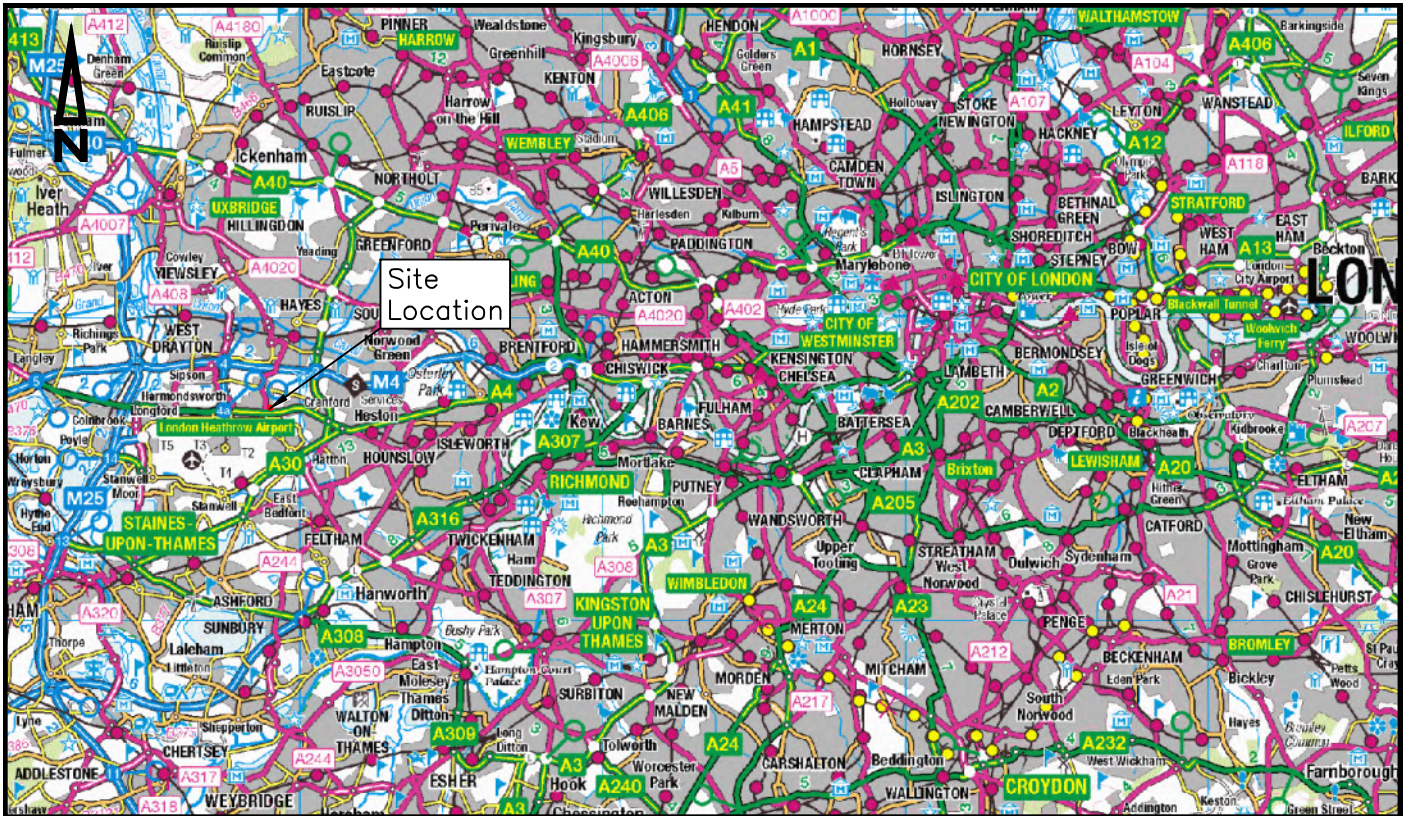
TP = Travel Plan TPC = Travel Plan Co-Ordinator LBH = London Borough of Hillingdon
TfL = Transport for London

