

**NORTHWOOD AND PINNER COTTAGE HOSPITAL
PINNER ROAD
HA6 1DE**

Framework Travel Plan

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Travel Plan
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1 INTRODUCTION

- 1.1 RPS Consulting Services Limited has been commissioned by NHS Property Services and NHS Hillingdon CCG to provide a Framework Travel Plan (TP) in relation to the proposed re-development of the Northwood and Pinner NHS sites. The two adjacent sites are referred to as Northwood Cottage Hospital and Northwood Health Centre, and are located in Northwood, London. The site is located within the London Borough of Hillingdon (LBH).

The Site

- 1.2 The redevelopment site is located in Northwood, London and includes two adjacent plots of land referred to as Northwood Cottage Hospital and Northwood Health Centre.
- 1.3 The Northwood College Hospital site is predominantly vacant but partly occupied by London Ambulance Services. The site is accessed from the south via Pinner Road with two vehicle access points provided. A zebra crossing is located between the two-vehicle access points and links the northern and southern sides of Pinner Road.
- 1.4 The Northwood Health Centre site is a fully operational health facility providing primary and community care. Vehicle access to the site is provided from Neal Close to the north of the site, which links to Pinner Road via Addison Way and Acre Way.

The Proposed Development

- 1.5 The development proposals involve the refurbishment and extension of the existing Cottage Hospital to provide a state-of-the-art health centre.
- 1.6 This will be a replacement for the existing Northwood Health Centre with the existing Ambulance centre located on the hospital site ceasing to exist.
- 1.7 A residential development in the form of two 4-storey buildings comprising 70 units is also proposed. Block A will be located at the Northwood Cottage Hospital site and comprise 32 units and Block B will be located at the Northwood Health Centre site and comprise 38 units.
- 1.8 The proposed ground floor development plan is attached at **Appendix A** of this report.

The Travel Plan

- 1.9 A Travel Plan is a dynamic management tool which brings together transport and other land use issues in a co-ordinated strategy. The emphasis in a Travel Plan is on increasing the choice of methods of travel and encouraging their use whilst reducing single occupancy car usage. A Travel Plan involves the development of a set of measures which could bring several benefits to staff and residents of the proposed development.
- 1.10 A Travel Plan aims to:
- Encourage the use of more sustainable modes of transport, such as walking, cycling, and using public transport;
 - Reduce the need to travel; and

- Encourage the use of sustainable travel by improving facilities and providing information.
- 1.11 Travel Planning is an on-going process which will grow and develop with time. A Travel Plan will reflect the changing circumstances faced by staff, residents, and the environment in which it operates. This Framework Travel Plan should be read as the document which acknowledges the current position of the development together with the need for further work to develop the measures in order to meet the targets identified.
- 1.12 It is acknowledged that to be successful, the development should involve:
- A designated Travel Plan Co-ordinator who will be responsible for the site and the implementation and day to day running of the Travel Plan;
 - Involvement of other organisations, such as public transport companies, other local organisations as well as the Local Authority; and
 - Regular review and amendment of the Travel Plan as an on-going process.
- 1.13 The Travel Plan Co-ordinator for the site is likely to be a member of the site management team and will be responsible for collating information for and from staff and residents and will be the key point of contact with the Local Authority.
- 1.14 A successful Travel Plan can bring the following benefits to the proposed development:
- An effective proactive approach to influence the travel behaviour of staff and residents;
 - A reduction in single occupancy car trips;
 - Promote social inclusion and accessibility;
 - Demonstrate environmental responsibility;
 - Contribute towards road safety targets; and
 - Contribute towards healthier lifestyles.

Structure of this Plan

- **Section 2** provides details of the current policies which are related to Travel Plans;
- **Section 3** presents a site assessment of the proposed development, including the existing use;
- **Section 4** describes the aims, objectives, and targets of the Travel Plan;
- **Section 5** outlines the Travel Plan measures and initiatives that will be implemented to help achieve the Travel Plan objectives and targets;
- **Section 6** describes the monitoring and review of the Travel Plan; and
- **Section 7** outlines the Action Plan.

2 POLICY

Introduction

- 2.1 Travel Plans have become an important tool for the delivery of national and local transport policy and commonly play an integral part in the planning process, fulfilling a role in encouraging more sustainable development. The TP takes account of the relevant national, regional, and local policy and guidance are outlined within this section of the Plan.

National Planning Policy and Guidance

National Planning Policy Framework (NPPF 2019)

- 2.2 National policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF) (February 2019), Section 9 'Providing Sustainable Transport – considering development proposals.

- 2.3 Paragraph 108 states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

- 2.4 The National Planning Policy Framework (February 2019) sets the policy background for the development of Travel Plans. Paragraph 111 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan.”

Planning Policy Guidance: Travel Plans, Transport Assessments and Travel Plans (PPG, 2014)

- 2.5 The Planning Practice Guidance (PPG) was published in March 2014, offering additional guidance on planning where necessary to supplement the NPPF. With respect to transport, the PPG includes a section titled Travel Plans, Transport Assessments and Statements in Decision-Taking.
- 2.6 The Guidance states that Transport Assessments, Transport Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to local circumstances and be established at the earliest practicable possible stage of a development proposal. Transport Assessments or Statements may propose mitigation measures where these are necessary to avoid unacceptable or severe impacts.

