

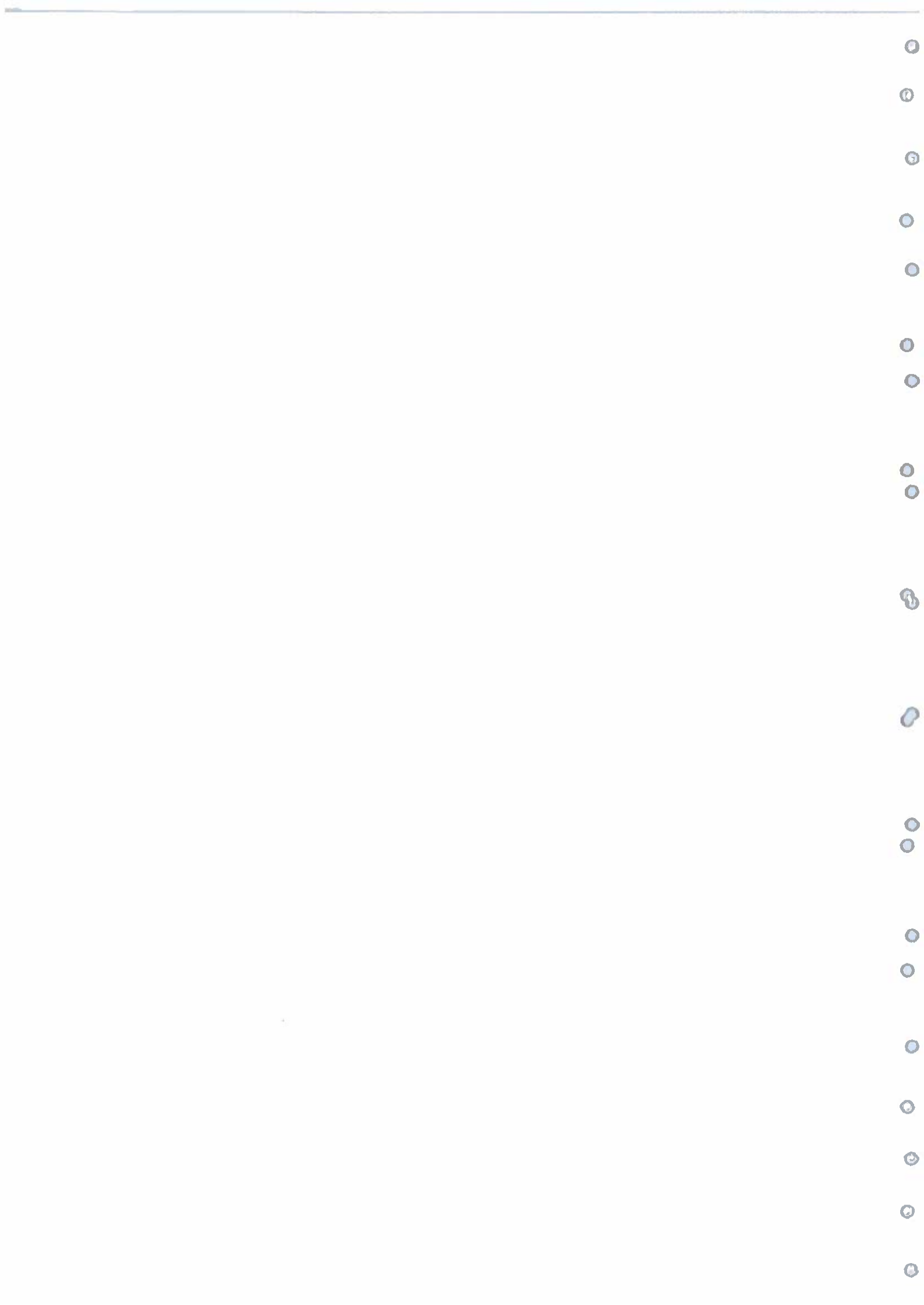


- b) Information providing directions for travelling to and from the site by public transport, walking and cycling for business purposes, shall be provided
- c) The Travel Plan Co-ordinator shall endeavour to secure a discounted rate for taxi journeys for visitors and colleagues travelling on business or for colleagues who find that their journey is outside public transport availability

New Colleagues

4.10 To encourage new colleagues to use alternative means of travel to the site the following measures shall be implemented as part of the Travel Plan:

- a) Morrisons will endeavour to promote, where possible, and subject to the requirements of Employment legislation, the recruitment of colleagues from the local area. Clearly, local recruitment will influence travel behaviour and will undoubtedly make a significant contribution towards limiting unnecessary car usage
- b) At the interview stage, new colleagues shall be made aware of the Travel Plan and during the induction process, new colleagues shall be issued with details of the Travel Plan
- c) A Travel Information Pack will be distributed to new colleagues at the time of their recruitment and induction and prior to the opening of the store. Aimed at colleagues, the Travel Information Pack will be a pack of leaflets and other information containing travel options and information on all modes of travel. The Travel Information Pack will include but not be restricted to the following information:
 - An overview of the adopted Travel Plan and Morrisons commitment to encouraging sustainable travel patterns by colleagues and customers
 - MAP - A single integrated map showing the local pedestrian and cycle network; safe route to public transport services; location of on-site car, cycle and motorcycle parking and access routes onto the site
 - INFORMATION SHEET - Public transport services with simplified timetables and frequencies and information on taking bicycles on trains; car sharing options at gocarshare.com and liftshare.com; cycle safety and maintenance checklist; local taxi companies contact details and





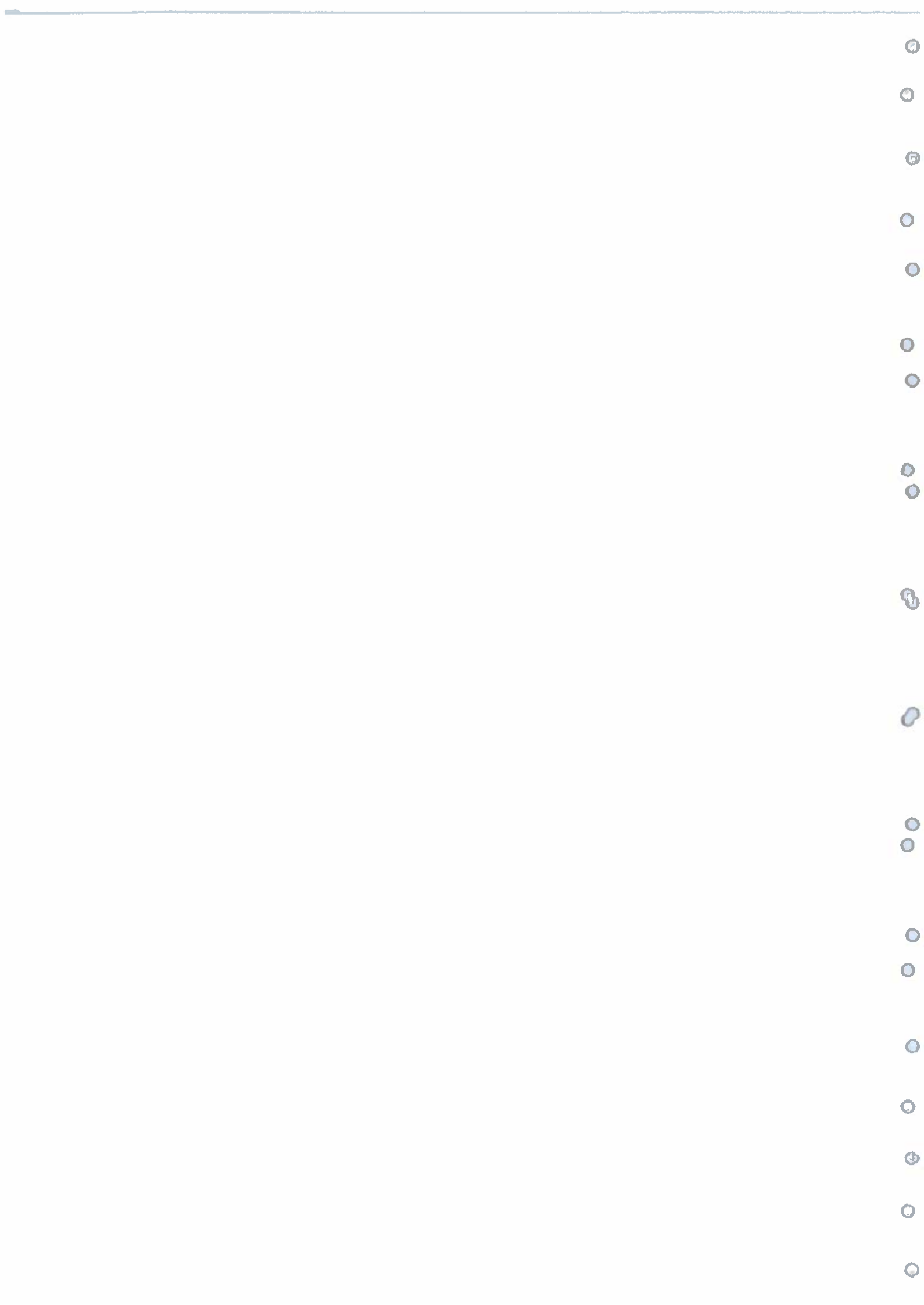
where to find other information

- Contact details of the Travel Plan Coordinator
- d) Each new colleague at induction will receive a Personalised Travel Plan specific to their travel needs. This one-to-one travel advice between the colleague and the Travel Plan Coordinator will involve personal interaction to help colleagues identify their transport options

Colleague travel patterns

4.11 In order to identify the travel patterns of colleagues, Morrisons will carry out a colleague travel survey which will be undertaken within six months of the store opening with the results submitted to Hillingdon Council. A travel questionnaire (**Appendix B**) will be used to establish the following information:

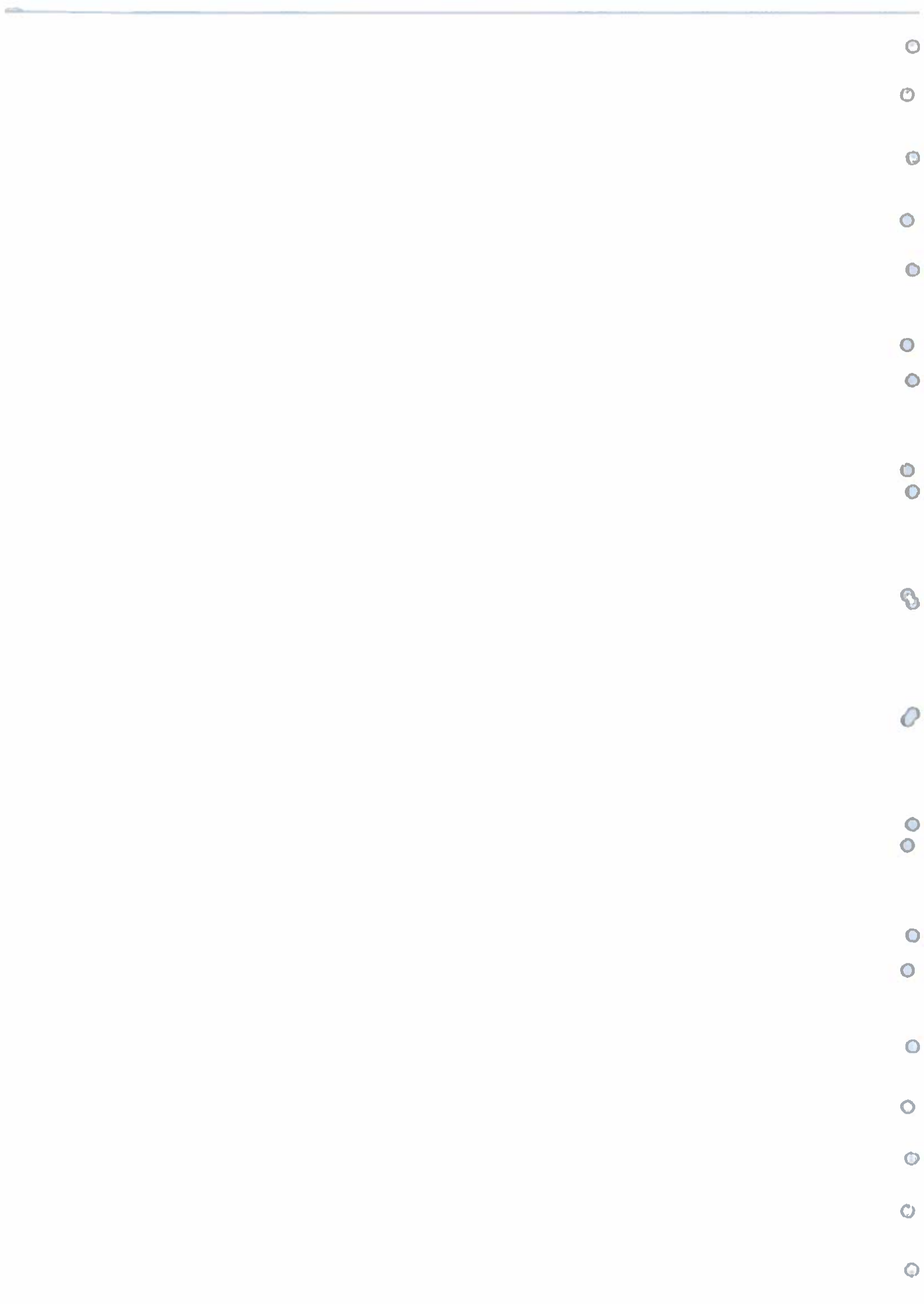
- Colleagues' home post codes
- The gender of colleagues
- Normal working hours
- The modal split for the journey to work by both usual and occasional modes
- The journey time to work by both usual and occasional modes
- The primary reasons why colleagues who drive to work choose to do so
- The proportion of colleagues who would be prepared to (or already) car share, use public transport, walk or cycle to work
- The level of awareness of bus, rail, cycle and pedestrian routes to the site





Specific national sustainable travel campaigns

- 4.12 Specific events throughout the lifetime of the Travel Plan shall be publicised and supported on Travel information Centres to coincide with national campaigns such as, but not limited to, the national car free day, green transport week, national bike week, bike2work days and walk to work week.



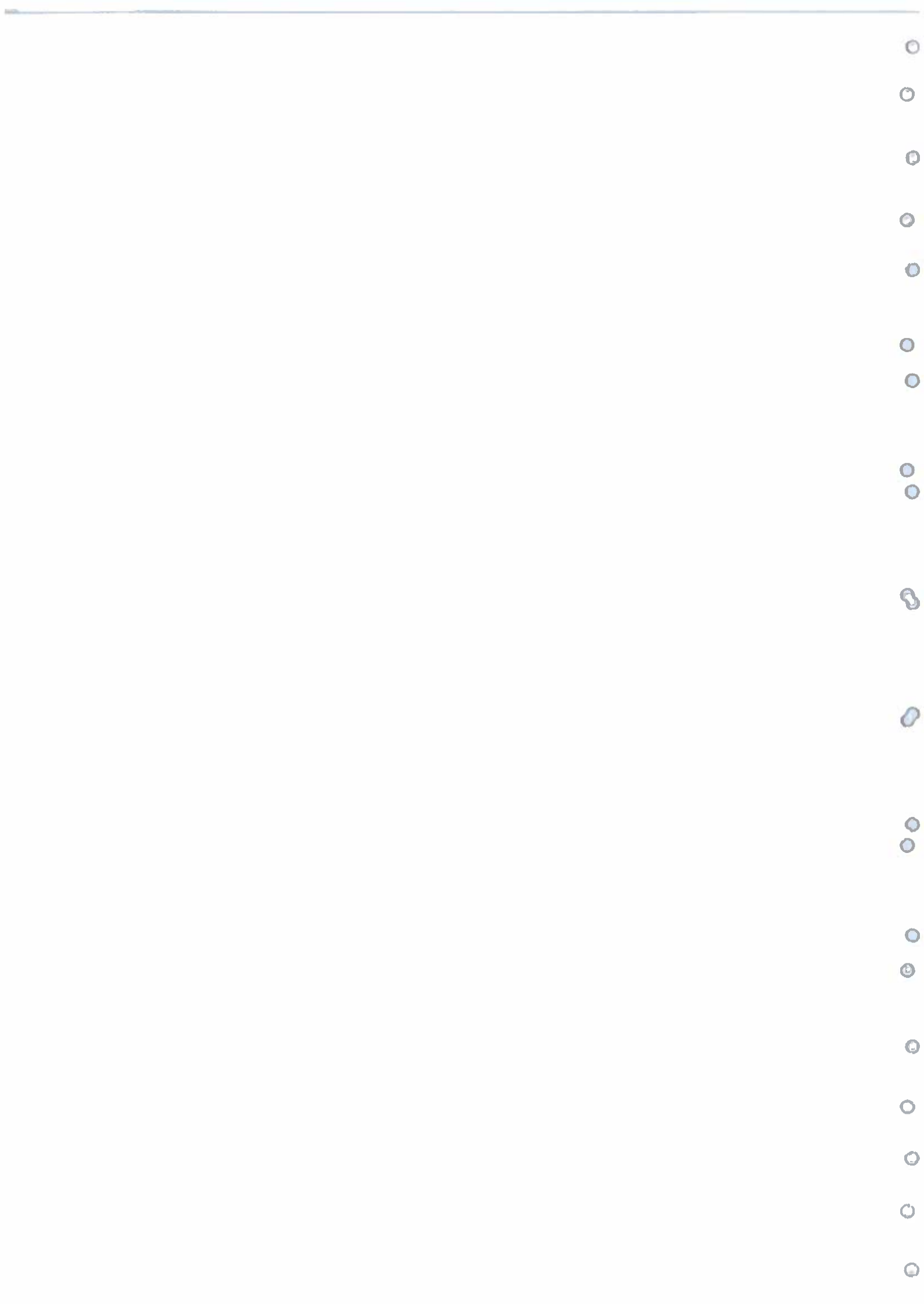


5.0 TRAVEL PLAN MONITORING & REVIEW

- 5.1 The Morrisons store will not attract a fully 'closed community', so target audiences amongst customers, for instance, are not consistent in the same way it would be for colleagues. Travel Plan initiatives will help to target appropriate travel information to all those visiting the site and in this regard the Travel Plan will be promoted to all colleagues and customers.
- 5.2 The targets will have a five-year timeframe with formal monitoring undertaken in Year 1 (Baseline Report) within 6 months of the store opening; in Year 3 (Interim Report) and in Year 5 (Final Report). Both the Interim Report and the Final Report will be undertaken within 3 months of the relevant anniversary of the Baseline Report. Specific targets will be agreed with Hillingdon Council after completion of the Year 1 Baseline Report.

Monitoring of Travel Plan measures

- 5.3 Within 6 months of Morrisons opening, the Travel Plan Coordinator will undertake an iTRACE compliant survey to provide a Year 1 Baseline Report. All data will be collected in a manner which enables the Travel Plan to be monitored and assessed by the Travel Plan Coordinator, Hillingdon Council and TfL using iTRACE software. The cost of carrying out the surveys will be funded by Morrisons. The surveys will be carried out by a TRAVL approved Independent Field Company (IFC). The monitoring of the Travel Plan and a monitoring fee paid to Hillingdon Council will be secured through a S106 Planning Agreement.
- 5.4 Monitoring will include:
- Maintenance of cycle, motorcycle, car share and comments received databases
 - Multi-modal count of all trips to and from site during nominated survey periods
 - Parking counts (all vehicles including bicycles and lorries) during nominated survey periods
 - Colleague and customer questionnaire during nominated survey periods

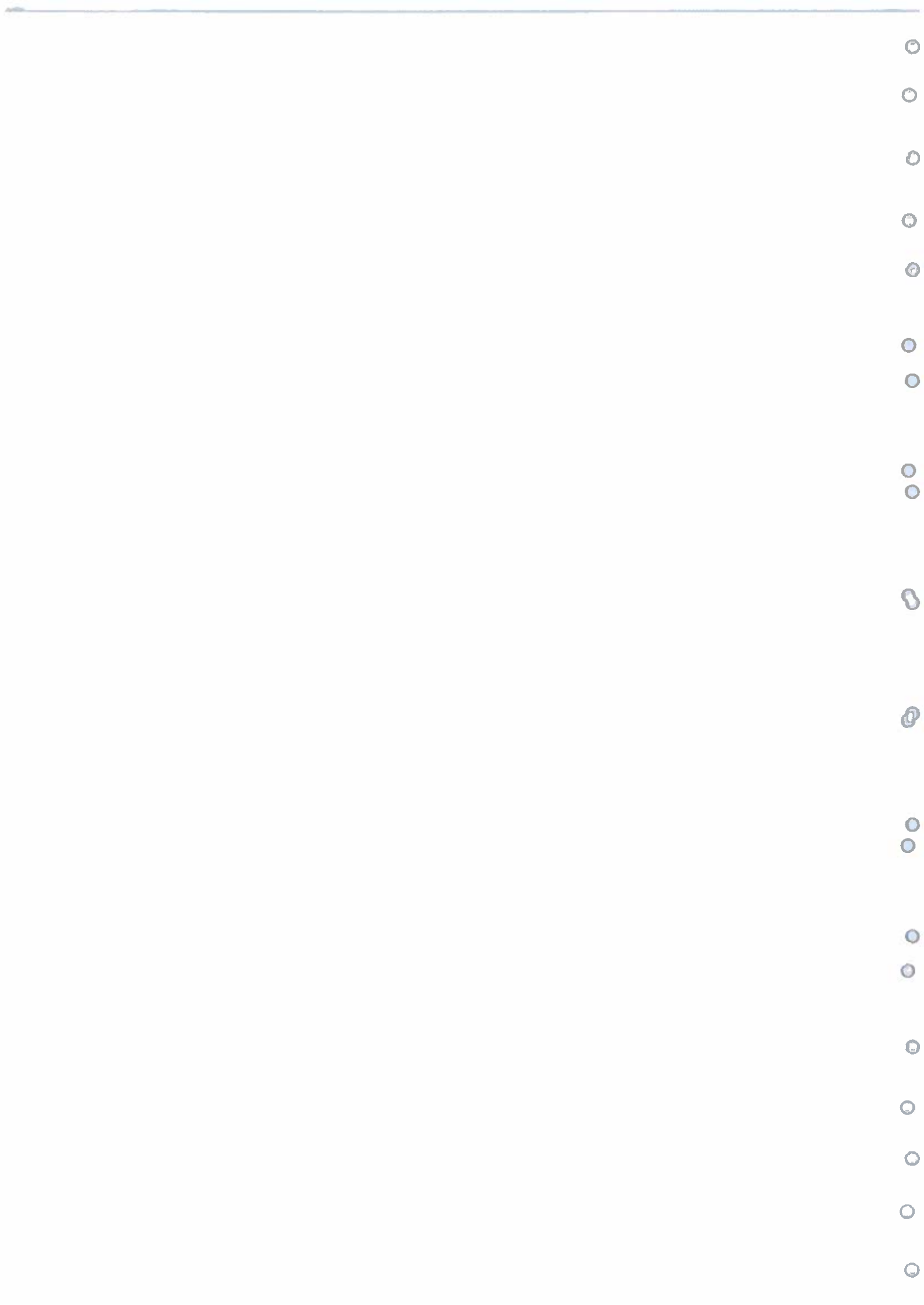




- 5.5 Standard survey methodology will be in accordance with the Department for Transport's ATTrBuTE web-based application. New colleagues will receive the travel questionnaire on commencement of employment and their results will be entered onto a database. Colleagues leaving employment will be removed from the database. All data will be treated with confidentiality.
- 5.6 The Travel Plan Co-ordinator will produce and submit a progress report to Hillingdon Council in years 1, 3 and 5 of a 5-year period of monitoring. The monitoring report will include results from the colleague and customer travel surveys; progress towards Travel Plan targets; a summary of activities that have been undertaken during the previous year as well as any recorded progress towards achieving the targets of the plan. The monitoring report will be submitted within three months of completion of the surveys. No additional surveys or reporting will be undertaken post Year 5, however the other Travel Plan measures may continue to operate.
- 5.7 The findings from the monitoring reports will also be reported back to colleagues to ensure that the information is shared with those affected by the Travel Plan. A summary of the findings of the monitoring programme will be made available in an easily digestible form (such as a staff newsletter) with a clear explanation of how the Travel Plan can help to make further progress. The newsletter will provide contact details of the TPC to enable colleagues to provide their feedback and comments.

