



OCTOBER  
2025

# Hayes Park West

## Travel Plan

Iceni Projects Limited on behalf of  
Shall Do Hayes Developments Ltd

October 2025

ICENI PROJECTS LIMITED  
ON BEHALF OF SHALL DO  
HAYES DEVELOPMENTS  
LTD

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Hayes Park West  
TRAVEL PLAN

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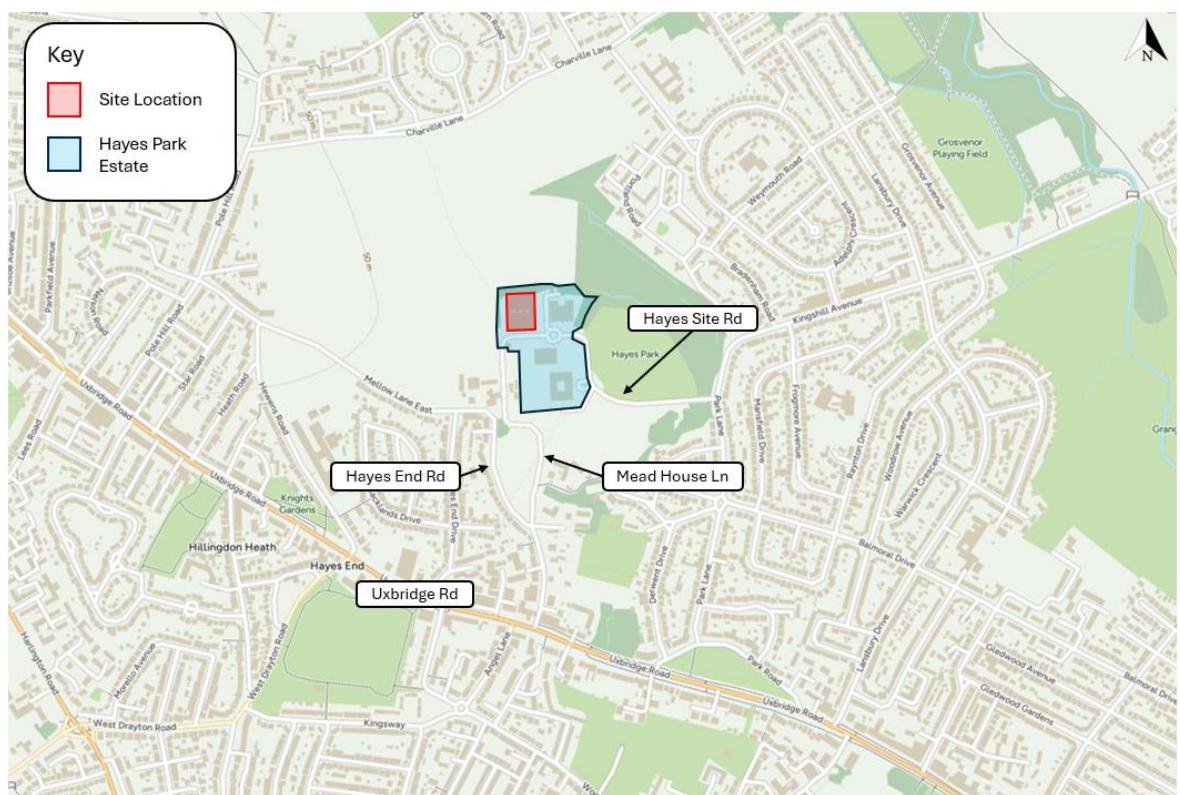
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# 1. INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Iceni Projects in support of the full planning application submitted by Shall Do Hayes Developments Ltd (“the Applicant”) to the London Borough of Hillingdon (“the Council”) for the development at Hayes Park West, Hayes Park, Uxbridge, UB4 8FE.

1.2 Hayes Park West ('the Site') is located within the Hayes Park Estate in the Charville Ward of the London Borough of Hillingdon ('the Council'), who will be the relevant Local Planning Authority for the application. The Site sits within a wider former business park known as 'Hayes Park' which is indicatively shown on **Figure 1.1**.