Regional Policies

London Plan (March 2021)

- 2.7 The adopted London Plan covers the period 2019 to 2041 and provides a long-term view of London's development to inform decision making. Once adopted, it will replace all previous versions.

Paragraph 10.4.3 states that the use of travel plans may help reduce the negative impact of development on the transport network and bring about positive outcomes.

Mayor's Transport Strategy (MTS) for London (March 2018)

- 2.8 The MTS was published in March 2018 after a detailed public consultation. The document sets out the policies and proposals to reshape transport in London over the next two decades.
- 2.9 The MTS sets out a number of measures to improve the transport network within London to correspond with the increasing demand for travel across the capital. The strategy seeks to ensure that new developments come forward in areas that are well connected in terms of transport and are designed to encourage sustainable modes of transport by incorporating secure cycle parking and safe and secure access to walking, cycling and public transport facilities

Local Planning Policy and Guidance

Hillingdon Local Plan: Part 1 – Strategic Policies (November 2012)

- 2.10 The Hillingdon Local Plan (Part 1 – Strategic Policies) was adopted in November 2012. The document is the key strategic planning document for Hillingdon and will support the delivery of the spatial elements of the Sustainable Community Strategy.
- 2.11 To promote sustainable forms of transport, the council has set out a number of key objectives. One of the key objectives which is stated within Policy 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.”

Summary

- 2.12 This section has outlined the policy context to which the proposed development relates and the frameworks with which the development proposal needs to comply.

3 EXISTING TRANSPORT CONDITIONS

Introduction

- 3.1 This section describes the existing conditions at the site and surrounding transport network. It focuses on the accessibility of the site by non-car modes and describes the surrounding highway network.

Site Use and Location

- 3.2 The redevelopment site is located in Northwood, London and includes two adjacent plots of land referred to as Northwood Cottage Hospital and Northwood Health Centre.
- 3.3 The Northwood College Hospital site is predominantly vacant but partly occupied by London Ambulance Services. The site is accessed from the south via Pinner Road with two vehicle access points provided. A zebra crossing is located between the two-vehicle access points and links the northern and southern sides of Pinner Road.
- 3.4 The Northwood Health Centre site is a fully operational health facility providing primary and community care. Vehicle access to the site is provided from Neal Close to the north of the site, which links to Pinner Road via Addison Way and Acre Way.

Walking and Cycling

- 3.5 The main pedestrian access to the site is available from the existing pedestrian entrances located on Pinner Road and Neal Close.
- 3.6 Formal pedestrian crossing facilities are provided with dropped kerb and tactile paving at various locations including a Zebra Crossing in front of the site on Pinner Road.
- 3.7 The existing pedestrian environment surrounding the site provides good connections to local facilities and amenities and is deemed to be sufficient to serve the proposed development site.
- 3.8 A number of recommended cycle routes are within easy access of the site, including along Hilliard Road, Potter Street and Joel Street. These routes connect to further 'yellow' routes throughout the local area (see **Appendix B**).

Public Transport

Bus

- 3.9 PTAL guidance considers that people are willing to walk up to eight minutes to access bus stop infrastructure. Thus, TfL consider that bus stops within 640m of a development (80 metres x 8 minutes) are accessible. The site is accessible by London bus services, with various routes available within a short walking distance.
- 3.10 The closest bus stops to the site are located on Pinner Road (A404) within 200 metres from the centre of the application site but immediately adjacent the proposed vehicle access onto Pinner Road.

- 3.11 Northwood Health Centre Bus Stop G (westbound) is located on the north side of Pinner Road (A404), approximately 70 metres from the site centre. Northwood Health Centre Bus Stop H (eastbound) is located on the south side of Pinner Road (A404), approximately 200 metres from the site. Both bus stops provide access to bus routes 282 and H11.
- 3.12 Additional bus stops are located on Northwood Way within 270 metres from the centre of the application site. Stanley Road Bus Stop J (northbound) is located on the west side of Northwood Way, approximately 220 metres from the site centre. Stanley Road Bus Stop K (southbound) is located on the east side of Northwood Way, approximately 270 metres from the site centre. Both bus stops provide access to bus route to H13.
- 3.13 **Table 3.1** summarises the route and frequencies of the bus services from the local bus stops.

Table 3.1: Bus Routes and Frequencies

Service	Route	Frequency (Buses per Hour)			
		AM Peak	PM Peak	Sat	Sun
Northwood Health Centre Bus Stop G (westbound), Pinner Road (A404)					
282	Hanwell - Northwood	6	5	5	4
H11	Harrow - Northwood	4	4	4	4
Northwood Health Centre Stop H (eastbound), Pinner Road (A404)					
282	Northwood - Hanwell	5	5	5	4
H11	Northwood - Harrow	4	4	4	3
Stanley Road Bus Stop K (southbound), Northwood Way (A404)					
H13	Ruislip Common - Northwood Hills	3	3	4	3

- 3.14 A plan showing the local bus routes is provided in **Appendix C**.