Targets

- 5.8 Targets would be 'SMART' – i.e. Specific, Measurable, Achievable, Realistic and Time Bound and would be agreed with Hillingdon Council. TfL's "Guidance for workplace travel planning for developments" states: *"It is reasonable to expect a reduction in cars arriving per 100 staff of around 5 to 20 per cent. Staff targets to be revised and suggested for shoppers once monitoring data is available"*. The preliminary target for this Travel Plan will be to reduce colleague single occupancy car driver modal share by 5% over 5 years. This target will be subject to review following the undertaking of the first baseline travel survey following site occupation.

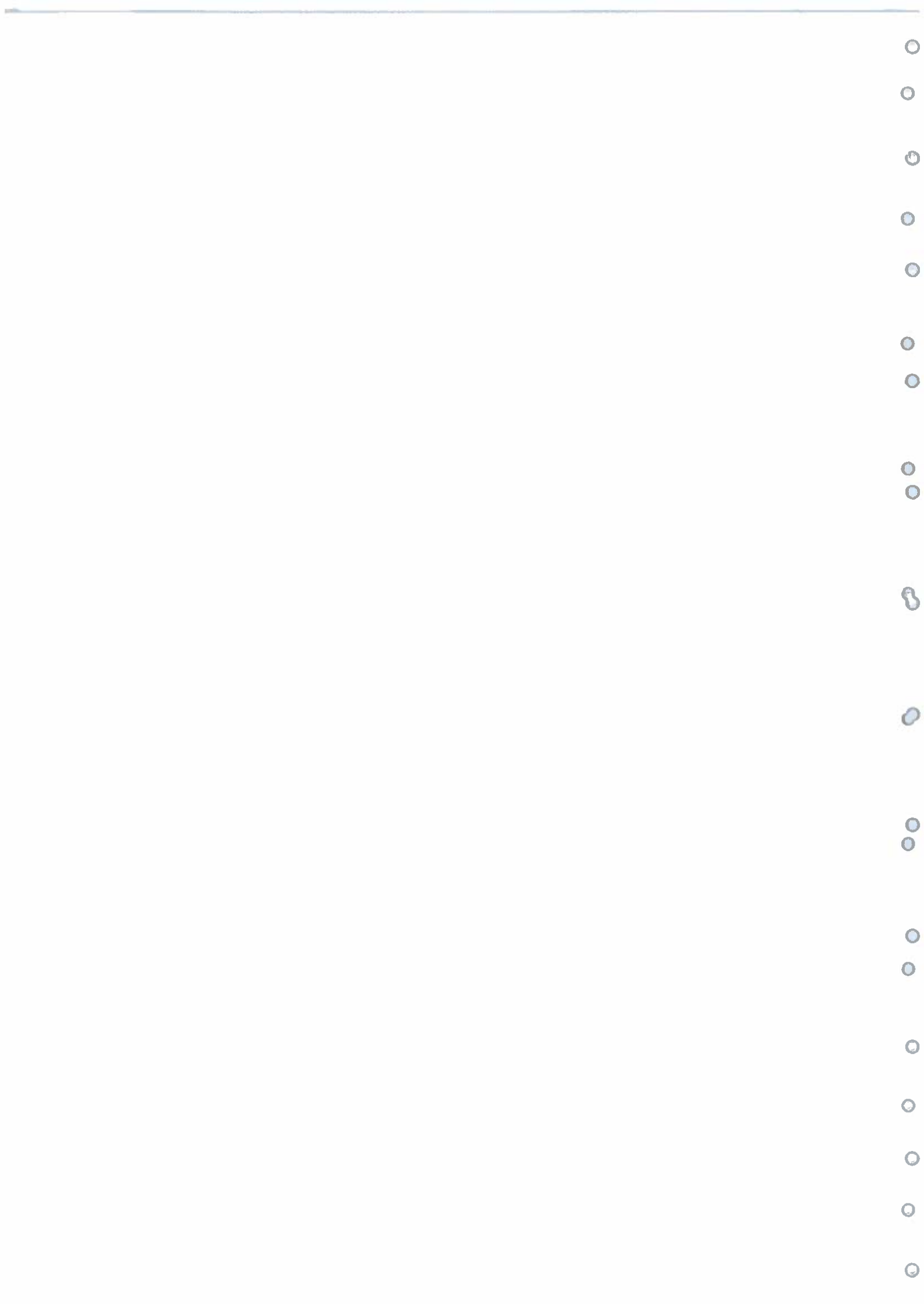




- 5.9 The 5% single occupancy car driver reduction is based upon both colleague and customer travel, however the targeted reduction in single occupancy car driver travel will be focussed towards colleagues only where more encouragement can be given. Whilst targets for customers can be considered, the ability to impact on customer driving behaviour is limited to providing cycle parking facilities and by publication of travel information to inform and encourage customers to consider alternative modes of transport other than the car.

Funding

- 5.10 Morrisons will allocate a sufficient initial budget for the Travel Plan's implementation during its set up period to finance the measures identified. This will be reviewed by the TPC on an annual basis to identify whether any adjustments are required in order to achieve the targets.
- 5.11 The implementation of many of the measures such as changing facilities and cycle parking provision will be met as part of the construction phase, whilst the maintenance and on-going management of the Travel Plan will be part of the Travel Plan Co-ordinator's role. It is envisaged that this will involve approximately 1-2 hours of management time per week. Assuming 8 hours per month for the TPC role, the cost to Morrisons of funding the TPC is estimated at £4,000 per annum.
- 5.12 Upon receipt of a planning permission the appointment of a Travel Plan Coordinator will be confirmed and a series of actions will be started to deliver an effective Travel Plan. A basic Action Plan of the process is enclosed in the following tables. The actions included within the Action Plan commence upon the opening date of the foodstore:





Action Plan

- 5.13 Six months prior to the opening of the foodstore, the appointment of a Travel Plan Coordinator will be confirmed and a series of actions will be started to deliver an effective Travel Plan. An Action Plan of the process is enclosed in **Table 5.1 - Table 5.4**:

Table 5.1 - Action Plan 1

Actions by Morrisons Relative to Opening Date of Development - Physical Measures

Measures to be implemented	Implemented by date	Person(s) Responsible	Duration/period of repetition
Provide permanent car, motorcycle and cycle parking spaces	Prior to opening	Construction manager	Single event in accordance with planning permission
Provide colleague lockers	Prior to opening	Construction manager	Single event in accordance with planning permission

Table 5.2 - Action Plan 2

Actions by Morrisons Relative to Opening Date of Development - Informational Measures

Measures to be implemented	Implemented by date	Person(s) Responsible	Duration/period of repetition
Travel Information Website (1)	Prior to Opening	Travel Plan Co-ordinator (TPC)	Ongoing
Travel Information Pack	Prior to opening and as new staff are appointed	TPC	Provided in print form to all colleagues at induction
Colleague Travel Plan Briefing (2)	Prior to opening	TPC	Provided in print form to all colleagues prior to opening
Personal Travel Planning		TPC	Face to face personal travel planning meeting with TPC and colleagues to be undertaken at induction.
Travel Plan Information Notice Boards Internal	Prior to opening	TPC	2No. internal travel boards will be provided on site, one for colleagues located in the colleague rest room; one for customers located at the store entrance

Notes:

- The travel information website will be embedded within the main Morrisons website and a prominent feature box will be contained within the home page of the website directing viewers towards smarter travel information
- Briefings for colleagues will be prepared highlighting the role of the Travel Plan, the relevance of the Travel Plan to them and the rewards that will be arising (such as tax-free cycle purchase)

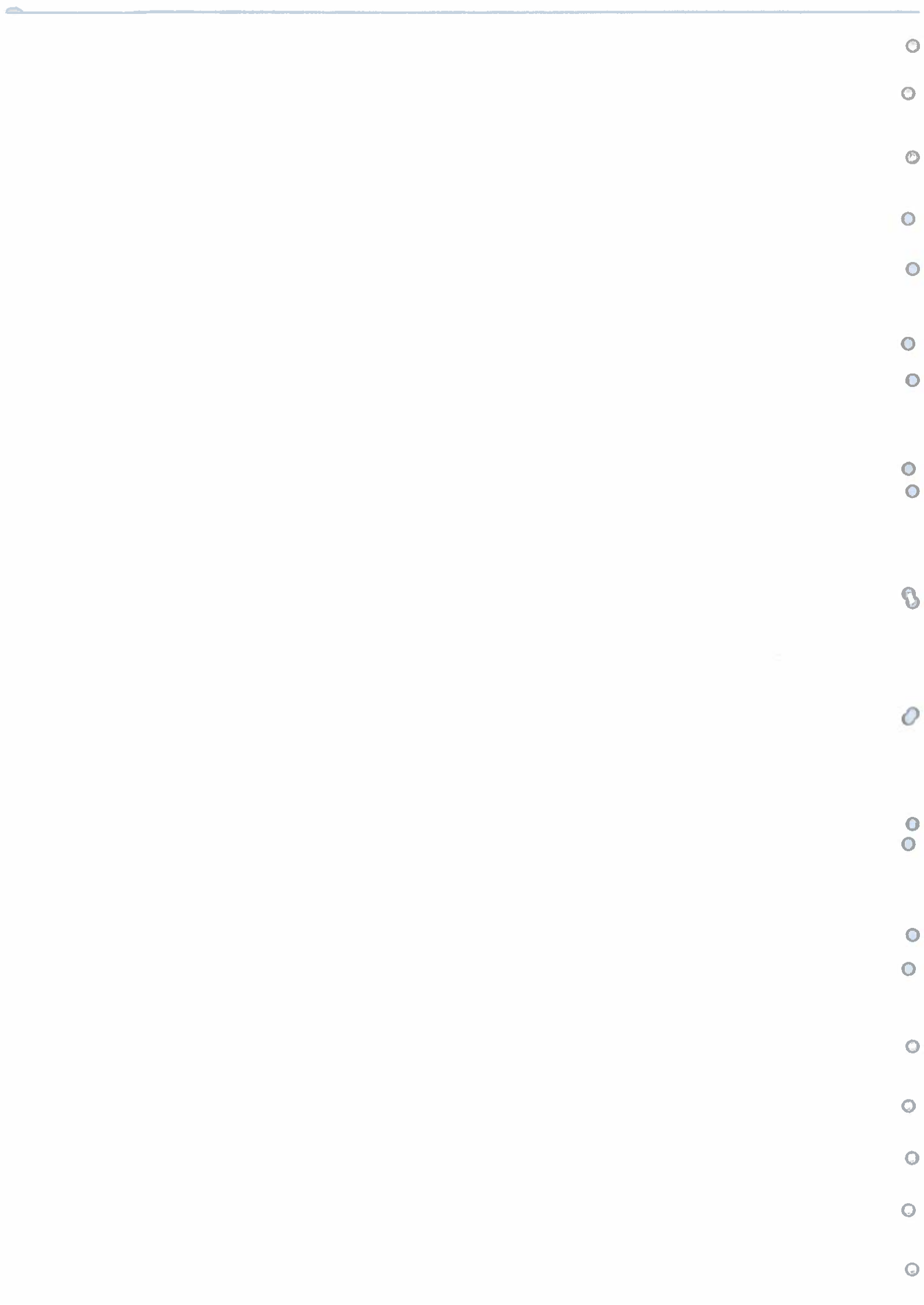


**Table 5.3 - Action Plan 3****Actions by Morrisons Relative to Opening Date of Development - Promotional Measures**

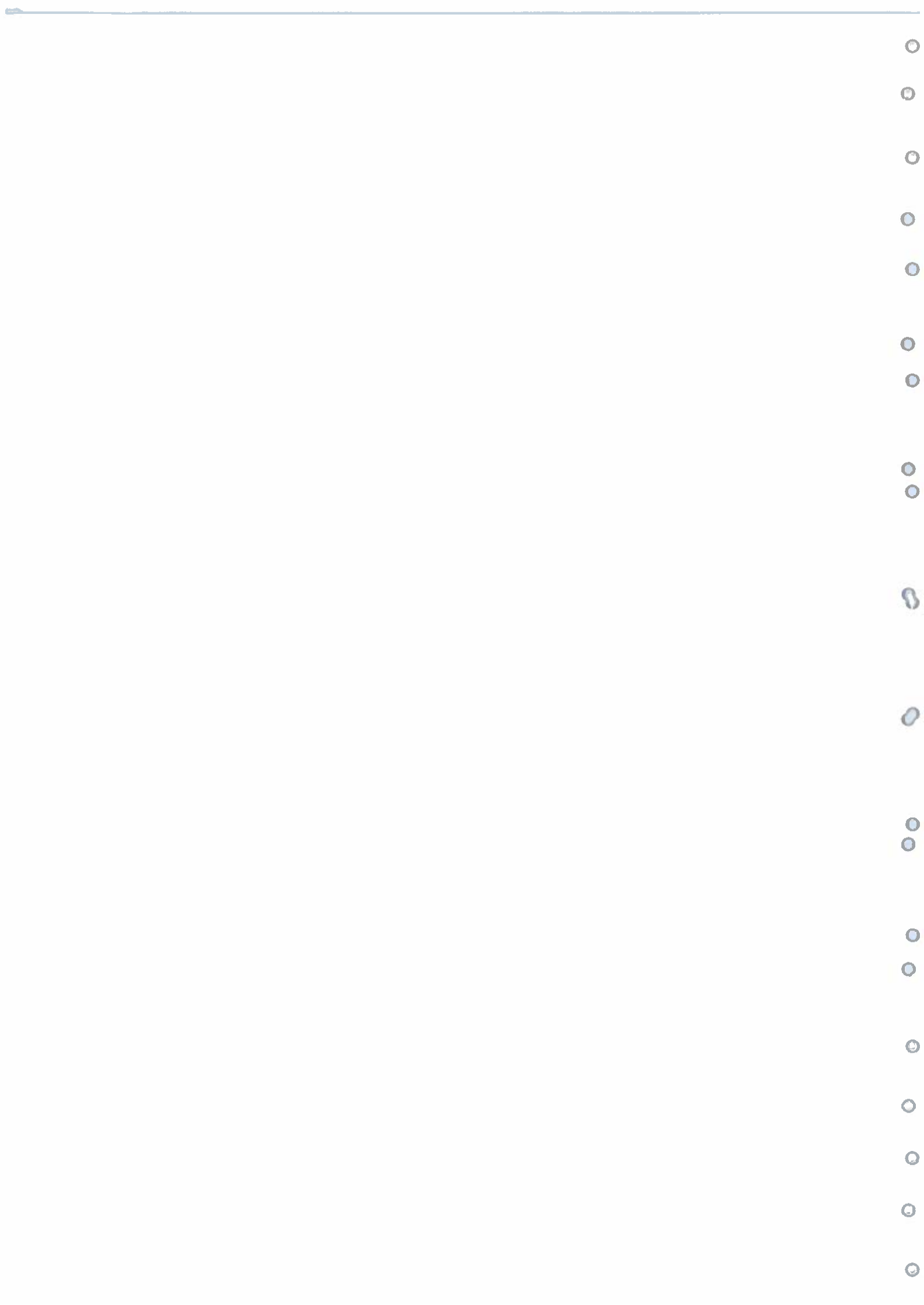
Measures to be implemented	Implemented by date	Person(s) Responsible	Duration/period of repetition
Promotion of national travel awareness days (1)	One month preceding each event on website and Travel Boards	TPC	Annually

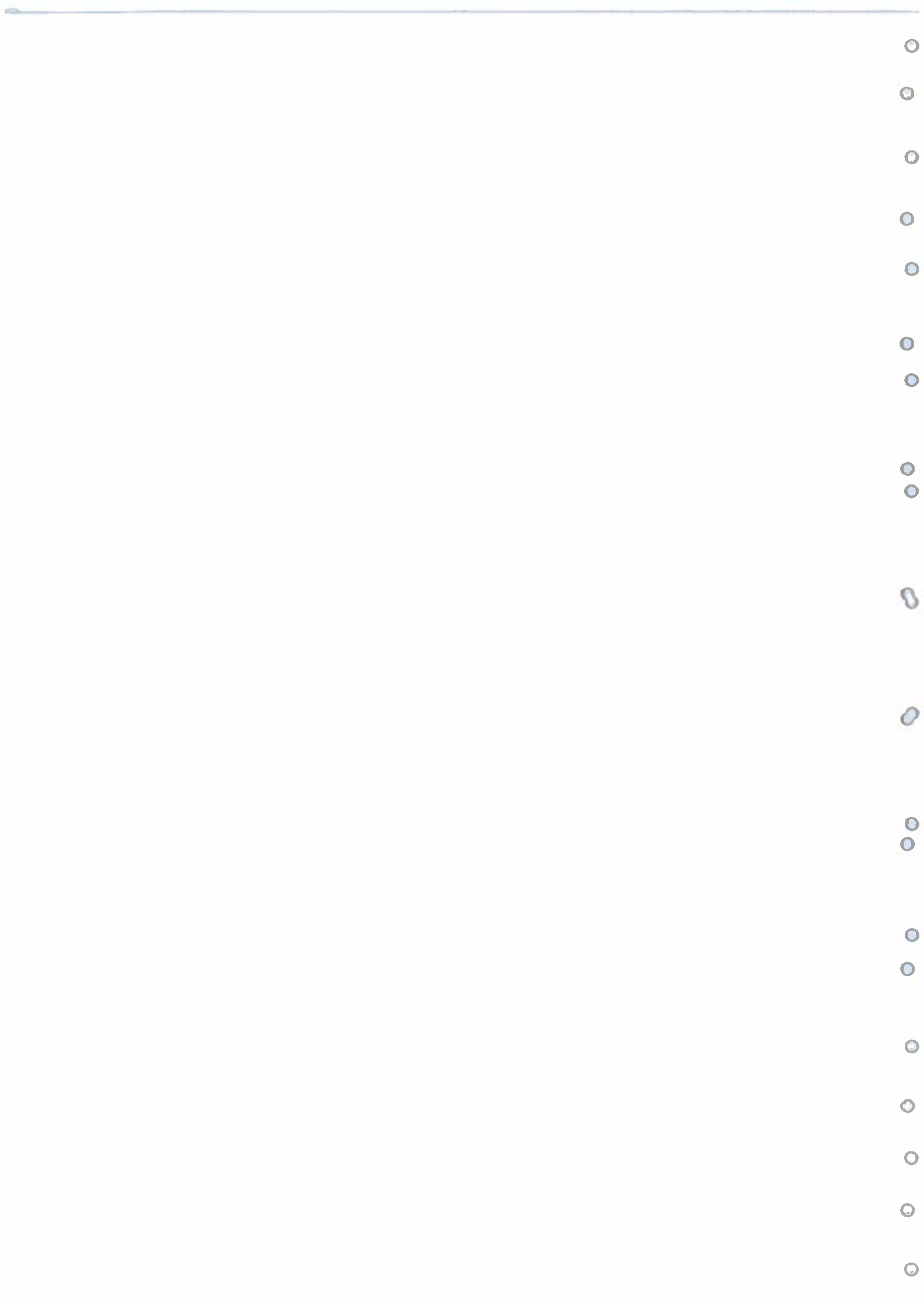
Notes:

1. The TPC will promote travel awareness days within colleague newsletters. The days promoted will include, but shall not be limited to, Walk to Work Week, Ride to Work Day, World Environment Day, Green Transport Week and Bike Week, European Mobility Week, Liftshare Week and Commute Smart Week