**Figure 1.1 – Site Location Plan**



1.3 The planning application for Hayes Park West seeks planning permission for partial demolition and redevelopment of the existing multi storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated works.

1.4 In summary, this application seeks to deliver the following:

- The partial demolition of the existing multi-storey car park and construction of new 4 storey residential development

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- 52 new homes (Use Class C3) comprising a mix of 1-bedroom and 3-bedroom homes.
- A high proportion of open space and amenity space across the site totalling 3503m<sup>2</sup>, including the provision of private gardens, terraces and balconies, new play spaces, internal ancillary facilities, and extensive communal areas surrounding the building. This includes:
  - 49m<sup>2</sup> internal communal amenity (lobbies, communal space and storage)
  - 1608m<sup>2</sup> external communal amenity
  - 1685m<sup>2</sup> private external amenity
  - 161m<sup>2</sup> play space (doorstep play for children aged 0-4 years)

### **What is a Travel Plan?**

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- 1.5 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.6 TPs are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or Site and implementing measures to reduce identified adverse effects of such transportation.
- 1.7 A TP is essentially a series of initiatives that are introduced by an organisation to provide all users of a Site with an enhanced range of sustainable transport opportunities. The overriding objectives of TPs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable or active forms of travel such as walking, cycling and public transport.

### **Benefits of a Travel Plan**

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- 1.8 The most easily identifiable benefits of a TP are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.
- 1.9 There are, however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:
  - Healthier residents and visitors;
  - Energy saving – through reduced fossil fuel use;

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- Improved use of public transport;
- An improved environment for pedestrians and cyclists;
- Cost savings – to residents as travel becomes more efficient; and
- Improved quality of life – through time savings achieved as a result of less congestion and reduced stress.

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## **2. AIMS AND APPROACH**

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### **Introduction**

- 2.1 The aim of the TP for the Site is to help increase active travel and to achieve the previously listed objectives.
- 2.2 This TP is focussed on setting out principles and objectives for the residents of the Site and introducing key elements such as the Travel Plan Co-ordinator (TPC).

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### **Surveys**

- 2.3 As part of this TP proposal, the developer will commit to undertaking surveys which would assess the travel and transport issues and influences of residents.
- 2.4 The surveys, monitoring and review will be undertaken so as to achieve the aims of promoting active travel.
- 2.5 One of the main objectives of this TP is to provide encouragement, information and initiatives to the residents to use more active modes of travel such as walking and cycling.

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### 3. SUSTAINABLE TRAVEL MODES

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#### Introduction

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3.1 This chapter considers the existing public transport, walking and cycling provision in the area surrounding the Site, as well as proximity to local amenities / facilities.

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#### The Site

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3.2 The Hayes Park estate comprises a historically significant office campus in West London, situated in Hayes, and bounded by a structured, pastoral landscape. The estate is framed by the buildings known as Hayes Park North ('HPN'), Hayes Park Central ('HPC'), and Hayes Park South ('HPS'), all positioned within a broader landscape setting originally envisaged by architect Gordon Bunshaft as a modernist business park set in parkland. HPC and HPS are Grade II\* listed due to their architectural and historic interest.

3.3 In recent years, the character and context of Hayes Park estate has undergone a fundamental shift from office use to residential, which following a series of planning applications is delivering 189 new homes. The relevant applications are as follows:

- Hayes Park North ('HPN') – a three-storey, early 2000s office building, was granted Prior Approval in 2022 for conversion to 64 homes (Ref: 12853/APP/2021/2202), followed by permission for external enhancements to the building (Ref: 12853/APP/2023/3720). These works are now on-site and being delivered.
- Hayes Park Central ('HPC') and Hayes Park South ('HPS') – both mid-century, listed office buildings, were granted full planning permission and listed building consent in early 2024 for conversion into 125 homes, with associated landscape enhancements (Ref: 12853/APP/2023/1492).

3.4 Hayes Park West is bound to the north and west by dense trees and open parkland, which is private land owned by the Church Commissioners. To the east the site is bound by HPN, and to the south by the listed HPC and HPS.

