PROPOSED LIDL FOODSTORE

Former Hayes Pool and Fitness Centre,
Central Avenue, Hayes Town

Draft Travel Plan
On behalf of Lidl UK

November 2015

Gateway TSP

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1 INTRODUCTION

1.1 Gateway TSP is instructed by Lidl UK to prepare this Draft Travel Plan (DTP) to accompany a planning application for a new 2,824 square metre gross external area foodstore at the former Hayes Pool and Fitness Centre site, Central Avenue, Hayes Town.

Scope

1.2 A Travel Plan is a bespoke package of measures aimed at promoting sustainable travel choices to reduce reliance on the private car. Travel Plans involve the development of a set of targets, measures and monitoring mechanisms intended to achieve the Plan's objectives, whilst also bringing a number of other benefits to the organisation, its employees, the environment and the local community.

1.3 The senior management team of Lidl UK supports the aims and objectives of travel planning established through Government and local policy. The Company is committed to the success of this Travel Plan and will use its best endeavours to achieve the targets set out herein.

Structure

1.4 This Travel Plan has been written as a standalone document.

1.5 The remainder of the document is structured as follows:

i) Section 2 – Outlines the relevant policy and best practice;

ii) Section 3 – Describes the site and surrounding area;

iii) Section 4 – Sets out the objectives;

iv) Section 5 – Outlines the targets;

v) Section 6 – Sets out the Travel Plan Strategy;

vi) Section 7 – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;

vii) Section 8 – Outlines how the monitoring and review programme will ensure that the Travel Plan is reported and updated as necessary; and

viii) Section 9 – Provides the Travel Plan Action Plan.

2 POLICY CONTEXT

National Policy

2.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

2.2 One of the 12 core land-use principles within the NPPF includes:

> *"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."*

2.3 Section 4 of the NPPF deals with 'Promoting Sustainable Transport.' Paragraph 29 states that:

> *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."*

2.4 Paragraph 35 states that Development Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. It therefore recommends that developments should be located and designed where practicable to:

> *"i) accommodate the efficient delivery of goods and supplies;*
>
> *ii) give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
>
> *iii) create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians;*
>
> *iv) incorporate facilities for charging plug-in and other ultra-low-emission vehicles; and*

v) consider the needs of people with disabilities by all modes of transport."

2.5 In paragraph 36, the document identifies that to facilitate the objectives of Paragraph 35, a Travel Plan will be required. It states that:

> *"A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."*

Regional Policy

The London Plan

2.6 'The London Plan; spatial development strategy for London consolidated with alterations since 2011' including the Further Alterations to the London Plan (FALP) document was adopted by the Mayor of London in March 2015. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.7 One of the Mayor's six objectives for London, which is reiterated in Policy 1.1 in terms of delivering the strategic vision and objectives for London is:

> *"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."*

2.8 Policy 6.3 relates to the assessment of the effects of development on transport capacity and states the following in respect of travel planning:

> *"C…Workplace and/or residential travel plans should be provided for planning applications exceeding thresholds in, and produced in*

accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."

Transport for London Guidance

2.9 Travel Plans prepared within London Boroughs should conform to the guidance provided on the TfL web Travel Plan guidance pages.

Local Policy

2.10 Local policy is contained within the London Borough of Hillingdon Local Plan: Part 1 - Strategic Policies, with transport related core policies contained within Section 9.

2.11 In respect of providing accessible local destinations, Strategic Objective SO12 is to:

"Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans."

2.12 Related Policy T1 (Accessible Local Destinations) states that:

"The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision".

2.13 Travel Planning is stated as one of the ways in which the Council will aim to achieve the successful implementation of Policy T1.

3 SITE CHARACTERISTICS

Site Location

3.1 The site is located in Hayes town centre, within the London Borough of Hillingdon. Hayes is a district town which is centrally located with Southall to the east, Harlington to the south, West Drayton to the west, Yeading to the north and Hillingdon and Uxbridge to the north-west. The strategic site location is shown in **Figure 3.1**.

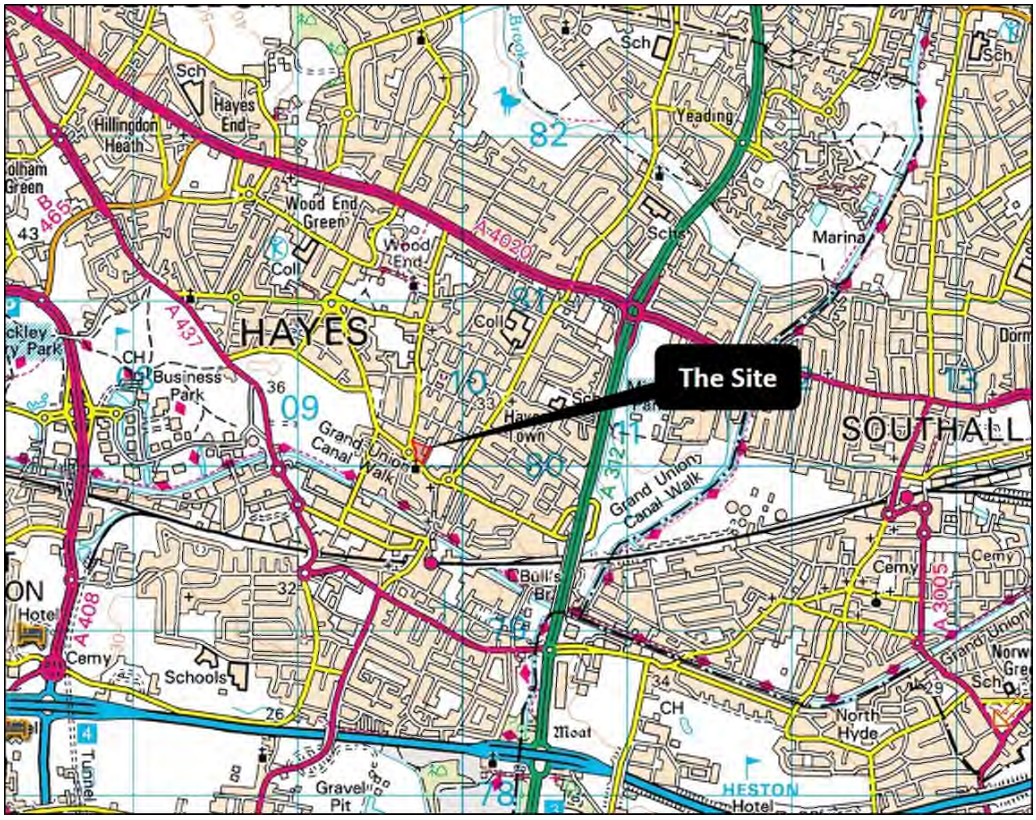


Figure 3.1: Strategic Location Plan

3.2 The site is located in an area of mixed land uses, with Hayes principal shopping area along Station Road and Botwell Lane located to the south-east of the site. Residential developments are located to the north and west, the Botwell Green Sports and Leisure Centre to the east along with Hayes Bowls Club and a primary school, church and mixed industrial buildings are located to the south/south-west.