11.0 SECURING & ENFORCING

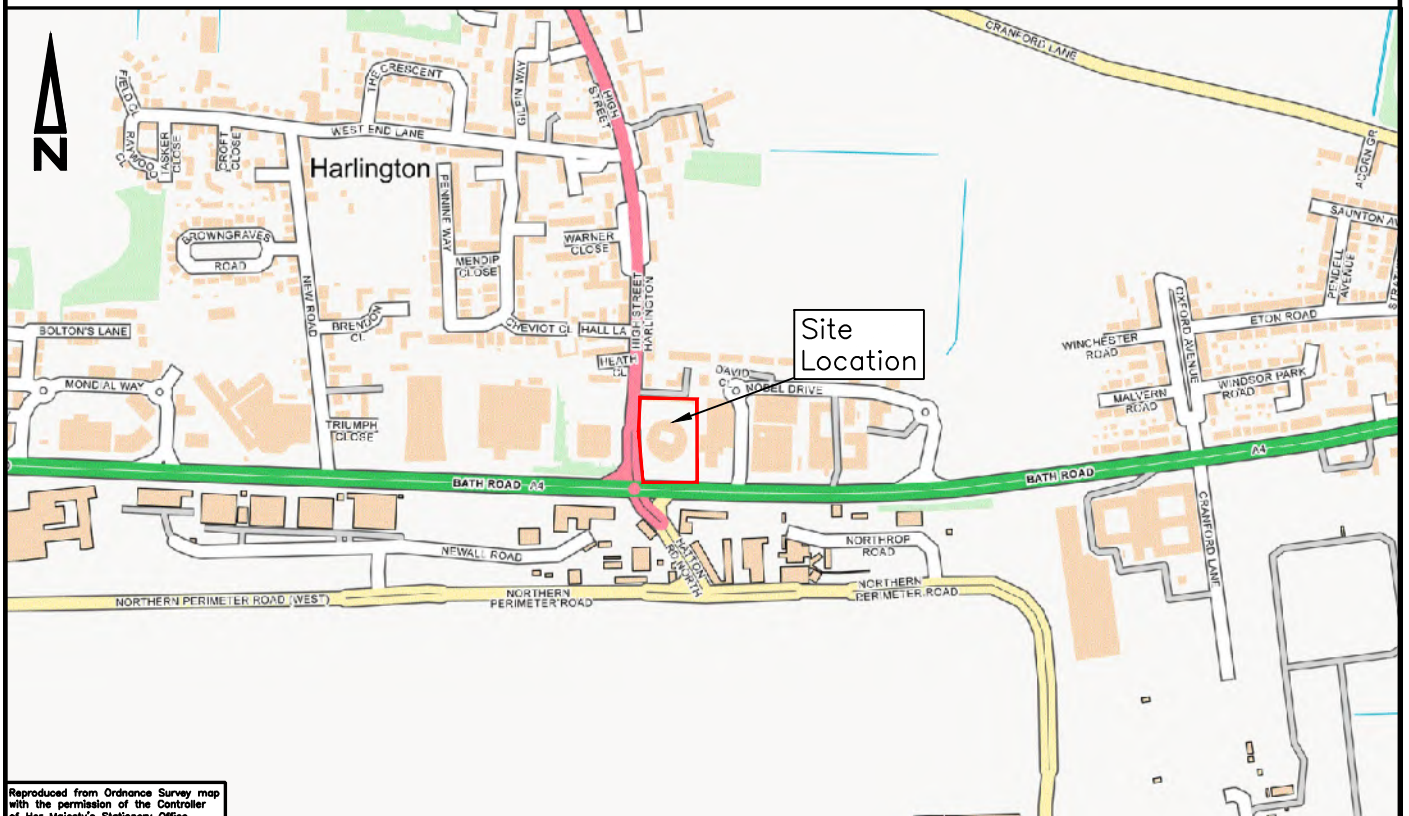
- 11.1 This *TP* will be secured through a Section 106 agreement for the development and will be subject to regular travel surveys and reporting of the progress of the *TP*. As previously outlined, the TPC will be responsible for the submission of a monitoring report to LBH outlining the progress of the *TP* towards meeting the various targets and objectives. The monitoring requirements of the *TP* have been outlined previously within this Report.
- 11.2 The reporting requirements associated with the *TP* constitute the key elements of enforcement, where this will identify any potential shortcomings with regard to its progress.
- 11.3 The *TP* is intended to further add to the site's excellent accessibility credentials rather than as a means to address predicted offsite vehicular impacts.
- 11.4 A dialogue will be maintained with LBH throughout the *TP* monitoring period in order that further measures could be discussed and agreed if necessary. However, as discussed above this is considered unlikely to be necessary.