London Underground

- 3.15 Northwood Hills Underground Station is located within approximately 600 metres from both sites and provides access to the Metropolitan Line. The Metropolitan Line routes to key central London destinations including Baker Street, Kings Cross St Pancras International, Farringdon, Liverpool Street and Aldgate. Other key destinations that the Metropolitan Line serves includes Watford, Amersham, and Uxbridge.

Local Road Network

Pinner Road (A404)

- 3.16 Pinner Road (A404), which forms of the southern boundary to the site, is a single carriageway subject to a 30mph speed limit. Single Yellow Lines (SYLs) are present across the road, within close proximity of the existing vehicle access junction. A zebra crossing is located directly

- between the existing vehicle access points to the site. A footway and street lighting are provided on both sides of the road.
- 3.17 Access to the site is provided from the northern side of Pinner Road (A404) with two vehicle access points provided.

Neal Close

- 3.18 Neal Close is a single carriageway subject to a 30mph speed limit. No parking restrictions are present for existing residents on either side of the road. Neal Close provides access from the southern side of the road to the north area of the site. Neal Close routes to Acre Way and Addison Way, which provides access to Pinner Road (A404). A footway and street lighting are provided on both sides of the road.

Summary

- 3.19 This section has demonstrated that the proposed development site is located in a sustainable location, accessible by modes of transport, including a number of bus and London Underground services located within a reasonable walking distance of the site.
- 3.20 The site is located within 600 metres of Northwood Hills Underground Station, which is served by the Metropolitan Line. This Underground Station provides a link to key destinations across London.
- 3.21 The site is in a location that provides access to a number of modes of travel and will encourage future residents, staff, and visitors of the site to travel by sustainable modes in compliance with national and local policy objectives.

4 AIMS, OBJECTIVES AND TARGETS

Introduction

- 4.1 The Travel Plan is developed to encourage sustainable travel choices. To guide the Travel Plan a central aim has been identified which will be achieved through delivering a series of objectives. Targets are used to measure the progress of the Travel Plan towards influencing travel choices.

Healthcare (Workplace)

Aims and Objectives

- 4.2 The aim of this TP is to encourage staff to adopt healthy and sustainable travel choices, in order to reduce reliance on the private car.
- 4.3 The aim of the TP will be achieved through the delivery of a series of objectives:
- **Objective 1:** Raise awareness of the alternate travel options available, placing emphasis on the benefits of active travel;
 - **Objective 2:** Ensure the site is accessible to all users including those with mobility problems;
 - **Objective 3:** Provide each employee with a Travel Information Pack;
 - **Objective 4:** Manage the onsite cycle parking and disabled car parking; and
 - **Objective 5:** Establish and maintain a line of communication with staff to ensure they have access to relevant travel information.

Targets

- 4.4 The Travel Plan is centred upon achieving sustainable travel patterns for the development. The progress of the Travel Plan towards achieving this will be monitored by way of annual travel surveys.
- 4.5 To monitor the progress of the Travel Plan, baseline travel data is required of the development, against which subsequent years can be assessed. Setting targets for the development provide a benchmark against which the progress of the Travel Plan can be monitored.

Baseline Travel Survey

- 4.6 A baseline travel survey will be undertaken of the employees at the site within six months of first occupation. This survey will provide specific travel behaviour information for the development.
- 4.7 The baseline surveys will be undertaken on a neutral weekday by way of multi-modal trip counts, undertaken by an independent specialist survey company. The survey methodology will be agreed with LBH prior to undertaking the survey. The survey will accord with TfL Guidance.
- 4.8 The baseline travel surveys will enable the Travel Plan to be refined with site specific measures implemented.

Biennial Travel Surveys

- 4.9 Subsequent travel surveys may be required (once every two years) following the initial baseline survey up to a period of five years. The Travel Plan will be reviewed on the first, third and fifth anniversaries of the first occupation of the development, with an updated report submitted to LBH no later than one month following the review.

Targets

- 4.10 The following targets provide a clear measure of the Travel Plan's progress towards meeting the objectives. These targets are shown as output targets, which measure specific actions undertaken to successfully deliver the Travel Plan, and outcome targets which demonstrate the specific outcomes of the plan.

Output Targets

- 4.11 The output targets below, are the method targets to be used to ensure the successful delivery of the Travel Plan:
- Appoint a TPC and provide contact details to the LBH Travel Plan Officer two months prior to first occupation of the development;
 - Provide a Staff Travel Information Pack to all employees upon arrival / with their induction;
 - Undertake a TRICS compliant baseline monitoring survey, to the agreed methodology with LBH, no later than six months after first occupation of the development;
 - Submit a revised Travel Plan to LBH with amended baseline travel patterns within seven days of initial survey;
 - Undertake review of the Travel Plan up to five years after completion of the development on the first, third and fifth anniversaries of first occupation of the development; and
 - Submit monitoring reports at years 1, 3 and 5 from first occupation comparing changes from previous staff travel survey within seven days of review.