3.3 The site has an existing frontage onto Central Avenue, a local road connecting Botwell Lane in the south with the A4020 Uxbridge Road to the north via a left-in/left-out junction arrangement. Central Avenue is a 20mph traffic calmed road which runs parallel to Coldharbour Lane located to the east. Coldharbour Lane provides an all movements access onto the A4020 Uxbridge Road and connects to Botwell Lane at a roundabout junction to the south.

3.4 To the south and west, the site is bounded by Botwell Lane, which connects to Coldharbour Lane and Pump Lane at a mini-roundabout in the east. Pump Lane provides a strategic connection to the principal road network of the A312 The Parkway to the east whilst Coldharbour Lane provides a connection to the A4020 Uxbridge Road to the north. The Parkway (A312) provides a connection south to the M4 at junction 3, the A4 and A30 whilst to the north it connects to the A4020 and A40.

3.5 Botwell Lane passes through the northern section of Hayes town centre and provides two signalised pedestrian crossings over the carriageway to connect to the principal shopping area along Station Road to the south. At present, emergency access only is permitted through a gate between Botwell Lane and Station Road although the link is fully accessible for pedestrians and cyclists, but this is being altered as part of the Hayes Town Centre Improvement scheme underway. In 2017, the Botwell Lane and Station Road junction will be converted to a roundabout to allow vehicle movements through the town centre. Hayes & Harlington railway station is located along Station Road to the south of the shopping area.

3.6 To the west, Central Avenue meets Botwell Lane at a priority junction located immediately to the west of a pedestrian signalised crossing over Botwell Lane. Botwell Lane continues in a north-west direction to a roundabout with Church Lane, which heads north to the A4020 Uxbridge Road. Beyond this roundabout Botwell Lane continues north-west into Hayes. A further roundabout junction is present with Botwell Common Road, which provides a link south-west to the A437 Dawley Road. The site in relation to the local area is shown in **Figure 3.2**.

Figure 3.2: Local Area Plan

Surrounding Area

3.7 The surrounding area is mixed given the location on the edge of Hayes town centre. Botwell Green Sports and Leisure Centre is located to the east with the centre's egress located just to the south of the application site access on Central Avenue. Hayes Bowls Club is located to the south-east of the site.

3.8 To the south and west, the site is bounded by Botwell Lane and beyond this a mixture of residential, Botwell House Roman Catholic Primary School, a church and industrial uses.

3.9 Immediately to the north of the site is the 57 space Botwell Green pay and display public car park, accessed from Central Avenue via a shared access arrangement with the former Hayes Pool site. Historically, the junction has provided access to the Hayes Pool car park along with the pay and display car park.

Accessing the Site by Non-Car Modes

Accessibility on Foot

3.10 There are a network of interconnected pedestrian footways that link the site to the surrounding residential areas and to the parade of shops along Station Road, via a signalised pedestrian crossings over Botwell Lane.

3.11 A pedestrian crossing is located at the southern end of Church Road approximately 70m south of the proposed site access, with tactile paving and dropped kerbs to meet the level of the carriageway. This provides access across Church Road to the residential streets to the west of the site and bus stops providing access to Uxbridge.

3.12 To the north of the site pedestrian access across Holmbury Gardens is provided with a raised table crossing with tactile paving.

3.13 A signalised pedestrian crossing is provided in close proximity to the junction of Botwell Lane and Central Avenue offering an opportunity to cross Botwell Lane adjacent to Botwell House Catholic Primary School. A second signalised crossing is provided approximately 100 metres to the south-east along Botwell Lane adjacent to Station Road.

Accessibility by Cycle

3.14 London Cycle Route 88 passes to the east of Hayes Town running parallel with the A312 The Parkway from Cranford in the south towards Yeading in the north. This route provides a continuous off-road route over strategic road junctions of the A4, M4, A437 and A4020.

3.15 London Cycle Route 88A runs parallel route 88 but is an on-road route passing through Hayes and Harlington northbound towards Yeading. Cycle route 88A passes the site along Central Avenue. The route passes south along Central Avenue over Botwell Lane and south along Station Road towards Harlington. This route is identified in the Transport for London Local Cycle Guide 6 as a route signed or marked for cyclist use on a mixture of quieter or busier roads.

3.16 To the north of Central Avenue at the junction with Uxbridge Road the cycle route joins an off-road segregated route that runs parallel to the A4020 Uxbridge Road. A toucan crossing is provided over Uxbridge Road to the west of the junction with Central Avenue which provides access to Shakespeare Avenue to the north where route 88A continues north to Yeading.

3.17 Station Road is the main shopping area within Hayes Town and provides a link for cyclists from Botwell Lane to areas to the south of Grand Union Canal, Hayes & Harlington railway station and a network of off-road cycle routes in the area.

Accessibility by Bus

3.18 The closest bus stops to the proposed development access are located along Church Road with the southbound bus stop (Bus Stop SN) approximately 20 metres north from the site access and the northbound bus stop (Bus stop N) located opposite the site but approximately 150 metres walk (via uncontrolled pedestrian crossing). These stops provide access to bus service numbers H98 and 195 connecting Hayes with Hounslow and Brentford.

3.19 Additional services are provided by bus stops located to the west of the site along Botwell Lane with the south-east bound bus stop (Bus Stop SJ) approximately 220 metres to the west of the site access, and the north-west bound (Bus Stop J) approximately 350 metres further west from the site boundary. These stops provide access to bus service numbers U4 and U5 providing services to Uxbridge.

3.20 A summary of the frequent bus services at the local stops identified above is summarised in Table 3.1.

Service	Route/Destination	Weekday Daytime Frequency	Saturday Daytime Frequency	Sunday Daytime Frequency
H98	Hounslow Bus Station – Hayes & Harlington Station – Uxbridge County Court – Hayes End Kingsway	Every 7-10 minutes	Every 7-10 minutes	Every 15 minutes (approx.)
195	Brentford County Court – Southall – Hayes & Harlington Station –Hayes – Charville Lane Estate	Every 10-13 minutes	Every 12-13 minutes	Every 15 minutes (approx.)
U4	ProLogis Park – Hayes & Harlington Station – Hayes – Hillingdon Hospital - Uxbridge	Every 6-10 minutes	Every 7-10 minutes	Every 15 minutes (approx.)
U5	Hayes & Harlington Station – Hayes – West Drayton Station - Uxbridge	Every 10-13 minutes	Every 12-13 minutes	Every 20 minutes (approx.)

Table 3.1: Summary of Bus Services Available

3.21 Table 3.1 indicates that the site is well served by bus services, with the majority of services operating approximately every 10 minutes, with some more frequent than this. The bus services available provide access to the rail and Underground network, with each service providing a link to Hayes & Harlington railway station.

