

Hayes Park

Framework Travel Plan

May 2023



Waterman



Hayes Park, Hayes End Road, Hayes, UB4 8FE

Framework Travel Plan

June 2023

Waterman Infrastructure & Environment Limited

Pickfords Wharf, Clink Street, London, SE1 9DG
www.watermangroup.com



Client Name: Shall Do Hayes Development Ltd
Document Reference: WIE19060.102.R.3.2.4.TP
Project Number: WIE19060

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
3.2.4	June 2023	D. Aryan Transport Consultant	J. Hamp Senior Transport Planner	M. Powers Technical Director

Comments

Disclaimer

This report has been prepared by Waterman Infrastructure & Environment Limited, with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Contents

1. INTRODUCTION	1
General	1
Background.....	1
Travel Plan Purpose	1
Travel Plan Structure	2
2. SITE DESCRIPTION & EXISTING SITUATION.....	3
Site Description.....	3
Local Highway Network	3
Local Facilities	4
Bus services	6
Rail.....	6
Public Transport Accessibility.....	6
Walking and Cycling	9
3. OBJECTIVES & TARGETS.....	11
The Focus of the Travel Plan	11
Objectives	11
Indicative Mode Share	11
Targets.....	12
4. MEASURES AND INITIATIVES	13
Introduction	13
Travel Plan Co-Ordinator.....	13
Measures to Reduce Car Use	13
Provision of Travel Information.....	14
Measures to Promote Sustainable Travel	14
Measures to Promote and Facilitate Cycling	15
Measures to Promote Walking	15
Measures to Promote and Facilitate Public Transport Use	15
5. Monitoring and Review Mechanisms	16
Action Plan.....	16

Figures

Figure 1: Site Location	3
Figure 2: Base Year PTAL Output for area covering the development site	7
Figure 3: Future Year PTAL Output for area covering the development site.....	7

Tables

Table 1: Journey Distance of Key Local Facilities from Development Site.....	4
Table 2: Local Bus Services.....	6

Contents

Table 3: Indicative modal split for residents	11
Table 4: Travel Plan Action Plan	17

Appendices

- A. Walk & Cycle Catchment Plans
- B. Site Layout Plans

Contents

1. Introduction

General

- 1.1. Waterman Infrastructure & Environment Ltd ('Waterman') has been appointed by Shall Do Hayes Developments Ltd (the 'Applicant') to prepare a Framework Travel Plan (FTP) in support of a planning application for the proposed change of use of two office buildings to residential at Hayes Park, Hayes End Road, Hayes, UB4 8FE ('the Site').
- 1.2. The local planning and highway authority are the London Borough of Hillingdon (LBH).

Background

- 1.3. The site lies within a wider former business park known as 'Hayes Park'. The red line site area which forms the basis of this application is 3.73 hectares and comprises of Hayes Park South, Hayes Park Central which are two long-term vacant office buildings as well as the surrounding grassland area, and the associated car parking and road areas.
- 1.4. The development proposals are for the change of use of the existing office buildings (Use Class E) to residential use (Use Class C3). The proposed development will provide a total of 124 residential units (25 x Studios, 40 x 1-bed, 41 x 2-bed, 17 x 3-bed and 1x 4-bed units) and ancillary internal and external community space. A total of 124 car parking spaces will be retained from the existing site, in-line with the London Plan 2021 standards and cycle parking will be provided in-line with the London Plan 2021 standards.
- 1.5. The description of the proposed development is as follows:

"Change of use of the existing buildings to provide new homes (Use Class C3), together with internal and external works to the buildings, landscaping, car and cycle parking, and other associated works."

Travel Plan Purpose

- 1.6. The purpose of the Framework Travel Plan is to set out the detail regarding indicative targets, management strategy, measures and proposed monitoring methodologies to facilitate the production of a full Travel Plan after the baseline monitoring surveys have been undertaken.
- 1.7. A Travel Plan is a dynamic management tool which brings together transport and other land use issues in a co-ordinated strategy. The emphasis in a Travel Plan is on increasing the choice of sustainable methods of travel and encouraging their use whilst reducing single occupancy car usage. A Travel Plan sets out measures which could bring several benefits to residents of the proposed development.
- 1.8. A Travel Plan aims to:
 - Encourage the use of more sustainable modes of transport, such as walking, cycling and using public transport;
 - Reduce the need to travel; and
 - Encourage the use of sustainable travel by improving facilities and providing information.

- 1.9. It is acknowledged that to be successful, the development should involve:
 - A designated Travel Plan Co-ordinator who will be responsible for the site and the implementation and day to day running of the Travel Plan;
 - Involvement of other organisations, such as public transport companies, other local organisations as well as the Local Authority; and
 - Regular review and amendment of the Travel Plan as an on-going process.
- 1.10. The Travel Plan Co-ordinator for the site is likely to be a member of the site management team and will be responsible for collating information for and from residents and visitors to the site and will be the key point of contact with the LBH.
- 1.11. A successful Travel Plan can bring the following benefits to the proposed development:
 - An effective proactive approach to influence the travel behaviour of residents and visitors to the site;
 - Promote social inclusion and accessibility;
 - Demonstrate environmental responsibility;
 - Contribute towards road safety targets; and
 - Contribute towards healthier lifestyles of the site users.