Cole Easdon Consultants Limited
September 2023

Appendix 1



Scale: 1:250,000



Scale: 1:10,000

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Job Title:

Ariel Hotel
118 Bath Road
Heathrow
Hayes & Harlington

Drawing Title:

Site Location Plan

Client:

R Ariel Heathrow Opco Ltd

Drawn By

NJ

Checked By

DF

Date Drawn

June 2023

Drawing No.

9285/500 Figure 1

Drawing Status:

CONSTRUCTION	FOR COMMENT	
AT CLIENT AND/OR CONTRACTOR RISK	FOR PLANNING	
	FOR TENDER	
	FOR APPROVAL	
	FOR CONSTRUCTION	
	AS BUILT	

Scale

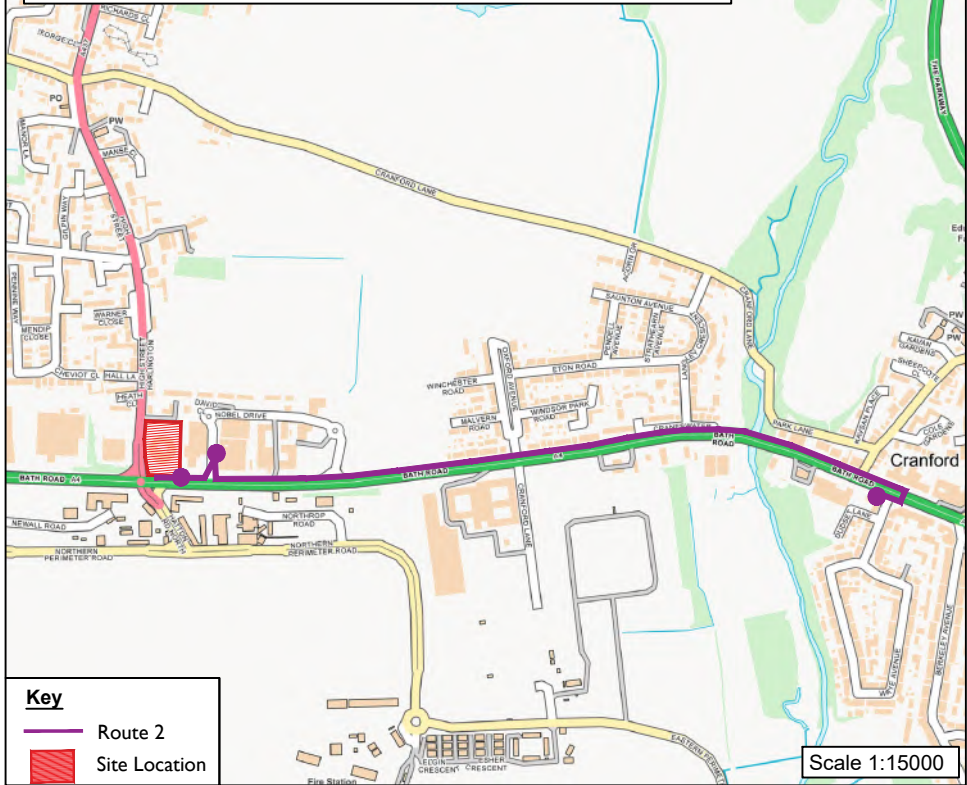
As Shown (A4)