Outcome Targets

- 4.12 The progress of the Travel Plan will be measured against specific outcome targets, typically targeting modal shift. Such targets are Specific, Measurable, Achievable, Realistic and Time-Bound (SMART). The outcome targets set, will quantify this aim.
- 4.13 It is important that the Travel Plan contains a headline target so that its overall performance can be monitored over time and, if necessary, further measures can be introduced to encourage mode shift towards more sustainable modes of travel. The targets should be reviewed and updated following completion of the baseline surveys.
- 4.14 The following outcome targets are proposed:
- **Outcome 1:** Monitoring cycle parking at the site and reviewing the use of spaces. If cycle parking demand consistently exceeds 90%, increasing provision will be considered.
 - **Outcome 2:** providing new staff with a welcome pack and maintaining notice boards with current information on travel options and staff notice boards.

- **Outcome 3:** Reducing the proportion of employees travelling by single occupancy by 3% by year 1, 6% by year 3 survey and 10% by year 5. Overall, 10% reduction.
 - **Outcome 4:** Increasing the proportion of employees travelling by active sustainable travel modes i.e. walking and cycling by 2% by year 1, 3 % by the year 3 survey and 5% by year 5.
 - **Outcome 5:** recruiting any new staff from the local surrounding area where feasible to maximise the potential for staff to walk and cycle to work.
- 4.15 The baseline travel survey will identify the modal shift from which the Travel Plan measures can be tailored to more site-specific measures.
- 4.16 Notwithstanding the above, it is important that the Travel Plan contains a headline target so that its overall performance can be monitored over time and, if necessary, further measures can be introduced to encourage mode shift towards more sustainable modes of travel.
- 4.17 The modal split targets are set out in **Table 4.1**.

Table 4.1: Modal Split Targets

Mode of Travel	Modal Split			
	2011 Census Travel to work mode share	Year 1	Year 3	Year 5
Car Driver	52%	49%	46%	42%
Rail	32%	32%	33%	34%
Bus	6%	7%	8%	9%
Car Passenger	3%	3%	3%	3%
Bicycle	1%	2%	2%	3%
On foot	6%	7%	8%	9%
Other	0%	0%	0%	0%
Total	100%	100%	100%	100%

Residential

Aims and Objectives

- 4.18 The aim of this TP is to encourage staff and residents to adopt healthy and sustainable travel choices, in order to reduce reliance on the private car.
- 4.19 The aim of the TP will be achieved through the delivery of a series of objectives:
- **Objective 1:** Raise awareness of the alternate travel options available;
 - **Objective 2:** Provide each household with a Travel Information Pack;
 - **Objective 3:** Offer each household subsidised vouchers to incentivise sustainable travel choices;
 - **Objective 4:** Raise awareness of the benefits of car sharing and provide the relevant details to connect to local car share databases; and
 - **Objective 5:** Maintaining a line of communication with residents to ensure they have access to relevant travel information.

Targets

- 4.20 The targets set out within this Travel Plan would provide a clear measure of the Travel Plan's progress towards meeting the objectives. These targets are shown as output targets, where specific actions are undertaken to successfully deliver or monitor the Travel Plan, and outcome targets which demonstrate the specific outcomes of the plan.
- 4.21 The Travel Plan and measures within it would be in place from the first occupation of the site and as such residents of the development will be fully aware of its existence. Sustainable forms of travel will be promoted, and residents of the site would benefit from the measures and initiatives from the commencement of their occupation.

Baseline Travel Survey

- 4.22 A baseline travel survey will be undertaken of the residents at the site within six months of first occupation. This survey will provide specific travel behaviour information for the development.
- 4.23 The baseline surveys will be undertaken on a neutral weekday by way of multi-modal trip counts, undertaken by an independent specialist survey company. The survey methodology will be agreed with LBH prior to undertaking the survey. The survey will accord with TfL Guidance.
- 4.24 The baseline travel surveys will enable the Travel Plan to be refined with site specific measures implemented.

Biennial Travel Surveys

- 4.25 Subsequent travel surveys may be required (once every two years) following the initial baseline survey up to a period of five years. The Travel Plan will be reviewed on the first, third and fifth anniversaries of the first occupation of the development, with an updated report submitted to LBH no later than one month following the review.

Output Targets

4.26 The output targets below, are the method targets to be used to ensure the successful delivery of the Travel Plan:

- Appoint a Travel Plan Coordinator prior to first occupation of the development;
- Provide a 'Welcome Pack' of travel information to all new households;
- Set up a community website prior to first occupation of the site and update travel details as necessary and at least on a six-month basis;
- Undertake a baseline monitoring survey, six months after occupation of the first dwelling; and
- Submit a revised Travel Plan with amended baseline travel patterns within two months of initial survey.

Outcome Targets

4.27 It is important that the Travel Plan contains a headline target so that its overall performance can be monitored over time and, if necessary, further measures can be introduced to encourage mode shift towards more sustainable modes of travel. The targets should be reviewed and updated following completion of the baseline surveys.