Travel Plan Structure

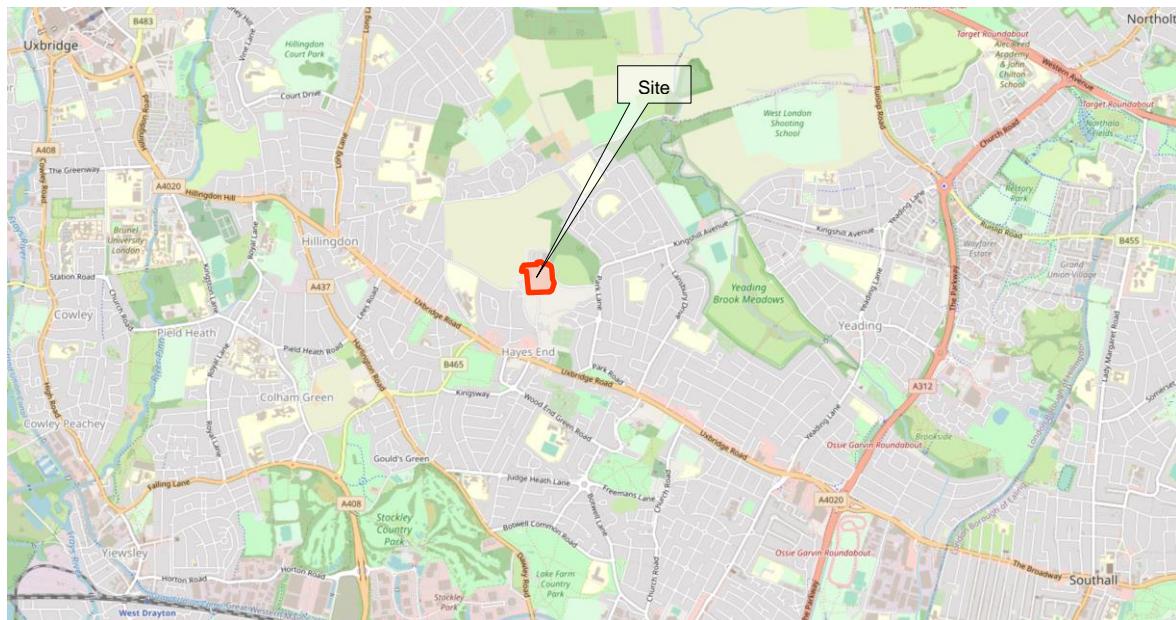
- 1.12. This Travel Plan has been prepared in-line with TfL Travel Plan guidance. The structure of this Framework Travel Plan is as follows:
 - Section 2: Site Accessibility
 - Section 3: Objectives and Targets
 - Section 4: Travel Plan Measures
 - Section 5: Monitoring and Review

2. Site Description & Existing Situation

Site Description

- 2.1. The existing site currently comprises two office buildings, a basement and ground level car park, various areas of car parking around the site and roads connecting the buildings.
- 2.2. The site is bound to the north by the Hayes Park North section of the wider Hayes Park business park site, the east and south by Hayes Park and the west by Bio Green Foods and MangaJo Drinks.
- 2.3. The site currently has two vehicular accesses. One is located to the east in the form of a priority junction with Park Lane and the second to the south via Mead House Lane, which forms a mini-roundabout junction with Hayes Park Road. The site has a private internal road network that connects the two access points. The wider Hayes Park business park site provides a total of 676 spaces, of which 506 are located within the multi-story car park within the Hayes Park North site. In addition, there are 78 parking spaces bordering the site to the west, of which the site has exclusive use off. The existing users of the application site had access to all 754 parking spaces.
- 2.4. The local site context plan is shown in [Figure 1](#) below.

[Figure 1: Site Location](#)



Local Highway Network

- 2.5. Mead House Lane is predominantly a private road that forms a mini-roundabout junction with Hayes End Road.
- 2.6. To the south of the site, Hayes End Road is a single carriageway running between Uxbridge Road (A4020) to the south and Mellow Lane East to the west of the site. Hayes End Road is subject to a 30-mph speed limit and provides access to the residential areas to the south of the site.

- 2.7. Uxbridge Road (A4020) is a dual carriageway which links with Hayes End Road via a signalised junction. The road is subject to a 40 mph speed limit and routes between Hillingdon Hill (A4020) to the west and Ealing to the east. Uxbridge Road (A4020) provides access to the M4 as well as numerous local facilities and amenities.
- 2.8. To the east of the site, Park Lane is a single carriageway running on a south / north alignment between Kingshill Avenue and Uxbridge Road (A4020). Park Lane is subject to a 30 mph speed limit with footways provided on both sides of the road.
- 2.9. Hayes End Road has footways on both sides of the road between its junction with Mead House Lane and Uxbridge Road (A4020) while footways are provided only on the western side of the road between Mead House Lane and Mellow Lane East. The eastern site access road is provided with footways on the southern side of the access road.

Local Facilities

- 2.10. The site is predominantly surrounded by open space and residential dwellings. Several leisure facilities and parks are in close proximity of the site, including the Hayes End Recreation Ground, Park Road Green and the Belmore Playing Fields. A parade of shops is located along Uxbridge Road circa 450m to the south of the site which provides an Iceland food store, a pharmacy, a vet, convenience stores, a pub and hot food outlets. There is also a parade of shops on Kingshill Avenue, circa 750m to the northeast of the site which provides a Co-op food store, a post office, hot food takeaways, a café, pub and a pharmacy.
- 2.11. *Table 1* below sets out an overview of the distance to key local facilities and land uses in relation to the site and the walking and cycle journey times to these destinations via existing walking and cycle routes. It should be noted that *Table 1* provides examples of key services only and is not intended to form an exhaustive list of all services in the area.

Table 1: Journey Distance of Key Local Facilities from Development Site

Facility	Distance from Site Access (kilometres)	Indicative Journey Times (minutes)	
		Walk	Cycle
Education			
Lilliput pre-school Hayes	800m	10	2-3
Hedgewood Primary School	950m	12	3
De Salis Studio College	1km	13	3-4
Hewens Primary School & College	1.1km	14	3-4
Grange Park Junior School	1.2km	15	4
Rosedale Primary School & College	1.2km	15	4
Hayes Park School	1.2km	15	4

Facility	Distance from Site Access (kilometres)	Indicative Journey Times (minutes)	
		Walk	Cycle
Health and Community			
Hillingdon Hospital	3km	38	10
The Parkview Surgery - Doctor	1.2km	15	4
Dental Worx - Dental clinic	1.2km	15	4
Shopping / Retail			
Day & Night Convenience Store	750m	10	2-3
Co-op Food Convenience Store	750m	10	2-3
Kingshill Post Office	750m	10	2-3
Leisure Facilities			
The Brook House - Pub	850m	11	2-3
Desi Flavours London - Restaurant	650m	8	2
More Energy Fitness Centre	3.2km	40	11
Brook House Football Club	1.2km	15	4
Hayes Cricket Club	1.7km	21	5-6
Employment			
Lombardy Retail Park	2.8km	35	9-10
Brook Industrial Estate	3.7km	46	12-13
Public Transport			
Hayes End Bus Stop	700m	9	2-3
Adelphi Way Bus Stop	750m	10	2-3
The Brook House Bus Stop	1km	12	4
Hayes & Harlington rail station	3.4km	43	11-12

2.12. *Table 2* demonstrates that many local facilities and amenities such as bus stops, schools, retail and health services are either within walking or easy cycle distance of the site.

