



Former Victoria Public House & Sandow Garage Site, Hayes
Travel Plan Statement

Client: North Hyde Investments Ltd & FJC Developments Ltd

i-Transport Ref: BH/LC/ITB17034-002A R

Date: 17 December 2021

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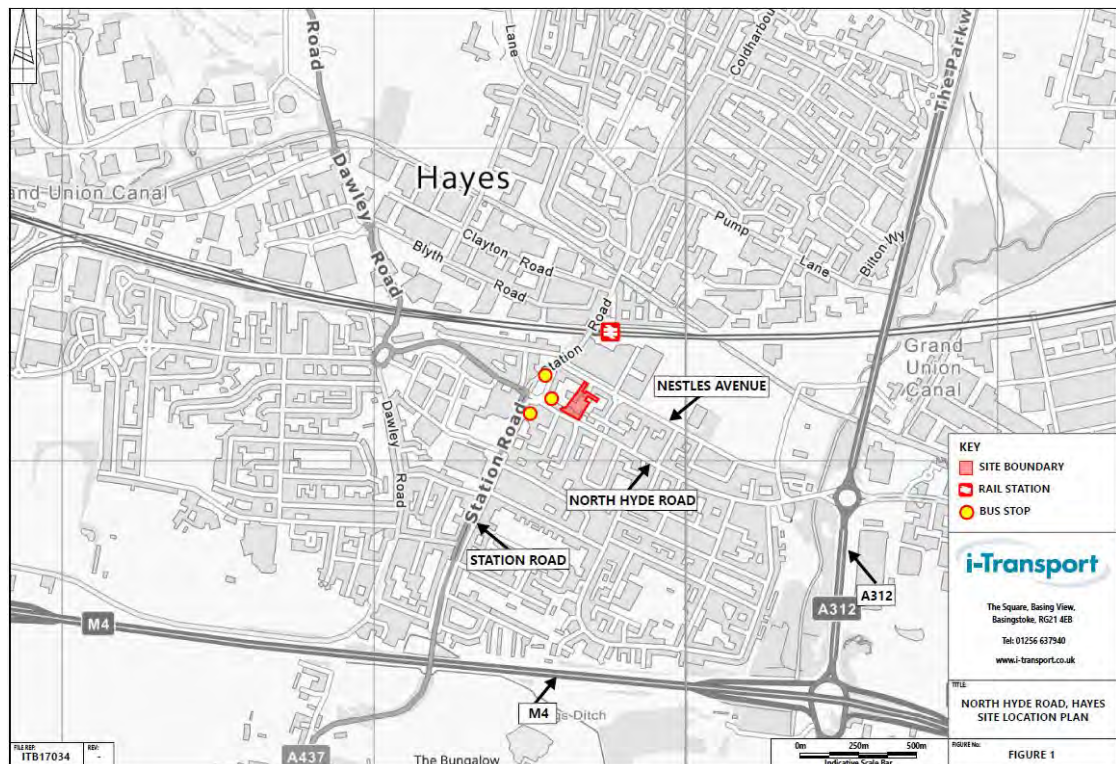
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SECTION 1 INTRODUCTION

1.1 Overview

- 1.1.1 North Hyde Investments Ltd & FJC Developments Ltd (the 'Applicant') proposes to redevelop the former Victoria Public House, 32 North Hyde Road and Sandow Garage Site, Sandow Crescent, Hayes, within the London Borough of Hillingdon (LBH). i-Transport LLP has been appointed to assess the proposals in transport and highways terms and to prepare a Travel Plan Statement (TPS) to accompany a planning application.
- 1.1.2 This TPS should be read in conjunction with the Transport Statement (TS) (*document reference: ITB17034-001 R*), also prepared by i-Transport LLP.
- 1.1.3 The site is located along North Hyde Road, circa 350m south of Hayes and Harlington railway station. It is bordered by residential units to the north, east and west and North Hyde Road to the south. A site location plan is included as **Figure 1** and an extract is provided below in Image 1.1.

Image 1.1: Site Location Plan



1.1.4 In terms of accessibility, the site is located in a sustainable location, in close proximity to Hayes and Harlington railway station and a number of local bus stops. This is demonstrated by the Public Transport Accessibility Level (PTAL) rating of the site being 5.

1.1.5 The proposed development comprises 41 residential flats, with a mix of studio, one-, two- and three-bedroom units, split into two blocks. The scheme is proposed to be "car-free" with the exception of five disabled parking spaces. No standard car parking spaces are proposed to be provided on-site.

1.2 Policy Context

Definition

1.2.1 Transport for London (TfL) defines a Travel Plan as being:

'...a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site. It is based on evidence in the transport assessment of the anticipated transport impacts of the proposal and involves the development of agreed and specific outcomes, linked to an appropriate package of measures aimed at encouraging sustainable travel.' (TfL Travel Planning Guidance 2013, Page 1).