3.22 The TfL bus spider map of routes in this area is included at **Appendix A**.

Accessibility by Rail

3.23 The closest railway station to the site is Hayes & Harlington, located approximately 750 metres to the south of the site. It is also accessible by bus with all of the local bus services stopping at the station.

3.24 At present, Hayes & Harlington railway station serves the Heathrow Connect service between Heathrow airport and London Paddington along with other longer distance journeys operated by First Great Western to Oxford or Reading. Table 3.2 provides a summary of the rail services and frequencies available.

Service	Destinations Served	Weekday Daytime Frequency	Saturday Daytime Frequency	Sunday Daytime Frequency
Heathrow Connect	London Paddington – Ealing Broadway – West Ealing – Hanwell – Southall – Hayes & Harlington – Heathrow Terminals 1, 2 & 3	Every 30 minutes	Every 30 minutes	Hourly service
London Paddington – Reading	London Paddington – Ealing Broadway – Southall – Hayes & Harlington – West Drayton – Slough – Burnham – Taplow – Maidenhead – Twyford - Reading	Every 30 minutes	Every 30 minutes	Hourly service
London Paddington - Oxford	London Paddington – Ealing Broadway – Southall – Hayes & Harlington – West Drayton – Iver – Langley – Slough – Maidenhead – Twyford – Reading – Tilehurst – Pangbourne – Goring & Streatley – Cholsey – Didcot Parkway – Appleford – Culham – Radley - Oxford	Every 30 minutes	Every 30 minutes	Hourly service
Hayes & Harlington – London Paddington*	Southall – Ealing Broadway – London Paddington	Every 15 minutes	Every 15 minutes	Every 30 minutes

***Not including Heathrow Connect services**

Table 3.2: Rail Services from Hayes & Harlington Railway Station

3.25 Hayes & Harlington will also form one of the Crossrail stations to the west of London, when it is completed in approximately 2018. The Crossrail line will provide an additional 4 rail services per hour from the east to Central London. It will also provide access to local stations of West Drayton, Southall, Hanwell and Langley.

Transport Connectivity

3.26 Transport for London (TfL) assesses the connectivity of areas based on the WebCAT Toolkit, which includes an assessment of the PTAL, travel time mapping and catchment analysis to provide an overview of the transport network for a location.

Public Transport Accessibility Level (PTAL)

3.27 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.

3.28 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.

3.29 The PTAL rating of the site is 4, which represents a good level of accessibility by public transport modes. The PTAL output for the 2011 base year is included at **Appendix B**. The addition of Crossrail services to Hayes & Harlington station along with an uplift in bus service frequencies serves to increase the PTAL value of the site in the 2021 forecast year to a PTAL level of 5. The PTAL output for the 2021 forecast year is included at **Appendix C**.

3.30 It should be noted that TfL acknowledges the limitations of the PTAL assessment in the 'Assessing Transport Connectivity in London' guidance document, noting that it cannot differentiate within each category and this can result in significant variations and also it is an overall measure and cannot be used for individual public transport modes.

3.31 Whilst PTAL provides a theoretical measure for public transport accessibility taking account of access to all public transport modes, it should be noted that this type of development does not necessarily attract people to travel by all public transport modes available. Surveys from other Lidl stores around London indicate that access by bus is the key public transport mode used. In this instance, the proximity of the site to bus stops on Botwell Avenue and the range and frequency of service availability makes the site highly accessible by this mode.

Travel Time Mapping (TIM)

3.32 Travel time mapping offers an opportunity to review the connectivity of a site by specific travel mode or across all public transport modes and is available via the WebCAT TIM online calculator.

3.33 A Lidl foodstore generates a relatively high proportion of bus trips to the and from the store, which is one of the main reasons why considering an overall PTAL in isolation is not appropriate for this type of development. However, TIM plans have been produced for travel from the store during both the weekday evening peak and the daytime inter-peak periods, with the outputs included at **Appendix D**.

3.34 The outputs identify that there are significant residential areas within a 30 minute bus travel time from the site. Access is provided to Harlington to the south, Hayes and eastwards towards Southall. To the north the travel distance extends north to the A40 Western Avenue towards Northolt.

4 OBJECTIVES & BENEFITS

4.1 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable employees to make informed decisions about their travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep employees from making use of sustainable modes.

4.2 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all employees regardless of whether or not they own a car.

Objectives

4.3 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:

i) promote sustainable transport choices for employees and customers travelling to and from the site;

ii) promote accessibility to the store by walking, cycling, public transport and car sharing; and

iii) increase the awareness of the environmental and social benefits of using alternative modes of transport.

4.4 These objectives accord with the aims of National, Regional and Local Government. The objectives will provide focus and direction to the Travel Plan, leading to appropriate measures and targets being set.

Benefits

4.5 By meeting the objectives, the Travel Plan will bring about the following benefits:

Employee benefits:

i) Health benefits associated with walking and cycling, including reduced levels of stress;

ii) The opportunity to save money by using alternative modes of travel to the car; and

iii) Improved quality and reliability of employee journeys to and from work.

Lidl Operator benefits:

iv) An improved compliance within the planning context;

v) A demonstration of any environmental credentials;

vi) An incentive for recruiting and retaining employees; and

vii) A healthier and more productive workforce.

Wider community benefits:

viii) On-going reductions in vehicular generated traffic on the local highway network;

ix) Increasing patronage on existing public transport modes;

x) Health benefits associated with walking and cycling; and

xi) A contribution towards overall reduction in travel emissions.

4.6 It is intended that these objectives will be met by identifying and implementing initiatives that provide employees and customers with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, Lidl UK will fulfil its desire to achieve consistency with national, regional and local planning policy and facilitates accessibility by all available modes of travel to the redeveloped site.

5 TARGETS

5.1 Targets are the measurable goals by which progress will be assessed. This Draft Travel Plan sets out targets that Lidl will seek to reach within the Travel Plan monitoring period. All targets need to be SMART; that is Specific, Measureable, Achievable, Realistic and Time related.

5.2 There are two types of targets, namely: 'Action' and 'Aim' targets. Action targets set out specific commitments to implement measures to ensure delivery. Aim targets provide numerical goals for mode shift.

Action Targets

5.3 The key action targets are set out below. These targets are included within the Action Plan in Section 9:

i) A Travel Plan Co-ordinator (TPC) will be appointed prior the foodstore opening for trading;

ii) The first travel plan survey will be undertaken once the store is open for trading; and

iii) The finalised Travel Plan will be agreed once staff origins and travel patterns are identified through the staff travel survey.

Aim Targets

5.4 Table 5.1 below outlines the proposed Aim Targets for the foodstore. Due to the limited control over modes of travel used by the store's customers, targets will not be set specifically for customers. However, Travel Plan measures will include benefits for customers as well as employees.