4.28 The following outcome targets are proposed:

- **Outcome 1:** Monitoring cycle parking at the site and reviewing the use of spaces. If cycle parking demand consistently exceeds 90%, increasing provision will be considered;
- **Outcome 2:** providing new residents with a welcome pack and maintaining notice boards with current information on travel options and residents notice boards.
- **Outcome 3:** Reducing the proportion of residents travelling by single occupancy by 3% by year 1, 6% by year 3 survey and 10% by year 5. Overall, 10% reduction.
- **Outcome 4:** Increasing the proportion of residents travelling by active sustainable travel modes i.e. walking and cycling by 2% by year 1, 3 % by the year 3 survey and 5% by year 5.

4.29 The baseline travel survey will identify the modal shift from which the Travel Plan measures can be tailored to more site-specific measures.

4.30 Notwithstanding the above, it is important that the Travel Plan contains a headline target so that its overall performance can be monitored over time and, if necessary, further measures can be introduced to encourage mode shift towards more sustainable modes of travel.

4.31 The modal split targets are set out in **Table 4.2**.

Table 4.2: Modal Split Targets

Mode of Travel	Modal Split			
	2011 Census Travel to work mode share	Year 1	Year 3	Year 5
Car Driver	52%	49%	46%	42%
Rail	32%	32%	33%	34%
Bus	6%	7%	8%	9%
Car Passenger	3%	3%	3%	3%
Bicycle	1%	2%	2%	3%
On foot	6%	7%	8%	9%
Other	0%	0%	0%	0%
Total	100%	100%	100%	100%

5 MEASURES AND INITIATIVES

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

Travel Plan Coordinator

- 5.2 The Framework Travel Plan will be implemented through the appointment of a Travel Plan Co-ordinator (TPC). The Travel Plan Co-ordinator will liaise with the Local Authority, staff, residents, and other interested parties.
- 5.3 The role of the TPC is typically fulfilled by either someone within the site management company or by an external specialist. The individual / company appointed as the TPC should be appointed prior to occupation of the development site and should be a named person agreed with officers at London Borough of Hillingdon (LBH). Once appointed, full contact details will be provided to LBH.
- 5.4 The TPC is the person responsible for the day-to-day management of the Travel Plan. The role of the TPC will include:
- To provide a Full Travel Plan after the baseline monitoring surveys have been undertaken;
 - To confirm the Travel Plan which sets out agreed aims and targets for the site;
 - To provide co-ordinated feedback to staff and residents, and develop further opportunities for the promotion and development of initiatives and schemes within other interested parties;
 - To promote and encourage the use of sustainable travel modes;
 - To promote the Travel Plan alongside national events (e.g. walk to work week);
 - To provide a point of contact and travel information for staff and residents;
 - To arrange for travel surveys to be undertaken on an annual basis for the life of the plan; and
 - To undertake personalised travel planning with staff and residents and investigate incentives that will achieve the required level of mode shift.

Healthcare (workplace) Measures

Travel Information Pack

- 5.5 Staff and visitors will be made aware of all travel choices and will be provided with accurate and up-to-date information as soon as they commence occupancy to encourage a culture of sustainable travel. Accordingly, staff will be presented with a Travel Information Pack upon arrival by the TPC setting out details of the following:
- Contact details for the TPC;
 - Details of the Travel Plan measures and its objectives and targets;
 - Local area maps showing walking and cycling routes;
 - Information pertaining to onsite cycle parking facilities;

- Contact details for cycle hire and servicing;
 - Details regarding cycle training run by LBH;
 - Details of any cycle discounts and loan schemes;
 - Local bus and rail timetables;
 - Contact details for local taxi operators;
 - Information on public transport websites;
 - Details of travel infrastructure tailored to those with mobility impairments; and
 - Contact details for the bus / rail operators.
- 5.6 The development of the staff Travel Information Pack is a crucial stage in the Travel Plan process. It is essential that it contains the necessary travel information to suitably inform recipients. Travel information will also be added to staff notice boards, including information publicising and promoting travel initiatives.
- 5.7 The main objective of this Travel Plan is to increase the use of active travel. To enable this objective to be met several sustainable transport initiatives will need to be implemented. This section of the Travel Plan sets out a range of these initiatives in detail.

Personalised Travel Planning

- 5.8 Use of the free TfL web-based travel planning service (www.journeyplanner.tfl.gov.uk) will be promoted to all employees. The TfL 'Journey Planner' provides a free personalised travel planning service for travel within London.

Walking

- 5.9 Walking is the most sustainable method of travel, has several proven health benefits and is an important source of personal freedom. Walking is important for most people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to work, particularly for those living at the site who work within two kilometres (approximately 1.25 miles) of their workplace.
- 5.10 The Institute of Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' (2000) suggest 'acceptable' and 'desirable' walking distances; for pedestrians without mobility impairment for some common trip purposes. It is recognised that people are also prepared to walk up to 2 kilometres to commute to work.
- 5.11 Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc). As for cycling, walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 5.12 Walking is also an essential part of public transport travel as bus stops / rail stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities, which has previously been identified within the locality from Section 3.

- 5.13 The Travel Plan will employ the following measures to encourage walking:
- The Welcome Pack provided to all new employees will contain information and advice concerning safe pedestrian routes to and from the site with indicative travelling times; and
 - The TPC will also encourage walking by liaising with TfL and LBH to promote the maintenance of existing footways within the vicinity of the development are appropriately maintained.