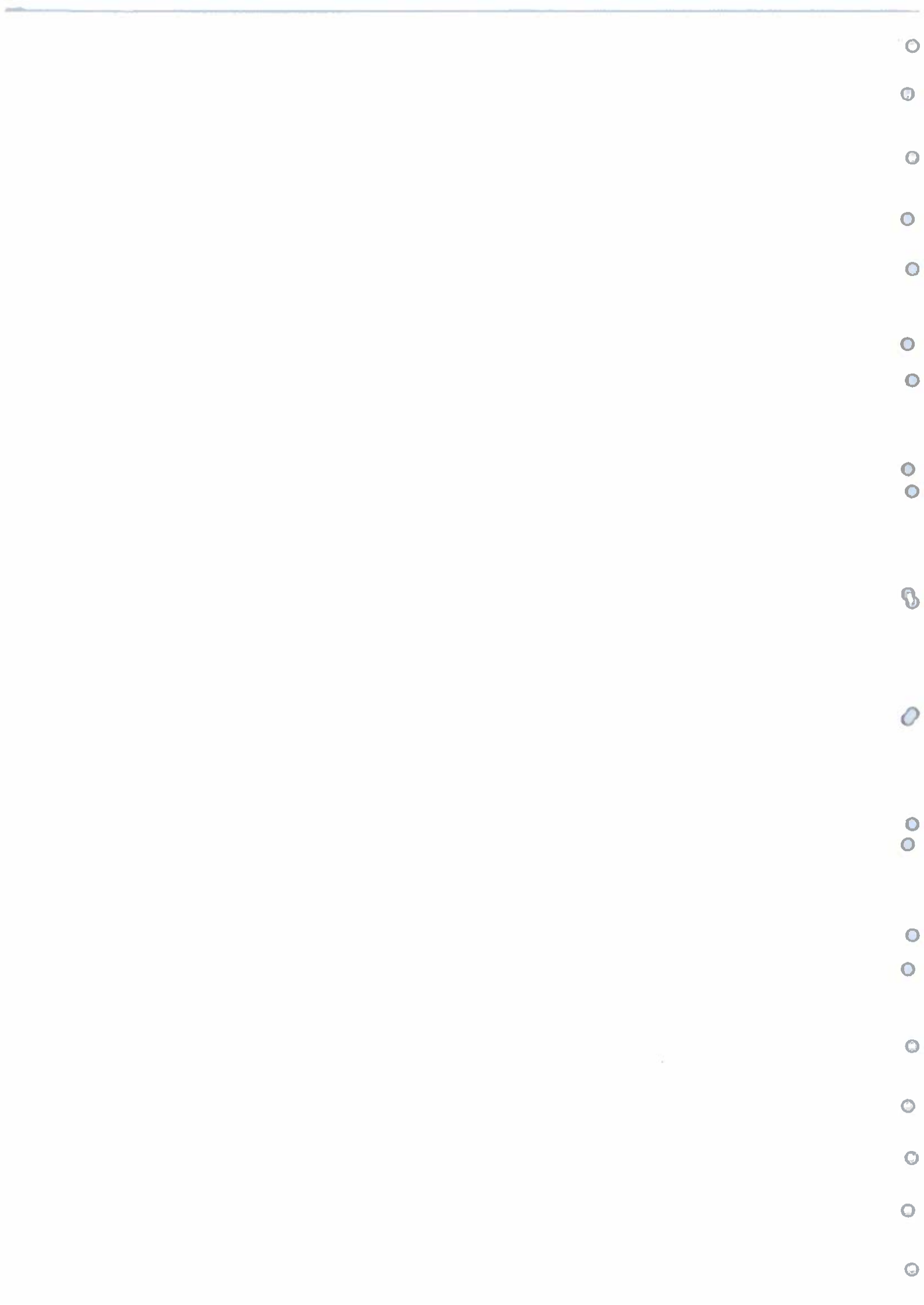
Table 5.4 - Action Plan 4**Actions required by Morrisons Relative to Opening Date of Development - Survey Measures**

Measures to be implemented	Implemented by date	Involved Parties
iTRACE Travel Questionnaire Survey	Year 1 – to be undertaken within 6 months of opening Year 3 – within 3 months of the anniversary of the Year 1 survey Year 5 – within 3 months of the Year 3 survey	Morrisons/IFC
Travel Plan review	Year 1 – within 3 months of Questionnaire survey completion. Review Travel Plan Target Year 3 – within 3 months of the anniversary of the Year 1 questionnaire survey Year 5 – within 3 months of the anniversary of the Year 3 questionnaire survey	Morrisons /Borough Council
Reporting of Monitoring to London Borough of Hillingdon	Within 3 months of surveys being undertaken	Travel Plan Coordinator/Borough Council



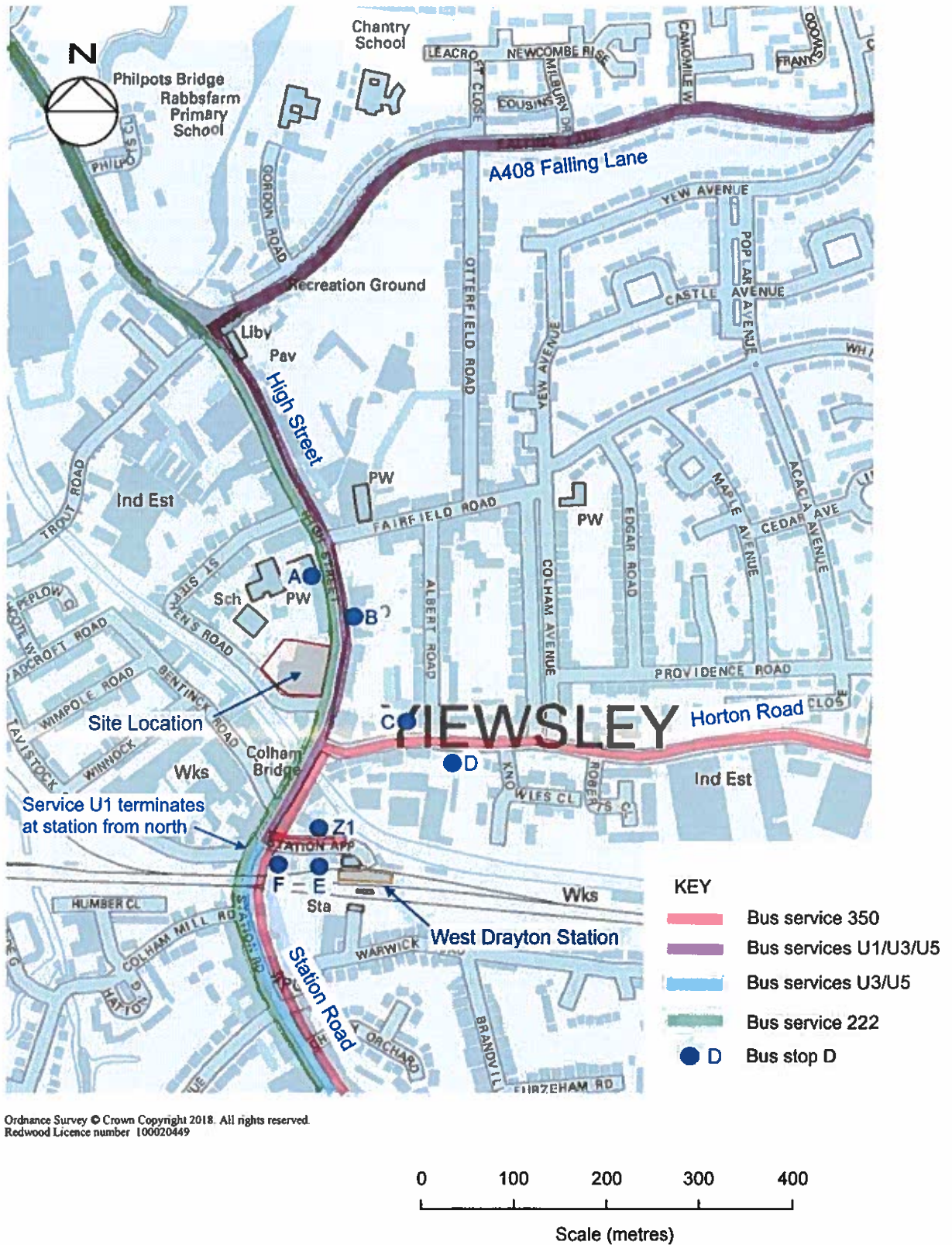






REDWOOD PARTNERSHIP

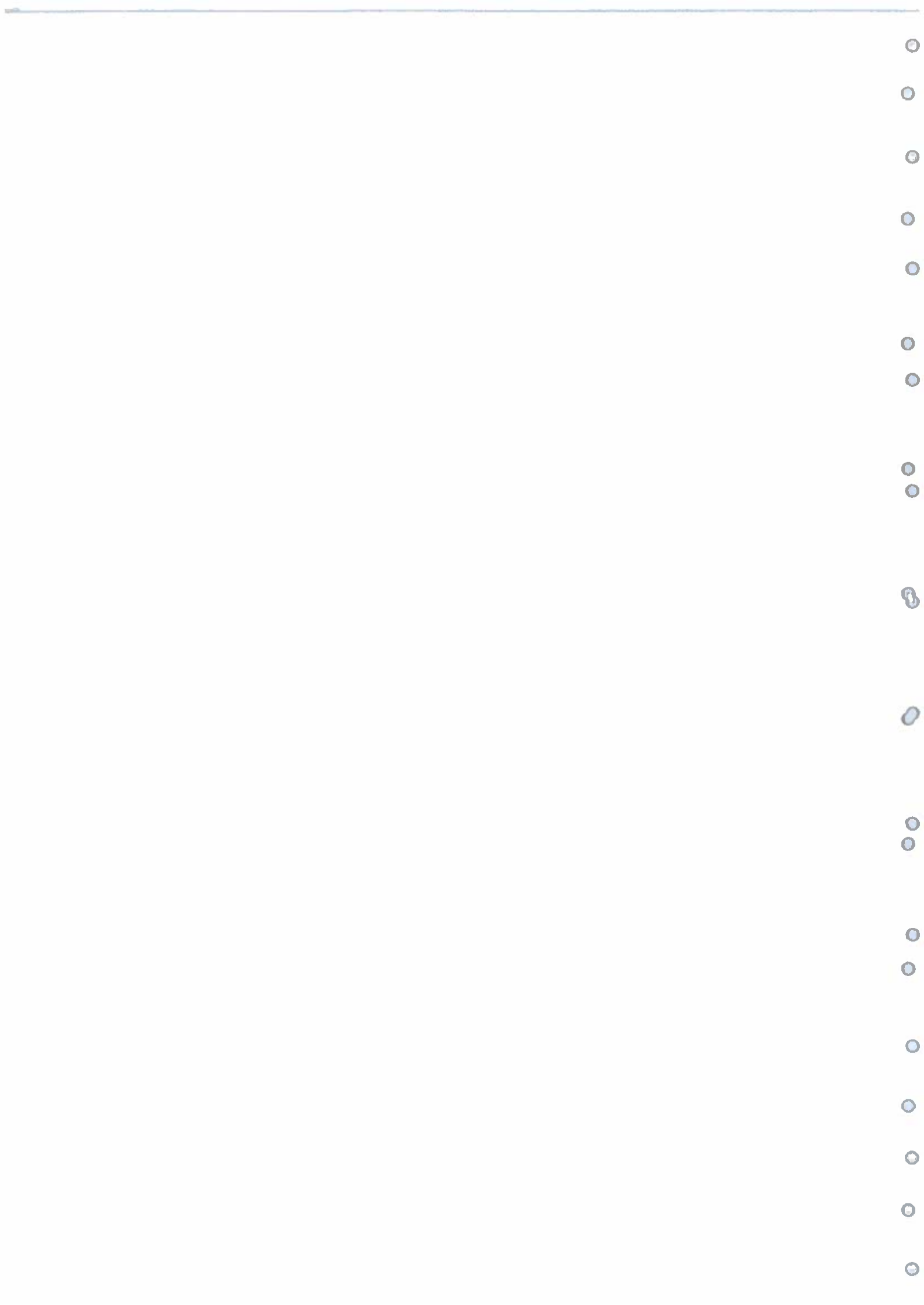
Consulting Engineers
Transportation Planners

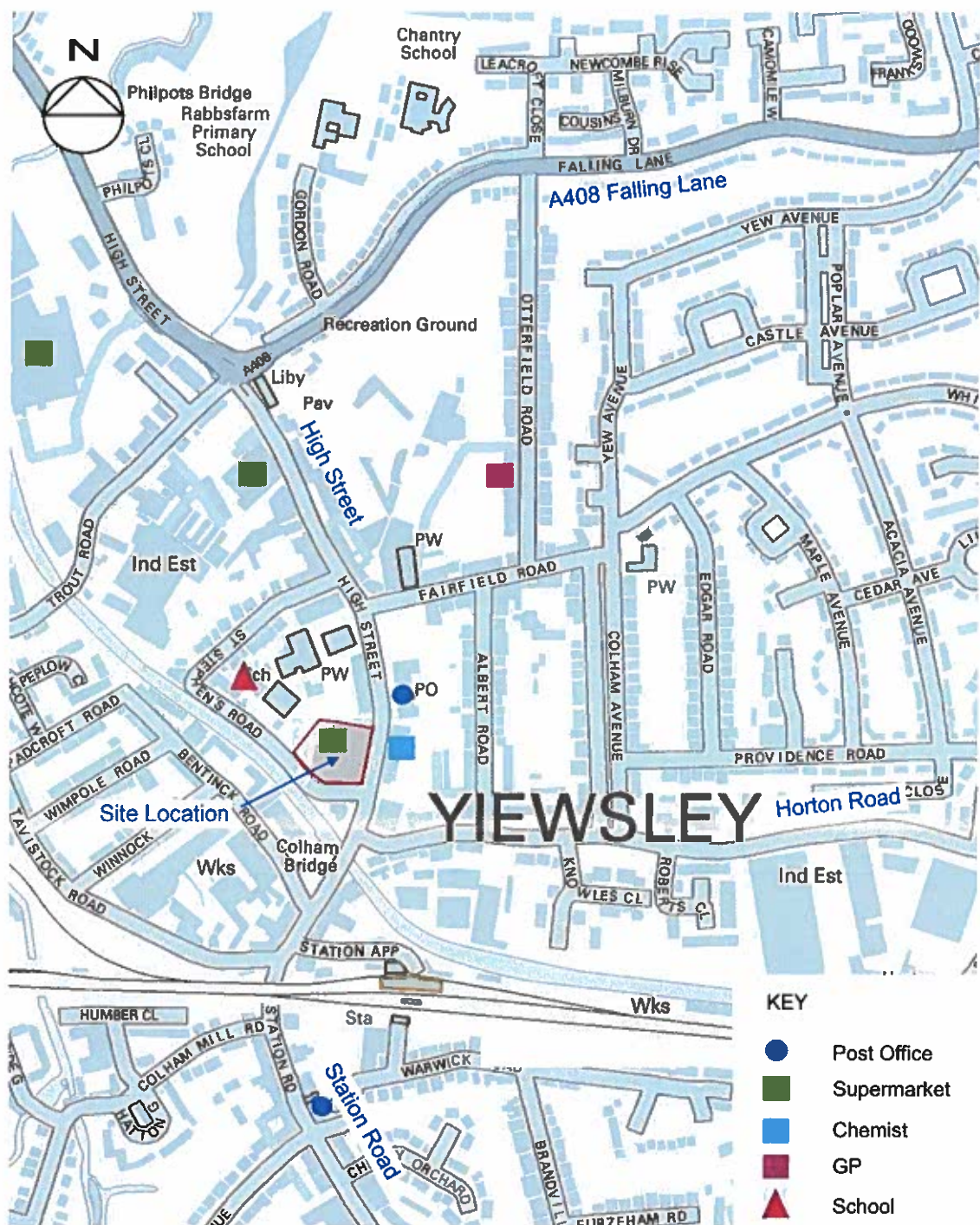


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MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
PUBLIC TRANSPORT PLAN

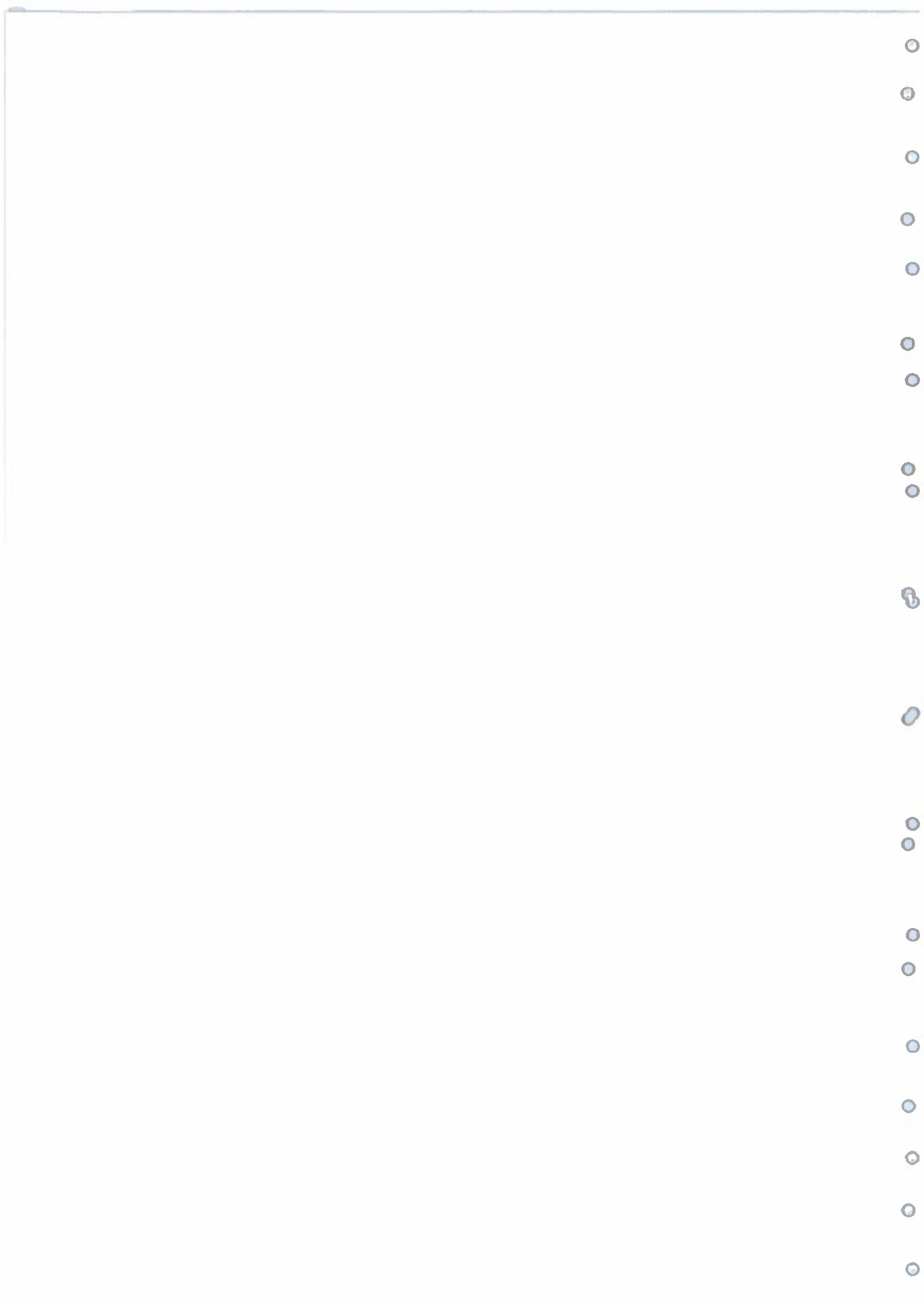
FIGURE A2

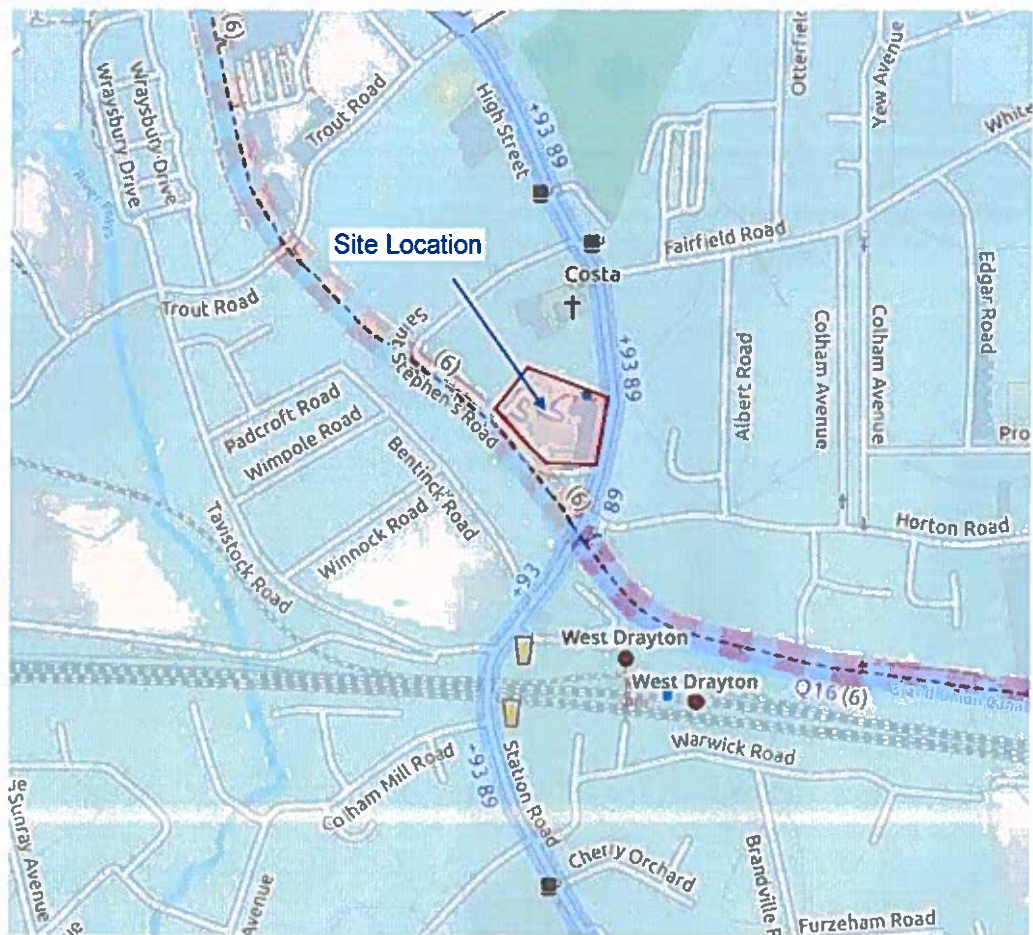




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Scale (metres)