3.5 The entirety of the site and much of the surrounding land is located within the Green Belt, although the site is not open to the public. Beyond that, there are large areas of low-density terraced housing. There is a wide selection of parks and leisure facilities in the area, including the Hayes End Recreation Ground, Park Road Green and the Belmore Playing Fields. The nearest town centres are

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located at Hillingdon Heath Local Centre, 1.6km to the southwest, and at Uxbridge Road Hayes Minor Centre, 3.3km to the southeast.

3.6 In term of local amenities, Uxbridge Road benefits from a supermarket and convenience store, with Hayes End Recreational Ground greenspace located directly to the south of Uxbridge Road, approximately 1km south of the Site. Further amenities can be accessed travelling both eastbound and westbound along Uxbridge Road, with Lombardy Retail Park located approximately 3km southeast of the Site.

## **Walking and Cycling**

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### **Walking**

3.7 External to the Site, footways are provided on both sides of both Hayes End Road and Park Lane, and signalised crossings are provided across Uxbridge Road to provide safe access to the bus stops in both directions.

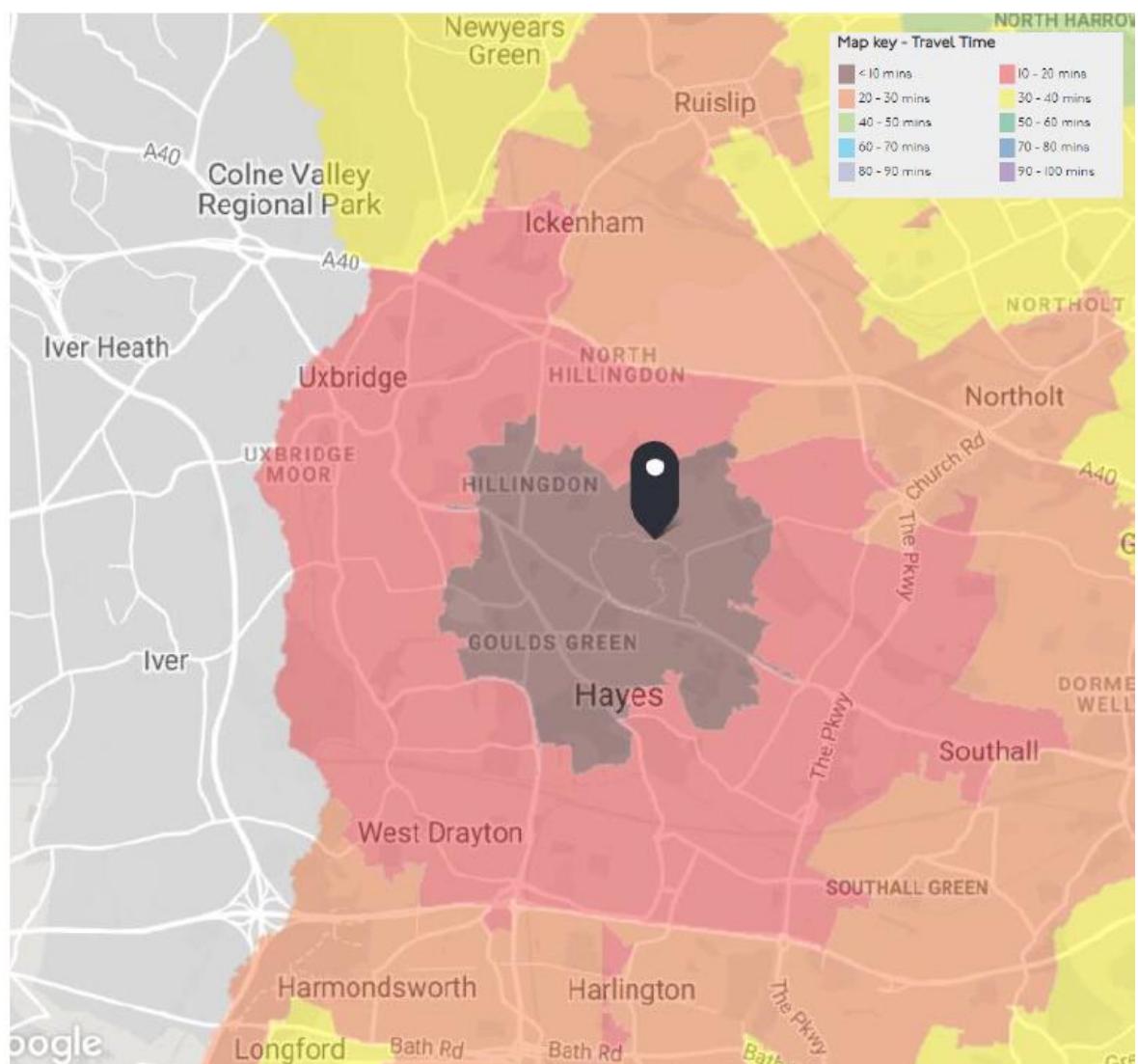
3.8 On Park Lane, a dropped kerb with tactile paving and central refuge is provided to the north and south of the Site access providing safe crossings in both directions close to the Site access.