Revision

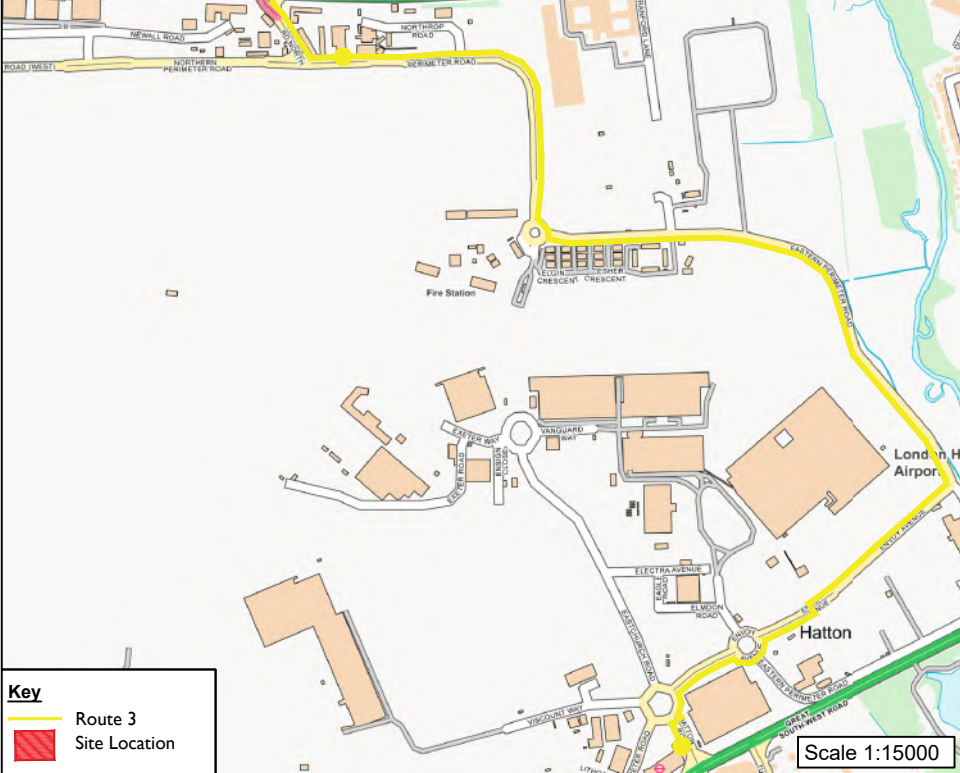
Route 1: Hayes & Harlington Station (via West End Lane (Stop C), Harlington High Street, Harlington Baptist Church, Village Pharmacy and Glendale Medical Centre)