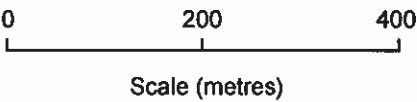


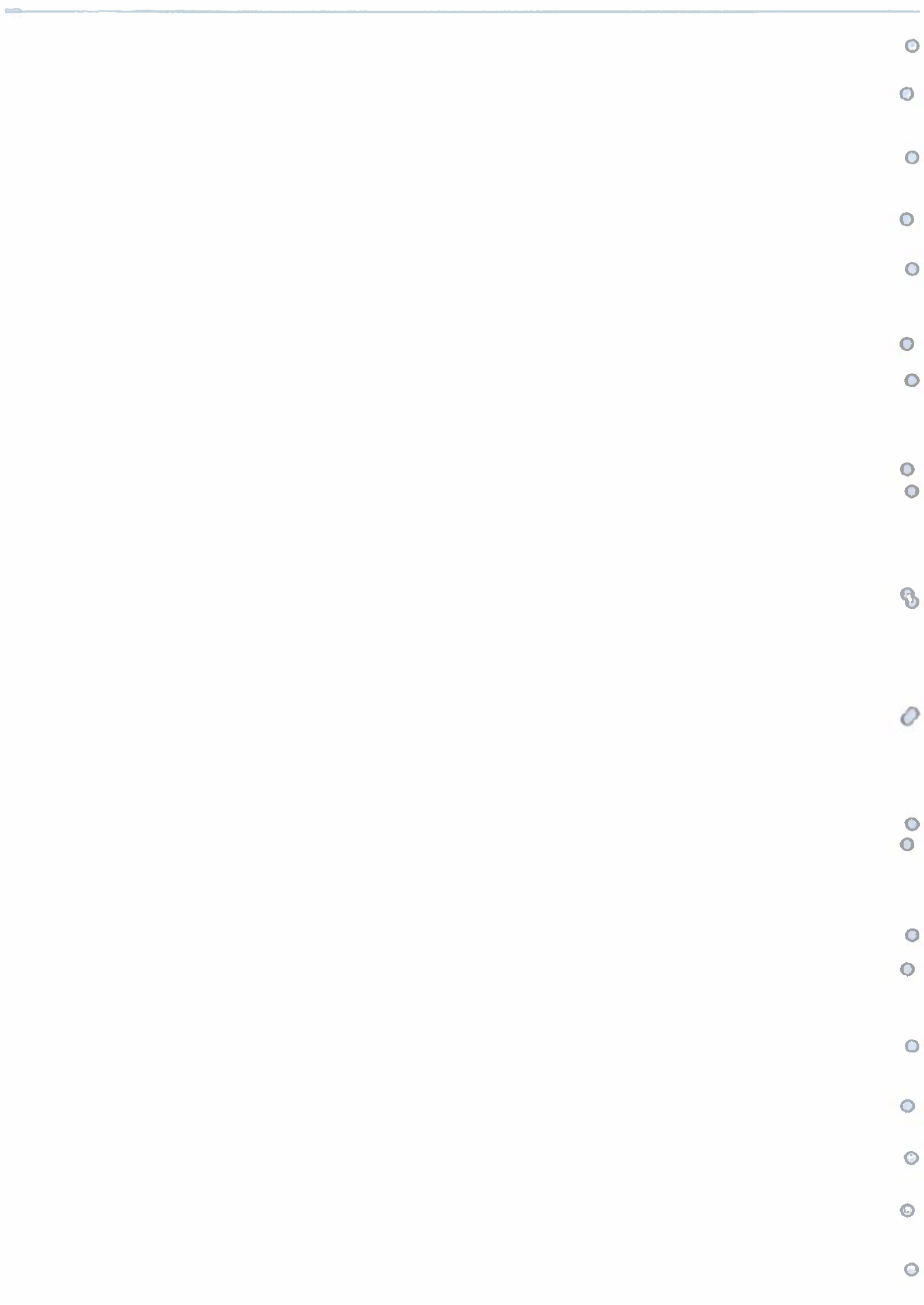


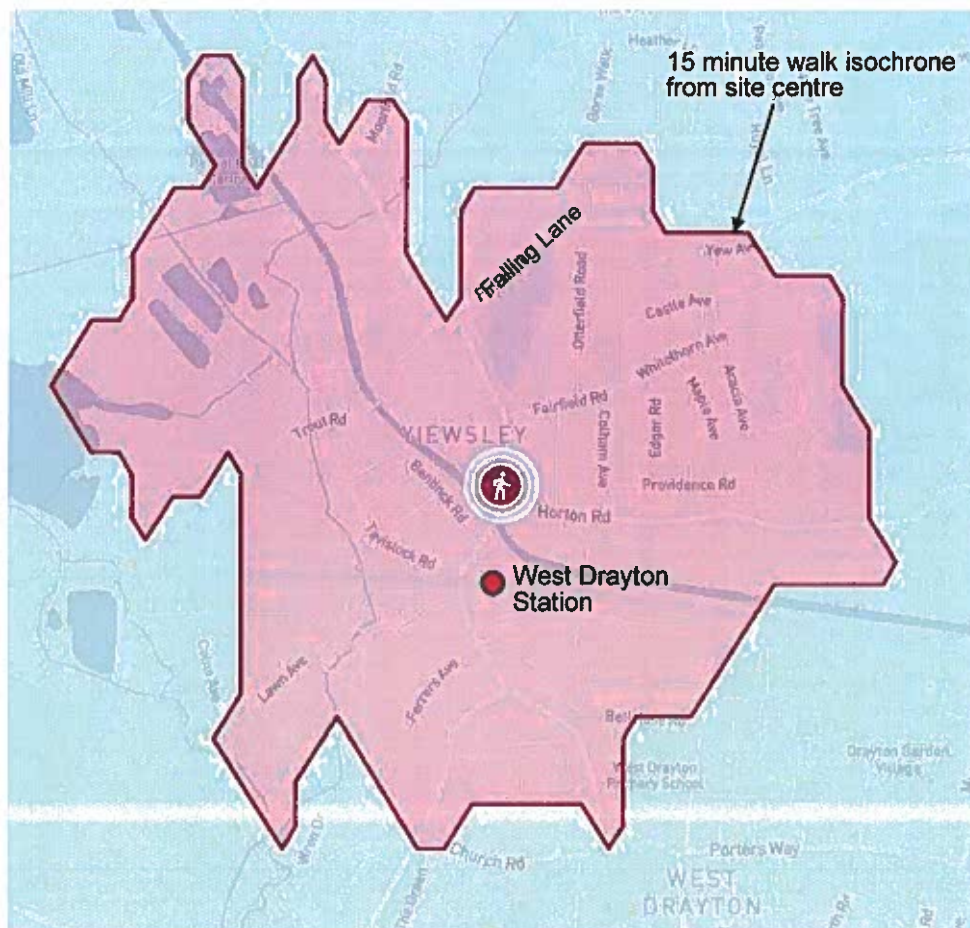
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KEY

- Local on-street cycle routes 89/93
- Grand Union Canal Cycle Route (Watford to London)





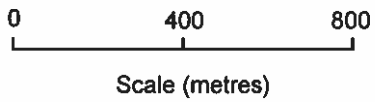


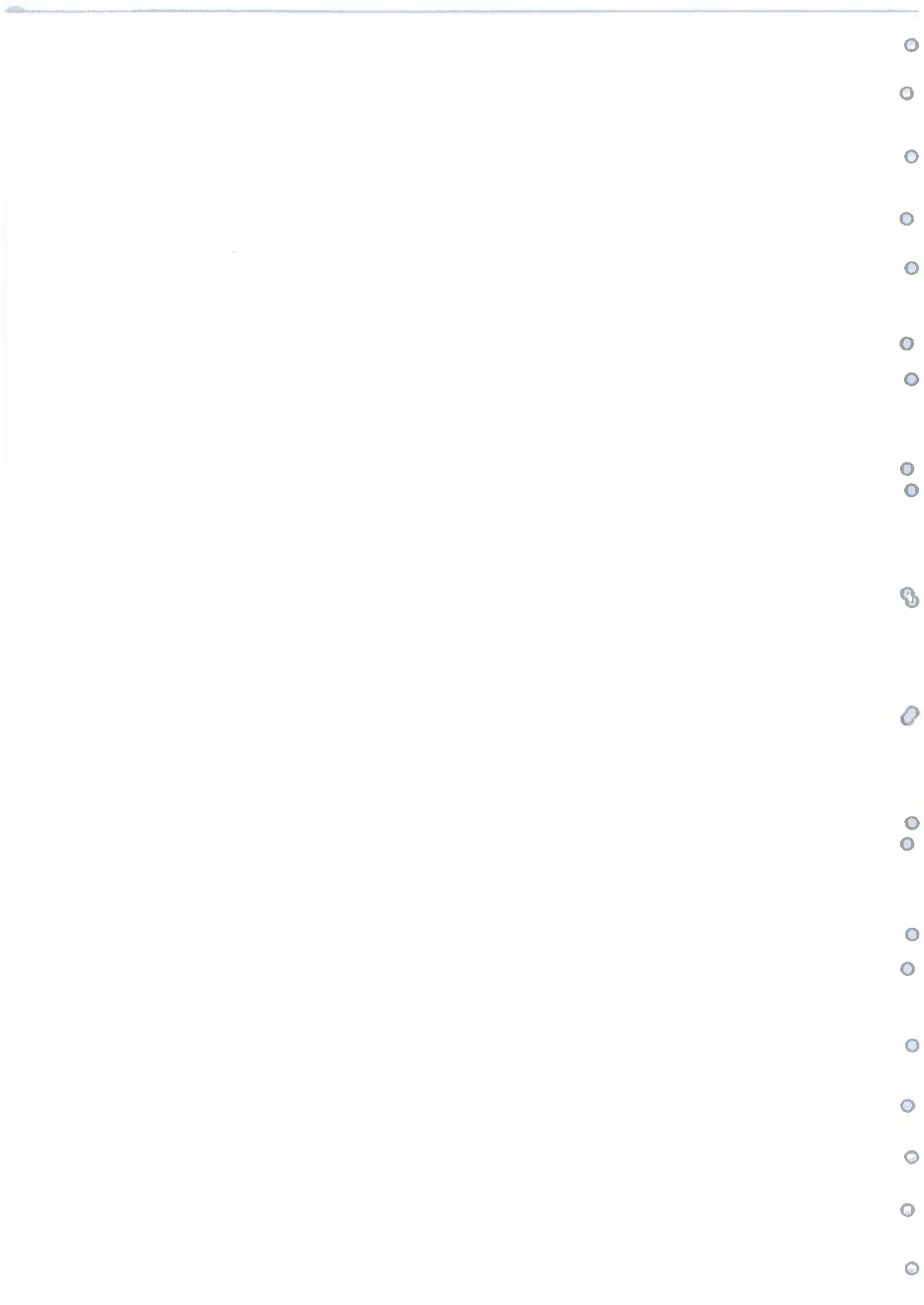
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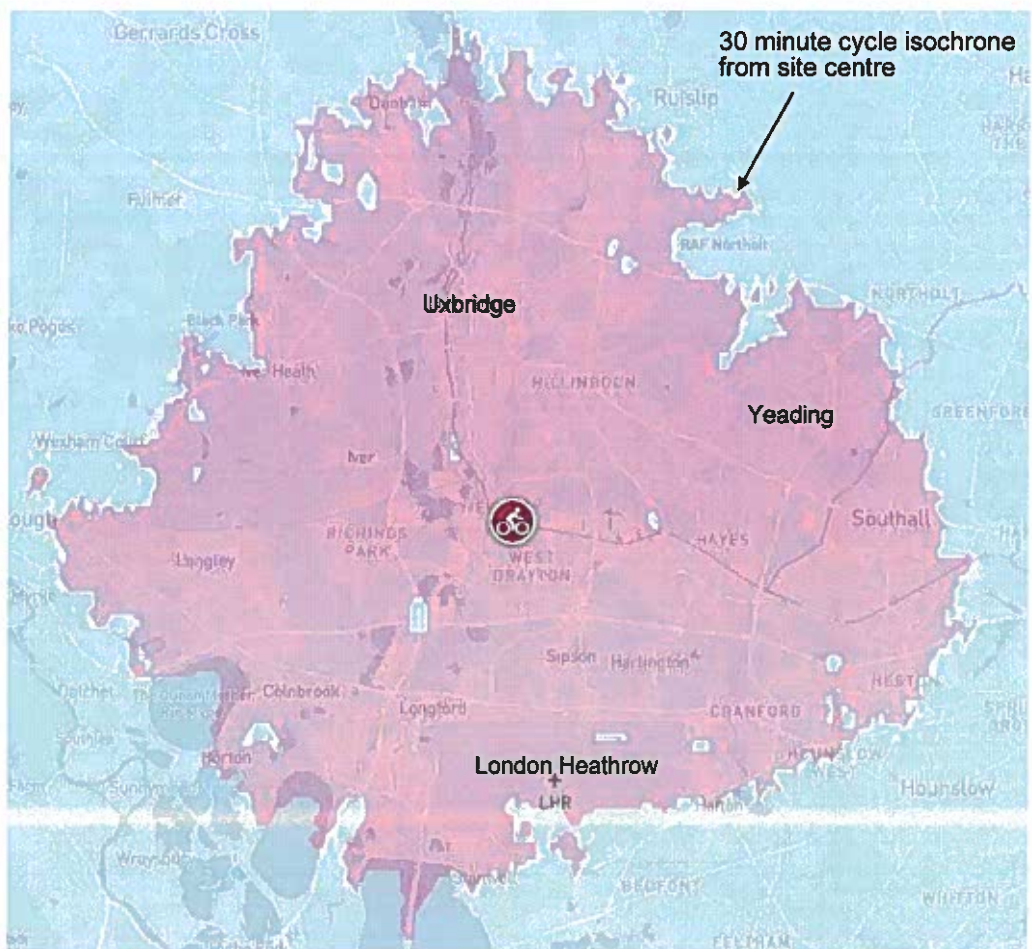
KEY



15 minute walk isochrone
80m/min = 1200m







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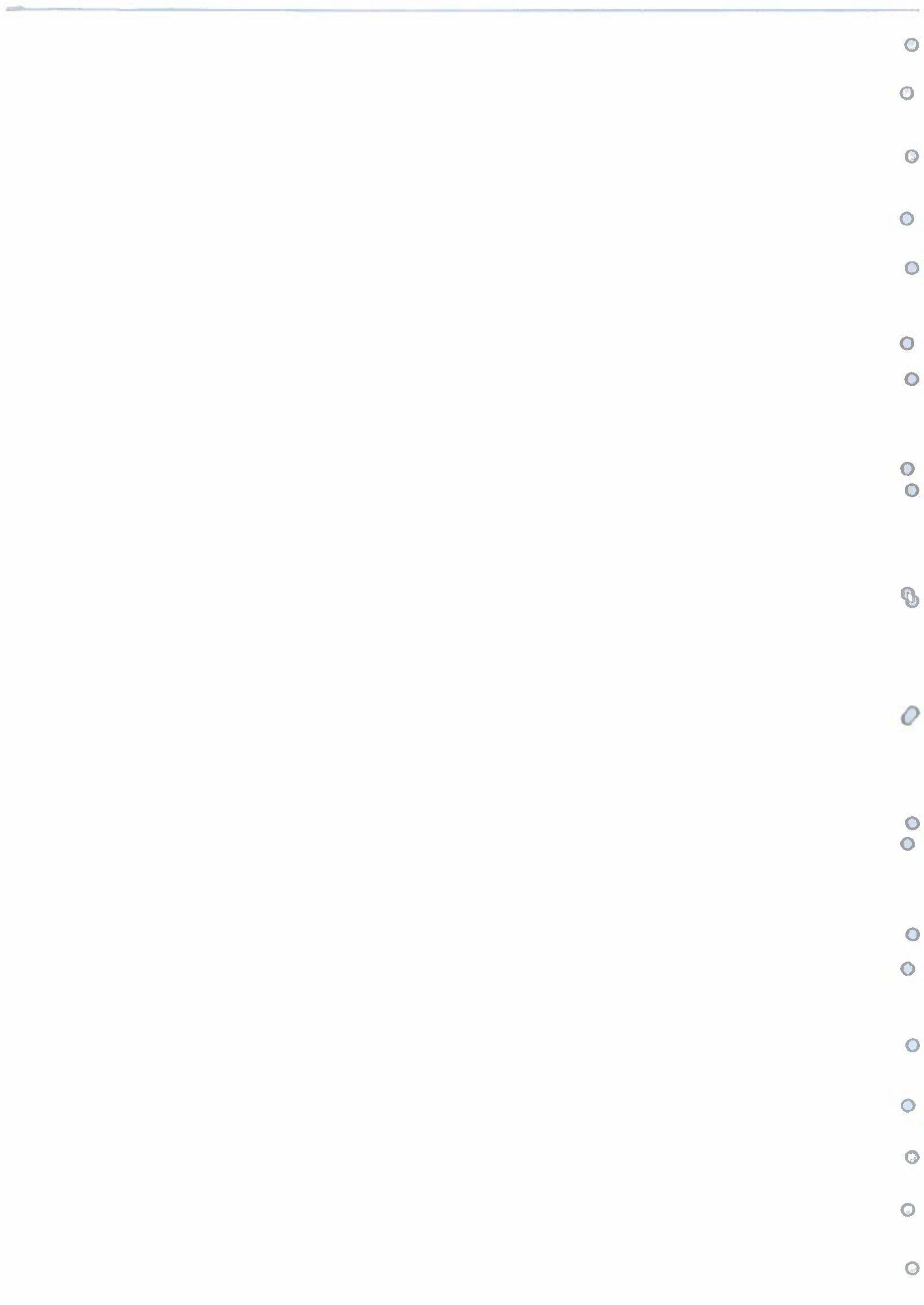
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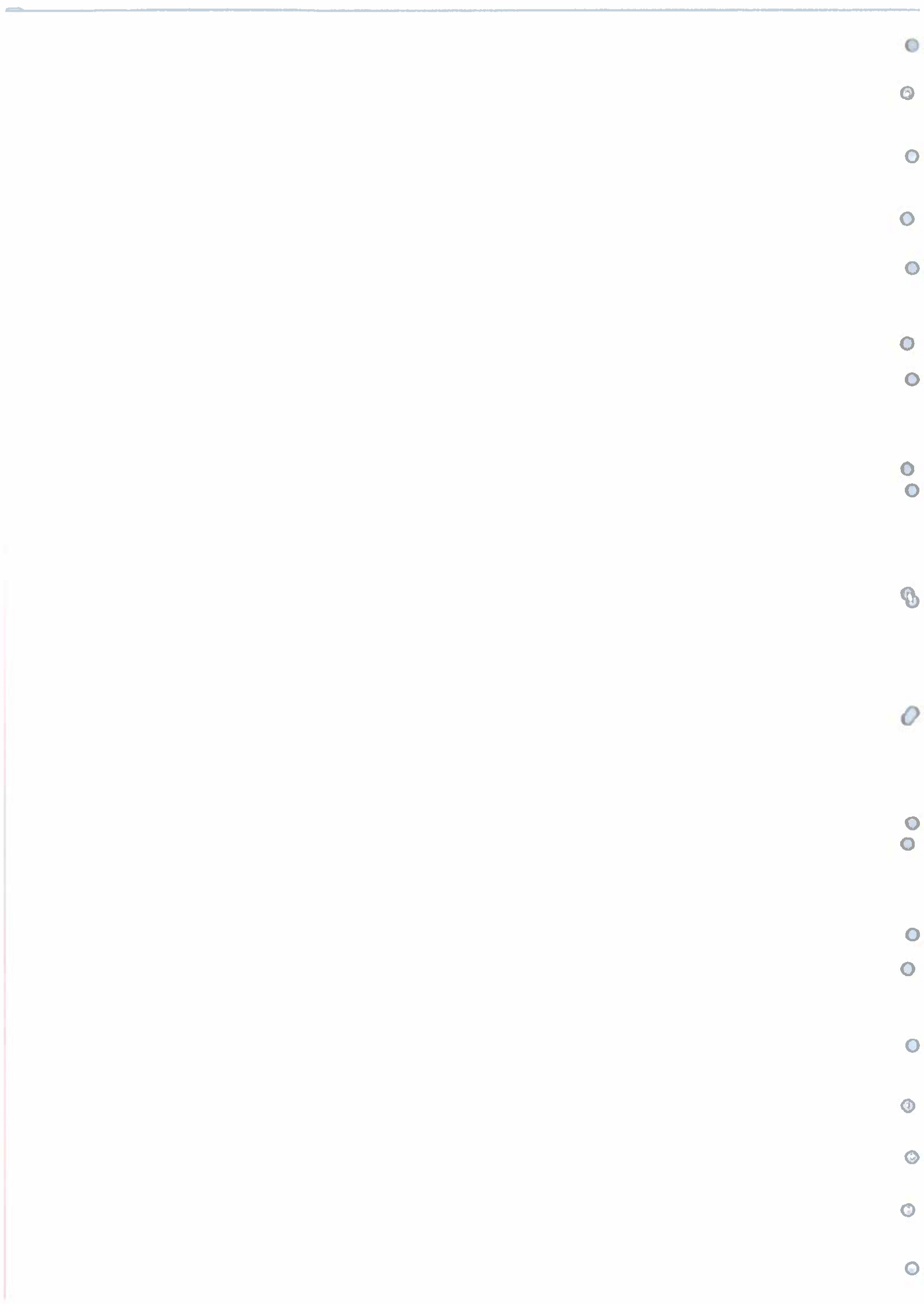


30 minute cycle isochrone
5 miles @ 10mph



Scale (kilometres)





MORRISONS

COLLEAGUE TRAVEL QUESTIONNAIRE DRAFT

Morrisons are looking at ways of identifying the transport arrangements of colleagues who work at the store. We are interested to know how our colleagues travel to work so please let us know how you normally travel to work by completing this brief questionnaire:

Q1 Male ? _____ Female ? _____ Please tick

Q2 What is your home postcode _____

Q3 How do you normally travel to and from the work?

To work	Please tick one only	From work	Please tick one only
Car (driver)	_____	Car (driver)	_____
Car (driver with passenger)	_____	Car (driver with passenger)	_____
Car (as passenger)	_____	Car (as passenger)	_____
Motorcycle	_____	Motorcycle	_____
Bus	_____	Bus	_____
Train	_____	Train	_____
Park and Ride	_____	Park and Ride	_____
Cycle	_____	Cycle	_____
Walk	_____	Walk	_____
Taxi	_____	Taxi	_____
Other, please state		Other, please state	
.....			
.....			
.....			