Policy Context

1.2.2 The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which recognises that a Travel Plan is a key tool to protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

1.2.3 The London Plan and Mayor's Transport Strategy (March 2018) (MTS) also require use of travel plans to help deliver sustainable development in London. The MTS sets the following pan-London outcomes that are expected to have been delivered by 2041 which are relevant to the preparation of Travel Plans in London:

- 80% of all trips in London to be made on foot, by cycle or using public transport;
- At least 3 million fewer daily car trips and ¼ million fewer cars owned in London;
- A 75% reduction in CO₂ emissions from transport (excluding aviation, 2013 base) in London, with road and rail transport on track to reach zero carbon by 2050; and

- Public transport to be safe, affordable and accessible to all and for journeys to be pleasant, fast and reliable.

1.2.4 Transport for London (TfL) published updated 'Travel Plan Guidance' in September 2013. This Travel Plan document has been prepared in accordance with this guidance.

1.3 **Structure of Travel Plan**

1.3.1 The remainder of this TPS is structured as follows:

- Section 2 – Site Assessment;
- Section 3 – Development Proposal;
- Section 4 - Aims, Objectives and Benefits;
- Section 5 – Package of Measures;
- Section 6 – Management and Monitoring;
- Section 7 – Action Plan; and
- Section 8 – Securing and Enforcement.

SECTION 2 SITE ASSESSMENT

2.1 Site Location and Existing Site

2.1.1 The site consists of the former Victoria Public House, 32 North Hyde Road and Sandow Garage Site, Sandow Crescent. The site is on the northern side of North Hyde Road close to its intersection with Station Road, which is the main road leading into Hayes Town Centre. The site is irregular in shape and is surrounded by:

- The rear gardens of the two-storey maisonettes fronting Nestles Avenue to the north;
- The rear gardens of the two-storey maisonettes fronting Sandow Crescent to the north-east together with a two-storey block of flats with associated parking and amenity space to the south-east fronting North Hyde Road;
- North Hyde Road to the south on the other side of which are some two-storey detached and semi-detached houses;
- A three-storey block of flats to the west fronting North Hyde Road, to the north of which is the two-storey Hayes Medical Centre fronting Old Station Road and a children's nursery at the corner of Old Station Road and Nestles Avenue.

2.1.2 Further beyond the site to the east is an Esso garage and a series of 4-storey blocks of flats fronting North Hyde Road

2.1.3 The northern portion of the site is L-shaped and comprises a series of mostly vacant single-storey garages and office/workshops accessed off Sandow Crescent while the southern portion is accessed off North Hyde Road and comprises the former Victoria Public House which has been converted into seven flats.

2.2 Walking and Cycling Opportunities

Walking Environment

2.2.1 Wide, good quality footways are provided on both sides of North Hyde Road along with street lighting on both sides of the carriageway. There are dropped kerbs and tactile paving at all vehicle crossovers to allow for safe and easy crossing for all pedestrians. There is an informal crossing point, also with dropped kerbs and tactile paving, with a refuge island situated directly in front of the site. There are pelican crossing points, fitted with dropped kerbs and tactile paving to the west of the site at the junction with Station Road.

- 2.2.2 Hayes High Street benefits from recent improvements to the pedestrian and vehicle infrastructure as a result of securing a £4.5 million bid to regenerate the area with street lighting. Additional improvements have also been made to Station Road and Station Approach as a result of the investment associated with the Elizabeth Line calling at Hayes & Harlington station.

Cycle Network

- 2.2.3 The local area benefits from an extensive network of cycle routes which provide convenient routes to local facilities and train and London Underground stations, as well as Heathrow Airport to the south-west. There are detailed in full in the TfL Local Cycling Guide 6. In the vicinity of the site, shared footway/cycleways are now provided along most of Station Road onto Botwell Lane to the north and the High Street to the south. The cycle paths along the High Street connect to a designated off-road cycle route running parallel to the A4. This extends east towards London and west towards Heathrow Airport.
- 2.2.4 Another off-road cycle route has been designated alongside the Grand Union Canal. This route can be taken west towards Uxbridge.
- 2.2.5 There are also various routes that have been recommended by other cyclists, along quieter or safer roads. These routes can be used to connect designated cycle routes, acting as undesignated continuations of the cycle network. As a result, cyclists can head east into Ealing using a variety of designated off-road, marked and undesignated cycle routes.
- 2.2.6 Within the vicinity of the site, recommended cycle routes along North Hyde Road, Crane Gardens and Cranford Drive can be used to access Cranford Park Academy. Additional facilities that can be directly accessed via the cycle network include Khalsa Primary School and Cranford Primary School. Locations that can be directly accessed via the cycle network include Greenford, Hounslow, West Drayton, Southall and Hayes.

2.3 Public Transport Opportunities

Public Transport Accessibility Level (PTAL)

- 2.3.1 The accessibility of the site has been assessed using the TfL Public Transport Accessibility Level (PTAL) methodology. PTALs are a detailed measure of accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency.
- 2.3.2 The site currently has a PTAL rating of 5 indicating very good level of public transport accessibility. This good PTAL score is a result of close proximity to Hayes & Harlington railway station and local bus stops. The PTAL full output is included as **Appendix A**.