5.5 The baseline mode split figures for employees should be taken from the results of the first travel plan survey. It is recognised that it is not possible to set out accurate targets far into the future, even when based on actual modal share data. Given this, it should be acknowledged that the targets will change over time as the results of on-going monitoring becoming available.

Target	Indicator	Modal Split		
		Baseline	Year 3	Year 5
Achieve a 10% decrease in single occupancy vehicle trips	Modal split monitoring surveys for SOV use	As surveyed	-5%	-10%
Achieve an increase in use of alternative modes to offset reduction in SOV use. Modes to include: Walking Cycling Car share Public transport	Modal Split monitoring surveys for public transport	As surveyed	+5%	+10%

Table 5.1: Travel Plan Aim Targets

5.6 Lidl's logistics practices are highly efficient and minimise the number of trips; at a large majority of stores a single combined trip is made each day for the purposes of produce delivery and waste collection.

5.7 All data to be collected will be in accordance with Local Authority standards, to ensure the Travel Plan is being accurately monitored and that targets are being met. The survey data will be collated, analysed and stored on an annual basis to monitor the impact of the Travel Plan for the proposed development.

6 TRAVEL PLAN STRATEGY

6.1 A Travel Plan Coordinator (TPC) will be appointed prior to the opening of the foodstore. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan.

Travel Plan Co-ordinator

6.2 The TPC will be a part-time role whose responsibilities will include:

i) Acting as a point of contact for all employees;

ii) Managing the development and implementation of the Travel Plan measures;

iii) Promoting the objectives and benefits of the Travel Plan;

iv) Monitoring the success of the Travel Plan against the agreed targets; and

v) Reporting the results of the Travel Plan monitoring to Officers at the London Borough of Hillingdon and Transport for London as necessary.

Marketing

6.3 Employees will be made aware of the existence of the Travel Plan upon commencement of their employment. The following methods could be used as a means of disseminating information to employees and promote events/campaigns/promotions:

i) Employee notice boards;

ii) Employee newsletters (where possible);

iii) Employee Travel Pack; and/or

iv) E-groups and forums.

7 MEASURES AND INITIATIVES

7.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

Promoting Walking

7.2 The following measures are proposed in order to promote walking to and from the site:

i) The TPC will provide employees and customers with information about available walking routes to the store;

ii) The TPC will raise awareness of the health benefits of walking;

iii) Employees will have access to lockers where they can store clothes; and

iv) The Travel Plan Coordinator will encourage participation in Walk to Work Week and/or other relevant events to encourage walking.

Promoting Cycling

7.3 The benefits of cycling as an alternative mode will be promoted to all employees, but cycling is only a realistic option for those living close to the site. The merits of cycling to work can be actively promoted to those employees living within 5km of the site. In addition, the following measures are proposed to promote cycling:

i) High quality cycle parking will be provided at convenient and visible locations within the site and uptake will be monitored;

ii) A shower and changing facilities will be provided within the foodstore available to all members of staff;

iii) Employees will be made aware of free cycle training courses available from the Local Authority;

iv) The TPC will raise awareness of the health benefits of cycling;

v) All employees will be provided with a Travel Pack which will include maps of local cycle routes and information; and

vi) The TPC will encourage participation in national cycle events such as Bike Week.

Promoting Public Transport

7.4 The publicity, marketing, and promotion of the public transport services will inform employees as to the benefits of travelling by bus. Bus timetable information and locations of bus stops should also be provided in the publicity material. National Rail and TfL Journey Planner websites, smartphone application ("apps") and enquiry phone numbers will also be promoted through all relevant means.

7.5 The TPC will ensure that employees are aware of bus routes and train/tube timetables for public transport services operating in the vicinity of the site. Bus, train and tube timetables are free from all stations and could be displayed on a notice board located in the employee welfare area.

Car Sharing

7.6 Car sharing is an effective method of reducing peak-hour congestion and car parking stress, and should therefore be encouraged. The TPC will provide promotional leaflets to employees advertising the local car sharing initiative https://london.liftshare.com and promote it through team meetings etc.

Taxis

7.7 To promote the use of taxis, local taxi operator numbers will be made available within the store for customers/employees, who can arrange for taxi services to collect them immediately outside the store.

Other Initiatives

7.8 Other initiatives being promoted by Lidl include the following:

i) Job vacancies will be advertised locally so as to encourage people living within walking and cycling distance of the store to apply for positions at the store;

ii) Lidl will encourage staff travel by active modes (walk and cycle) with the store providing a shower and changing facilities for staff; and

iii) Lidl's policy is to limit servicing for each store to one or two vehicles each day. At a majority of stores, a single combined trip is made each day for the purpose of produce delivery and waste collection.

8 IMPLEMENTATION, MONITORING AND REVIEW

8.1 Monitoring of the Travel Plan has two key roles:

i) To provide feedback to allow the Travel Plan to be developed; and

ii) To measure the level of success in meeting identified targets using key performance indicators.

8.2 A Framework for undertaking the monitoring and review is outlined in this section.

Monitoring Strategy

8.3 In order to determine the success of the Travel Plan in achieving the desired aims, a defined, regular programme of monitoring will be required. The objective of the monitoring process is to regularly assess employees' travel patterns to work, and identify when/if the plan, or elements of the plan strategy, are not working and may need to be changed.

8.4 The monitoring programme will begin with the initial travel survey, to be undertaken once the store is open for trading. Further surveys up to Year 5 will be carried out to monitor progress towards the interim and final targets.

8.5 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored as part of the programme:

i) The level of usage of cycle stands;

ii) Demand for additional cycle parking facilities;

iii) The take up of the car sharing scheme; and

iv) Comments received from employees relating to the operation and implications of the Travel Plan.

Reporting

8.6 An annual Travel Plan review will be undertaken for a period of 5 years from the foodstore opening for trading, by the TPC, to assess the progress of the Plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. This report will be submitted to Travel Plan Officers at the London Borough of Hillingdon and Transport for London as necessary.

9 ACTION PLAN

9.1 The Action Plan outlined below in Table 9.1 sets out the measures included within this Draft Travel Plan that are directed at influencing travel patterns.