2.13. Overall, the site is well located to provide access to local education facilities, areas of employment, leisure facilities and a wide variety of local facilities that are required for day-to-day living. It is therefore considered that the site is located in a sustainable location.

Bus services

- 2.14. Hayes End bus stops, (Stop XF- westbound) and (Stop XC – eastbound) are the nearest bus stops to the site which are located approximately 700m south of the site on Uxbridge Road (A4020).
- 2.15. Additional bus stops are available on Adelphi Way and Kingshill Avenue, circa 750m and 1km respectively to the east of the site.
- 2.16. Details of the available services are provided in [Table 2](#).

[Table 2: Local Bus Services](#)

Stop	Service	Route	Frequency (weekday)	
			AM Peak	PM Peak
Hayes End	278	Ruislip – Ickenham – Hillingdon – Wood End – Hayes – Harlington – Heathrow	4	4
Hayes End	427	Uxbridge – Hayes End – Southall – Hanwell – West Ealing – Ealing – Acton	15	8
Hayes End	607	Uxbridge – Hayes End – Southall – Hanwell – Ealing – Acton – Shepherd's Bush – White City	8	8
Hayes End	H98	Hayes End – Wood End – Hayes – Harlington – Cranford – Hounslow West – Hounslow	8	8
Adelphi Way	195	Charville Lane – Wood End – Hayes – Southall – Hanwell – Brentford	6	6
Adelphi Way	U7	Hayes Sainsbury's – Charville Lane Estate – Hayes End – Hillingdon Hospital – Uxbridge	2	2
The Brook House	90	Northolt – Yeading – Wood End – Hayes – Harlington – Hatton Cross – Feltham	6	6

- 2.17. As shown in [Table 2](#), seven bus services are accessible in the vicinity of the site and provide links to several destinations including Ruislip, Uxbridge, Ealing, Hounslow and White City.

Rail

- 2.18. Hayes & Harlington rail station is the closest station to the site located approximately 3.4km southeast of the site. Hayes & Harlington rail station is served by GWR and Elizabeth Line and provides access to various destinations including Heathrow Airport, Didcot Parkway, London Paddington and Reading. The station provides 118 car parking spaces. Bus routes 90, 195, 278 and H98 which are accessible to the site provide access to Hayes & Harlington rail station.

Public Transport Accessibility

- 2.19. Public Transport Accessibility Levels (PTALs) provide a useful guide as to the accessibility of an area. PTAL scores range from 0 to 6b, where 6b is the best score and 0 the worst. The base and future year PTAL Outputs are shown below in [Figure 2](#) and [Figure 3](#) respectively.

Figure 2: Base Year PTAL Output for area covering the development site

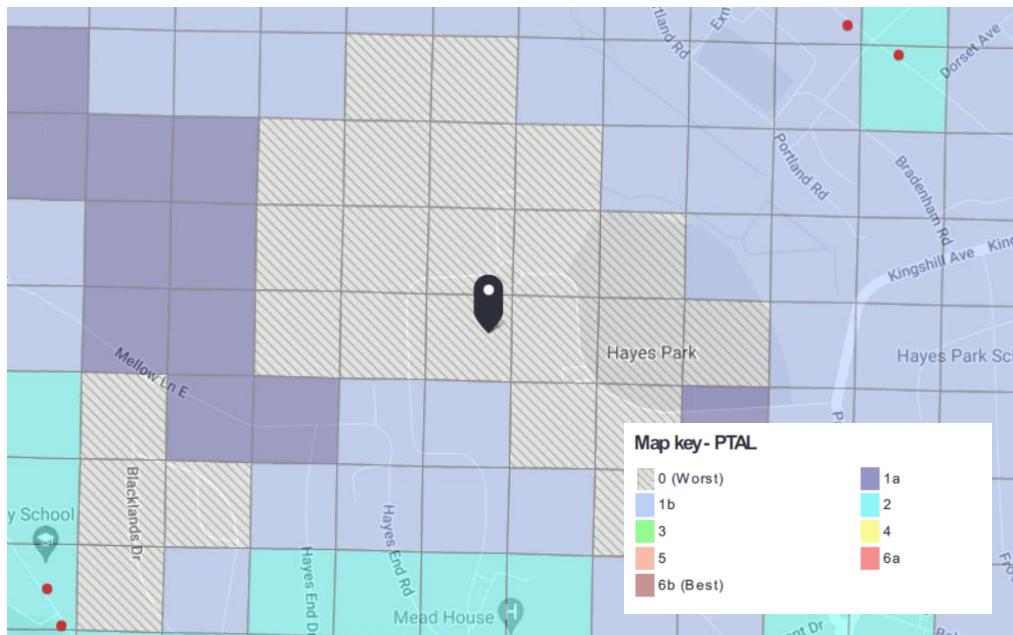
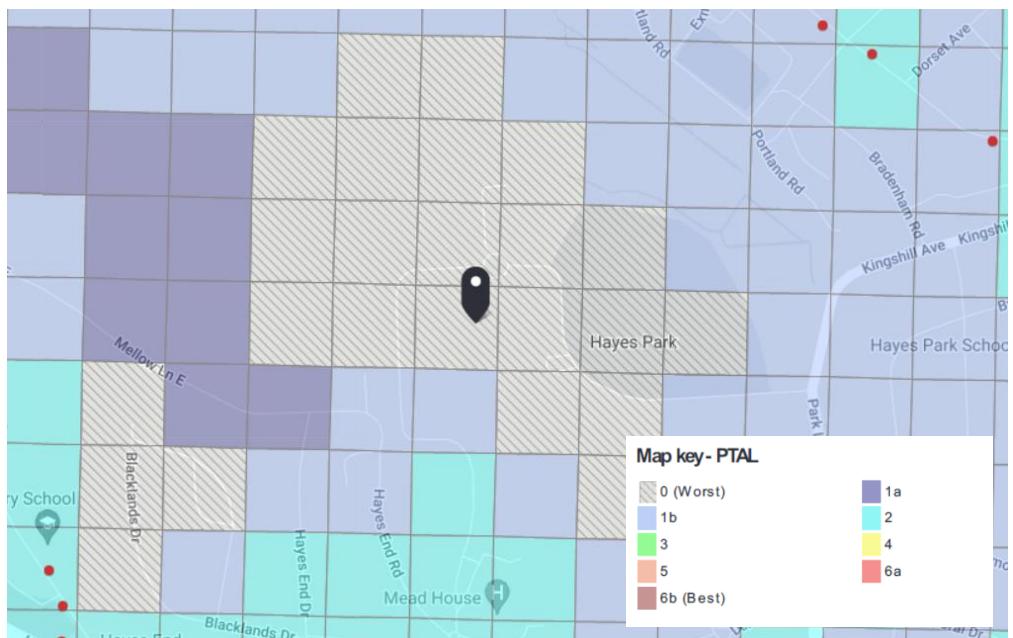