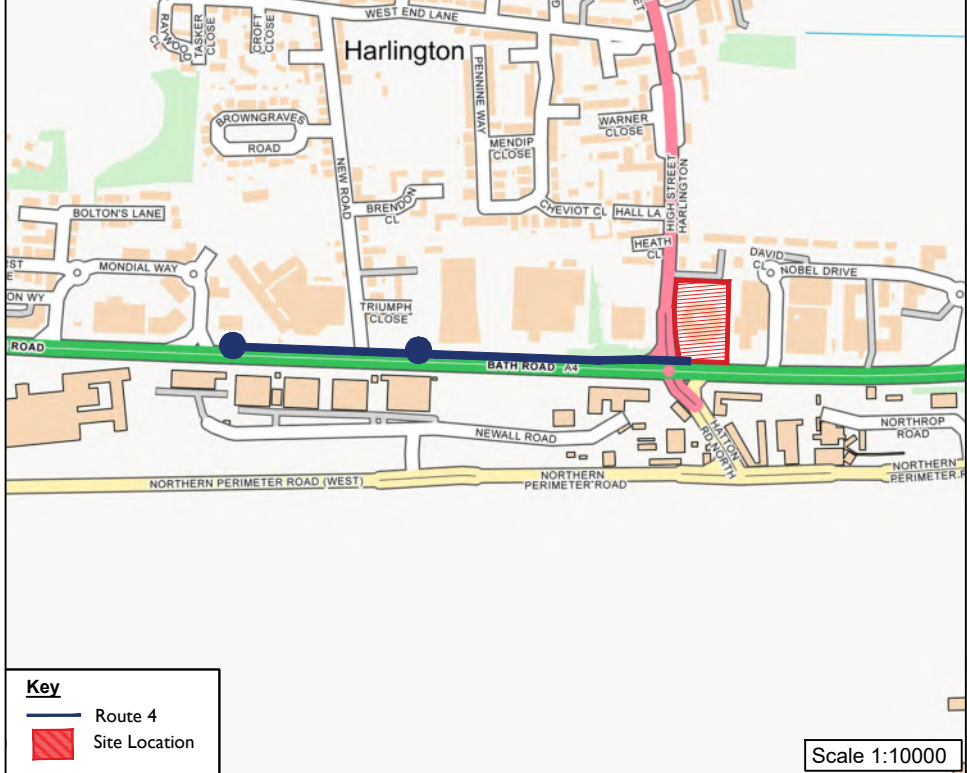
Route 2: Tesco Express (via Harlington Corner (Stop E) and Airport Bowl)



Route 3: Hatton Cross

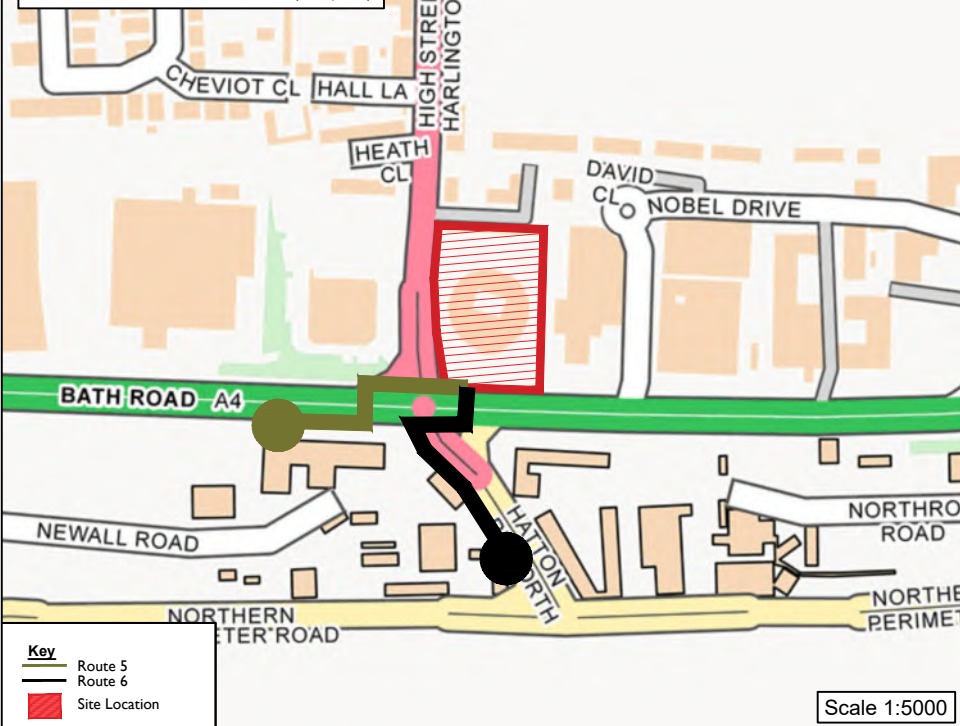


Route 4: Mcdonalds (via New Road Harlington (Stop D))