- 2.3.3 As detailed in Section 3.3, introduction of the Elizabeth Line will deliver a marginal increase in rail services frequency as well as the introduction of an additional bus service to the local area which may increase the PTAL rating slightly.

Bus Services

- 2.3.4 The nearest bus stop is 50m west from the site, along North Hyde Road (Old Station Road (Stop G)) and is served by bus 195. Fairey Corner (Stop F) is circa 200m from the site on Station Road and is served by eight different southbound bus services to a range of destinations, including Heathrow Airport, Feltham and Hounslow. The stop is provided with a shelter and equipped with real-time countdown information. The bus stop Fairey Corner (Stop K), circa 230m from the site, is the closest stop providing northbound services. All services which serve these stops are summarised in Table 2.1.

Table 2.1: Local Bus Services

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon – Fri	Sat	Sun
90	Feltham – Hayes – Northolt	6 buses per hour	6 buses per hour	4 buses per hour
140 (24 hr)	Harrow – Northolt – Hayes	8 buses per hour	8 buses per hour	6 buses per hour
195	Wood End – Hayes – Southall – Brentford	5 buses per hour	5 buses per hour	4 buses per hour
278	Ruislip – Hillingdon – Hayes – Heathrow	4 buses per hour	4 buses per hour	3 buses per hour
350	Hayes – West Drayton – Heathrow (T5)	3 buses per hour	3 buses per hour	3 buses per hour
E6	Bulls Bridge – Hayes – Greenford	5 buses per hour	5 buses per hour	4 buses per hour
H98	Hayes – Hounslow West – Hounslow	6 buses per hour	6 buses per hour	4 buses per hour
U4	Hayes – Hillingdon Hospital – Uxbridge	6 buses per hour	6 buses per hour	4 buses per hour
N140 (express)	Harrow – Hayes – Heathrow	5 buses per hour	5 buses per hour	4 buses per hour

Source: Tralveline – Accessed: November 2021

Future Bus Services

- 2.3.5 In addition to bus services listed above, an extension H32 (which currently operates between Southall and Hounslow) from Southall to Hayes and Harlington Station (subject to completion of the Southall Gasworks link road) is proposed.

Rail Services

- 2.3.6 National Rail services can be accessed from Hayes & Harlington railway station, circa 400m from the site, operated by TfL Rail and located within Travelcard Zone 5. Approximately eight trains per hour operate between London Paddington and Reading/Didcot/Heathrow Airport.
- 2.3.7 Hayes & Harlington station will benefit from introduction of the Elizabeth Line. The Elizabeth Line is a significant piece of new railway infrastructure adding approximately 10% of new railway capacity and new/easier journey opportunities.
- 2.3.8 Stations along the route are also being upgraded with Hayes & Harlington station to benefit from a new footbridge with four new lifts to provide step free access to every platform, platform extensions and new replacement canopies and new lighting, customer information screen, station signage, help points and CCTV.
- 2.3.9 From December 2022, when the full route opens, up to ten Elizabeth Line services an hour will allow passengers from Hayes & Harlington to travel to Reading or Heathrow in the west to through central London tunnels to Essex and southeast London via Liverpool Street and Canary Wharf.

2.4 Local Highway Network

- 2.4.1 North Hyde Road is a single carriageway road subject to a speed limit of 30mph. Double yellow lines are present on both sides of the carriageway for the majority of North Hyde Road, including along the site frontage indicating no waiting time. Toward the south-east of the site occasionally there are marked-up parking bays, along the northern side of the road.
- 2.4.2 Circa 125m north-west of the site, North Hyde Road connects to Station Road via a signalised junction. To the north, Station Road is a single carriageway road leading to Hayes & Harlington railway station and Hayes Town Centre, while to the south it heads towards the ASDA Hayes Superstore. Separate ghost island right turn junctions are provided for southbound traffic. Street lighting is provided along the entire road on both sides of the carriageway.
- 2.4.3 There are parking restrictions on North Hyde Road, Sandow Crescent and Nestles Avenue. There is also a Controlled Parking Zone (CPZ) on a residential street directly opposite the site to the

south (Faurey Avenue). This restricts parking to resident permit holders only between 0900 – 2200, Monday to Friday. On North Hyde Road to east of the site there are some areas with no parking restrictions. There are also some residential culs-de-sac to the south of the site (including Northfield Park and Hyde Way) which do not have parking restrictions.