Cycling

- 5.14 The promotion of cycling as an alternative mode will be made to all employees. The merits of cycling can be actively promoted to those who work within eight kilometres of their homes.
- 5.15 Cycling is cheap, offers reliable journey times and is environmentally friendly. Travel Plans can offer substantial health benefits to individuals who are motivated to complete more journeys by cycle.
- 5.16 The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1. Increased levels of cycling can offer benefits to employees through the role of active travel in helping to:
- Prevent Type 2 diabetes;
 - Reduce the risk of colon cancer;
 - Prevent high blood pressure;
 - Decrease the risk of coronary heart disease;
 - Control body weight; and
 - Prevent osteoporosis.
- 5.17 As previously discussed in Section 3 the site is accessible and amenable to access via bicycle. Employees whose place of residence is less than eight kilometres from the site should be encouraged to travel for these means via cycle.
- 5.18 The development will provide 20 long-stay cycle parking spaces in a secure, undercover, and convenient location.
- 5.19 The development will also provide two paces for mobility scooters and 3 pram parking spaces all located adjacent the main entrance to the health care building.
- 5.20 The Travel Plan will implement the following measures to encourage cycling amongst staff:
- Disseminate publicity material highlighting the most suitable, safe, and comfortable cycle routes, with road crossing facilities and likely journey times highlighted will be produced by the TPC and made available to the staff within the Welcome Pack;
 - Promote 'National Bike Week' and 'Bike2Work' among staff, which normally occur in June of each year. Bike2Work specifically looks at promoting the use of cycling for travel to and from work in National Bike Week;
 - Details will be provided regarding LBH cycle training and cycle maintenance training courses that are available for people living in the Borough;

- The TPC will advise the occupier to consider participating in the government's tax saving cycle scheme (cyclescheme.co.uk), or such similar scheme, to provide employees with tax-free bicycles; and
- Undertaking annual cycle parking audit and if 90% occupancy is reached, the provision of additional secure cycle parking will be considered.

Public Transport

- 5.21 The objectives of this Travel Plan are to promote more sustainable means of transport choices, and this can effectively be achieved by the provision and promotion of high-quality public transport alternatives.
- 5.22 The publicity, marketing and promotion of the public transport services will inform staff as to the benefits of traveling by bus, London Overground and Underground and National Rail. The TPC will ensure that staff are aware of bus routes and train timetables for public transport services operating in the vicinity of the site, with staff being provided with a Travel Information Pack which would include these timetables.
- 5.23 In addition to this, the TPC will also seek to maximise the use of public transport in the following ways:
- Seek information from all staff and visitors using public transport on ways in which services may be improved and feed this back to the service provider and the local authority through the regular liaisons which form part of the TPC's role;
 - Encourage LBH and TfL to display and maintain current timetable information at the existing bus stops; and
 - Encourage LBH to ensure that pedestrian routes between the existing bus stops/rail stations and the site are suitably surfaced, lit and clear of any obstructions for safe and convenient use by all pedestrians including people with impaired mobility.

Residential Measures

Travel Information Pack

- 5.24 Residents will be made aware of all travel choices and will be provided with accurate and up-to-date information as soon as they commence residence to encourage a culture of sustainable travel. Accordingly, new residents will be presented with a Travel Information Pack by the TPC setting out details of the following:
- Details of the Travel Plan measures and its objectives and targets;
 - Plans of walking and cycle routes in the area;
 - Passenger transport timetable information for services in the vicinity of the site and onward connections, including rail timetables and maps showing nearest bus stops and routes;
 - Contact details for the bus / rail operators and ticket ordering;
 - Contact details for local cycling groups and shops and information on cycle training courses;

- Information on any discounts that have been secured for bus travel, for local cycle purchase and for repairs;
- Details of car sharing websites such as liftshare.com/uk;
- Details of the internet site which will initially provide a site-specific travel information page;
- Advice on the benefits of home working and any discounts obtained for internet service provision or the supply of computer hardware;
- Information on internet shopping including local shops that offer free delivery; and
- Contact Details for the Travel Plan Coordinator.

Measures to Promote Walking and Cycling

Route Maps

- 5.25 To assist residents with planning trips by bicycle and on foot, they would be provided with route maps of the local area. Where possible it would be beneficial to indicate distances and times to key trip ends (schools, places of employment, medical and local centres), so that residents are aware of the most direct routes available to them.

Cycle Training and Cycle Parking

- 5.26 The TPC will investigate the opportunity to host Cycle training events in collaboration with LBH and / or raise awareness of any local cycle training events would be investigated.
- 5.27 The development will provide 111 cycle parking spaces in a secure, undercover, and convenient location.

Journey Sharing

- 5.28 Promotion of the WalkBUDi and CycleBUDi databases which residents can register with. These databases enable users to search for others walking / cycling on similar routes which they might travel with. Residents might consider this option to widen social networks or to increase personal safety.