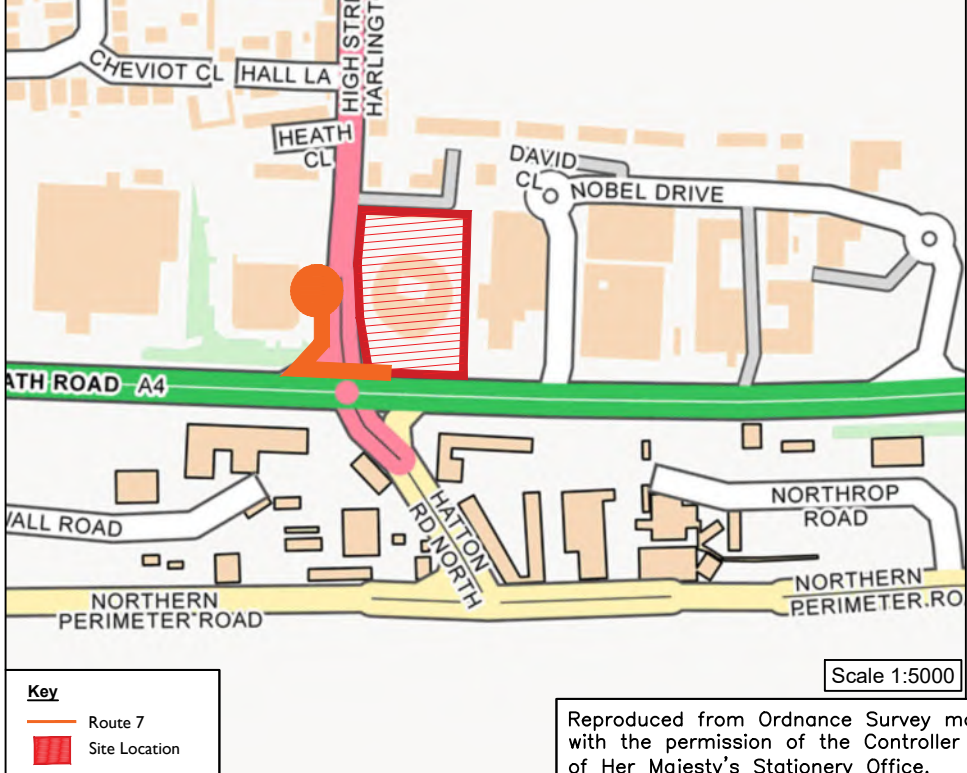


Route 5: Harlington Corner (Stop J)


Route 6: Hatton Road North (Stop M)



Route 7: Harlington Corner (Stop N)



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<div> Cole Easdon</div> <div>01793 619 965 cec@ColeEasdon.com www.ColeEasdon.com</div>	Job Title: Ariel Hotel, 118 Bath Road, Heathrow, Hayes & Harlington	Drawing Title: ATZ Routes + Destinations	Drawing Status:		Client: R Ariel Heathrow Opco Limited				
			CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT		<div>Drawn By JN</div> <div>Checked By DH</div>	Date Drawn Sept 2023	Scale As Shown (A3)	
				FOR PLANNING	<div></div>		Drawing No. 9285/202	Revision -	
				FOR TENDER					
				FOR APPROVAL					
				FOR CONSTRUCTION					
				AS BUILT					

Appendix 2

Appendix 3

Example Staff Travel Survey

This questionnaire is to be completed by all staff at

Name: Date:

Role/Position:

Normal hours of work (i.e. 9am-5pm):