Q4 If you travel to work by car, please indicate your alternative travel mode and journey time if the car is not available :

My alternative travel mode to work if a car is not available is:

Walk _____ Please tick one only

Cycle _____

Bus _____

Train _____

Q5 What is your journey time using this alternative travel mode if the car is not available would be:

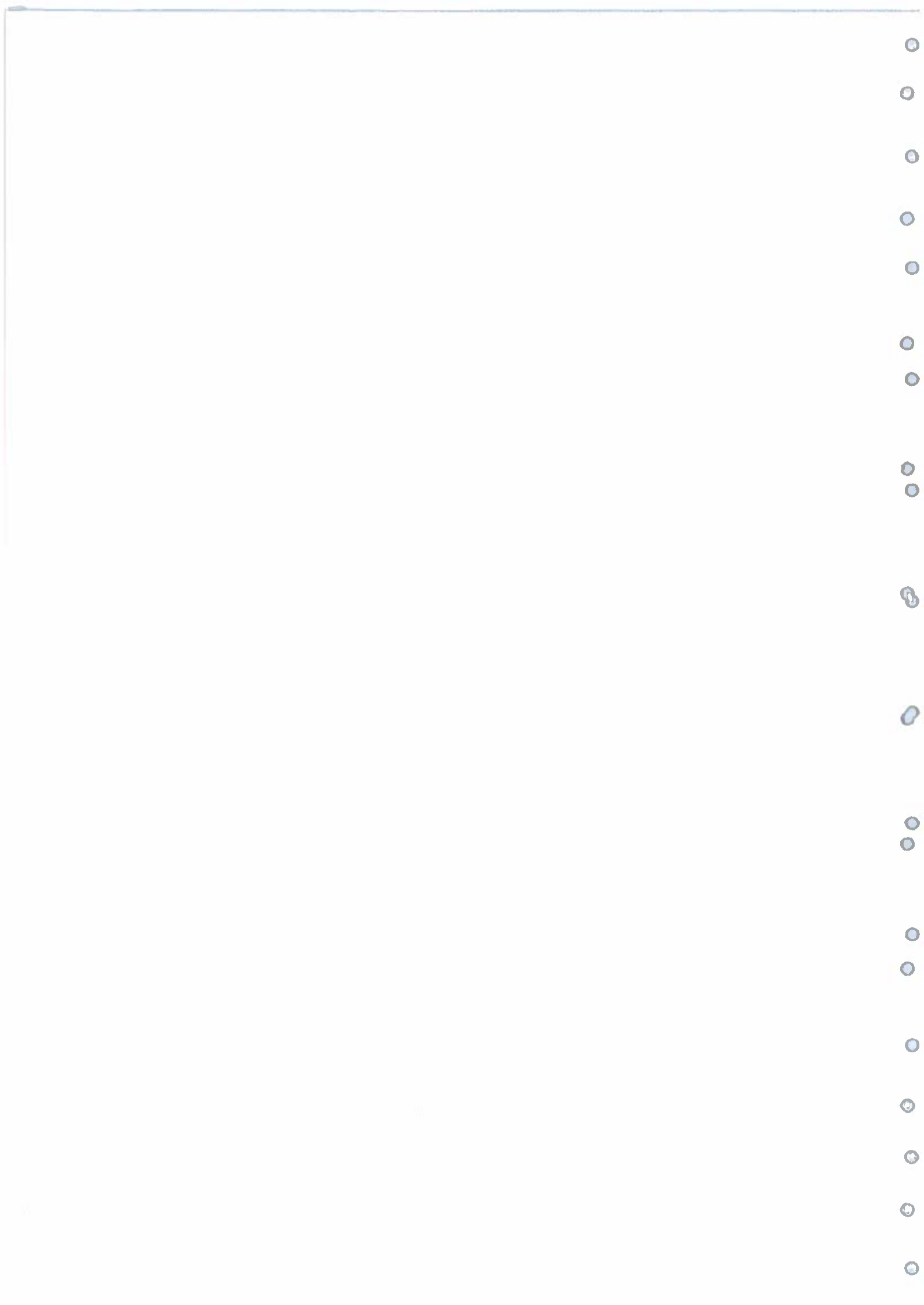
Under 15 minutes _____ Please tick one only

15 mins to 30 mins _____

30 mins to 1 hour _____

1 hour to 2 hours _____

Over 2 hours _____



Q6 If you drive to work by car, do you car share ?

Yes _____ Please tick **one** only
No _____

Q7 As the car driver, if you car share, who else do you take in the car ?

Family _____ Please tick **one** only
Friends _____
Colleagues _____

Usual number of passengers (excluding driver)

1 passenger _____ Please tick **one** only
2 passengers _____
3 passengers _____
4 passengers _____

Q8 As a driver, if you do not car share, please tick two main reasons why you don't:

I do not have time _____ Please tick **two** only
There is no room in my car _____
I do not want the responsibility _____
Do not know anyone to share with _____
I do not feel comfortable transporting others _____

Other –Please explain

.....
.....

Q9 If you drive to work would you be interested in joining a car share club?

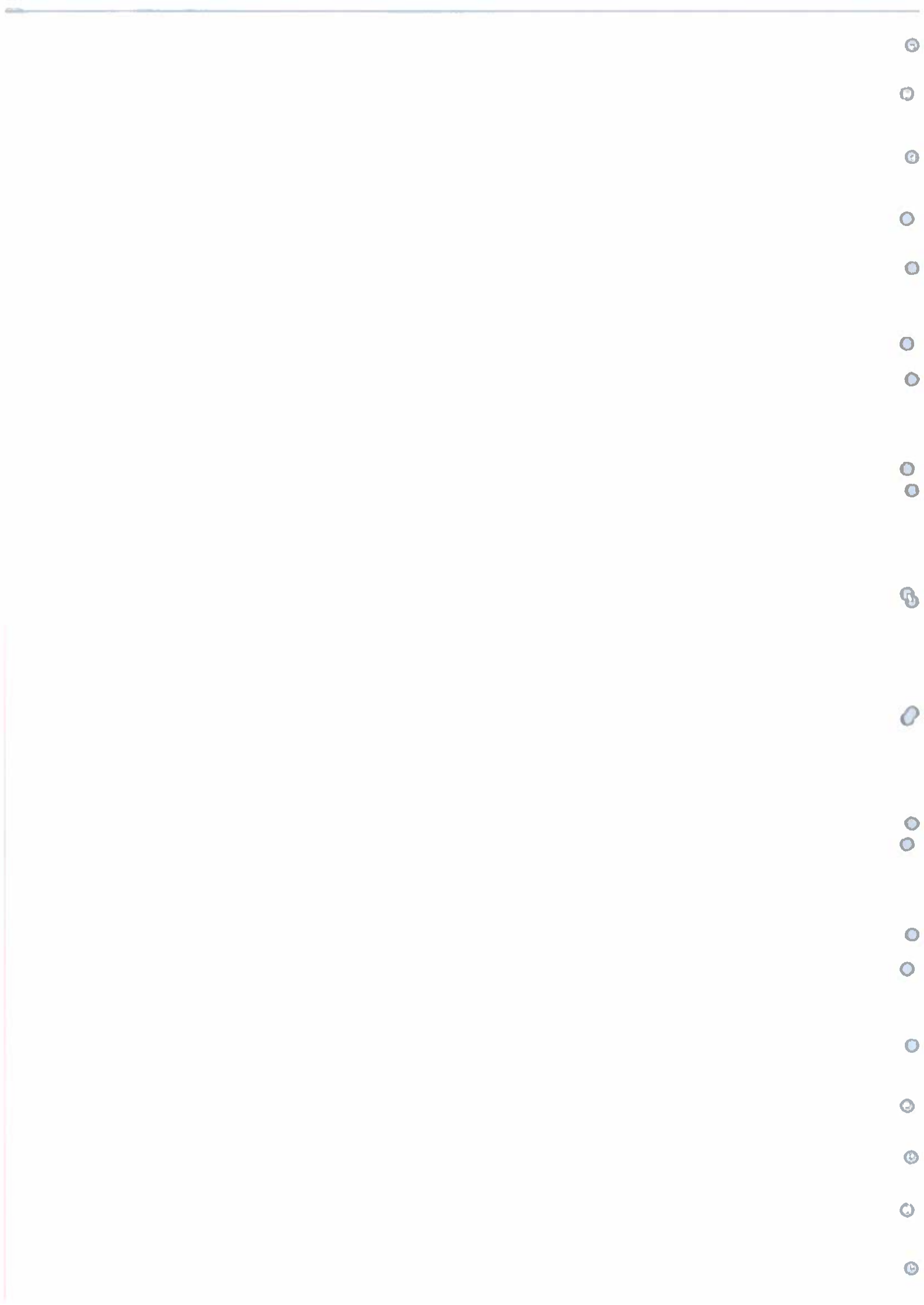
Yes _____ Please tick **one** only
No _____

Q10 If you are not interested in joining a car share club, please tell us why ?

.....
.....

Q11 How long does your normal journey take to the store door to door using transport identified in question 3

Under 15 minutes _____ Please tick **one** only
15 mins to 30 mins _____
30 mins to 1 hour _____
1 hour to 2 hours _____
Over 2 hours _____



Q12 Travelling on your normal route, how far is it to travel to work from your home?

Less than a mile	_____	Please tick one only
Between 1 mile and 2 miles	_____	
Between 2 miles and 5 miles	_____	
Between 5 miles and 10 miles	_____	
Over 10 miles	_____	

Q13 If you drive would you consider walking to work?

Yes	_____	Please tick one only
No	_____	

Q14 If not, please tell us why ?

.....
.....

Q15 If you drive would you consider cycling to work?

Yes	_____	Please tick one only
No	_____	

Q16 If not, please tell us why ?

.....
.....

Q17 If you drive would you consider taking the bus to work?

Yes	_____	Please tick one only
No	_____	

Q18 If not, please tell us why ?

.....
.....

Q19 If you drive would you consider taking the train to work?

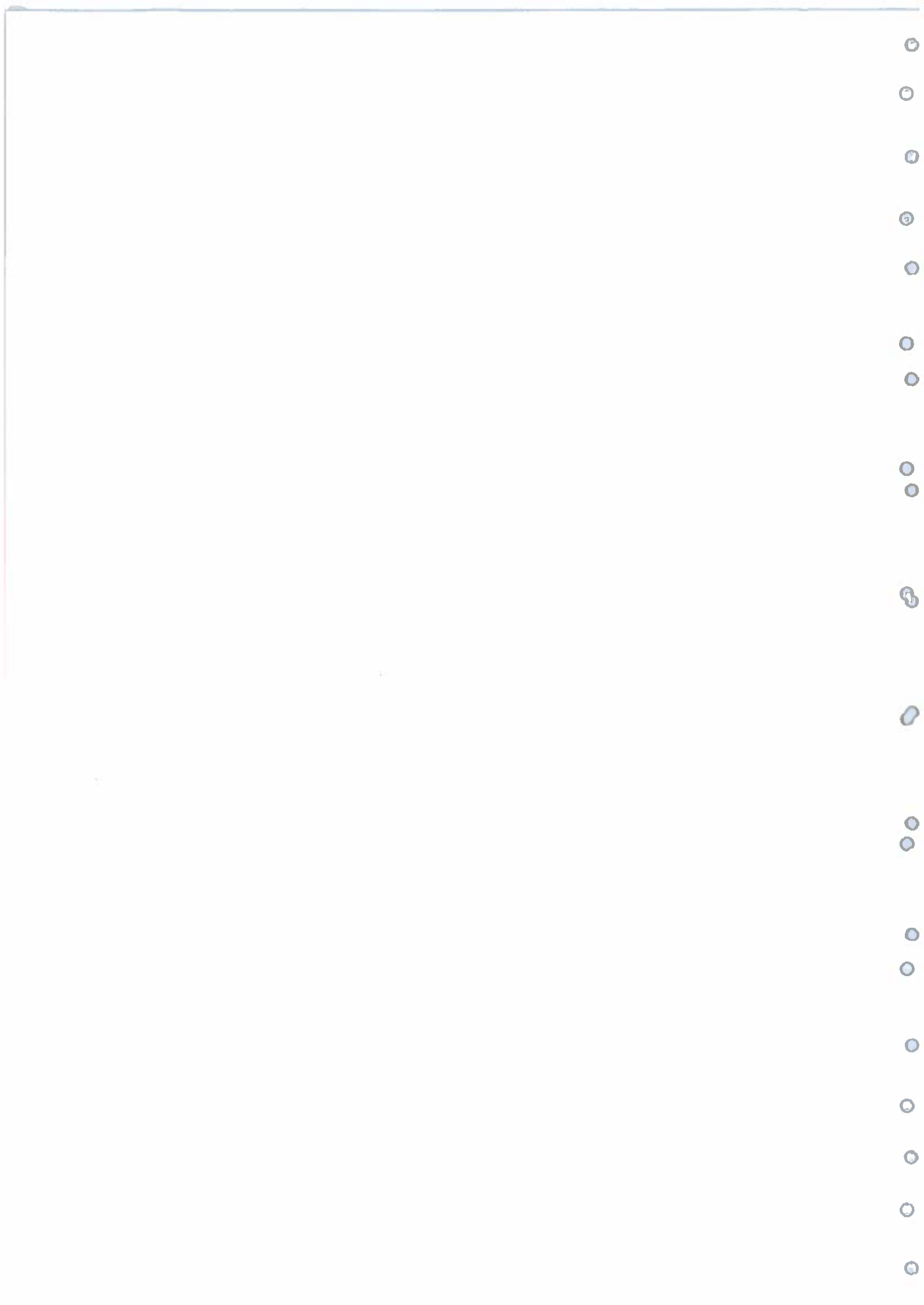
Yes	_____	Please tick one only
No	_____	

Q20 If not, please tell us why ?

.....
.....

Q21 Do you work:

Full time? (Please tick)
Part time?



Q22 What are your normal working hours:

(Please specify)

.....

Q23 How would you like to travel to work if you had the choice ?

To work	Please tick one only	From work	Please tick one only
Walk	_____	Walk	_____
Car	_____	Car	_____
Bus	_____	Bus	_____
Train	_____	Train	_____
Cycle	_____	Cycle	_____
Other, please state		Other, please state	
.....			
.....			
.....			

Q24 Are you satisfied with the amount of travel information that is provided at the store?

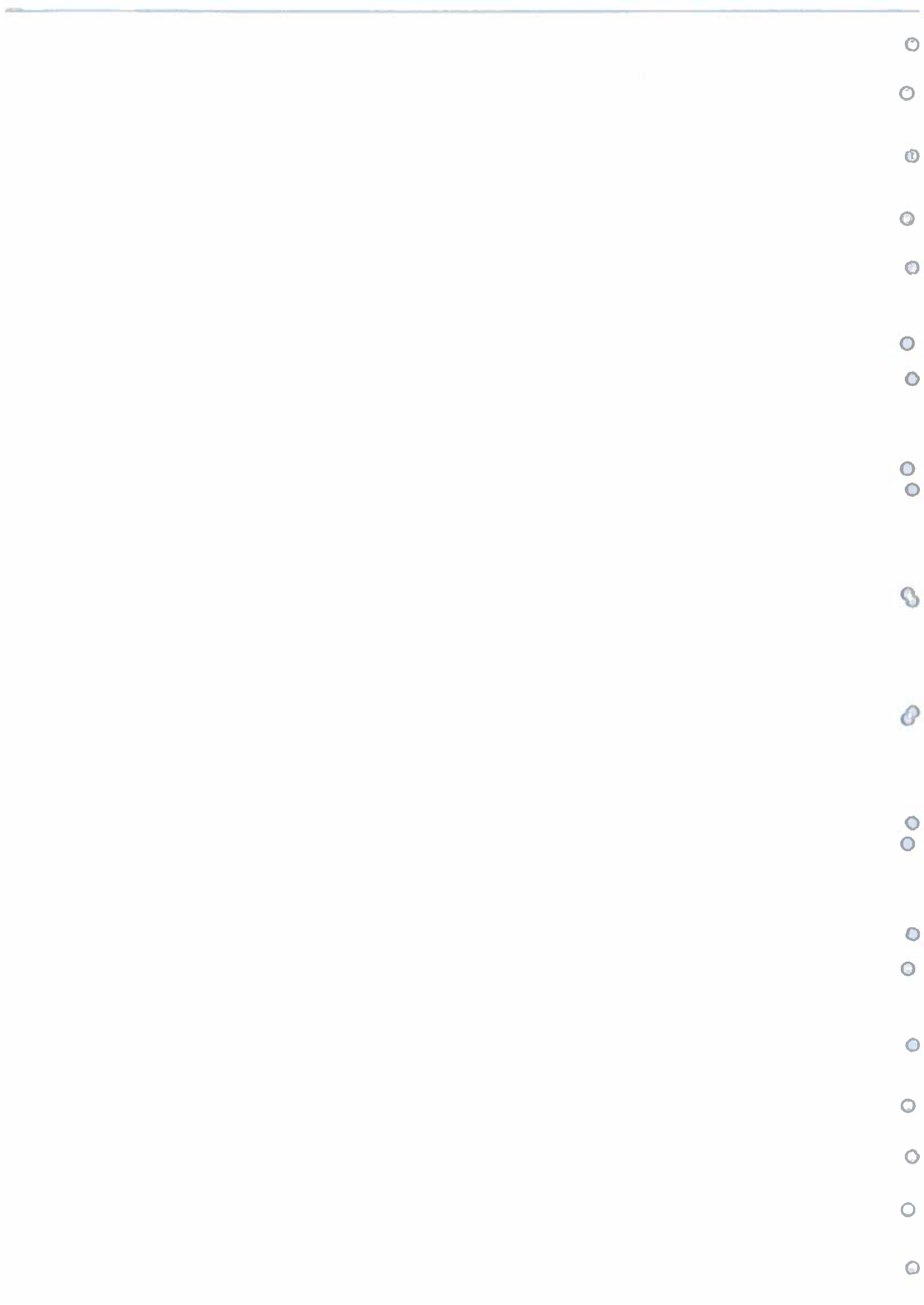
Yes _____
No _____

Please tick **one** only

If you have any comments concerning travel to work please include them in the box below:

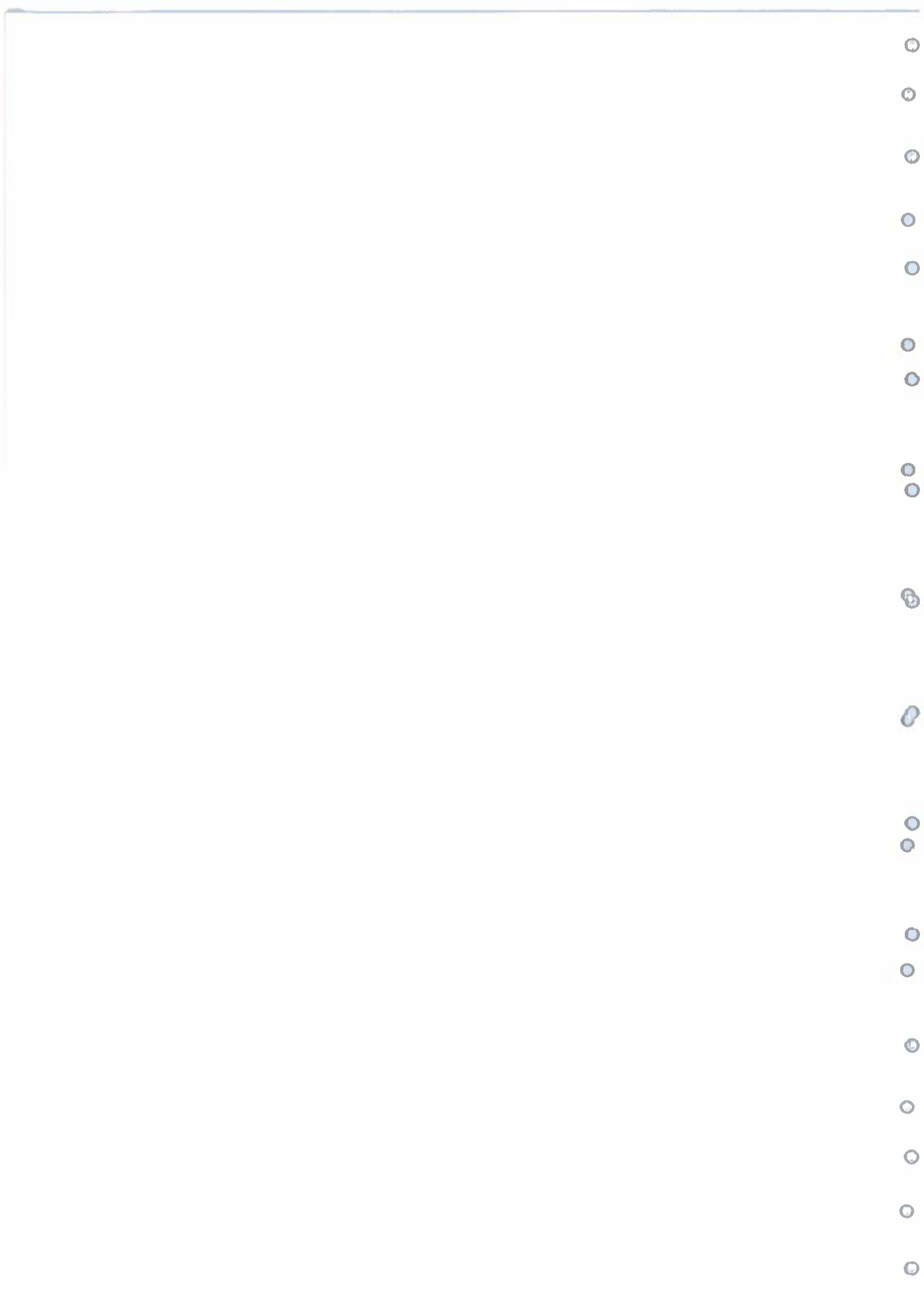
THANK YOU FOR YOUR TIME

PLEASE RETURN FORM TO THE BOX IN THE COLLEAGUE'S ROOM



APPENDIX 6

RESIDENTIAL TRAVEL PLAN



Redwood Partnership Transportation Limited

Maritime House
Basin Road North
Portslade
Brighton
BN41 1WR

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F: 01273 376824

E: consult@redwoodpartnership.co.uk
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REDWOOD PARTNERSHIP