### **Cycling**

3.9 Cycling has the potential to substitute for short car trips, especially those less than 5km. A wide range of amenities / services including bus stops, train stations, educational facilities, religious centres, restaurants, supermarkets and numerous employment, retail and leisure opportunities are therefore located within an acceptable cycling distance of the Site and there is ample opportunity for users of the Site to utilise this mode of transport.

3.10 From undertaking a TIM Mapping review of the Site, as demonstrated on **Figure 3.1**, it can be seen that a large area can be covered within a 20-minute cycle journey, which is the generally accepted cycle distance, especially for commuting to a place of employment. Areas that can be accessed within a 20-minute cycle include Southall, Uxbridge, West Drayton and parts of Ickenham. It should be noted the mapping only covers Greater London so while some of the area to the west is grey, it is possible that these areas can be accessed within a 20-minute cycle journey.

Figure 3.1 TIM Mapping



### Public Transport Accessibility

3.11 Public transport accessibility can be measured using WebCATs PTAL (Public Transport Accessibility Level) tool. The tool gives a score between 0 and 6b with 0 being the worst and 6b being the best. The score is based on walking times from a given point to the TfL network included buses, underground / overground and national rail.

3.12 With sites such as this, where access is via private roads, the actual PTAL of the Site is often underestimated by the formal calculations so consideration has been given to the public transport provision close to the Site. It should be noted that the PTAL methodology only includes bus stops within 640m of the Site and rail stations within 960m. In reality, people, commuters in particular, will walk further than this to access services if this is their best options for commuting. Thus, whilst the Site has a PTAL score of 0, it can be considered more appropriate to measure the PTAL from the nearest point

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of external connectivity, which is where Mead Houses Lane becomes a public road to the south of the Site; as a result, it can be considered that the Site has a PTAL score of 2.

### Rail and Underground Services

3.13 The closest railway station to the Site is Hayes and Harlington which is located c.4km walking distance from the Site and the nearest underground station is Hillingdon, located c.5km walking distance from the Site; Uxbridge underground station is also located c.5km walking distance from the Site.

3.14 Hayes and Harlington station is served by GWR and the Elizabeth Line, providing frequent connections to London Paddington, London Liverpool Street and other Central London destinations to the east and to Heathrow Airport and Reading to the west. Hayes and Harlington can be accessed via the H98 and 278 bus services in approximately 30 minutes, these services run approximately every 10-12 minutes and every 15 minutes respectively, providing frequent access via bus Hayes and Harlington Station.

3.15 Uxbridge station is served by the Metropolitan Line and Piccadilly Line, providing frequent connections to key destinations such as Farringdon, King's Cross St Pancras, Leicester Square and Liverpool Street, among other destinations. Uxbridge station can be accessed via the SL8 and 427 bus services in approximately 30 minutes. The SL8 runs approximately every 15 mins whilst the 427 runs approximately every 10-12 minutes. Therefore, frequent access is provided via bus to Uxbridge station.