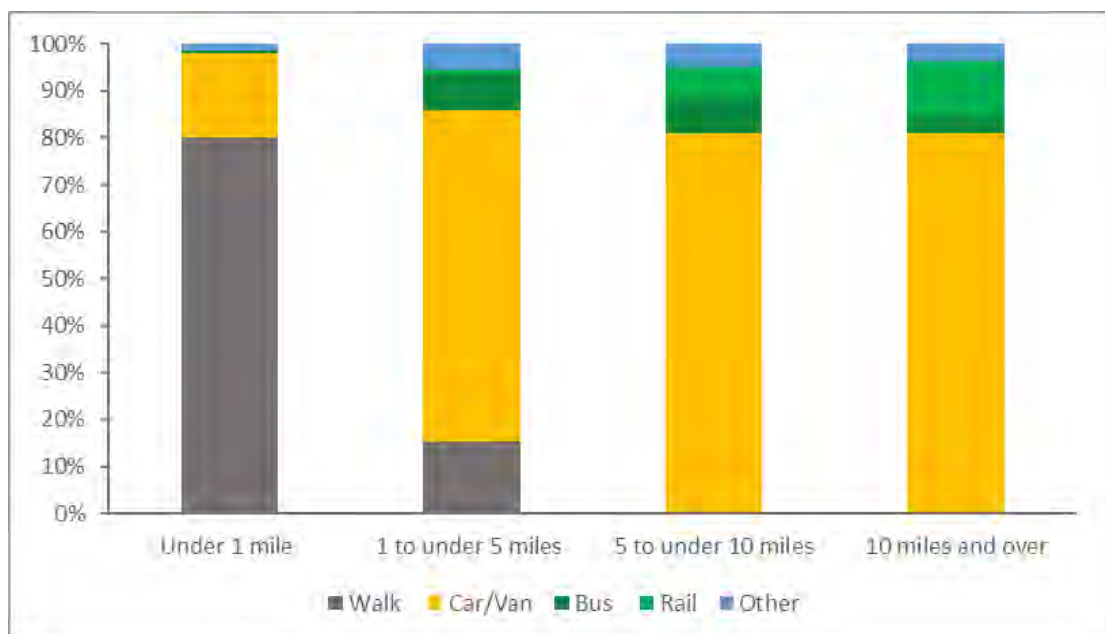
2.5 Accessibility to Local Facilities

2.5.1 A key aim of regional and local policy is the delivery of sustainable development. This in part, is achieved by the accessibility of sites to a good range of everyday services and facilities.

2.5.2 In this regard, Manual for Streets states that 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.' (Ref: *Manual for Streets* paragraph 4.4.1). However, this is not an upper limit.

2.5.3 The National Travel Survey: England 2019 has identified the mode share journeys of different lengths (as shown in image 2.1) and found that walking was the most frequent mode for short trips in 2019, where 80% of trips under one mile (c. 1,600m), and 31% of trips between one and two miles (c. 3,200m) were walks (Ref: *NTS Table 0308*).

Image 2.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England, 2019



Source: National Travel Survey: England 2019

2.5.4 A summary of the local facilities and services within the vicinity of the site and their respective walking and cycling distance is provided in Table 2.2. The colour coding highlights the locations within 800m, 1,600m and 3,200m walking distance.

Table 2.2: Local Facilities

Type of Facility	Destination	Approximate Distance from Site (m)	Walking Time (minutes)	Cycling Time (minutes)
Retail	Tesco Esso Express	110m	1 min	>1 min
	Asda Superstore	250m	3 mins	1 min
	Nearest ATM (Barclays)	600m	7 mins	2 mins
	Hayes Town Centre	700m	8 mins	3 mins
	Iceland	750m	9 mins	3 mins
	Post Office	800m	9 mins	3 mins
	Lidl	1,100m	13 mins	4 mins
Education	Cranford Park Academy	950m	11 mins	4 mins
	The Global Academy	1,000m	12 mins	4 mins
	Harlington School	1,300m	15 mins	5 mins
	Minet Nursery and Infant School	1,900m	23 mins	7 mins
	Minet Junior School	2,000m	24 mins	7 mins
	Uxbridge College – Hayes Community Campus	2,100m	25 mins	8 mins
Leisure	Botwell Green Sports and Leisure Centre	1,000m	12 mins	4 mins
	Botwell Green Library	1,100m	13 mins	4 mins
	Lake Farm Country Park	1,500m	18 mins	6 mins
	Grand Union Canal Walk	1,700m	20 mins	6 mins
	Lake Farm County Park	2,000m	24 mins	7 mins
Health	Hayes Medical Centre	140m	2 mins	>1 min
	The Hayes Dental Practice	450m	5 mins	2 mins
	Hayes Town Medical Centre	700m	8 mins	3 mins
	Hayes Town Pharmacy	1,000m	12 mins	4 mins

Source: Consultants Estimate. Note: Walk journey times assume a walk speed of 1.4m/s with cycle journey times based on an average cycling speed of 16km/h (ref: MfS 2). Journey times are measured via the shortest practicable route from the site.