Figure 3: Future Year PTAL Output for area covering the development site



2.20. The above PTAL review indicates that most of the site have a PTAL score of 0 with southwestern section of the site being considered to have a PTAL score of 1b which represents a 'very poor' level of accessibility to public transport. The TfL PTAL calculator has a distance threshold of 640m for bus services and 960m for rail/underground services to be included within a PTAL rating. The bus services available from the stops on Hayes End, Adelphi Way and The Brook House are just beyond this threshold, and therefore do not count towards the sites PTAL rating. Nevertheless, the distance to these bus stops are considered reasonable and residents would walk to access these

services and residents would use bicycles and bus services to access Hayes & Harlington rail station.

Walking and Cycling

- 2.21. Pedestrian access to the site is provided through Mead House Lane to the south and Park Lane to the east. The pedestrian network surrounding the site is in good condition with dropped/tactile crossings providing safe access for all users.
- 2.22. To the south, Hayes End Road is provided with footways on both sides of the road between its junction with Mead House Lane and Uxbridge Road (A4020). These footways link with further footways on Uxbridge Road (A4020) where several local facilities are available. A signalised pedestrian crossing is available at the junction between Uxbridge Road (A4020) and Hayes End Road which provides pedestrians safe access to the bus stops on Uxbridge Road (A4020).
- 2.23. To the east, Park Lane is equipped with footways on both sides of the road and provides access to the bus stops to the east of the site.
- 2.24. There are no dedicated cycle routes in the immediate vicinity of the site, however, the local roads are lightly trafficked therefore suitable for cyclists. There are cycle lanes along both sides of Uxbridge Road south of the site.
- 2.25. *Figure 4* and *Figure 5* below identifies the walking and cycling permeability, from the site up to 2km and 5km respectively, within the area of the site. These plans are also shown in [Appendix A](#).

Figure 4: 2km Walk Catchment

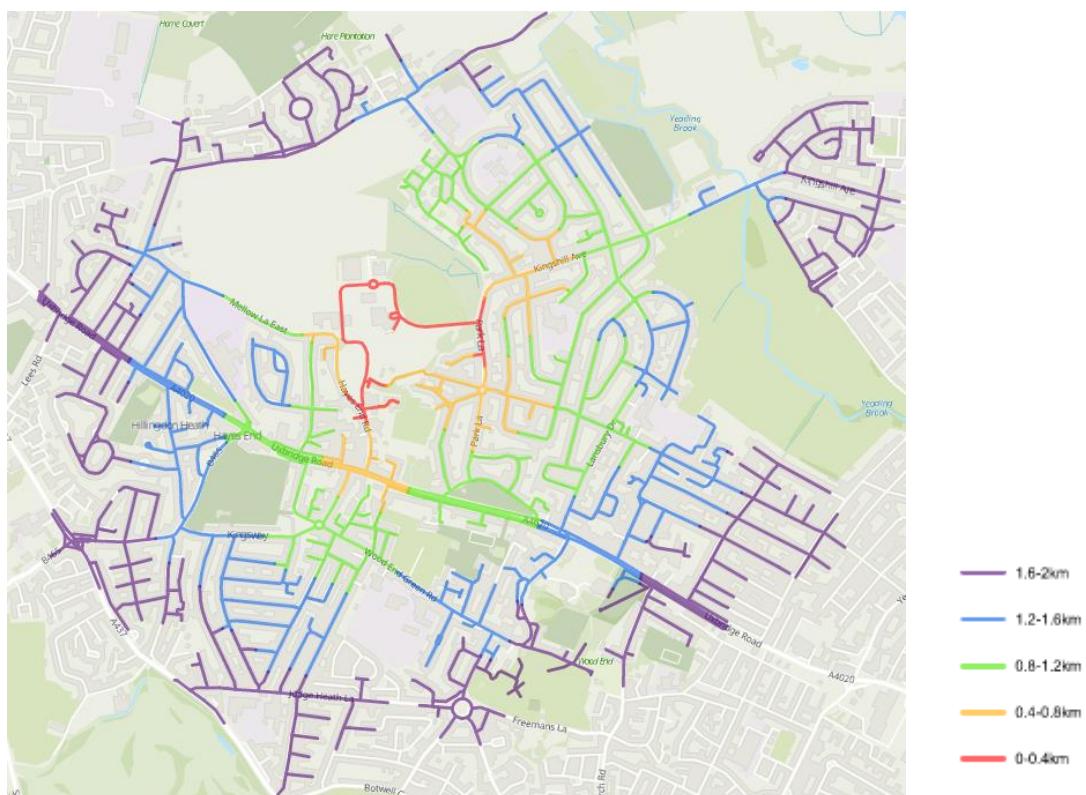
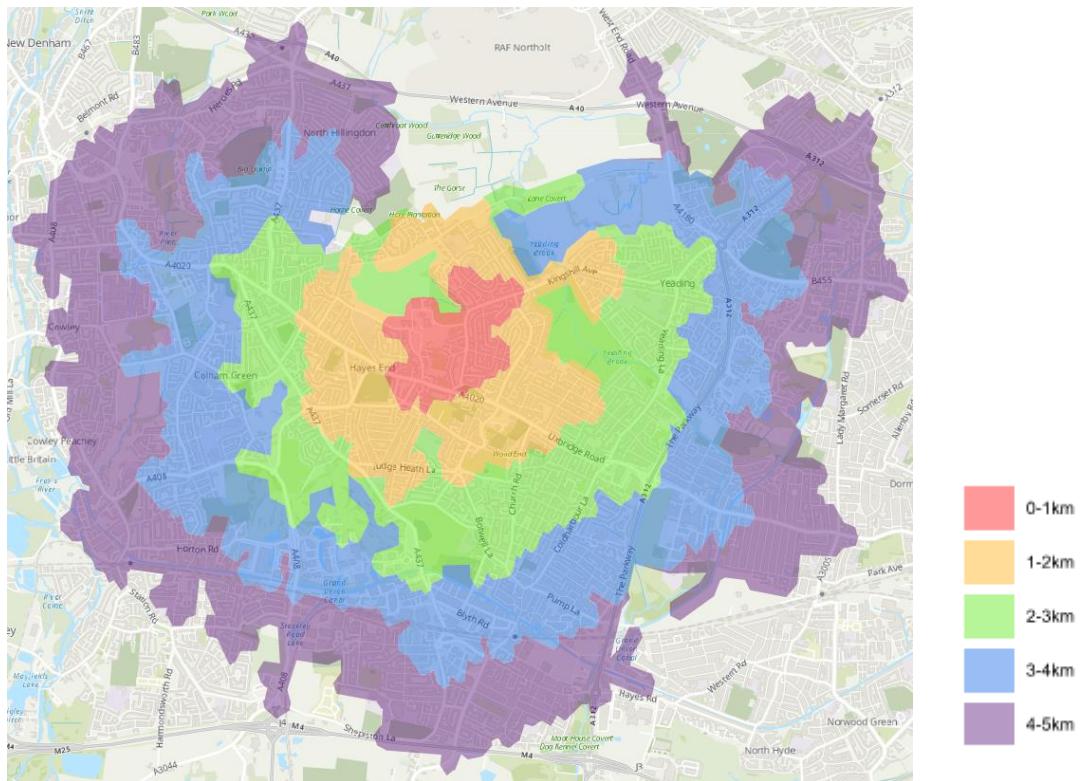