Consulting Engineers
Transportation Planners

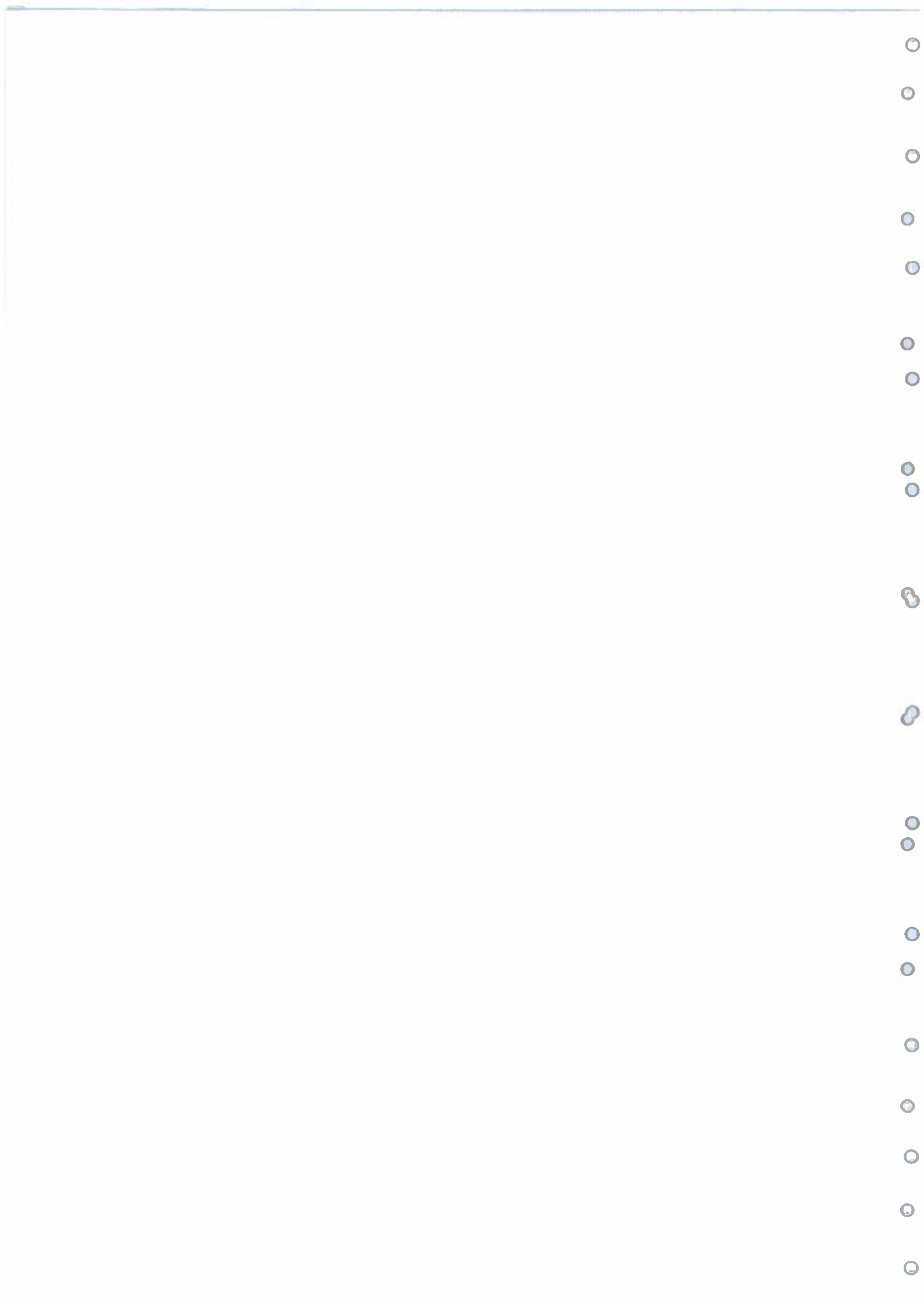


**PROPOSED MIXED-USE
RETAIL & RESIDENTIAL DEVELOPMENT
43-67 HIGH STREET
YIEWSLEY
WEST DRAYTON
UB7 7QQ**

RESIDENTIAL TRAVEL PLAN

on behalf of
**HARBOURSIDE INVESTMENTS LIMITED
&
WM MORRISON SUPERMARKETS PLC**

PMcL/3290d6/Jul 2018





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3.0 TRAVEL PLAN ADMINISTRATION	9
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APPENDIX A

Figure A1-Site Location Plan

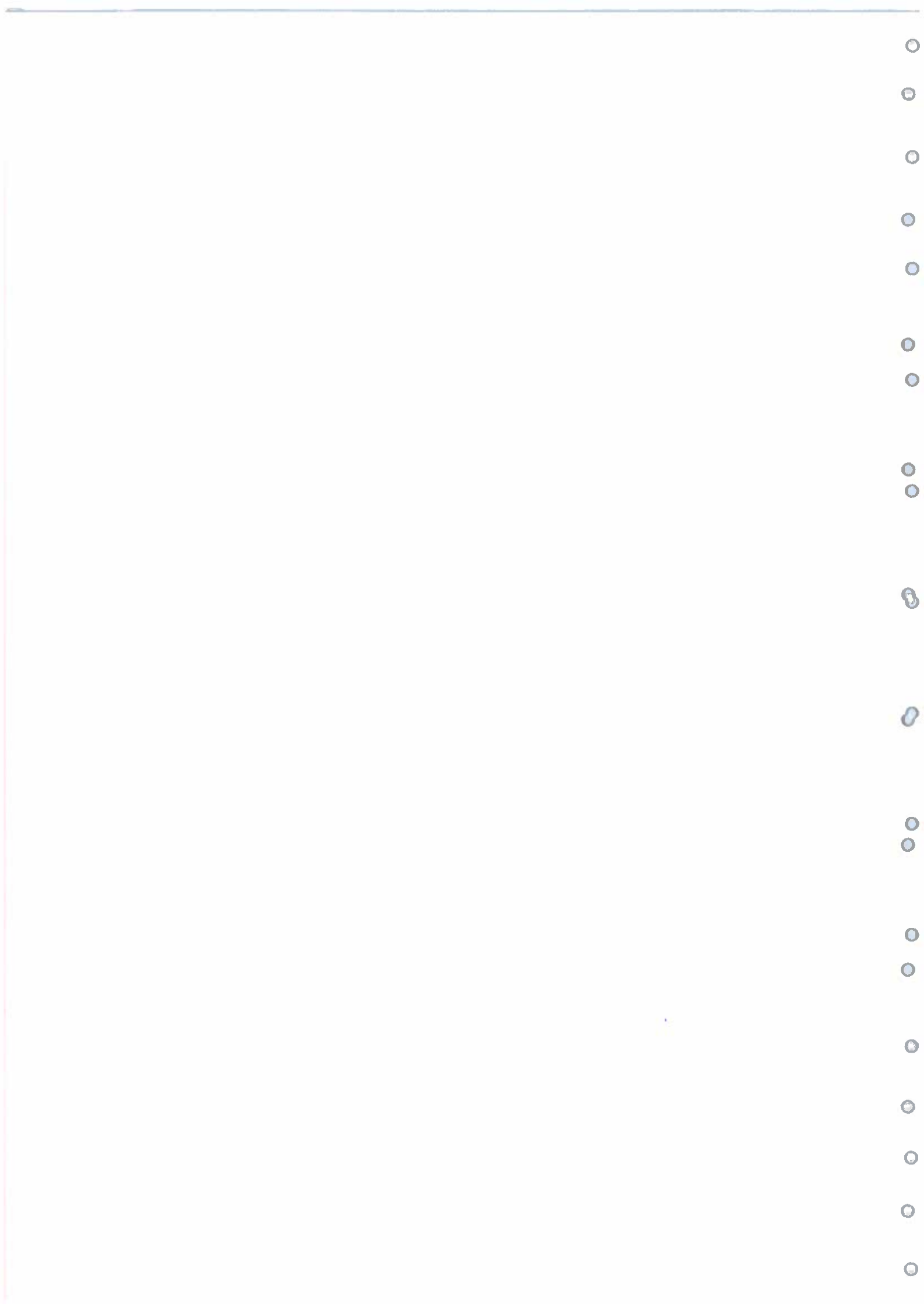
Figure A2-Public Transport Plan

Figure A3-Rail Services Plan

Figure A4-Local Services Plan

Figure A5-Walking Isochrone Plan

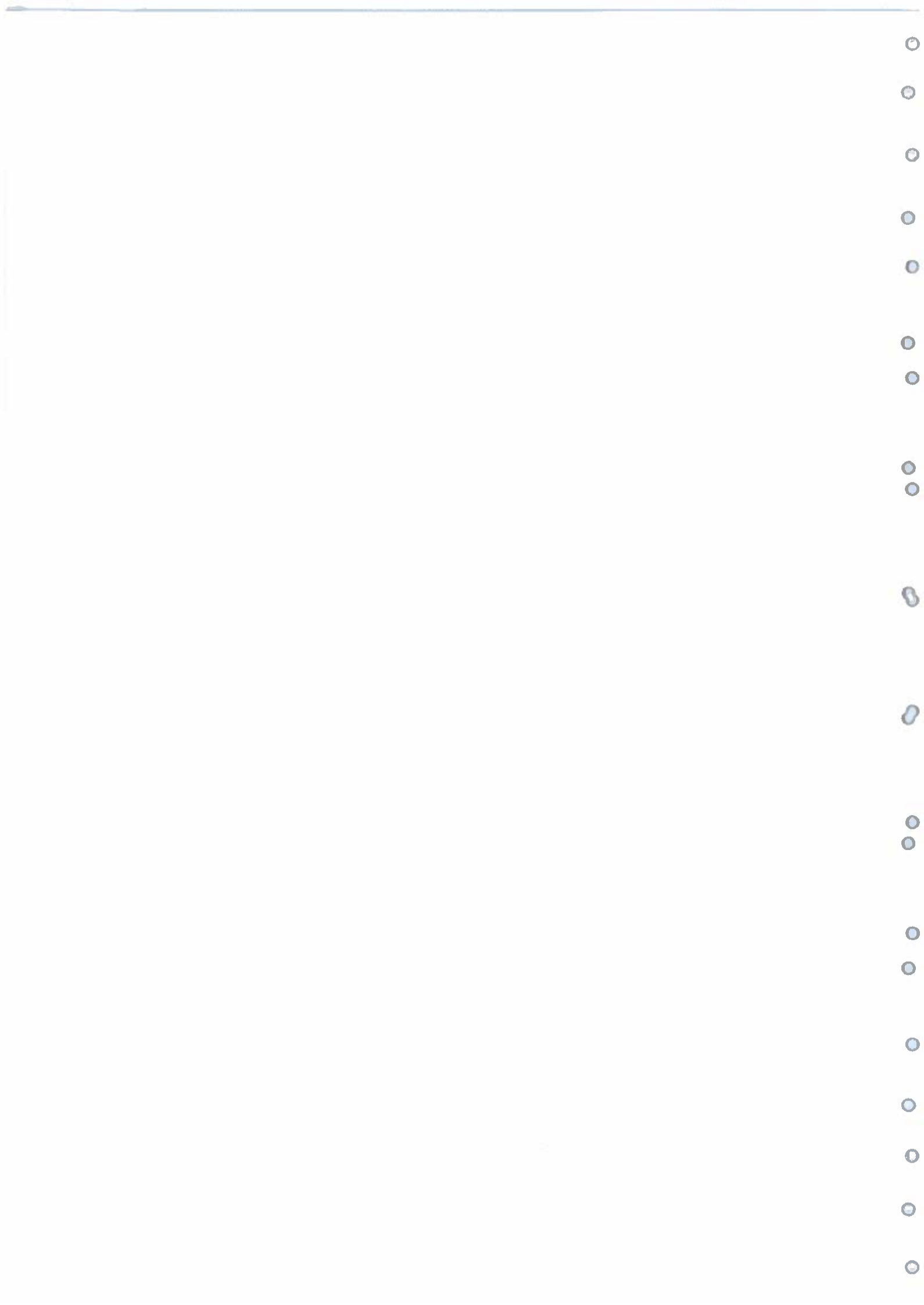
Figure A6—Cycling Isochrone Plan





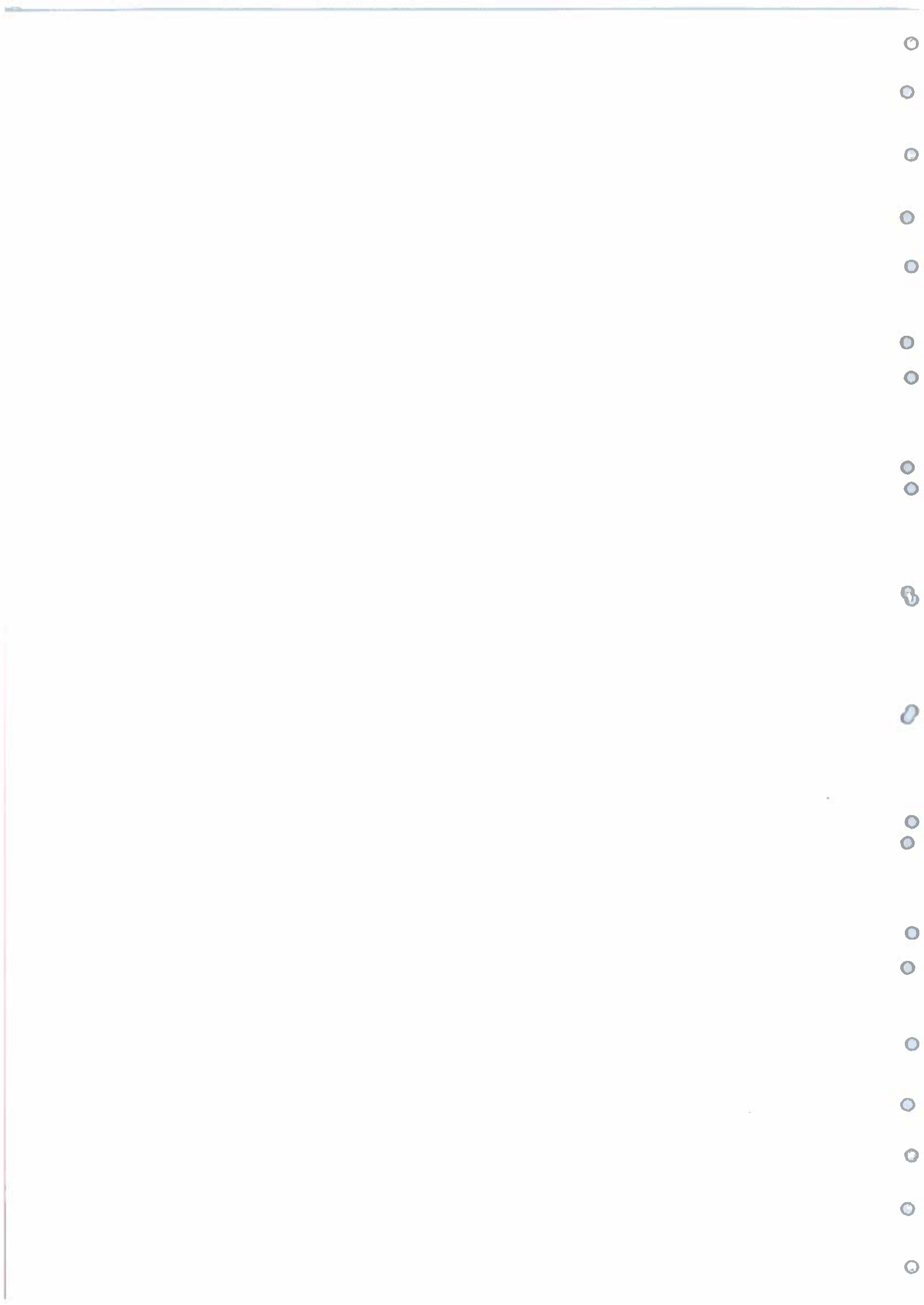
1.0 INTRODUCTION

- 1.1 The Redwood Partnership has been appointed by Harbourside Investments Limited and WM Morrison Supermarkets PLC to provide a Residential Travel Plan for a mixed-use retail and residential development consisting of a new Morrisons foodstore and 144no residential apartments above, located at 43-67 High St, Yiewsley. West Drayton UB7 7QQ.
- 1.2 This document provides a Residential Travel Plan (RTP) for the residential element of the development setting out objectives and actions to encourage new residents to reduce car use especially single occupancy car use by considering car-sharing or walking, cycling and available bus and rail public transport as alternative modes of travel.
- 1.3 The site is located off the High Street in Yiewsley, West Drayton within the London Borough of Hillingdon. The main vehicular access to the residential site is a new access shared with Morrisons customers direct from St Stephen's Road. St Stephen's Road connects to the High Street approximately 100 metres east of the new access. **Figure A1 (Appendix A)** shows the location of the whole site relative to the local highway network.
- 1.4 In respect of promoting sustainable choices of transport this RTP should be read in conjunction with the Government's White Paper on the future of transport entitled 'The Future of Transport – a network for 2030' published in July 2004 which sets out the Government's commitment to sustainable transport. Reference should also be made to 'Making Residential Travel Plans Work – Guidelines for new development' (Department for Transport, 2008) and the Transport for London document 'Travel Planning for New Development in London' (2011).
- 1.5 The principal aim of the RTP is to reduce the use of the private car and to encourage the use of alternative travel choices for journeys to and from the Site. The RTP should be understood as a developing process rather than a policy document, indeed the concept of this document itself is only the start of the process.





- 1.6 The RTP will consist of Hard Measures such as site design, cycle parking, infrastructure and contributions towards off-site improvements, together with Soft Measures such as marketing, promotion and raising awareness amongst new residents of the available travel choices. The Hard and Soft Measures are designed to promote the benefits of reducing car use; reducing single occupancy car use and encouraging walking, cycling and the use of available public transport.
- 1.7 A successful Residential Travel Plan will benefit from monitoring (e.g. resident travel surveys), review and adjustment over a period of time. A change in travel mode on one or two days of the working week per resident of the development can make a significant contribution towards reducing travel to the Site by private motor car.





2.0 SITE ACCESSIBILITY

- 2.1 The existing 0.52-hectare Site consists of a Morrisons foodstore located at the north-west corner of the junction of High Street and St Stephen's Road, Yiewsley, West Drayton, London, UB7 7QQ within the outer London Borough of Hillingdon. The proposals will replace the existing foodstore with a smaller building together with 144no apartments above accessed via three separate access cores. **Figure A1 (Appendix A)** shows the location of the site relative to the local highway network.
- 2.2 High Street is a local distributor road providing an important transport corridor through Yiewsley, linking the A408 Falling Lane in the north with West Drayton station in the south and beyond through to junction 4 of the M4 motorway. High Street provides the main vehicle access route from other areas together with pedestrian/cycle access to Core A on the Site. St Stephen's Road is a local access road serving St Matthew's Primary School, small businesses and residential properties to the west and north of the Site. St Stephen's Road provides vehicle access to the site entrance together with pedestrian/cycle access to Cores B and C on the Site.

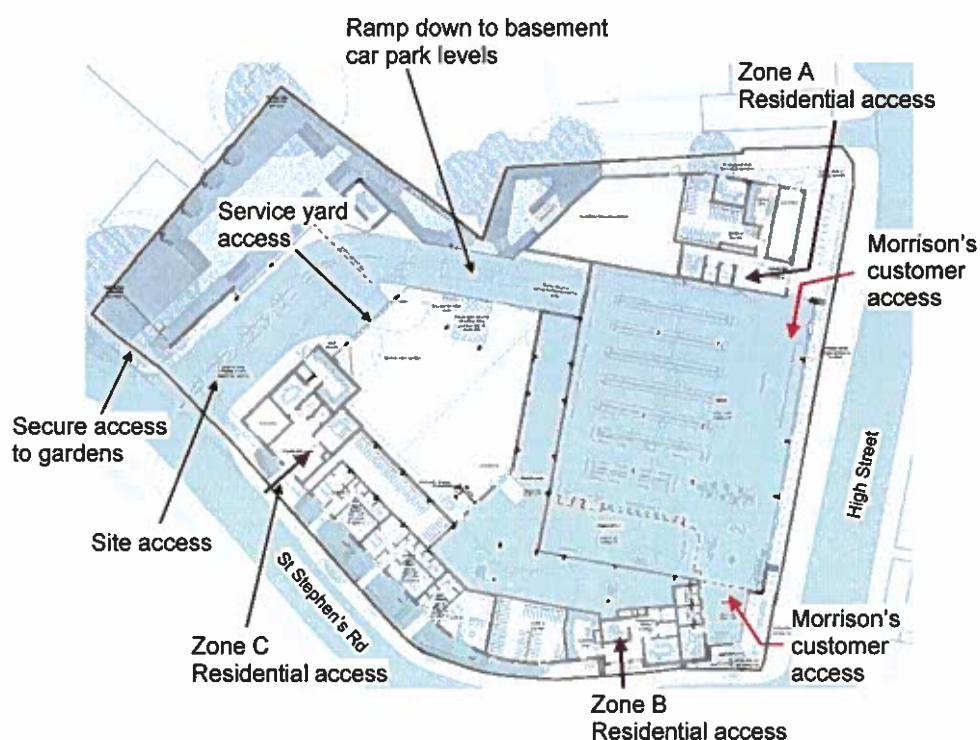
Pedestrian & Cycle Accessibility

- 2.3 Pedestrians can access all basement parking levels via lifts and stairs within 3no access cores, one core at the north-east corner of the foodstore building and 2no cores at locations off St Stephen's Road (**Figure 2.1**). **Figure A5** shows a significant area reachable within a 15-minute (1200 metre) walk isochrone of the Site. The Site's location will benefit those who wish to walk to and from the site to many local services as shown on **Figure A3**.
- 2.4 The residential development includes space for 165no cycles located in three areas on the Site with additional space available to expand to a maximum of 244no cycle parking spaces should more cycle parking demand be identified in the Residential Travel Plan. **Figure A6** shows a 5-mile (30 minutes) cycling isochrone encompassing a significant area and providing new residents with a good opportunity to cycle to work or shopping. The 5-mile cycling isochrone extends as far as Heathrow in the south which would provide many employment opportunities for residents. Local cycle routes are shown on **Figure A4**.