Key:

	Within 800m – a 'walkable neighbourhood'
	Within 1.6km – a distance where most people (circa 81%) will walk
	Within 3.2km – a distance where walking is a realistic alternative to car use and where some people (circa 30%) are still prepared to walk

2.6 Summary

- 2.6.1 The site is located in a PTAL 5 area, indicating very good access to public transport, including rail and a number of local bus services (with the closest bus stop under 100m).
- 2.6.2 In addition, there is very good accessibility to local facilities and services, with the vast majority of key destinations within a distance most people will walk to (1,600m) and the remaining still within a realistic distance where some people will walk (3,200m), indicating that future occupiers of the site will have significant opportunities to utilise sustainable travel modes.

SECTION 3 DEVELOPMENT PROPOSAL

3.1 Overview

3.1.1 The Applicant proposes to provide 41 flats, split across two blocks, with associated landscaping, blue badge and cycle parking.

3.1.2 The development mix is as follows:

- Studio flats – 4 units;
- 1-bed flats – 7 units;
- 2-bed flats – 20 units; and
- 3-bed flats – 10 units.

3.1.3 Vehicular access to the site will be taken directly from North Hyde Road. Additional points of pedestrian access will be available from North Hyde Road, Nestles Avenue and Sandow Crescent. A pedestrian path will route along the whole western boundary of the site to connect North Hyde Road to Nestles Avenue, as well as providing direct pedestrian access to the rear block of flats. This will improve pedestrian connectivity in the local area.

3.1.4 The site plan is provided as **Appendix B**.

3.2 Parking

Car Parking

3.2.1 The only car parking on-site will be five blue badge parking spaces, which equates to 12% of dwellings being provided disabled parking. This is in accordance with the London Plan requirement to provide 10% of units with one disabled space (with 10% equating to 4.1 spaces).

3.2.2 All other residents will not have car parking. This is considered acceptable on the basis that:

- The London Plan requires all developments that are PTAL 5 or PTAL 6 to be car free (with the exception of disabled parking). The pre-application comments from LBH confirm that it is the Council's requirement for the site to be car free in accordance with the London Plan, provided that new residents will have genuine opportunities to travel by sustainable modes;
- The site is in a highly accessible location to bus services, with services to a range of destinations including Heathrow Airport, Feltham and Hounslow. This is recognised by

the sites very good Public Transport Accessibility Level (PTAL 5). This will help to contribute to low levels of car ownership and use;

- National Rail services can be accessed from Hayes & Harlington railway station, circa 400m from the site. Approximately eight trains per hour operate between London Paddington and Reading/Didcot/Heathrow Airport. This will help to contribute to low levels of car ownership and use;
- The site is located within a short walk of everyday services and facilities to cater for everyday needs. The site will therefore appeal to individuals who do not want to be reliant on owning a car for everyday use;
- Flats typically attract younger buyers and the priority for people choosing this type of property will be the location. Car ownership and use is declining for young people in particular and according to the Commission on Travel Demand, 17 – 29 year olds are now making between 26% - 44% fewer trips than they did in 1992/94 and the number of 17 – 20 year olds with a driving license has fallen by 19% whilst the number of 21-29 year olds with a driving license has fallen by 12%;
- There are Car Club cars provided as part of the Hayes Village development circa 400m walk from the site. The Car Club cars are operated by Enterprise. This will enable those who only need occasional access to a car to live at the site without owning one; and
- To further encourage occupants of the proposed development to adopt more sustainable travel patterns, a Travel Plan Statement has been produced to accompany the planning application and will be issued to new residents.

Cycle Parking

- 3.2.3 A total of 86 cycle parking spaces will be provided on site, comprising 38 two tier racks and five Sheffield Stands. Whilst external, they will be sheltered and secure. This exceeds the cycle parking requirements set out in the London Plan.

3.3 Delivery and Servicing Strategy

All servicing is proposed to be undertaken on site. A refuse vehicle is able to access, manoeuvre using the provided turning head and egress the site safely. The access road and parking area is of sufficient width to allow a grocery store/other delivery van to stand whilst they are unloading and for cars and other smaller delivery vehicles to pass.

SECTION 4 AIMS, OBJECTIVES AND BENEFITS

4.1 Aims

4.1.1 The overarching purpose of the TP is to keep the number of private car trips to a minimum and influence behaviour change towards the use of sustainable modes of travel as well as 'active' travel.

4.1.2 In this context, the primary aim of this TP is:

'To encourage residents to use sustainable modes for travel to and from the site, with a particular focus on increasing active travel modes (i.e., walking and cycling).'

4.2 Objectives

4.2.1 The objectives of the TP are to:

- a) Develop an awareness of the options for sustainable travel to and from the site among residents;
- b) Promote 'healthy travel' from the site (i.e., walking and cycling) and increase the number of residents travelling by these modes. This will be supported by the provision of appropriate on-site facilities;
- c) Implement a range of measures that will encourage and support the use of alternative modes of transport other than travelling in a car (i.e. public transport);
- d) Promote cycling as a mode of travel and the benefits of cycling; and
- e) Monitor the performance of the TP by regularly collecting travel information.