Figure 5: 5km Cycle Catchment



3. Objectives & Targets

The Focus of the Travel Plan

3.1. This Framework Travel Plan is focussed on residents but is equally applicable to visitors to the site. Therefore, most of the measures proposed within the plan are intended to encourage individuals to vary, or change, to more sustainable methods of transport when appropriate.

Objectives

3.2. Travel Plans should have measurable outputs or targets against which the progress of the Travel Plan can be monitored. With consideration to the nature of the development, the main objectives of the Travel Plan are as follows:

- To inform residents and visitors about their travel options and the health benefits of active travel;
- To maximise the use of cycle provision as far as practicable;
- To increase the attractiveness and use of cycling for day-to-day journeys;
- To raise awareness of sustainable modes of transport available within the vicinity of the site;
- To promote sustainable travel modes as a convenient alternative to car travel; and
- Encourage site users to move up within the sustainable transport hierarchy.

Indicative Mode Share

3.3. As this is an Outline Travel Plan, the mode share of the residents on-site are indicative and has been based on Census 2011 Method of Travel to Work data for output area Hillingdon 018B where the site is located.

3.4. Due to the car limited nature of the site (a parking ratio of 1:1), the mode share of future residents was adjusted in the Transport Assessment to reflect parking ratio of one space per unit by reducing the car driver mode share and increasing the share of other modes of transport. The original Census 2011 Travel to Work and adjusted Travel to Work mode share is shown in *Table 3* below.

Table 3: Indicative modal split for residents

Mode	Baseline Mode Split	Adjusted Mode Split
Underground	6.2%	9%
Train	3.2%	5%
Bus etc.	12.2%	17.5%
Taxi	0.2%	0.3%
Motorcycle etc.	0.9%	1.2%
Car Driver	67.7%	53.1%
Car Passenger	4.0%	5.7%
Bicycle	1.9%	2.5%

On foot	3.1%	4.9%
Other	0.6%	0.8%
Total	100%	100%

3.5. It should be noted, the above modal splits are indicative, and will be informed by the baseline travel survey undertake six months after occupation, and the monitoring surveys one, three and five years after the baseline survey.

Targets

3.6. Travel Plan targets can be used to assess the effectiveness of a Travel Plan and identify which areas require attention in terms of prioritising resources such as time, cost and labour.

3.7. Travel Plan targets should be SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imebound). Travel Plan targets need to be specific to the development to which they apply.

3.8. The Travel Plan targets support the aim and vision set out within the Mayors Transport Strategy to have 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

3.9. The indicative targets of this Travel Plan are set out below. These targets will be agreed with LBH and will be amended to reflect the baseline and follow up Travel Plan monitoring surveys.

3.10. The proposed initial targets are as follows:

- Make residents and visitors aware of the Travel Plan – have up to 75% of site users aware of the Travel Plan.
- Increase residents and visitors walking and cycling – increase walking and cycling by 5% in 5 years.
- Reduce residents and visitors driving – decrease private car trips by 5% in 5 years.

4. Measures and Initiatives

Introduction

- 4.1. This section of the Travel Plan sets out the measures and initiatives that will be used to promote the Travel Plan and sustainable transport modes within the proposed development.