9.2 A Travel Plan Co-ordinator will be appointed prior to the store opening.

9.3 The Action Plan will be updated by the TPC when required.

Measure	Status/Target Date	Method of Monitoring	Responsibility
General			
Appointment of the Travel Plan Co-ordinator (TPC)	Prior to the store opening for trading	N/A	Lidl UK
Information Provision			
Provide a travel noticeboard	Upon opening for trading	N/A	TPC
Walking			
Provision of information related to walking routes in the area	On-going through recruitment and travel packs	N/A	TPC
Cycling			
Provision of cycle stands	Provided as part of the development process	Spot checks as part of maintenance rounds	Lidl UK
Provision of cycle route maps, local training and other information	On-going through recruitment and travel packs	N/A	TPC
Promote National Cycle Initiatives	Annually	TPC to monitor uptake	TPC
Public Transport			
Provide sustainable travel information with timetable and bus stop information for employee/visitors	On-going through recruitment and travel packs	N/A	TPC
Taxi			
Provide details of local taxi services	Upon opening for trading	TPC to ensure details are kept up to date	TPC
Vehicles			
Promote car sharing	On-going	TPC to monitor travel patterns	TPC

Table 9.1: Draft Travel Action Plan

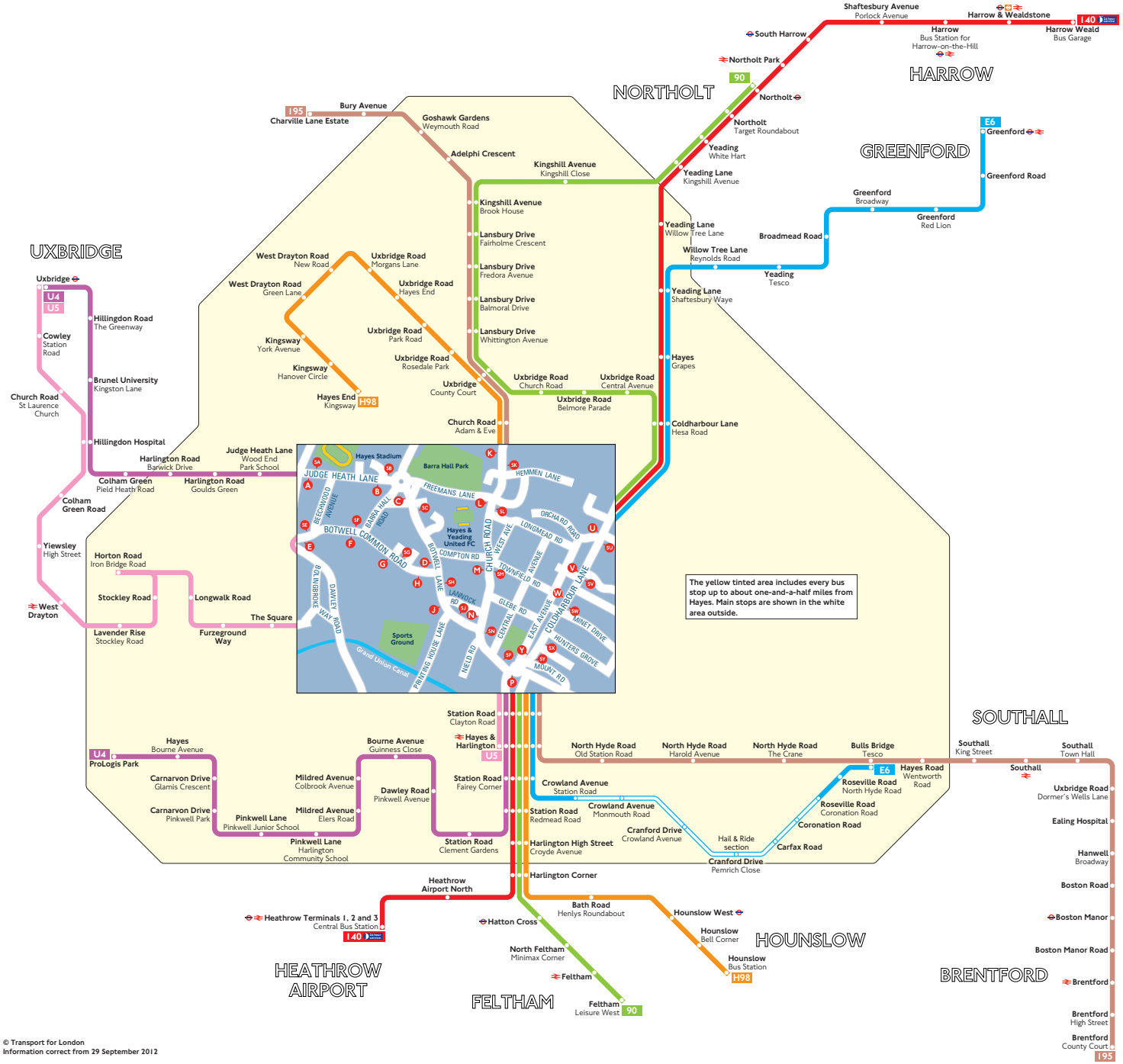
Gateway TSP

APPENDICES

APPENDIX A

Hayes TfL Bus Spider Map

Buses from Hayes



Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail

Red discs show the bus stop you need for your chosen bus service. The disc (A) appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses including 24-hour services