### Buses

3.16 The nearest bus stops to the Site are the Hayes End Bus Stops (Stops XF and XC) located approximately 1km south of the Site on Uxbridge Road. A summary of the bus services serving the aforementioned bus stops is detailed in **Table 3.1**.

**Table 3.1 Bus Services**

Bus Service	Destination	Typical Frequency
278	Ruislip – Heathrow Airport	Every 15 mins
427	Uxbridge Station – Southall	Every 10-12 mins
697 / 698	Ickenham – Hayes	School hours only

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H98	Hayes End – Hounslow	Every 10-12 mins
N207	Uxbridge Station – Holborn	Every 30 mins (overnight)
SL8	Uxbridge Station – White City	Every 10-15 mins

3.17 It is worth noting that whilst the bus stops are located approximately 1km from the Site, the frequencies of the service make it such that it is essentially a turn up and go bus stop providing extremely frequent access to a range of destinations across Greater London.

### **Highway Network**

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3.18 The Site is located to the north of Uxbridge Road, off Hayes Site Road. Uxbridge Road is a key arterial route within the London Borough of Hillingdon, and it forms part of the local strategic highway network, providing east-west connectivity across West London, linking major centres such as Hayes, Southall and Uxbridge.

3.19 The wider highway network includes the A312 to the east, which connects to the A40 Western Avenue and onward to the North Circular Road and M25, offering strategic access to Central London and Heathrow Airport.

3.20 Mead House Lane connects the Site to Uxbridge Road directly to the south; however, Mead House Lane is a private road and is cut off from public use approximately 100m north of its junction with Hayes End Road. It would however be usable by residents of Hayes Park West. Hayes Site Road provides access to the Site from the east and following its junction with Park Lane. Hayes Site Road is also a private road which is gated at its junction with Park Lane, again Hayes Park West residents would have use of this road.

### **Summary**

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3.21 In summary, the Site is located close to numerous facilities and is well connected via the local bus network. The nearest railway stations can be accessed via the local bus services in an approximate 30-minute journey time.

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## 4. OBJECTIVES AND TARGETS

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### The Focus of the Travel Plan

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4.1 This TP is focussed on residents of the Site and the measures proposed are intended to encourage them to use active travel modes (walking & cycling).

4.2 This focus has been adopted because the Government's main focus for TPs has been towards residents and employees, given that it is considered realistically more feasible to evaluate travel patterns and successfully implement quantifiable initiatives with residents, rather than visitor trips, which are more variable.

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### Objectives

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- Influence travel behaviour of residents;
- Reduce the need for unnecessary journeys by residents;
- Help improve the health of residents; and
- Encourage active modes of travel.

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### Targets

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4.3 The objectives set out above provide the structure for the TP. Where applicable, targets can also be included within a TP to help achieve the objectives. Targets are measurable goals which provide an assessment criterion to determine the progress of the TP and are therefore essential for monitoring the success of the TP. Targets should be designed to be SMART (Specific, Measurable, Achievable, Realistic and Time-bound).

4.4 It is considered that targets can fall under two categories; quantifiable actions i.e. a modal shift in transport or non-quantifiable actions i.e. achieving something by a certain milestone.

4.5 Whilst the targets will be finalised within the Final TP, it is considered that the below offers an early indication of what these are likely to be:

- Appoint a Travel Plan Co-Ordinator (TPC) prior to the first occupation of the Site;
- Undertake a monitoring survey on an annual basis, starting from a year after first occupation when baseline travel data becomes available;
- Achieve a 10% decrease in the number of car trips over a 12-hour weekday period (07:00-19:00);

- Achieve a 5% increase in the mode share for walking and cycling trips during the AM and PM peak hours;
- Achieve an 5% increase in the mode share for public transport trips during the AM and PM peak hours; and
- Increase the opportunities to travel by public transport, walking and cycling for visitors to the Site.

4.6 It is anticipated that the quantifiable targets set out above should be achieved by the fifth year of the TP being in operation. Notwithstanding, it is considered that these targets are ambitious given the likely high-proportion of residents travelling by sustainable modes from the outset with the excellent public transport facilities available.