Travel Plan Co-Ordinator

- 4.2. The Framework Travel Plan will be implemented through the appointment of a Travel Plan Co-ordinator (TPC). The Travel Plan Co-ordinator will liaise with the LBH, residents and other interested parties.
- 4.3. The role of the TPC is typically fulfilled by someone within form the site management.. The individual appointed as the TPC should be appointed prior to occupation of the development site and should be a named person agreed with LBH. Once appointed, full contact details will be provided to LBH.
- 4.4. The TPC is the person responsible for the day-to-day management of the Travel Plan. The role of the TPC will include:
 - To provide a Full Travel Plan after the baseline monitoring surveys have been undertaken;
 - To promote and encourage the use of sustainable travel modes;
 - To promote the Travel Plan alongside national events (e.g., walk to work week);
 - To provide a point of contact and travel information for residents;
 - To ensure that all relevant information is provided to all new residents and that up-to date information is clearly displayed on the Travel Plan notice boards and within the induction pack;
 - To arrange for baseline travel surveys to be undertaken plus monitoring surveys one, three and five years after the baseline survey;
 - To provide a point of contact for the transport operators and officers of the council and work with other local businesses to pursue joint plans and initiatives where relevant; and
 - To undertake personalised travel planning with residents and investigate incentives that will achieve the required level of mode shift.

Measures to Reduce Car Use

Proximity to Local Facilities

- 4.5. The proximity of the proposed development to the local facilities for day-to-day use and public transport will negate the need to make shopping journeys and would achieve a reduction in the need to travel by car.

Car limited provision

- 4.6. The proposed development will provide a maximum of one parking space per unit, in-line with maximum local and regional parking standards. The car limited nature of the site will encourage residents to use other forms of transport.

Provision of Travel Information

Travel Information Packs

- 4.7. Travel Information Packs are to be provided to all households when they move in. This will increase awareness of the different travel options available and provide information about the TP, and reasons for it, cycle routes, pedestrian access and public transport information etc.
- 4.8. A copy of the TP will be provided upon request to residents by the TPC who will be present on site.
- 4.9. Travel Information will also be made available online for residents to view, potentially via a development wide intranet system.

Noticeboards

- 4.10. Travel information will be provided on a noticeboard in the foyer of each block. The noticeboard will display maps of the local walking and cycling network and will display information on any changes to public transport services.

Travel Apps

- 4.11. Residents will be informed on the quickest public transport routes from live-time public transport apps such as City-mapper and TfL Go. Residents will be encouraged to download these apps within the Travel Information Pack.

Measures to Promote Sustainable Travel

- 4.12. The proposed development is connected to a good pedestrian network which connects with further footways providing access to key facilities. The proposed development also benefits from good cycle linkage within the surrounding areas.

Promotional Events

- 4.13. Promotional events organised by the TPC every one or two years such as cycling or walking campaign days will be promoted within the Travel Information Pack handed to residents upon occupation.

Working from Home

- 4.14. Post Covid-19, a large number of office-based staff have flexible work patterns and often work from home one or more days a week. The development will be provided with a high-speed internet connection which will allow residents to work from home and reduce the need to travel during peak hours.

Cycle Parking

- 4.15. The development will be provided with secure cycle parking, undercover and located within accessible locations within the development, other measures include:
 - Monitor cycle parking as part of the TP update and increase the provision if necessary;
 - Consider maintenance sessions on a 12-month basis;

4.16. The cycle parking locations are shown in the development layout plans in Appendix B.

Measures to Promote and Facilitate Cycling

4.17. The development will be provided with secure cycle parking, undercover and located within accessible locations, other measures include

Cycle to Work Scheme

4.18. Residents will be encouraged to contact their employers to see if they provide the cycle to work scheme. The cycle to work scheme allows employees to purchase a tax free bike safety equipment using a loan from their employers, which is then paid back monthly.

Cycle Information

4.19. The Travel Information Packs will provide information in 'Bike Week' (www.bikeweek.org) and provide information for an on-site Bicycle Users Group (BUG) for residents.

Cycle Training

4.20. LBH provide free cycling training for everyone who lives, works or studies in the Borough. LBH offer cycle training courses for families, beginners, commuters and offers a refresher course. Details of how to sign up to these courses will be included within the Travel Information Pack.

Measures to Promote Walking

4.21. Measures aimed at increasing the viability walking to and from the site to local facilities include:

- Provide information on the 'on and off highway' pedestrian network routes to residents and visitors, and include this information on maps made available through the transportation notice boards;
- Promote events such as 'Walk to Work' week: <http://www.livingstreets.org.uk/walk-with-us/event/walk-to-work-week>; and
- The proposed development will provide an improved pedestrian realm through the development which will promote walking to local destinations for day-to-day goods.

Measures to Promote and Facilitate Public Transport Use

4.22. To increase and encourage the use of public transport, the following measures will be implemented:

- Provide up-to-date public transport information including timetables and bus company contact information within the Travel Packs and display on notice boards;
- Promote apps such as Citymapper and TfL Go.
- Promotion of walking routes connecting with bus stops and rail stations; and

5. Monitoring and Review Mechanisms

- 5.1. A Travel Plan requires frequent review and monitoring to ensure it remains relevant to the site users. In-line with TfL guidance, baseline monitoring of the Travel Plan should be carried out 9 months after occupation, which will be the basis for completing the full Travel Plan. Additional Travel Plan monitoring will be undertaken on years 1, 3 and 5 on the anniversary of the baseline Travel Plan.
- 5.2. The scope of the travel surveys will be agreed with LBH prior to being undertaken. However it is envisaged that the Travel Plan monitoring will comprise a questionnaire for residents or a TRICS compliant survey.
- 5.3. The TPC will form a contact point for communication with LBH. Findings from LBH discussions and reviews will be communicated to residents via newsletters.
- 5.4. The existing modal splits from the baseline survey will act as the baseline data with regular monitoring being undertaken so that an indication of changes over time can be assessed.