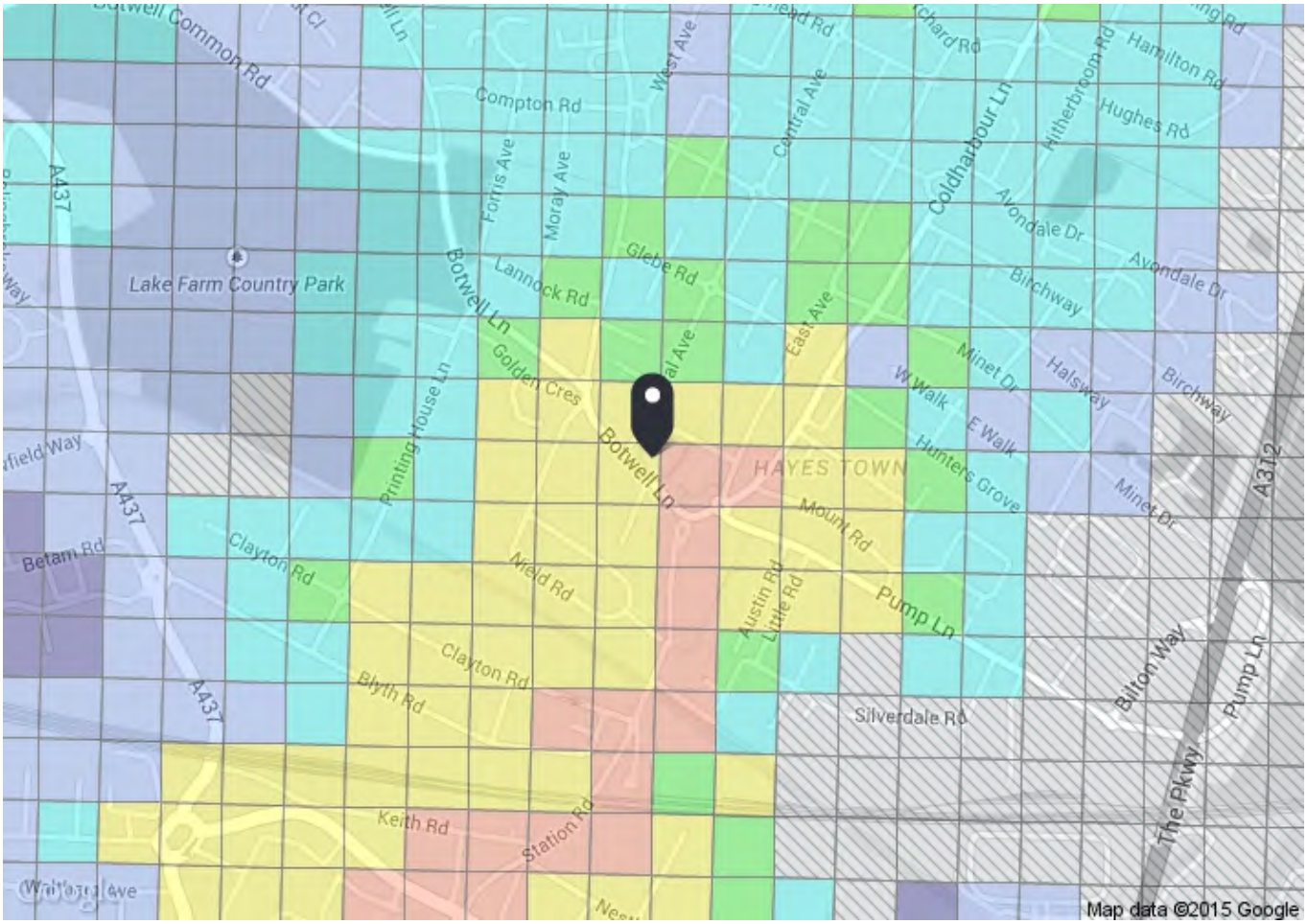
Bus route	Towards	Bus stops
90	Feltham	SU SV SW SX SY
	Northolt	U V W Y
140 (24 hour service)	Harrow Weald	U V W Y
	Heathrow Terminals 1, 2 and 3	SU SV SW SX SY
195	Brentford	SK SL SM SN SP
	Charville Lane Estate	K L M N P
E6	Bulls Bridge	SU SV SW SX SY
	Greenford	U V W Y
H98	Hayes End	K L M N P
	Hounslow	SK SL SM SN SP
U4	Hayes ProLogis Park	SA SB SC SH SJ SP
	Uxbridge	A B C D J P
U5	Hayes & Harlington	SE SF SG SH SJ SP
	Uxbridge	E F G H J P

TFL24782.08.12 (P)

APPENDIX B

PTAL Output – 2011 (Base Year)

TRANSPORT
FOR LONDON



PTAL output for 2011 (Base year)
4

25 Botwell Lane, Hayes, Greater London UB3 2AB, UK

Easting: 509787, Northing: 179964

Grid Cell: 77627

Report generated: 21/04/2015

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

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

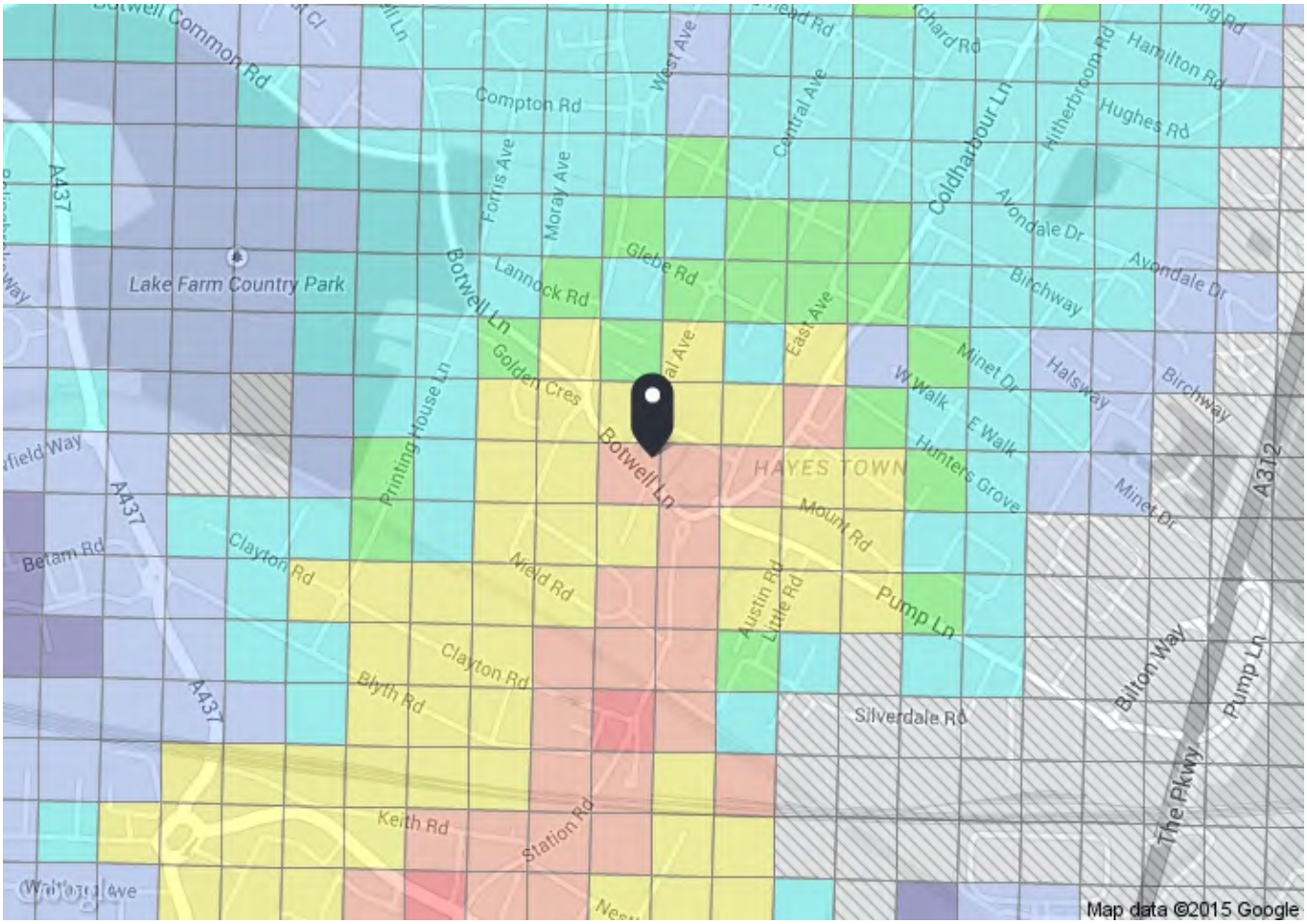
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES COLDHARBOUR LANE	140	269.04	8	3.36	5.75	9.11	3.29	0.5	1.65
Bus	HAYES COLDHARBOUR LANE	90	269.04	6	3.36	7	10.36	2.89	0.5	1.45
Bus	HAYES COLDHARBOUR LANE	E6	269.04	6	3.36	7	10.36	2.89	0.5	1.45
Bus	HAYES BOTWELL LANE	195	122.86	5	1.54	8	9.54	3.15	0.5	1.57
Bus	HAYES BOTWELL LANE	H98	122.86	7.5	1.54	6	7.54	3.98	1	3.98
Bus	HAYES BOTWELL LANE	U4	122.86	7.5	1.54	6	7.54	3.98	0.5	1.99
Bus	HAYES BOTWELL LANE	U5	122.86	5	1.54	8	9.54	3.15	0.5	1.57
Bus	HAYES BLYTH ROAD	350	571.21	5	7.14	8	15.14	1.98	0.5	0.99
Rail	Hayes & Harlington	'PADTON-HTRWAPT 2T18'	655.42	2	8.19	17	25.19	1.19	1	1.19
Rail	Hayes & Harlington	'HTRWAPT-PADTON 2Y14'	655.42	2	8.19	17	25.19	1.19	0.5	0.6
Rail	Hayes & Harlington	'PADTON-OXFD 2N14'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N16'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N18'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N22'	655.42	0.67	8.19	46.78	54.97	0.55	0.5	0.27
Rail	Hayes & Harlington	'PADTON-OXFD 2N24'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P09'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P11'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P12'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P14'	655.42	1.33	8.19	24.56	32.75	0.92	0.5	0.46
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P17'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P18'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'BNBR-PADTON 2P20'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P25'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P32'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13'	655.42	1.67	8.19	19.96	28.16	1.07	0.5	0.53
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R19'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-TWYFORD 2R21'	655.42	0.33	8.19	92.91	101.1	0.3	0.5	0.15
									Total Grid Cell AI:	**19.8**