Measures to promote Public Transport

Route Maps and Timetables

- 5.29 To enable convenient access to public transport information residents are to be provided with route maps, fare information and timetables for local area bus services. Such information will be provided for bus services providing access to local amenities and facilities.
- 5.30 To ensure residents are aware of the frequency and operating hours of services timetables would be provided together with the route maps.
- 5.31 Rail timetables would also be provided to residents and advised of the national rail personalised pocket timetable service. This service enables users to create a timetable specific for their journey requirements by route and time.

Online Resources

- 5.32 The marketing material within the Welcome Pack and on the Internet would also contain route maps, the location of public transport hubs/stops, as well as details of travel websites such as Traveline (www.traveline.org.uk).
- 5.33 The publicity, marketing, and promotion of the public transport services will inform residents as to the benefits of travelling by bus and train. The Travel Plan Coordinator will ensure that residents are aware of bus routes and train timetables for public transport services operating in the vicinity of the site, with residents being provided with a Welcome Pack which would include these timetables.

Car Sharing

- 5.34 It is acknowledged that it is not always possible to adopt an alternative mode to the car. In these circumstances the objective is to raise awareness of the benefits that arise from reducing single occupancy car journeys both personally and environmentally.
- 5.35 Car sharing offers the opportunity to share a journey by car with other persons travelling on similar routes reducing the costs of travel and the effects on the environment. Residents would be made aware of the local and national car share data bases: www.camshare.liftshare.com and <https://liftshare.com>, respectively.

Personal Benefits:

- 5.36 The TPC will promote the benefits of car sharing to residents, which include the following:
- Reduced costs of running a car;
 - Reduced levels of stress associated with driving;
 - Possible priority parking at workplaces;
 - Contribution towards reducing congestion; and
 - Reduces CO2 emissions, creating a cleaner environment.

6 MONITORING AND REVIEW

Monitoring

- 6.1 The TPC will be responsible for the monitoring and review of the Travel Plan. The objective of the monitoring process is to regularly assess the staff and residents travel patterns and identify when / if the plan, or elements of the plan, may need to be changed or if further marketing initiatives are required.
- 6.2 In accordance with Transport for London's guidance, the TPC will undertake initial iTrace or TRICS compliant surveys within six months from first occupation of the development. Subsequent monitoring will be undertaken on the anniversary of the baseline survey, biennially, for a period of five years. As such monitoring will be undertaken in years 1, 3 and 5.
- 6.3 The TRICS surveys are a standardised methodology which are undertaken by approved suppliers. The survey collates the following information:
- Descriptive information on a site's local environment and surroundings, and the composition and functions of a site;
 - Its on-site and off-site parking facilities;
 - Half-hourly, directional multi-modal transport count results; and
 - Mode share of site users.
- 6.4 In addition, the TPC might also collect the following information:
- Seek feedback from LBH and public service operators to establish the perceived level of demand for services; and
 - Record comments made by staff and residents on the operation of the Travel Plan.

7 ACTION PLAN

7.1 This section presents the detailed information about the measures that are intended to be implemented to improve travel options for future residents of the development.

Table 7.1: Travel Plan Action Plan

Action	By Whom	By When	Intended Outcome / Output
Improve Travel Information			
Provide travel information to residents and staff via Welcome Packs and noticeboards.	TPC	Ongoing – reviewed quarterly	All new residents and staff made aware of Travel Plan and alternative modes of travel.
Retain an awareness of local, regional, and national transport initiatives to take advantage of new initiatives and assistance schemes as they emerge.	TPC	Ongoing – reviewed quarterly	Reduce cost and barriers associated with travelling via alternative modes, thereby encouraging sustainable travel.
Promote Cycling			
Provision of on-site cycle parking and visitor cycle parking.	Developer	As part of the build out of development	Improve facilities for cyclists to encourage travel via this mode.
Provide plans of cycle routes in the area and details of local cycle shops.	TPC	Before first occupation and ongoing – reviewed quarterly	Enhance knowledge and increase awareness, encouraging cycling.
Approach cycle retailers to endeavour to negotiate discounted cycle purchase vouchers for residents and staff of the development.	TPC	Before first occupation and ongoing	Encourage the use of cycling.
Promote Walking			
Provide details of WalkBUDi matching services to residents (https://walkbudi.liftshare.com/).	TPC	Before first occupation and ongoing	Match walking routes and times to encourage residents to walk.
Liaise with LBH to ensure pedestrian routes to and from the site are appropriately maintained.	TPC	Ongoing	Ensure routes are of an appropriate standard to encourage walking.
Provide plans of safe pedestrian routes to local facilities and services.	TPC	Before first occupation and ongoing	Enhance knowledge and awareness.
Promote Public Transport			
Ensure service information is available via the Welcome Packs.	TPC	Before first occupation and ongoing	Enhance awareness and encourage sustainable travel.
Obtain feedback from staff and visitors using public transport. Provide them with TfL's contact details so they can provide feedback.	TPC	Ongoing	Give staff the opportunity to feed back to service providers to improve the service offering.
Provide route maps and details of Traveline (www.traveline.info) and National Rail	TPC	From first occupation and ongoing – reviewed quarterly	Enhance awareness of journeys and encourage sustainable travel.