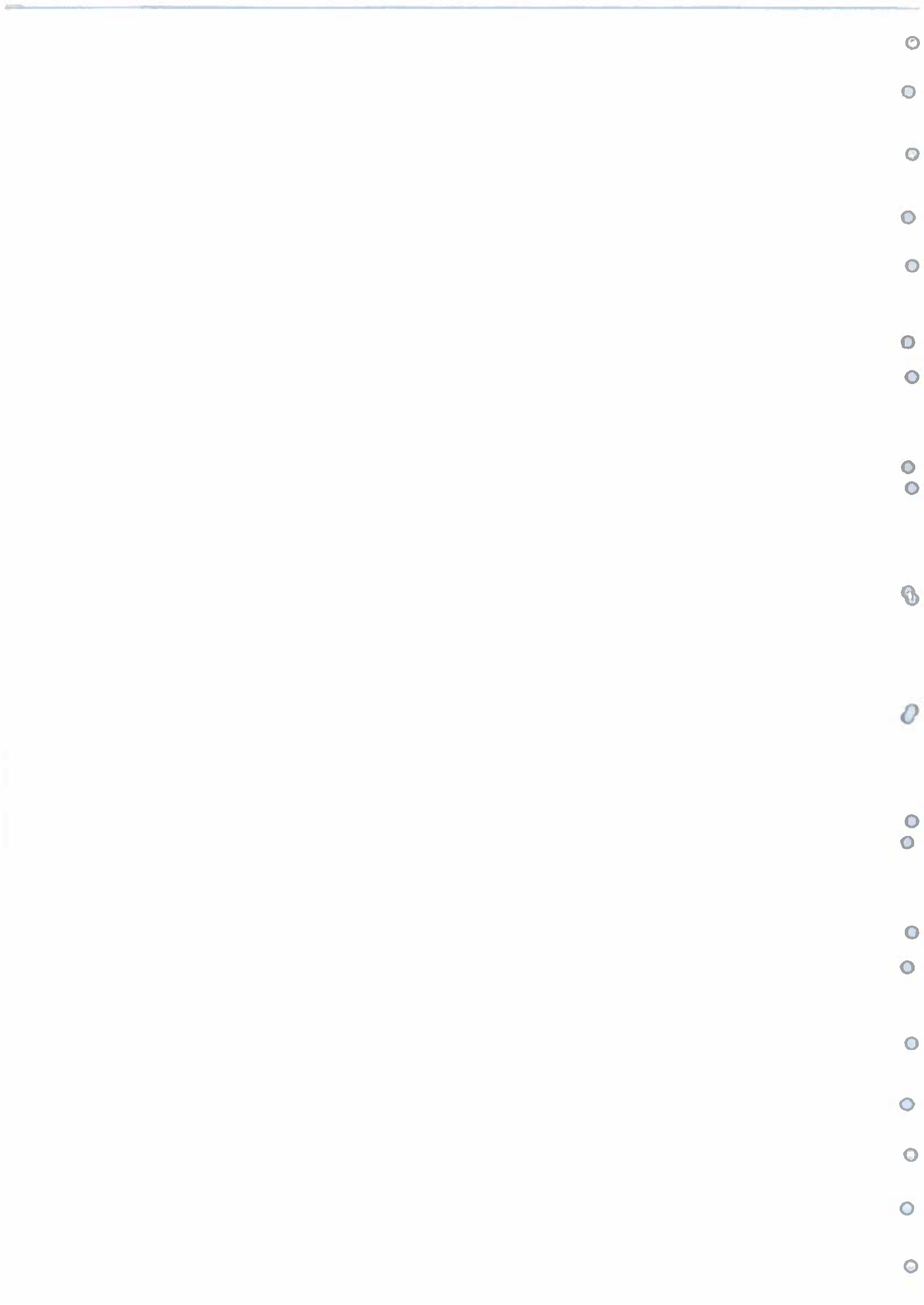
- 2.5 Pedestrian access to the residential cores is gained from the north-east corner of the foodstore building and from St Stephen's Road (**Figure 2.1**). All entrances have level access:

Figure 2.1 Residential Access Points



Public Transport - Bus Accessibility

- 2.6 Bus services 222, U1, U3 and U5 all pass along the High Street adjacent to the Site. The bus stop for northbound services (stop A) is located on the west side of High Street 75 metres (1-minute) walk distance from the north-east corner of the Site. All southbound services stop at bus stop B located on the east side of High Street 40 metres (2-minute) walk distance from the north-east corner of the Site via a traffic signal-controlled pedestrian crossing of High Street. **Figure A2** shows the local bus routes.
- 2.7 Bus service 350 runs along Horton Road then south via West Drayton station to Heathrow. The bus stop for eastbound services (stop C) is located on the north side of Horton Road





160 metres (2-3 minutes) walk distance from the site via a pedestrian refuge island on High Street. For southbound services route 350 stops at bus stop D located on the south side of Horton Road 200 metres (3 minutes) walk distance from the site via pedestrian refuge islands on Horton Road and High Street.

- 2.8 Most bus services are high frequency and operate throughout the day from approximately 03:40 hrs to 00:40 hrs with bus service 222 providing a 24-hour service. The frequency and timing of bus services provide a realistic opportunity for residents to consider bus travel. Table 2.1 shows the local bus services and available routes stopping near to the site:

Table 2.1 - Local bus services and frequencies (Figure A2)

Service Number	General Frequency (mins)			Route
	Mon-Fri	Saturday	Sunday	
350	20 mins	20 mins	20 mins	Hayes - Botwell Common - Stockley Park - West Drayton - Harmondsworth - Colnbrook By-Pass - Heathrow Airport <i>Terminal 5</i>
222	10 mins	10 mins	12 mins	Uxbridge – Cowley – West Drayton – Heathrow Airport North – Cranford – Hounslow
U1	15 mins	15 mins	30 mins	West Drayton - Apple Tree Avenue - Colham Green - Kingston Lane - Uxbridge - Ickenham - West Ruislip - Ruislip
U3	12 mins	12 mins	20 mins	Heathrow Airport Central - Harmondsworth - Wise Lane - West Drayton - Apple Tree Avenue - Colham Green - Pield Heath - Brunel University - Uxbridge
U5	12 mins	12 mins	20 mins	Hayes - Stockley Park - Stockley Estate - West Drayton - Falling Lane - Colham Green - Pield Heath - Cowley - Uxbridge
697/698	5 services	-	-	School Service Wood End/West Drayton – Yeading/Hayes – Hayes End – Hillingdon – Ickenham

Public Transport - Rail Accessibility

- 2.9 West Drayton station is located 250 metres (4-minutes) walk distance from the Site boundary; well within the preferred maximum walking distance. With regular, comprehensive and soon to be improved services, the station provides an attractive travel choice for residents.



- 2.10 West Drayton station is currently undergoing significant improvements as part of the London Crossrail project and remains open during the improvement works. The works are expected to be complete by December 2019 when Elizabeth line services commence from Reading, Maidenhead and Heathrow. Once works are complete and the Elizabeth route fully opens, up to six Elizabeth line services an hour will serve West Drayton station, allowing passengers to travel through central London without having to change trains. The Elizabeth line route plan is shown in **Figure 2.1**:

Fig 2.1 – Elizabeth line Route Plan



Vehicle Access

- 2.11 A single site access off St Stephen's Road will provide access to all resident's vehicles entering the Site. Residents will share the access with Morrison's customers continuing straight ahead then turning right down a ramp to the upper level basement parking area (Level 1). **Figure 2.2** shows the arrangement of the upper level basement car park (Level 1) which contains all of Morrison's customer car parking and some residential car parking:

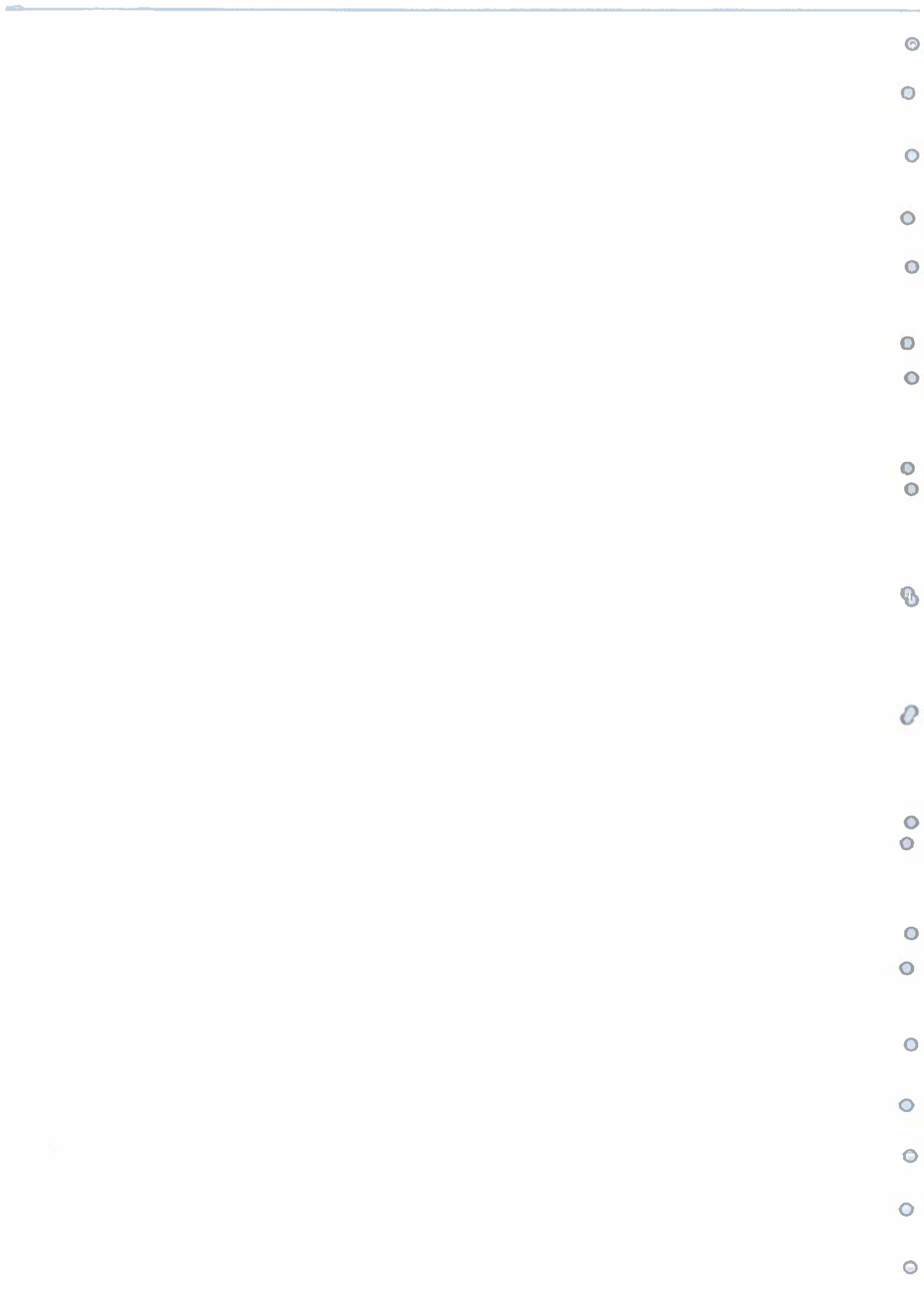
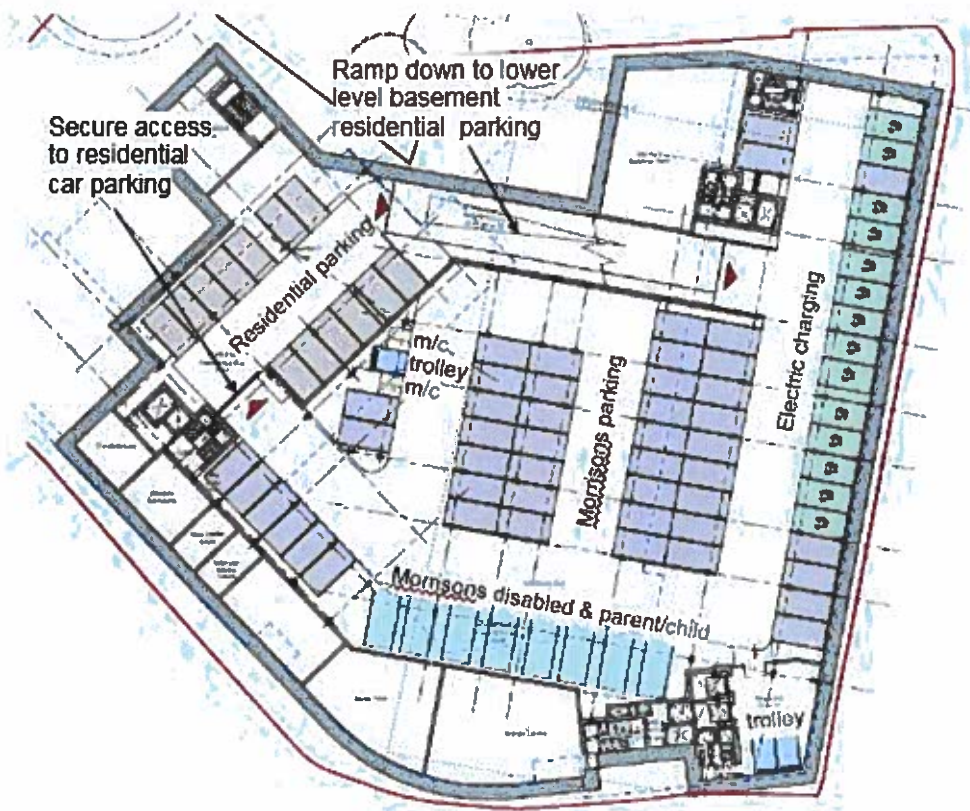




Figure 2.2 Upper Level Basement Parking Provision (Level 1)



- 2.12 Residents pass through the upper level basement car park to a secure-entry system for access to 13no resident's parking spaces on this level before turning clockwise down a further ramp to the lower level basement car park (Level 2). Stair and lift access to residential Cores A, B and C are located in the appropriate corners of the car park. Resident's access the lower level basement parking via a further ramp from the upper level turning clockwise around the car park.
- 2.13 **Figure 2.3** shows the arrangement of the lower level basement car park (Level 2) which contains all residential parking including standard bays, electric charging bays, disabled bays and motorcycle parking. Residents reverse their route in order to leave the car park:

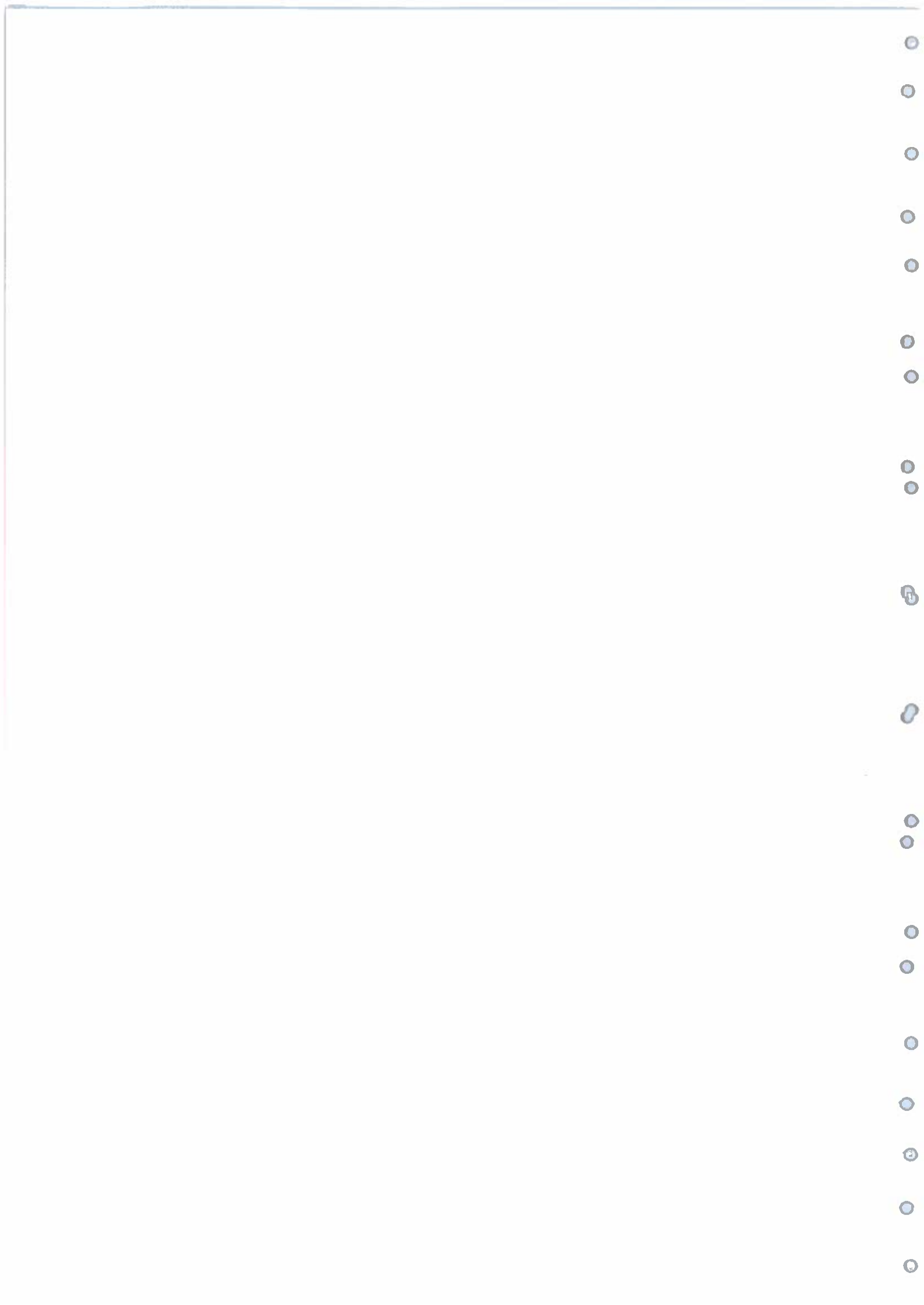




Figure 2.3 Lower Level Basement Parking Provision (Level 2)



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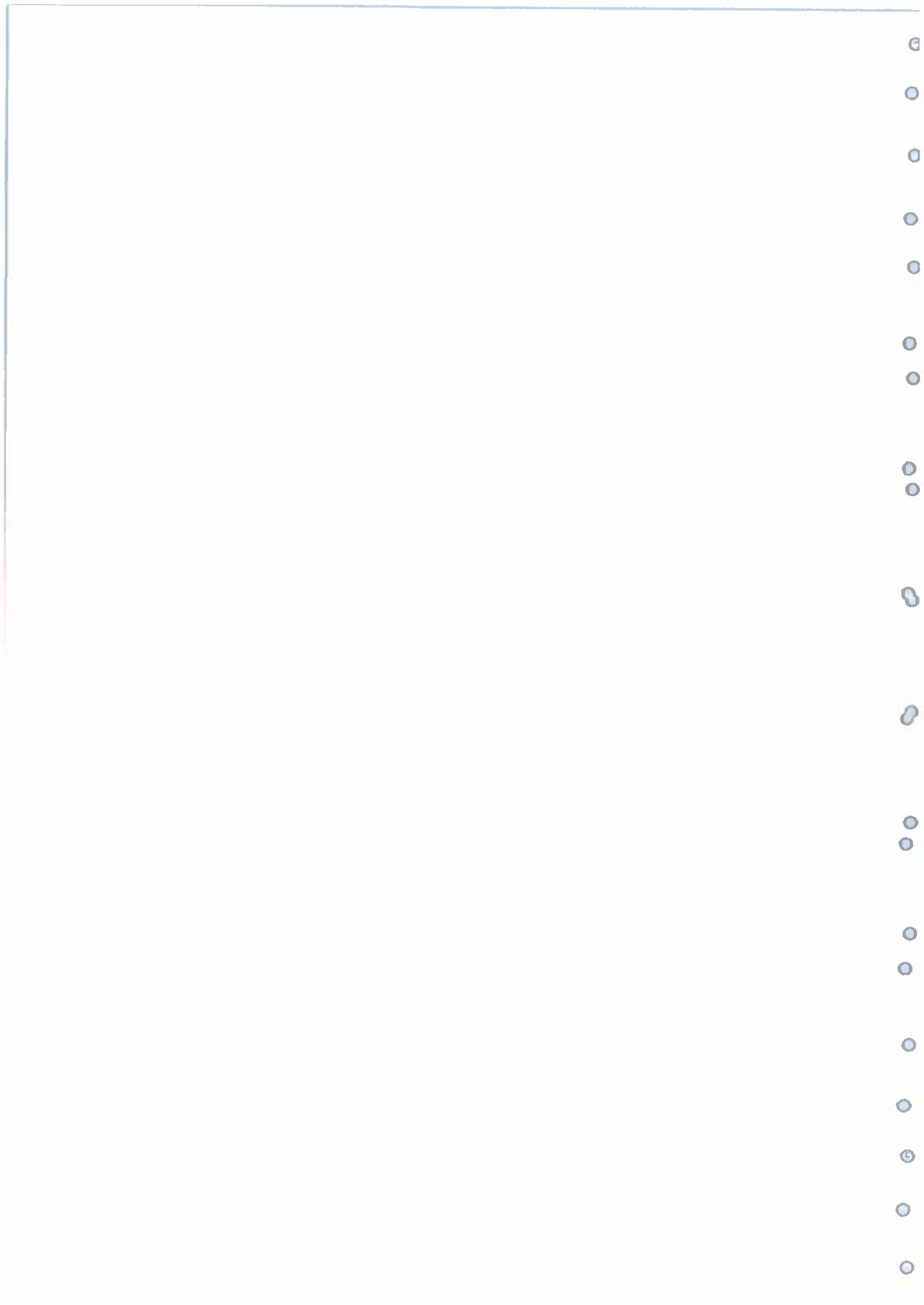
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3.0 Travel Plan Administration

Travel Plan Coordinator

- 3.1 A Travel Plan needs a coordinator to take responsibility for the development and management of the Travel Plan and ensure its delivery. In the case of Residential Travel Plans, the coordinator has a particularly important role in presenting the plan to new residents who may not otherwise feel any common cause with its implementation. It is therefore important that the future coordinator is either located on Site or makes regular visits to the Site during the marketing period. The name of the coordinator is not known at the present time and will be identified before the development is commenced.
- 3.2 The developer will appoint a Residential Travel Plan Coordinator (RTPC) funding their activities from the end of construction for period of 5 years commencing at 75% occupancy. Typical duties of the Residential Travel Plan Coordinator will include:
- i) Taking responsibility for the delivery of the Travel Plan. The TPC shall be appointed before residents occupy the site so they can ensure that appropriate measures and facilities are up and running at the earliest possible stage
 - ii) Giving a 'human face' to the RTP; explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice to each purchaser
 - iii) Training the people selling the residential units in respect of the RTP so that it is marketed as an integral part of the site
 - iv) Ensuring that structures for the ongoing management of the plan are set up and running effectively
 - v) Establishing and promoting the individual measures in the plan, such as providing information on home deliveries, car share, etc
 - vi) Ensuring that the most up to date travel information is available to residents
 - vii) Overseeing the monitoring and reporting of the RTP and submitting monitoring reports to the local authority as agreed





- 3.3 A Residential Travel Plan Coordinator will be appointed after planning permission and in advance of opening of the residential development. Until that time, the contact for Travel Plan matters is:

Mr Andrew Rennie
Harbourside Investments Limited
10 Albemarle Street
London
W1S 4BL

Tel: 0207 647 1700

Email: AndrewRennie@citygrove.com

Consultation

- 3.4 The success of the Travel Plan will rely on the feedback from residents which will be overseen by the RTPC. The Residential Travel Plan Coordinator shall be responsible for all liaison with residents and with outside bodies, including the London Borough of Hillingdon. The Residential Travel Plan Coordinator will liaise with these groups as necessary.
- 3.5 All new residents will be made aware of the details of the Residential Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving its objectives at its launch.