APPENDIX C

PTAL Output – 2021 (Forecast Year)

TRANSPORT
FOR LONDON



PTAL output for 2021 (Forecast)
5

25 Botwell Lane, Hayes, Greater London UB3 2AB, UK

Easting: 509787, Northing: 179964

Grid Cell: 77627

Report generated: 21/04/2015

This information is produced using forecasting tools and is subject to uncertainty

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

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

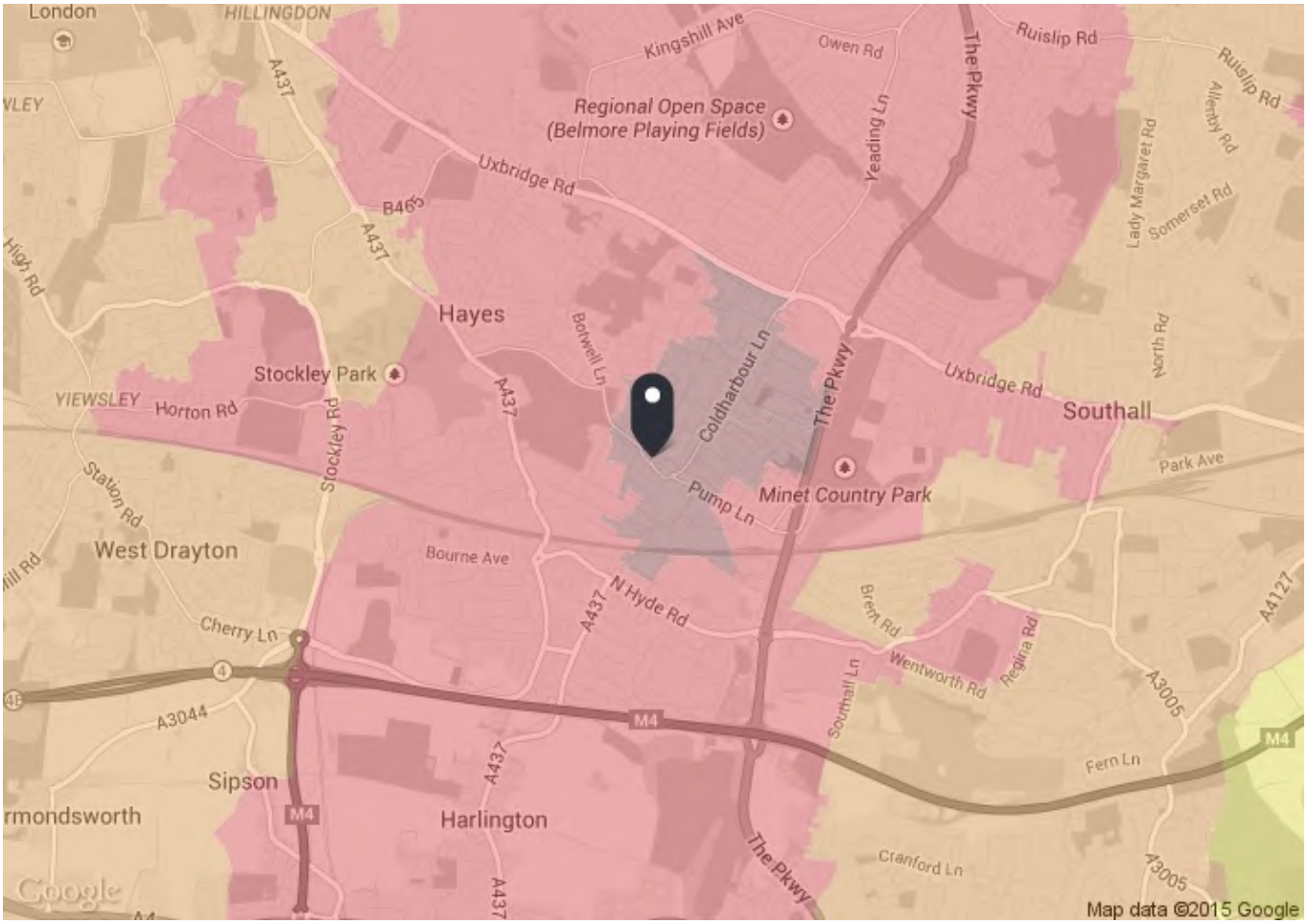
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES COLDHARBOUR LANE	140	269.04	8.33	3.36	5.6	8.97	3.35	0.5	1.67
Bus	HAYES COLDHARBOUR LANE	90	269.04	6.24	3.36	6.8	10.17	2.95	0.5	1.48
Bus	HAYES COLDHARBOUR LANE	E6	269.04	6.24	3.36	6.8	10.17	2.95	0.5	1.48
Bus	HAYES BOTWELL LANE	195	122.86	5.2	1.54	7.76	9.3	3.23	0.5	1.61
Bus	HAYES BOTWELL LANE	H98	122.86	7.81	1.54	5.84	7.38	4.07	1	4.07
Bus	HAYES BOTWELL LANE	U4	122.86	7.81	1.54	5.84	7.38	4.07	0.5	2.03
Bus	HAYES BOTWELL LANE	U5	122.86	5.2	1.54	7.76	9.3	3.23	0.5	1.61
Bus	HAYES BLYTH ROAD	350	571.21	5.2	7.14	7.76	14.9	2.01	0.5	1.01
Rail	Hayes & Harlington	HTRW4-ABBEYW	655.42	3.33	8.19	9.76	17.95	1.67	1	1.67
Rail	Hayes & Harlington	RDNGSTN-SHENFLD	655.42	2	8.19	15.75	23.94	1.25	0.5	0.63
Rail	Hayes & Harlington	MDNHEAD-SHENFLD	655.42	1.33	8.19	23.31	31.5	0.95	0.5	0.48
Rail	Hayes & Harlington	HTRW4-SHENFLD	655.42	1	8.19	30.75	38.94	0.77	0.5	0.39
Rail	Hayes & Harlington	MDNHEAD-ABBEYW	655.42	0.67	8.19	45.53	53.72	0.56	0.5	0.28
Rail	Hayes & Harlington	WDRAYTN-ABBEYW	655.42	1.33	8.19	23.31	31.5	0.95	0.5	0.48
Rail	Hayes & Harlington	WDRAYTN-SHENFLD	655.42	0.67	8.19	45.53	53.72	0.56	0.5	0.28
Rail	Hayes & Harlington	RDNGSTN-ABBEYW	655.42	0.33	8.19	91.66	99.85	0.3	0.5	0.15
Rail	Hayes & Harlington	HTRW4-VWARSL	655.42	0.33	8.19	91.66	99.85	0.3	0.5	0.15
Rail	Hayes & Harlington	RDNGSTN-PADTON 2P11	655.42	2	8.19	15.75	23.94	1.25	0.5	0.63
Rail	Hayes & Harlington	PADTON-RDNGSTN 2R13	655.42	2	8.19	15.75	23.94	1.25	0.5	0.63
									Total Grid Cell AI:	**20.71**