Action	By Whom	By When	Intended Outcome / Output
(www.nationalrail.co.uk) journey planning websites.			
Encourage LBH and TfL to display and maintain current timetable information at the existing bus stops.	TPC	Ongoing	Maintaining high standard of facilities to improve user's experience.
Develop Car Sharing			
Liaise with LiftShare to develop strategy for promoting an internet-based car-sharing such as www.liftshare.com .	TPC	Before first occupation and ongoing.	Promote the use of car sharing.

Appendices

Appendix A – Proposed Site



REV	DATE	DESCRIPTION	CND
P1	12.03.2021	ISSUED FOR PLANNING	AO

Figured dimensions are in millimetres unless noted otherwise. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordinance survey. The Architect must be notified of any discrepancy. Boundaries are indicative only and are to be verified by others.

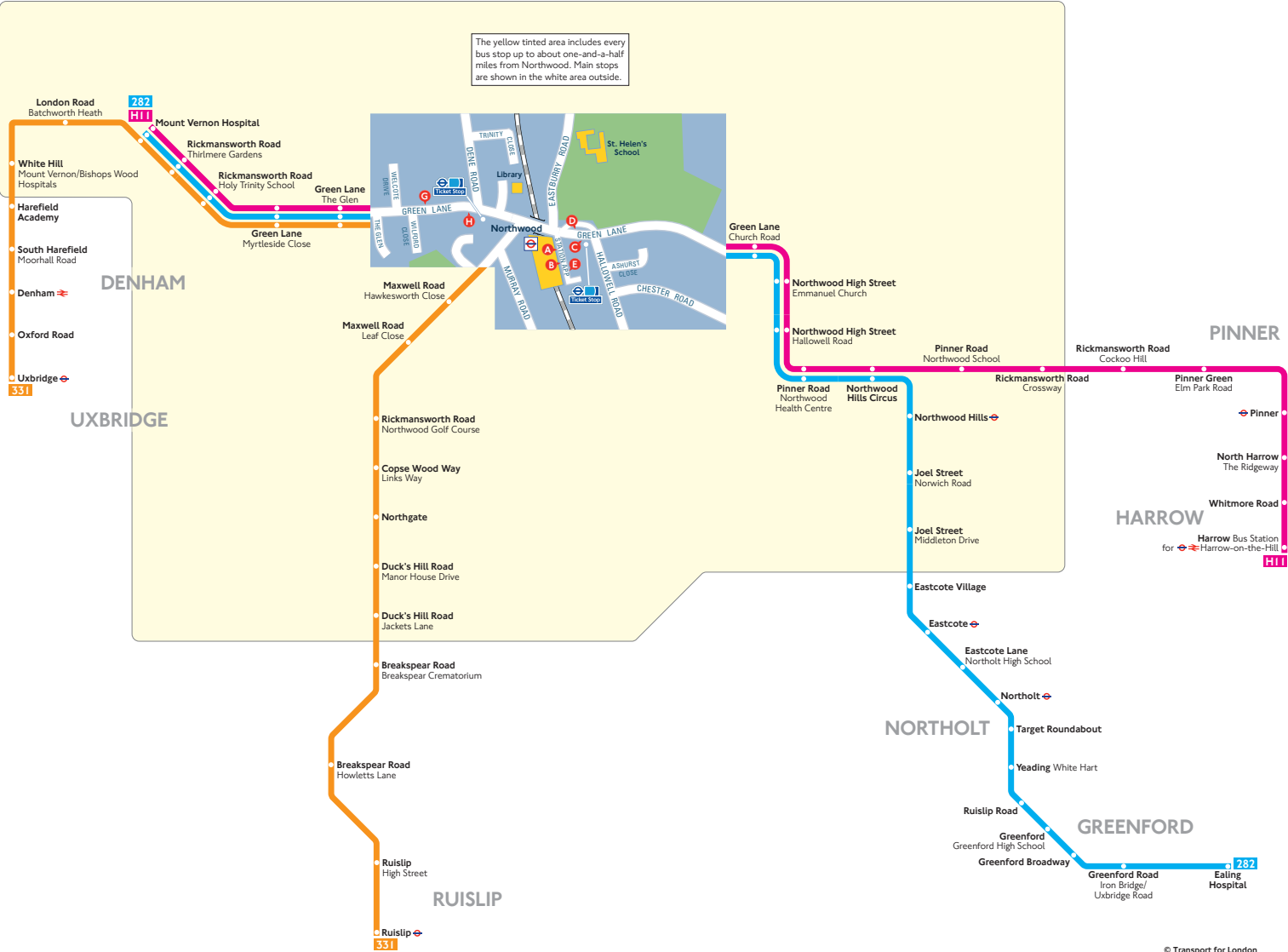
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Appendix B – Local Cycle Map



Appendix C – Local Bus Routes

Buses from Northwood



Route finder

Bus route	Towards	Bus stops
282	Ealing Hospital	D G
	Mount Vernon Hospital	C H
331	Ruislip	B G
	Uxbridge	A H
H11	Harrow	D G
	Mount Vernon Hospital	C H

Key

	Connections with London Underground
	Connections with National Rail

Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Sign up for an online account to top up online and see your travel history and spending.

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Information correct from June 2018

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