1. Please indicate the distance you travel to work: (please tick accordingly)

Less than a mile	<input type="checkbox"/>	Between 1 – 2 miles	<input type="checkbox"/>
Between 2 – 5 miles	<input type="checkbox"/>	More than 5 miles	<input type="checkbox"/>

2. How do you usually get to and from work? (please tick accordingly)

Walk	<input type="checkbox"/>	Car Driver (on own)	<input type="checkbox"/>	Rail Transport	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	Car share (with other Staff)	<input type="checkbox"/>	Public Bus	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	Other (Please specify)	<input type="checkbox"/>	<hr/>	

3. What other modes of transport would you realistically consider using to get to work? (please tick accordingly)

Walk	<input type="checkbox"/>	Car Driver (on own)	<input type="checkbox"/>	Rail Transport	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	Car share (with other Staff)	<input type="checkbox"/>	Public Bus	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	Other (Please specify)	<input type="checkbox"/>	<hr/>	

4. If you usually travel as a car driver (on your own), would you consider car sharing with another member of staff?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

5. If you usually travel as a car driver (on your own), what could be done to encourage you to travel by bus? Please include any incentives that your employer could potentially offer.

.....

.....

.....

6. If you usually travel as a car driver (on your own), what could be done to encourage you to walk and cycle to work? Please include any incentives that your employer could potentially offer.

.....

.....

.....

7. Are you aware of the existing bus services that pass close to the site?

Yes	
No	

8. Do any bus services run between the area that you live in and the site? Please list the bus service nos. if known

.....

9. The government's cycle to work scheme enables employees to purchase a bicycle through their employer via salary sacrifice in a tax efficient way. Is this something you would be interested in?

Yes	
No	

10. If your employer was to offer an interest-free loan specifically for the purchase of a public transport season ticket for commuting purposes, would this be of interest to you?

Yes	
No	

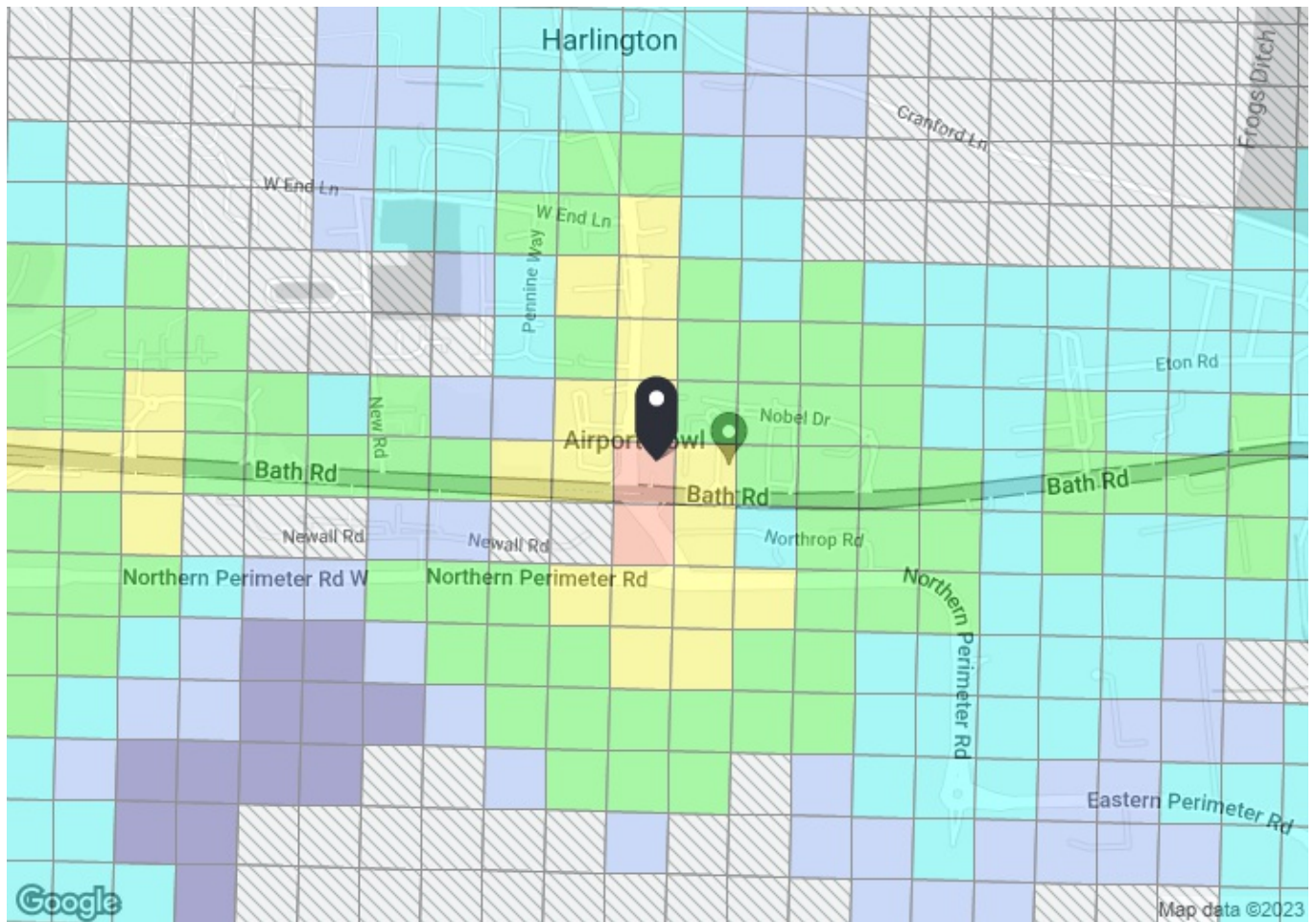
11. Please indicate what you consider to be a realistic distance to walk to work from home
(please tick accordingly)