Travel Surveys

- 5.5. The results of Travel Surveys at years one, three and five after the baseline survey will be included in a Monitoring Report (also known as a Progress Report), which will be prepared and submitted for consideration after the travel surveys.
- 5.6. The Monitoring Reports should include the following:
 - Organisation's name and address;
 - Detailed information and evidence on the measures used and implemented to promote the Travel Plan and its objectives;
 - Travel Survey results with comparative data and analysis;
 - Details on cycle parking usage/parking usage;
 - Action Plan; and
 - Details of any changes to the Site.
- 5.7. Where targets are not met, the TPC will discuss and agree a plan of action, which will indicate how any deficiencies in the operation of the Travel Plan will be met.
- 5.8. The TPC shall review and monitor the TP at Years 1, 3 and 5, setting out whether the travel habits of residents are meeting the objectives and targets. This information will be included in the Monitoring Reports.

Dissemination and Feedback

- 5.9. Residents will receive information via newsletters and the Travel Information Packs. The Travel Information Pack will be sent to LBH for review prior to sending to residents.

Action Plan

- 5.10. A draft timescale for the delivery and implementation of the suggested Travel Plan initiatives, including the intended outcomes and outputs, are provided below in [Table 4](#) as an Action Plan.

Table 4: Travel Plan Action Plan

Objectives	Measures	Timescales	Responsibility
Increase public transport awareness	Provide bus, rail maps and timetables via TIP and noticeboard	On occupation	TPC
	Promote smartphone apps such as Citymapper and Tfl Go		
	Promotion of walking routes connecting with local bus stops and train stations via TIP and noticeboard		
To increase walking	Information on the 'on and off highway' pedestrian network routes to residents via TIP and noticeboard	On occupation	TPC/developer
	Provide high quality pedestrian environment within the site		
	Promote health benefits of walking and cycling		
	Promote events such as 'Walk to Work' week		
To increase cycling	Secure and covered cycle parking will be provided in-line with London Plan standards	On occupation	TPC/developer
	Provide cycle mapping and information for the local area via the TIP and noticeboard		
	Promote health benefits via the TIP and noticeboard		
	Encourage residents to enquire about cycle to work scheme		
	Provide information on 'Bike Week'	Prior to occupation	Developer
	Provide on-site Bicycle Users Group (BUG) for residents		
	Ensure Wi-Fi/Broadband internet facilities are provided		