Gateway TSP

APPENDIX D

TIM Plan Outputs

TRANSPORT
FOR LONDON



TIM output for 2011 (Base year)
Mode: **Bus only**, Time of day: **Between peak times**, Direction: **From location**

Central Avenue, Hayes, Greater London UB3 2BG, UK

Easting: 509762, Northing: 179982

Code: NT096I05A

Report generated: 21/04/2015

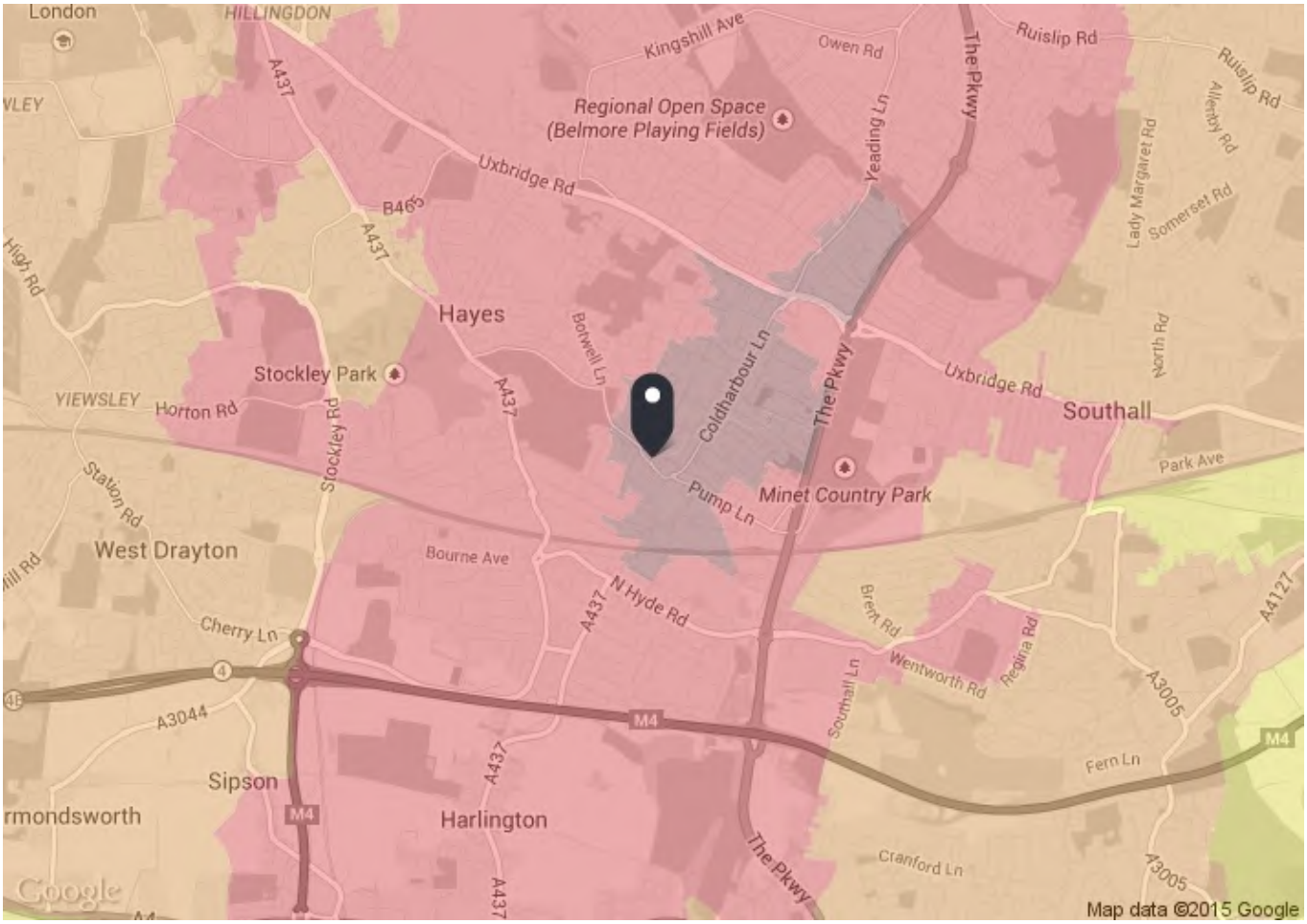
Map key - Travel Time

- < 15 minutes
- 15 - 30 minutes
- 30 - 45 minutes
- 45 - 60 minutes
- 60 - 75 minutes
- > 75 minutes

Map layers

Travel Times

TRANSPORT
FOR LONDON



TIM output for 2011 (Base year)
Mode: **Bus only**, Time of day: **PM peak**, Direction: **From location**

Central Avenue, Hayes, Greater London UB3 2BG, UK

Easting: 509762, Northing: 179982

Code: NT087P05A

Report generated: 21/04/2015

Map key - Travel Time

- < 15 minutes
- 15 - 30 minutes
- 30 - 45 minutes
- 45 - 60 minutes
- 60 - 75 minutes
- > 75 minutes

Map layers

- Travel Times