Up to 1 mile		Between 1 – 2 miles	
Between 2 – 3 miles		More than 3 miles	

12. Please indicate what you consider to be a realistic distance to cycle to work from home
(please tick accordingly)

Up to 2 miles		Between 2 – 4 miles	
Between 4 – 6 miles		More than 6 miles	

Thank you for completing this questionnaire



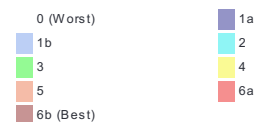
PTAL output for Base Year 5

UB3 5AJ
Bath Rd, Harlington, Hayes UB3 5AJ, UK
Easting: 508866, Northing: 176957


Grid Cell: 62910

Report generated: 23/08/2023

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HARLINGTON CORNER	90	58.74	6	0.73	7	7.73	3.88	0.5	1.94
Bus	HARLINGTON CORNER	H98	58.74	7.5	0.73	6	6.73	4.45	0.5	2.23
Bus	HARLINGTON CORNER	140	58.74	8.5	0.73	5.53	6.26	4.79	1	4.79
Bus	HARLINGTON CORNER	111	77.69	7	0.97	6.29	7.26	4.13	0.5	2.07
Bus	HARLINGTON CORNER	81	77.69	5	0.97	8	8.97	3.34	0.5	1.67
Bus	HARLINGTON CORNER	222	77.69	7.5	0.97	6	6.97	4.3	0.5	2.15
Bus	HARLINGTON CORNER	285	77.69	6	0.97	7	7.97	3.76	0.5	1.88
Bus	HARLINGTON CORNER	105	77.69	6	0.97	7	7.97	3.76	0.5	1.88
Bus	HARLINGTON CORNER	423	77.69	3	0.97	12	12.97	2.31	0.5	1.16
Bus	HATTON RD NTH/N PERIM RD	X26	234.77	2	2.93	17	19.93	1.5	0.5	0.75
Total Grid Cell AI:										20.52