4.7 Further, as mentioned above, the targets outlined provide an early indication of what the targets may be within the Final TP (i.e. they are not the final set of targets). At this stage, with the development not occupied, the targets are not based on baseline data and it is therefore considered that these may need to be adjusted once an accurate baseline mode share has been established. In order to determine the baseline data, surveys will be undertaken either at 50% occupancy or 1 year after first occupation, whichever happens first.

4.8 Notwithstanding, in order to provide some context for this TP, an indicative baseline modal split and future target splits have been identified via the use of the 2025 baseline mode share data has been extrapolated from Census for the Hillingdon 018 MSOA, which the site is located within, this was based on the data for people travelling to work in the area. The resident population data available provides an understanding of how people local to the Site travel to work. The data provided in **Table 4.1** below therefore sets out the baseline and forecast modal splits based on Census data. However, this should only be taken as a guideline until the surveys of the actual occupiers are undertaken.

**Table 4.1 Indicative Baseline Modal Splits and Future Year Targets**

Mode of Travel	Baseline	Year 5 Target
Rail	5%	7%
Bus	9%	12%
Taxi	0%	0%
Motorcycle	0%	0%
Car driver	74%	64%
Car passenger	3%	3%
Bicycle	1%	4%
On foot	6%	8%
Other	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>

\*subject to rounding

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- 4.9 To help achieve these targets, the following sections set out how the Final TP will be managed and what measures will be implemented.

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## 5. TRAVEL PLAN MANAGEMENT

### Introduction

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5.1 In order to ensure that the TP is as successful as possible it is essential that it is managed in such a way that all parties are aware of the aims and objectives and also the options available to them in terms of travelling to the Site using sustainable modes of transport. It is essential that there is a point of contact for residents and the Local Planning Authority (LPA) and also a driving force behind the implementation of the measures contained within the plan. To achieve this, a Travel Plan Co-ordinator (TPC) will be appointed.

### The Travel Plan Co-ordinator and Associated Support

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5.2 This TP will be implemented for the development and will be under the control of a TPC, who will work in conjunction with the LPA, the local community and other interested parties for the continuing progression of the TP. The TPC will be appointed prior to first occupation of the development, and the LPA will be formally notified.

5.3 The role of the TPC will be as follows:

- To carry out the relevant actions as included in the plan at **Table 7.1**. The TPC will be given sufficient resources to ensure these actions can be completed;
- To promote and encourage active modes of travel;
- To provide a point of contact and travel information for residents, providing at least 30 minutes contact time every 6 months for each resident that requires the service;
- To ensure that all relevant information is provided to all residents and that up-to-date information is clearly displayed on the notice boards;
- To arrange for travel surveys to be undertaken in years 1, 3 and 5 and a questionnaire survey undertaken if necessary in years 2 and 4 and encourage residents to complete the surveys, aiming for a minimum response rate of 30%. To encourage completion, the TPC will contact the residents directly to provide and discuss the survey; and
- To provide a point of contact with transport operators and officers of the LPA and work with other local businesses to pursue joint plans and initiatives where relevant.

### Monitoring and Review Mechanisms

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5.4 An objective of TP is that there will be an on-going improvement process including annual monitoring to be conducted in years 1, 3 and 5. The whole TP will then be reviewed in consultation with the LPA. The TPC will form a contact point for communication with the LPA.

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5.5 The travel habits of residents will act as the baseline data, with regular monitoring being undertaken so that an indication of changes over time can be assessed.

### **Travel Surveys**

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5.6 Questionnaire surveys of the residents' travel patterns will be undertaken as part of the review process on an annual basis, commencing six months after the residential development is 50% occupied. These will be of a more basic nature, seeking to determine any change in the modal split and uptake of TP initiatives.

5.7 The surveys will be commissioned in years 1, 3 and 5.

### **Sustaining Interest**

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5.8 It is important to sustain interest and commitment to this TP to ensure its success. The TPC should be proactive in ensuring information is available and up-to-date and ensure that residents are aware of the Final TP and the travel options available to them.

5.9 With regard to residents, it is difficult for the Developer to sustain interest, however, the initiation of resident walking and cycling user groups will assist in sustaining interest in active travel, with members taking an active role in promoting and encouraging active travel.