APPENDICES

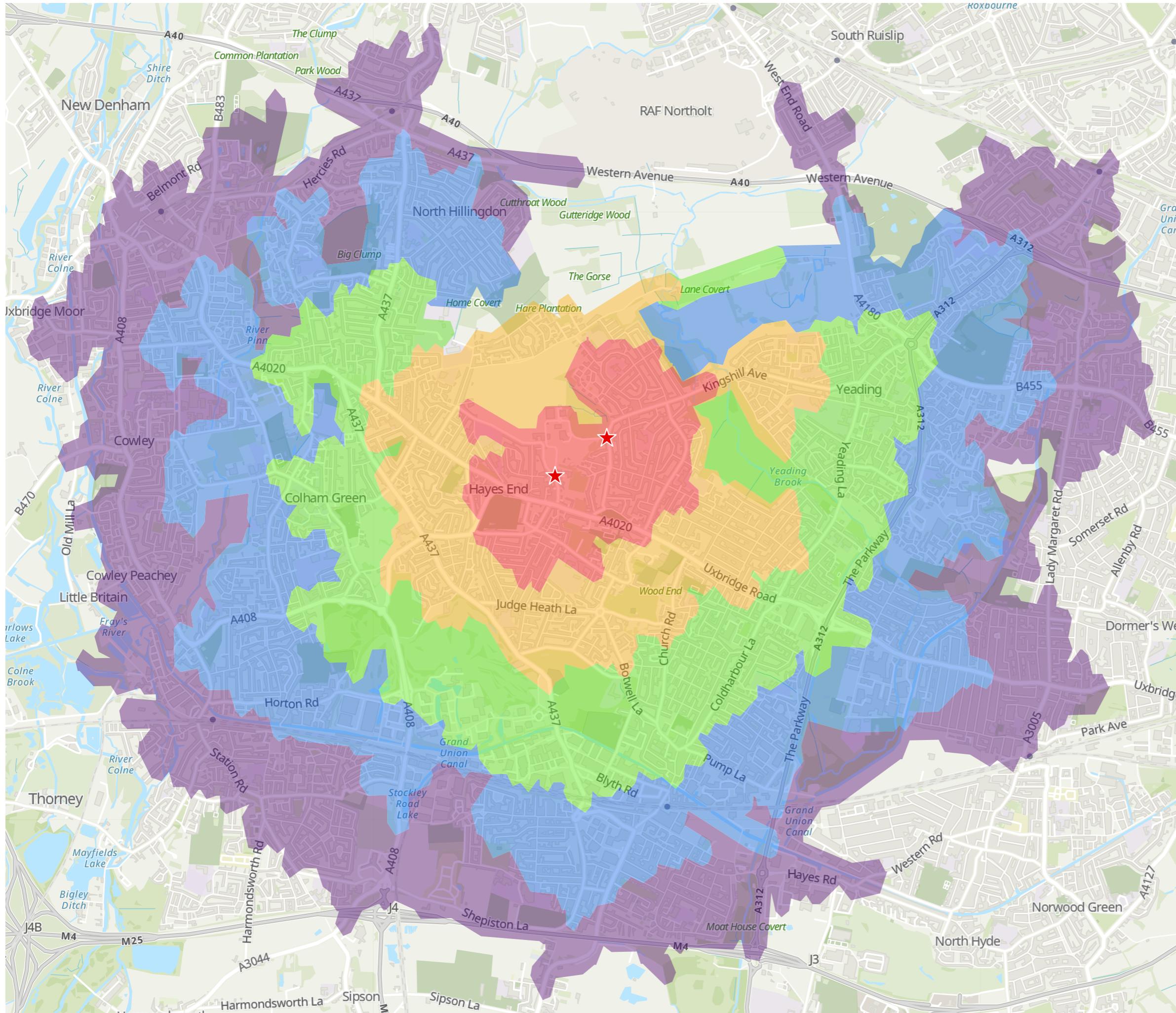
A. Walk & Cycle Catchment Plans

Appendices

Hayes Park, Hayes End Road, Hayes, UB4 8FE

Document Reference: WIE19060

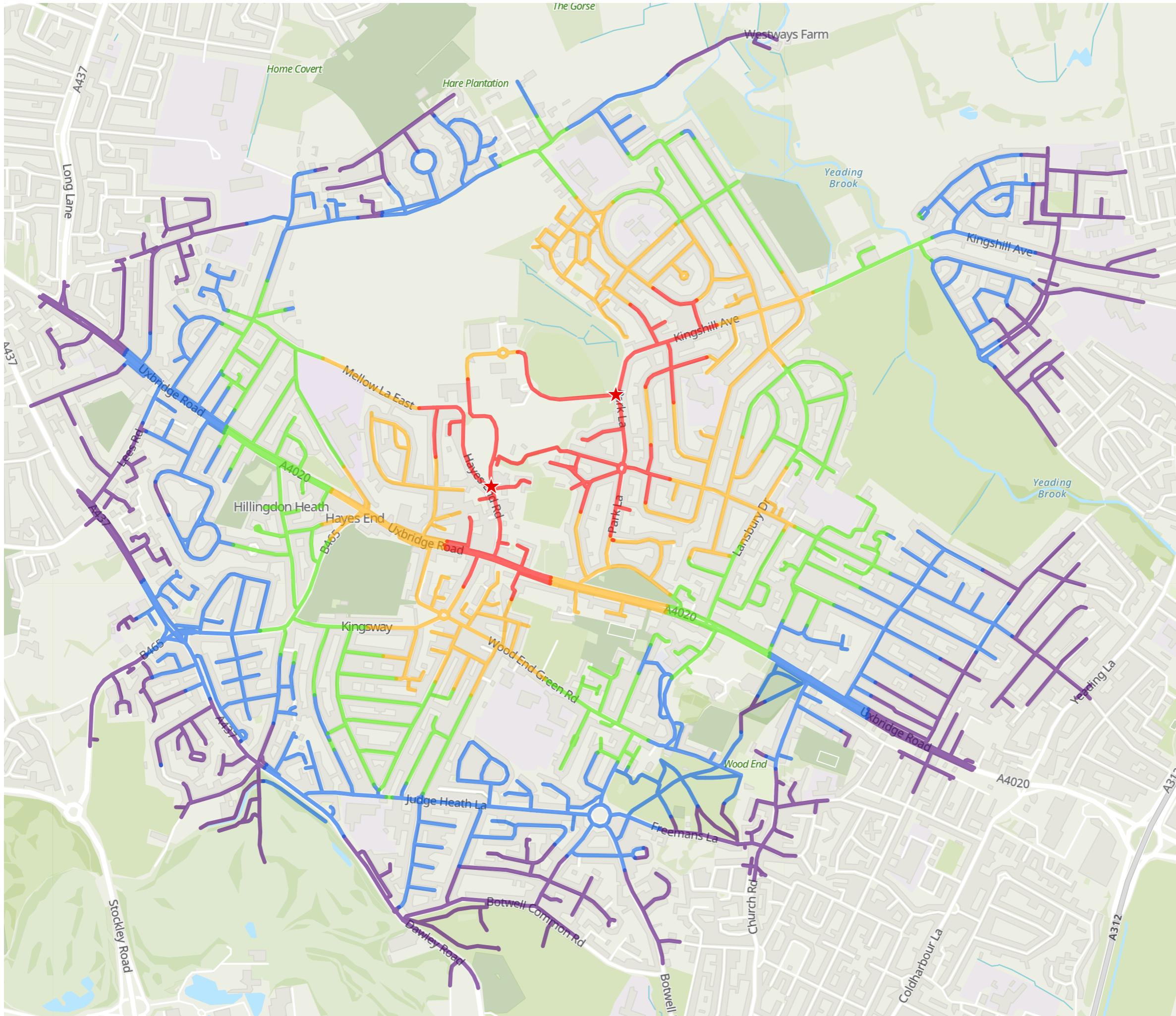
WIE19060.102.R.3.2.4.TP



- ★ Site Access Point
- 0-1km from Site Access Point
- 1-2km from Site Access Point
- 2-3km from Site Access Point
- 3-4km from Site Access Point
- 4-5km from Site Access Point

0 0.25 0.5 1 km

Project Details	WIE19060-100: Hayes Park
Figure Title	Figure 1: Cycle Catchment Area
Figure Ref	WIE19060-100_GIS_TR_1B
Date	May 2022
File Location	\\H-Incs\wiel\Projects\WIE19060\100\9_GIS\WIE19060-100\



0 0.1 0.2 0.4 km

Project Details	WIE19060-100: Hayes Park
Figure Title	Figure 2: Walking Catchment Area
Figure Ref	WIE19060-100_GIS_TR_2B
Date	May 2022
File Location	\H-Inc\swiel\Projects\WIE19060\100\9_GIS\WIE19060-100_GIS_TR\
	www.watermangroup.com



B. Site Layout Plans

Appendices

Hayes Park, Hayes End Road, Hayes, UB4 8FE

Document Reference: WIE19060

WIE19060.102.R.3.2.4.TP



General Notes

No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation.

Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.

All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Notes

Notes

Keppler

ANSWER

Drawing Title

Landschafts-Masterplan

Landscape Masterplan

Client Shall Do Hayes
Developments
Limited

Scale @A1

Studio
Egret
West

3 Brewhouse Yard
London, EC1V 4JQ
hello@egretwest.com

Drawing Number	Rev
0419-SEW-ZZ-00-DR-L-001000	P1

Our vision

“Engineering a better environment for people and the planet”

Our mission

“To solve complex problems for the benefit of clients, communities and the climate”

Our values

People orientated

Individually and collectively, people are our business.
We strive to create environments for everyone to flourish and thrive.

Flexible

Pragmatic by nature and dedicated to getting the job done to the highest possible standard.

Professional

Operating at pace with integrity to deliver technical and robust solutions.

Environmentally aware

We understand our responsibility to the environment, it shapes our decision making and informs our practice.

Innovative

Our forensic questioning provides the ability to deliver appropriate innovations at every stage on every project.

Relationship focused

We value individuality and the benefits of working collaboratively to achieve positive outcomes for all.