4.3 Benefits

4.3.1 A Travel Plan can bring a number of benefits to a new development for the developer, the local authority, and the ultimate occupants of the site. The key benefits of the Travel Plan are summarised in Table 4.1.

Table 4.1: Benefits of the Travel Plan

Benefits to:	Applicant	Residents	LBH
Improved site access	✓	✓	
Less congestion on local roads		✓	✓
Reduced demand for parking spaces enabling land to be put to more cost-effective use	✓		
Improved travel choice (including opportunity for financial savings)	✓	✓	✓
Local environmental improvements from reduced congestion, pollution and noise		✓	✓
Opportunities for active, healthy travel and associated health benefits		✓	✓
Help achieve wider local policy objectives, e.g. on sustainability			✓

SECTION 5 PACKAGE OF MEASURES

5.1 Infrastructure Measures

- 5.1.1 To encourage use of sustainable travel modes, the following infrastructure elements have been included in the site design.

Pedestrian Access

- 5.1.2 In addition to the vehicular access, a dedicated pedestrian access will be taken directly from North Hyde Road at the western end of the site frontage. A public pedestrian path will route along the whole western boundary of the site, connecting North Hyde Road to Nestles Avenue, as well as providing access to the rear block of flats. Another pedestrian access will be provided in the north-eastern corner of the site taken via Sandow Crescent.

Cycle Infrastructure

- 5.1.3 A total of 86 cycle parking spaces will be provided on site, comprising 38 two tier racks and five Sheffield Stands. Whilst external, all spaces will be secure and covered.
- 5.1.4 Each cycle store will be accessible by pedestrian/cycle paths that will run throughout the site, creating great permeability for both pedestrians and cyclists.

Car Parking

- 5.1.5 Given the car-free nature of the site, only five disabled parking spaces will be provided on-site.

5.2 Soft Measures

- 5.2.1 A range of measures will be used to encourage uptake of active travel and use of public transport by residents. The 'soft measures' are set out below.

Walking Measures

- 5.2.2 Walking is the most sustainable method of travel and has a number of proven health benefits. It potentially has an important role to play in journeys to work, particularly for those living within two kilometres of their workplace. Walking is free and offers a predictable journey time. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc.).
- 5.2.3 As such, walking will be encouraged, supported and facilitated through the following measures:

- Provision of information about walking routes between the site and key local destinations on a dedicated Travel Plan information board in a communal area for residents to view;
- Development of walking route maps identifying routes between the site and transport hubs, local services and amenities, including walking times, calories burned and carbon saved compared to driving. These can be delivered door to door, made available on the dedicated information board or provided within Travel Information Packs at property sale/occupation; and
- Promotion of the health and other benefits of walking, including participation in the annual 'walk to work' campaign.

Cycling Measures

5.2.4 Cycling is comparatively cheap, offers reliable journey times and is environmentally friendly. It will be encouraged, supported and facilitated through the following measures:

- Procure up to date cycle maps from TfL covering the local area and provide links to cycle mapping on the dedicated information board and in a Travel Information Pack;
- Promote awareness of the London Cycling Campaign;
- Promote local cycle training courses for residents;
- Set up a Bicycle User Group (BUG); and
- Promote the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week.

Public Transport

5.2.5 Increased use of public transport is important to reducing car dependency. Travel by public transport modes will be encouraged, supported and facilitated through the following measures:

- Reviewing and updating the provision of public transport information on a dedicated information board and in a Travel Information Pack; and
- Maintaining regular contact with TfL to ensure that the site management team and residents are kept up to date on service improvements, including forthcoming changes as part of the general aspirations for the wider area.

Car Club

- 5.2.6 The Travel Information Pack will include details of Car Club cars that are located within walking distance of the site. There are currently Car Club cars provided as part of the Hayes Village development circa 400m walk from the site. The Car Club cars are operated by Enterprise. Car Club cars will enable those who only need occasional access to a car to live at the site without owning one.

5.3 Publicity and Promotion

- 5.3.1 The soft measures identified above will be publicised and promoted to residents through an Information Pack that will be provided to the ongoing occupants of each unit.
- 5.3.2 A Travel Information Pack for new residents will provide detailed public transport route and timetable information together with cycle and walking route maps identifying key local facilities and amenities. The Information Pack will be available in both a hard copy and electronic (PDF) formats.
- 5.3.3 In addition to this, the marketing team will be made aware of the public transport provision of the local area to encourage prospective residents to make use of sustainable transport modes.

SECTION 6 MANAGEMENT AND MONITORING

6.1 Travel Plan Co-Ordinator (TPC)

6.1.1 North Hyde Investments Ltd & FJC Developments Ltd will appoint an individual (or company) to act as the Travel Plan Co-Ordinator (TPC) to manage and implement the TP at the site. The TPC will be nominated within three months prior to site occupation, after which the contact details of the TPC will be supplied to LBH.