### **Marketing and Communication**

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5.10 In addition to the initiatives already outlined within the TP, there will be an ongoing marketing and communication of information following on from the launch.

5.11 All residents will be provided with a residential Travel Pack outlining walking, cycling and public transport routes surrounding the Site, local car clubs and car sharing services and relevant contact details for public transport operators and local walking and cycling groups. The Travel Packs will be issued to LBH to review prior to providing to residents.

### **On-going Marketing**

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5.12 The Final TP will be launched on the opening of the Site and will be continually marketed through the provision and updating of travel information and leaflets, and updated information will be provided on internal noticeboards within the residential blocks as appropriate. The information contained within the travel packs will be periodically reviewed and updated and reissued as appropriate.

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## Funding & Monitoring

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5.13 The implementation of the Final TP, once agreed with LPA, is to be funded by the developer as part of the Section 106. This will include all cycle parking provision and public realm across the Site and all costs associated with the implementation, management, marketing and monitoring of the Final TP.

5.14 The on-going monitoring of the Final TP measures will illustrate their effectiveness in meeting the objectives set out. If the TP is not on track to meet its targets, the annual review will outline any additional or remedial measures that may be used to get back on track. Remedial measures could include:

- Allocation of resources for further promotional activities;
- Funding further improvements to infrastructure for non-car modes, such as additional cycle parking spaces for residents/visitors.

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## 6. TRAVEL PLAN INITIATIVES

### Introduction

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- 6.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be implemented and encouraged by the TPC.
- 6.2 The following section outlines measures that are likely to encourage sustainable travel.

### Measures to Promote and Facilitate Cycling

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- 6.3 Consideration will be given to providing the following measures within the TP to further encourage cycling to and from the Site:
  - To maximise security within the development, all resident cycle parking areas will only be accessible by residents or users of the development and will also be covered by CCTV cameras;
  - Information on the local cycle network routes to be provided to residents by including this information on maps made available within travel packs;
  - Health benefits of cycling promoted in Travel Packs;
  - Financial benefits of commuting by bike outlined;
  - Promote a bicycle users group (BUG). To be undertaken by the TPC to commence on opening;
  - Promote of Council led cycling initiatives (free cycle training, Cycle Pit Stop event);
  - Promote a cycle buddy scheme to encourage residents to cycle to work and local places of recreation with other residents;
  - Provide details of any discounts available at local cycle stores (to be negotiated by the TPC);
  - Provide details of local cycling clubs;
  - Provide details of cycle to work week;
  - Monitor of cycle parking provision and a commitment to review provision when monitoring shows that the cycle parking is at 80% capacity; and

### Measures to Promote Walking

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- 6.4 Measures aimed at increasing the viability of walking to/from the Site will be based around consideration of the provision of the following facilities and benefits prior to the opening of the Site:

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- Information on the 'on and off highway' pedestrian network routes to be provided to residents by including this information on maps which is to be produced by the occupiers and made available within travel packs;
- Promote a 'walking buddy' scheme for residents;
- Promote health benefits of walking promoted in travel packs;
- Provide details of local ramblers/walking groups;
- Promote Council led walking initiatives (Council's led walks);
- Provide improvements to existing footway; and
- Provide details of walk to work week.

### **Measures to Promote and Facilitate Public Transport Use and Car Sharing**

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6.5 Increased accessibility to, and use of, public transport is considered to be a key element of any TP. The Site benefits from good public transport accessibility, with frequent bus services accessible within a short walk from the Site.

6.6 Travel packs will be provided to residents and will include the following to encourage public transport use:

- Provide up-to-date public transport information including timetables and bus and train company contact information within travel packs; and
- Provide information on council run transport schemes, such as free school transport;

### **Personal Travel Planning**

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6.7 The TPC will offer Personal Travel Planning (PTP) to all residents. Through a brief discussion and completion of a questionnaire the TPC will be able to advise on potential changes residents could make to the way they travel for different journey purposes with a view to promoting active modes of travel. The TPC will provide relevant maps, contact details and timetable information to enable each individual recipient of PTP to have all of the information they need to travel more actively.

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## 7. SUMMARY AND CONCLUSIONS

7.1 The measures and initiatives recommended within this TP are considered to be sufficient to encourage residents of the proposed development to travel in a more active way.

7.2 The monitoring and review process will ensure the plan remains a live document and will sustain the necessary efforts for it to reach its objectives.

7.3 This document identifies that the Site has good opportunities for residents to use existing modes of transport other than the car. The developer and TPC will undertake the following to ensure the Final TP meets its objectives.

7.4 This document identifies that the Site has good opportunities for residents to use existing modes of transport other than the car. The developer and TPC will undertake the following to ensure the Final TP meets its objectives:

- Information within the travel packs to include bus, train and cycle route plans and timetables, along with contact numbers of relevance (e.g. taxi firms);
- Information on the 'on and off highway' pedestrian network routes via travel packs;
- Provide a 'walking buddy' scheme for residents;
- Provide a high-quality pedestrian environment within the Site;
- Secure and covered cycle parking will be provided for the development which will be monitored and reviewed if existing provision reaches 80% capacity;
- Promote a Bicycle Users Group (BUG) for residents; and
- Promote a Cycle Buddy Scheme

7.5 **Table 7.1** overleaf sets out the TP measures proposed to promote active modes of travel. The table also lists timescales for the measures proposed and who is responsible for implementing them.

**Table 7.1 Action Plan**

Issue	Measures proposed	Timescale	Responsibility	
Measures to promote active travel	General	Information within travel packs to include bus, train and cycle route plans and timetables, along with contact numbers of relevance (e.g. taxi firms)	On Opening	TPC
	Walking	Information on the 'on and off highway' pedestrian network routes via travel packs	On Opening	TPC
		Promote a 'walking buddy' scheme for residents	On Opening	TPC
		Provide information on walking health benefits within Travel Pack	On Opening	Developer
		Provide details on LBH council-led walking initiatives and local walking groups	On Opening/Ongoing	TPC
		Provide details of 'Walk to Work' week	On Opening/Ongoing	TPC
	Cycling	Provide a high-quality pedestrian environment within and immediately around the Site	Pre-Opening	Developer
		Secure and covered cycle parking will be provided for the development	On Opening	Developer
		Provide information on local cycle network routes within Travel Pack	On Opening	Developer
		Provide information on cycle health benefits within Travel Pack	On Opening	Developer
		Provide information on financial benefits of cycling with Travel Pack	On Opening	Developer
		Look to arrange resident discounts at local cycle stores.	On Opening	TPC
		Promote a Bicycle Users Group (BUG) for residents	On Opening/Ongoing	TPC
		Promotion of council-led initiatives, local cycling clubs and cycling events	On Opening/Ongoing	TPC
		Promote a Cycle Buddy Scheme	On Opening/Ongoing	TPC
		Review of cycle parking provision, should monitoring show that cycle parking is at 80% capacity.	Ongoing as part of monitoring schedule	TPC
Measures to Promote and Facilitate Public Transport Use	Provide up-to-date public transport information including timetables and bus and train company contact information within Travel Packs		On Opening	Developer
	Information on council run transport schemes		Ongoing	TPC
Car Club	Provide car club bays within car parking area	Ongoing	TPC	
Monitoring and Management	Travel surveys to be undertaken in years 1, 3 and 5	To commence 1 year after first occupation	TPC	
	Questionnaire Surveys of residents to be undertaken in years 2 and 4	To commence 6 months after occupation	TPC	
	Annual review of the travel plan and its initiatives to be undertaken based on the data obtained from the above Questionnaire Surveys and multi-modal counts.	To commence 6 months after occupation	TPC	
	Provision of updated sustainable travel information to be provided within residential blocks.	On Opening/Ongoing	TPC	

1. 'Pre-opening' – the relevant measure will be implemented prior to the completion of the relevant part of the new Site
2. 'Within 'x' months' – following instigation of the travel plan for the relevant part of the Site

TPC = Travel Plan Co-Ordinator