6.1.2 The responsibilities of the TPC will include the following:

- Give a 'human face' to the Travel Plan. The TPC will make initial contact with each of the residents and will provide advice with respect to the measures of the Travel Plan as required;
- Train those selling or letting the residential properties in respect of the Travel Plan;
- Carry out marketing and promotion of the Travel Plan;
- Offer personalised travel planning advice to residents, as applicable;
- Organise follow-up travel surveys;
- Oversee the monitoring and review procedure for the Travel Plan, ensuring that deadlines are adhered to; and
- Use the data derived from the surveys to review and, where appropriate, to update the Travel Plan with revised initiatives, responsibilities, and timeframes.

6.2 Monitoring

6.2.1 The Travel Plan will be monitored and reviewed throughout the five-year lifespan. Given the small size of the site, this will be in the form of questionnaire surveys sent out to residents on a biannual basis.

6.2.2 The first (baseline) questionnaire survey will take place within six months after the date of the first occupation or when 75% of the site is occupied (whichever comes first). Further questionnaire surveys will be undertaken in Years 1, 3 and 5 around the same time as the baseline survey.

- 6.2.3 The TPC will be responsible for sending out the questionnaire surveys and compiling the results. Residents will be informed of the survey results via newsletters and on the dedicated Travel Plan notice board.

SECTION 7 ACTION PLAN

7.1 Table 7.1 presents an Action Plan which provides a programme for delivering the package of measures.

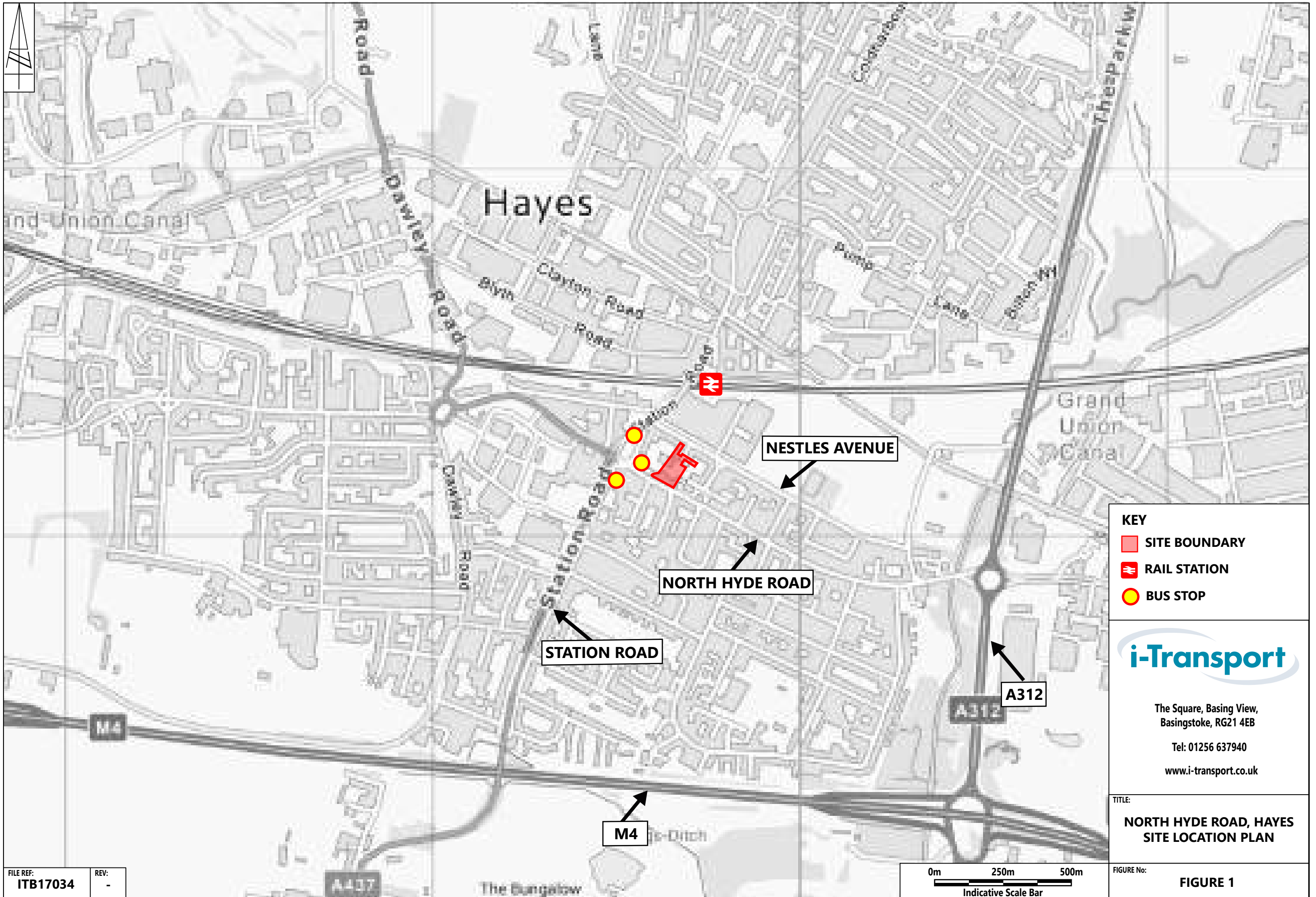
Table 7.1: Action Plan of Measures

Measures	Summary of Measures	Responsibility	Timescale
Travel Plan Co-Ordinator	Nominate Travel Plan Co-Ordinator	Applicant	Three months prior to first occupation
Cycle Facilities	Provision of secure and covered cycle parking on site	Applicant	Prior to first occupation
Travel Plan Promotion	Information pack about the Travel Plan and communal Information Board detailing local and national transport events and options available	Applicant / TPC	Prior to first occupation
Promoting Public Transport	Information on public transport routes and timetables to be made available within the Travel Plan Information Pack and Information Board	Applicant / TPC	Prior to first occupation
Promoting Cycling	Promotion of cycle training courses for residents with dates and contact details to book sessions	Applicant / TPC	Within six months of first occupation or at 75 per cent occupancy
	Set up Bicycle User Groups for residents	Applicant / TPC	Within six months of first occupation or at 75 per cent occupancy
Promotion of National and Local Events	Information to be made available about upcoming national and local events such as 'Bike Week' and 'Walk to Work' week	Applicant / TPC	Introduced within three months of occupation and updated regularly (at least every three months)
Travel Plan Monitoring and Review	Monitor modal split and review the Travel Plan measures in line with the Travel Plan and modal split	Applicant / TPC	The baseline travel survey will be undertaken either within six months of first occupation or at 75 per cent occupancy. Follow up surveys in Years 1, 3 and 5.

SECTION 8 SECURING AND ENFORCEMENT

- 8.1.1** The Travel Plan will be secured via a planning condition. This will require the Travel Plan to be implemented in accordance with these details set out in this document (i.e. it is a requirement of any planning consent that the Travel Plan is implemented).
- 8.1.2** On this basis, a) the Travel Plan is secured; and b) enforcement action can be taken if for any reason it is not implemented.

FIGURES



APPENDIX A. PTAL OUTPUT

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STATION RD NORTH HYDE RD	E6	199.98	6	2.5	7	9.5	3.16	0.5	1.58
Bus	STATION RD NORTH HYDE RD	U5	199.98	5	2.5	8	10.5	2.86	0.5	1.43
Bus	STATION RD NORTH HYDE RD	90	199.98	6	2.5	7	9.5	3.16	0.5	1.58
Bus	STATION RD NORTH HYDE RD	350	199.98	5	2.5	8	10.5	2.86	0.5	1.43
Bus	STATION RD NORTH HYDE RD	H98	199.98	7.5	2.5	6	8.5	3.53	0.5	1.76
Bus	STATION RD NORTH HYDE RD	U4	199.98	7.5	2.5	6	8.5	3.53	0.5	1.76
Bus	STATION RD NORTH HYDE RD	140	199.98	8.5	2.5	5.53	8.03	3.74	1	3.74
Bus	N HYDE RD OLD STATION RD	195	101.7	5	1.27	8	9.27	3.24	0.5	1.62
Rail	Hayes & Harlington	'PADTON-HTRWAPT 2T18'	505.61	2	6.32	15.75	22.07	1.36	1	1.36
Rail	Hayes & Harlington	'HTRWAPT-PADTON 2Y14'	505.61	2	6.32	15.75	22.07	1.36	0.5	0.68
Rail	Hayes & Harlington	'PADTON-OXFD 2N14'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N16'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N18'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N22'	505.61	0.67	6.32	45.53	51.85	0.58	0.5	0.29
Rail	Hayes & Harlington	'PADTON-OXFD 2N24'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P09'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P11'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P12'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P14'	505.61	1.33	6.32	23.31	29.63	1.01	0.5	0.51
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P17'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P18'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'BNBR-PADTON 2P20'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P25'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P32'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13'	505.61	1.67	6.32	18.71	25.03	1.2	0.5	0.6
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R19'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-TWYFORD 2R21'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15

Total Grid Cell AI: 20.44

APPENDIX B. SITE PLANS



0100 GROUND FLOOR
1:300

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04	Planning Submission	AA	BB	14/12/2021
03	Design Freeze Issue	AA	BB	26/11/2021
02	Planning Interim Issue	AA	BB	22/11/2021
00	FOR INFORMATION	AA	BB	09/09/2021
REV	DESCRIPTION	DRAWN	CHECKED	DATE

CREATE
DESIGN + ARCHITECTURE
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CLIENT: CLIENT COMPANY

PROJECT: ABC01
BUILDING: #Site Name
ADDRESS: AS1 2CD

DRAWING NAME: SITE PLAN

DRAWING SERIES: SITE LOCATION PLAN

CDA REF: 000 SCALE(S): 1:300 ORIGINAL PAPER SIZE: A1

REVISION: 04 REVISION DESCRIPTION: Planning Submission

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
637	CDA	A	00	DR	A	00	0100