Updating

- 3.6 The objective to encourage new residents to consider travel by sustainable modes will not change, however it may be possible over time to define or re-define specific objectives. A review of Travel Plan targets will provide an important focus for reviewing strategies. The Residential Travel Plan will be administered, reviewed and monitored for a period of five years commencing from 75% occupancy of the residential site.



4.0 TRAVEL PLAN OBJECTIVES & MEASURES

- 4.1 Following an analysis of resident's travel information, a review of targets and objectives for the Residential Travel Plan shall be made. In order to meet the targets and objectives, a set of physical and management measures shall be designed and target dates for their implementation put in place.
- 4.2 At this stage, the objectives, targets and measures outlined below are presented as a guide to the likely development of the Travel Plan. However, the list is not exhaustive and the Residential Travel Plan Coordinator shall be free to investigate other potential initiatives, particularly those identified by residents.

Travel Plan objectives

- 4.3 The Residential Travel Plan has the following objectives:

Objective 1: To aim to reduce the number of single occupancy resident car journeys by encouraging car sharing amongst residents

Objective 2: To encourage walking, cycling, bus and rail travel

Objective 3: To monitor and review the progress of the Residential Travel Plan strategy for a period of five years from 75% occupancy

Travel Plan Measures

- 4.4 The construction of the development will occur over a number of years and the main site marketing office will be the focal point for the distribution of travel information to new residents and potential purchasers. The development's sales and marketing staff will be trained in personalised journey planning techniques (i.e. using websites such as Traveline and Transport Direct) and will undertake this service for new residents as part of the normal introduction process in order to promote sustainable travel to work, school, leisure and shopping activities.



General marketing and promotion

- 4.5 Each of the new residential units will be provided with a Resident's Welcome Travel Pack which will contain details of how trips to leisure, school and retail facilities can be achieved by means other than the private car:
- a) The Resident's Welcome Travel Pack will provide information on bus routes and frequency; bus stop locations; cycle/pedestrian route maps and maps of facilities within walking and cycling distance and information on access to rail services. The Resident's Welcome Travel Pack will be issued to new residents at the time of occupation being the best time to influence travel behaviour
 - b) A travel notice board will be provided within the marketing suite until all apartments have been sold

Encouraging walking

- 4.6 To encourage residents to consider walking as a viable mode of travel, the following measures are included in this Residential Travel Plan:
- a) The development's sales marketing staff will encourage new residents to walk to local shops and services and other nearby local facilities through promotion of available routes and facilities
 - b) The Resident's Welcome Travel Pack will promote walking by highlighting the added benefits of:
 - Improving health and fitness and knowledge of the local neighbourhood
 - Learning new road safety skills
 - Using a more environmentally friendly mode of travel
 - Saving money and Increasing social interaction

Encouraging cycling

- 4.7 To encourage residents to consider cycling as a viable mode of travel, the following measures are included in this Residential Travel Plan:





-
- a) The development's sales and marketing staff will encourage residents to cycle to work and services within 5 miles of the Site through promotion in the Resident's Welcome Travel Pack
 - b) New residents who wish to cycle will be encouraged to:
 - Follow rules about appropriate cycle behaviour
 - Use 'D-type' locks and have a cycle training qualification
 - Keep bikes in good condition and wear reflective clothing and helmets
 - c) Dedicated cycle storage space will be provided for each flat and for visitors within the development in accordance with the planning permission
 - d) Promote LB Hillingdon's cycling website - www.hillingdon.gov.uk/cycling
 - e) Promote website - hillingdon.cyclestreets.net for cycle journey planning

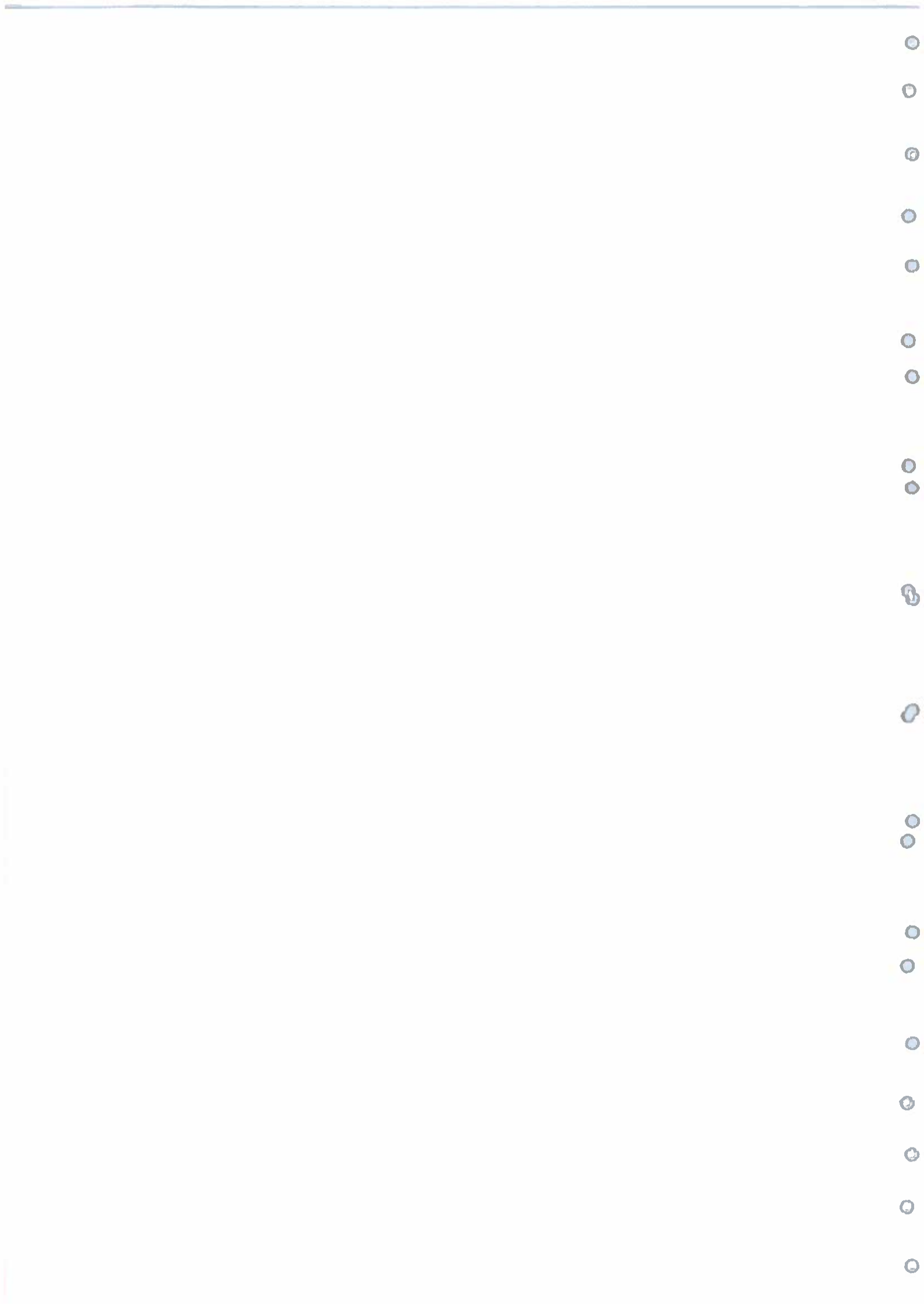
Encouraging the use of bus and rail services

4.8 To encourage new residents to consider the use of bus and rail services, the following measures are included in the Travel Plan:

- a) Maintain and enhance the flow of travel information to residents and provide local bus and rail routes and Travelwise information within the Resident's Welcome Travel Pack
- b) Encourage all residents when walking and cycling are not an option to use bus and rail travel, if it is an appropriate alternative, with promotion in the Resident's Welcome Travel Pack

Encouraging Car Sharing

4.9 The setting up of a bespoke private car share group would not be an appropriate task for management or residents. The use of an already established internet-based car share scheme would be a better option and more likely to be used in the future. Therefore, to encourage residents to consider car sharing as a viable mode of travel, the following measures are included in the Residential Travel Plan:

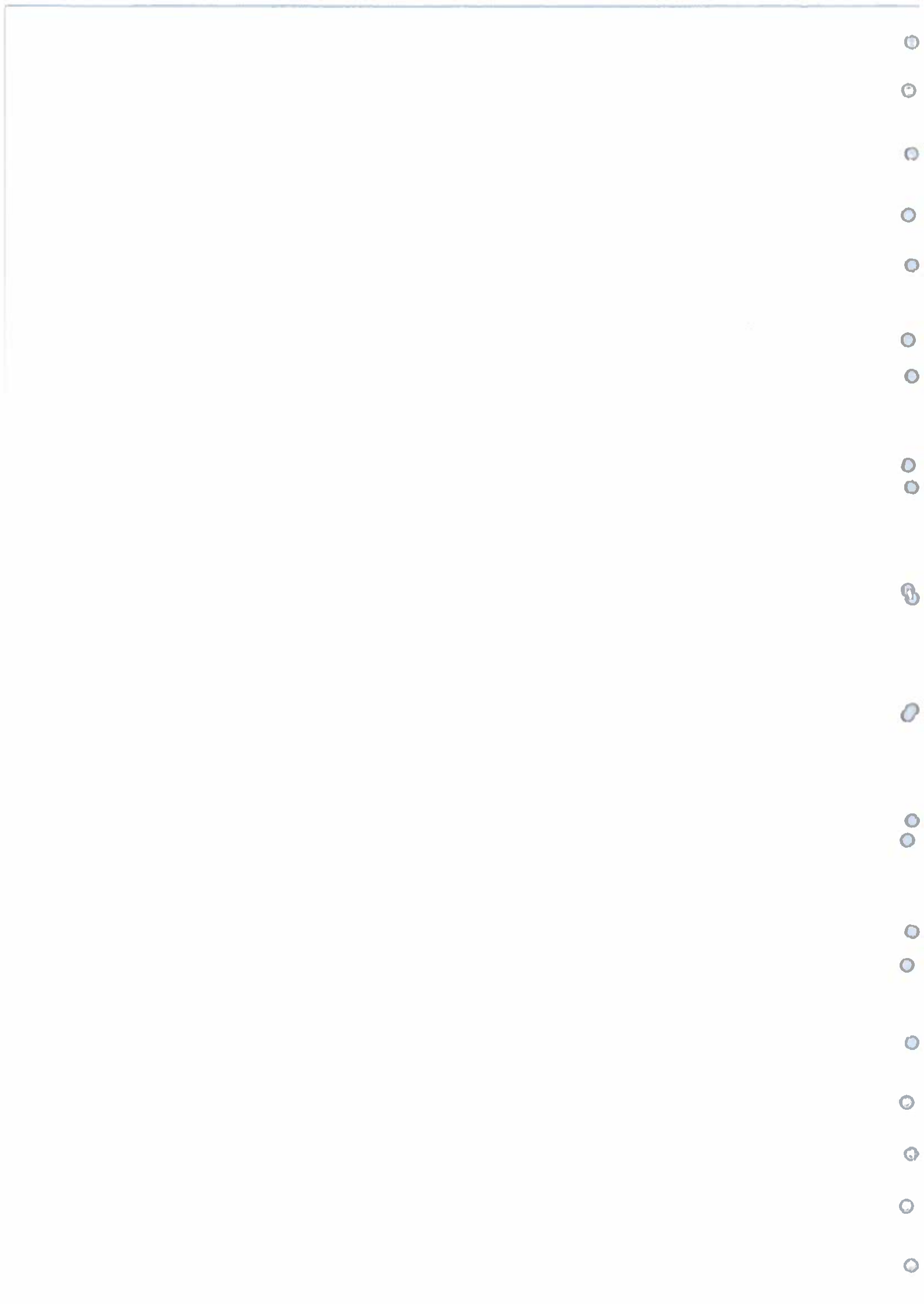




-
- a) The Resident's Welcome Pack will promote car share schemes such as 'gocarshare.com' and 'Liftshare.com'
 - b) Residents will be made aware of the benefits of sharing their car when travelling, namely:
 - i) that parking and pollution problems will be lessened due to the lower number of cars
 - ii) that car sharing need not be a fixed or regular event. If residents share a car journey just once a week on an average one-way journey of five miles could save at least £300 per year
 - iii) that car sharing is a sociable activity that enables residents to meet new people and make new friends

Home Delivery Services

- 4.10 A number of home delivery services are available online which will avoid the need for unnecessary car journeys. The new Morrisons located directly beneath the residential accommodation will provide a home delivery service which is free to register, although for new residents most would be able to walk to the store below if Morrisons is their preferred foodstore.
- 4.11 All available home delivery services will be promoted within the Resident's Welcome Travel Pack.





5.0 TRAVEL PLAN MONITORING & REVIEW

Monitoring of Travel Plan measures

- 5.1 Within 6 months of 75% occupancy (108 dwellings), the Residential Travel Plan Coordinator will undertake an iTRACE compliant survey to provide a Year 1 Baseline Report. All data will be collected in a manner which enables the Travel Plan to be monitored and assessed by the Residential Travel Plan Coordinator and Hillingdon Council using iTRACE software. The surveys will be funded by the developer and will be carried out by a TRAVL approved Independent Field Company (IFC). Standard survey methodology will be in accordance with the Department for Transport's ATTrBuTE web-based application. The monitoring of the Travel Plan and a monitoring fee paid to the Hillingdon Council will be secured through a S106 Planning Agreement.
- 5.2 Monitoring will include:
- Maintenance of a comments received database
 - Multi-modal count of all trips to and from site during nominated survey periods
 - Resident's travel questionnaire during nominated survey periods through a mail drop questionnaire followed up by a door-to-door survey of non-respondents
- 5.3 Within 3 months of the baseline survey being completed, the Residential Travel Plan Coordinator will submit to Hillingdon Council the Year 1 Baseline Report. Subsequent biennial surveys and progress reports will be provided in Year 3 (Interim Report) and in Year 5 (Final Report) of a total 5-year cycle of monitoring. The monitoring reports will include results from the resident's travel surveys; progress towards Travel Plan targets and a summary of activities that have been undertaken during the previous year. The monitoring report will be submitted within three months of completion of each relevant survey. No additional surveys or reporting will be undertaken post Year 5.
- 5.4 The findings from the monitoring reports will also be reported back to residents to ensure that the information is shared with those affected by the Travel Plan. A summary of the findings of the monitoring programme will be made available in an easily digestible form (such as a community newsletter) with a clear explanation of how the Travel Plan can





help the community to make further progress. The newsletter will provide contact details of the RTPC to enable residents to provide their feedback and comments.

Targets

- 5.5 The main strategy of the Residential Travel Plan is to increase the use of car sharing, public transport, walking and cycling and reduce sole occupancy private car usage. The preliminary targets for the Residential Travel Plan commencing after 75% occupation are shown in **Table 5.1**. The targets are considered to be "SMART" (i.e. Specific, Measured, Achievable, Realistic and Timely):

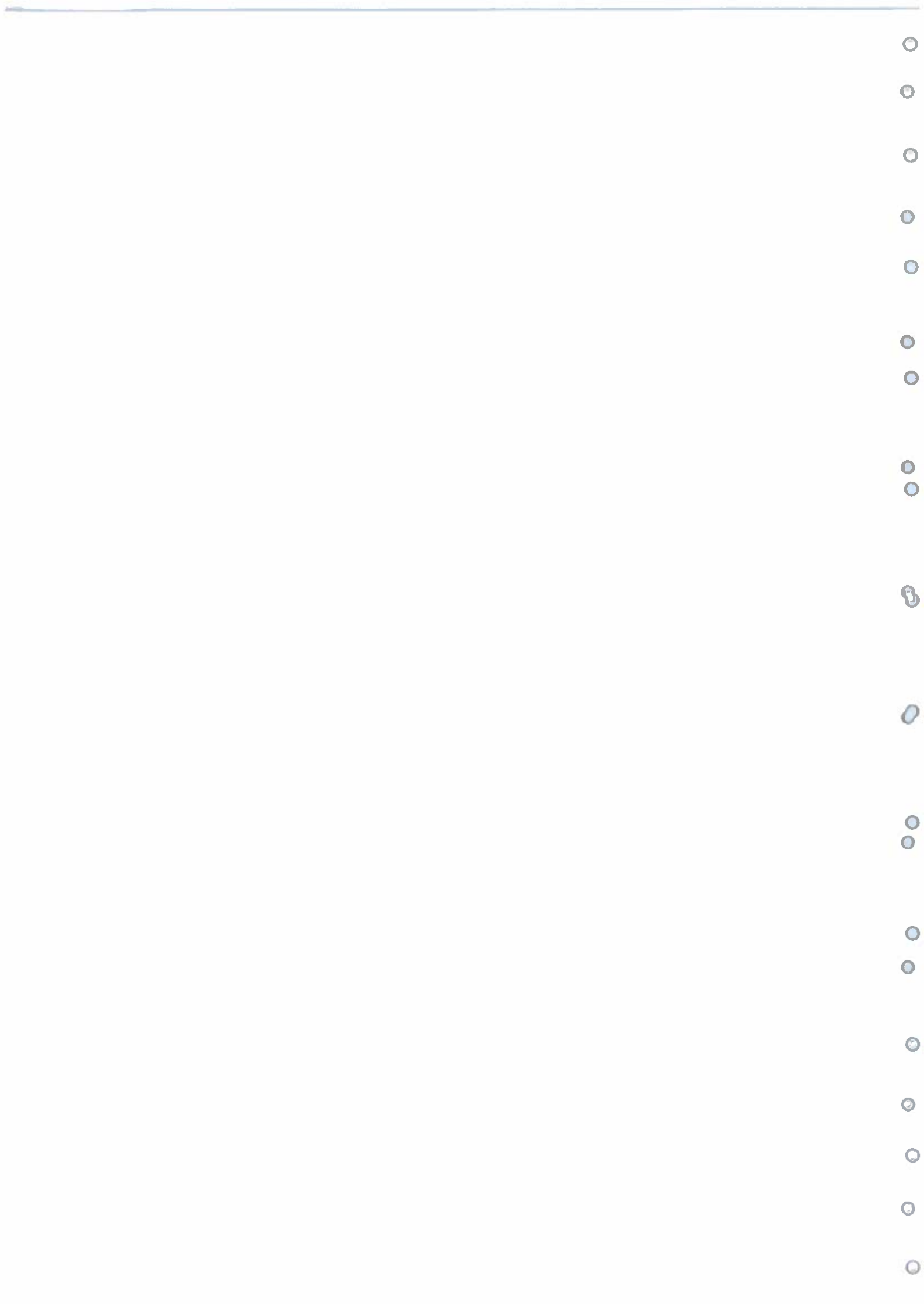
Table 5.1: Travel Plan Preliminary Targets

Mode of Travel	Percentage target from baseline Year 1 survey	
	Year 3	Year 5
Single car occupancy (peak hour)	-2.5%	-5%
Increasing walking (daily)	+2.5%	+5%
Increasing cycling (daily)	+5%	+10%
Increasing public Transport (daily)	+2.5%	+5%

- 5.6 It should be remembered that new residents will have the choice of whether they are willing to alter their modes of transport and can therefore only be encouraged to reduce their vehicle trip use by the methods outlined within the Residential Travel Plan.

Funding

- 5.7 The developer will allocate a sufficient initial budget for the Travel Plan's implementation during its set up period to finance the measures identified. This will be reviewed by the RTPC on an annual basis to identify whether any adjustments are required in order to achieve the targets. The implementation of measures such as cycle parking provision will be met as part of the construction phase, whilst the maintenance and on-going management of the Residential Travel Plan will be part of the Residential Travel Plan Coordinator's role. It is envisaged that this will involve approximately 1-2 hours of management time per week. Assuming 8 hours per month for the TPC role, the cost to the residential developer of funding the TPC is estimated at approximately £4,000 per annum.





Action Plan

- 5.8 Upon receipt of a planning permission, the appointment of a Residential Travel Plan Coordinator will be confirmed and a series of actions will be started to deliver an effective Residential Travel Plan. An Action Plan of the process is enclosed in **Table 5.2** and **Table 5.3**:

Table 5.2: Action Plan

Issue	Measures Proposed	Timescale
Direct measures to reduce car use	Market homes on site, highlighting its sustainable location	Incorporated into sales details
	Welcome Pack to be provided to all new residents	On occupation of each dwelling
	Community website providing focal point for travel initiatives.	Prior to occupation of first new dwelling. To be maintained by site's management company
	Notice board on site within the marketing suite to provide information on the Travel Plan including car sharing, cycle information and public transport details.	During construction and marketing. To be maintained by site's management company
	Provide details of car sharing website gocarshare.com and Liftshare.com	On occupation of each dwelling
	Provide details of available home shopping facilities	On occupation of each dwelling
Measures to promote cycling	Provision of information of cycle routes within Welcome Pack	On occupation of each dwelling
	Provide secure on-plot cycle parking in accordance with the planning permission	In line with residential construction phasing
Measures to promote walking	Provide footways within the development	In line with residential construction phasing
	Provision of information of pedestrian routes within Welcome Pack	On occupation of each dwelling

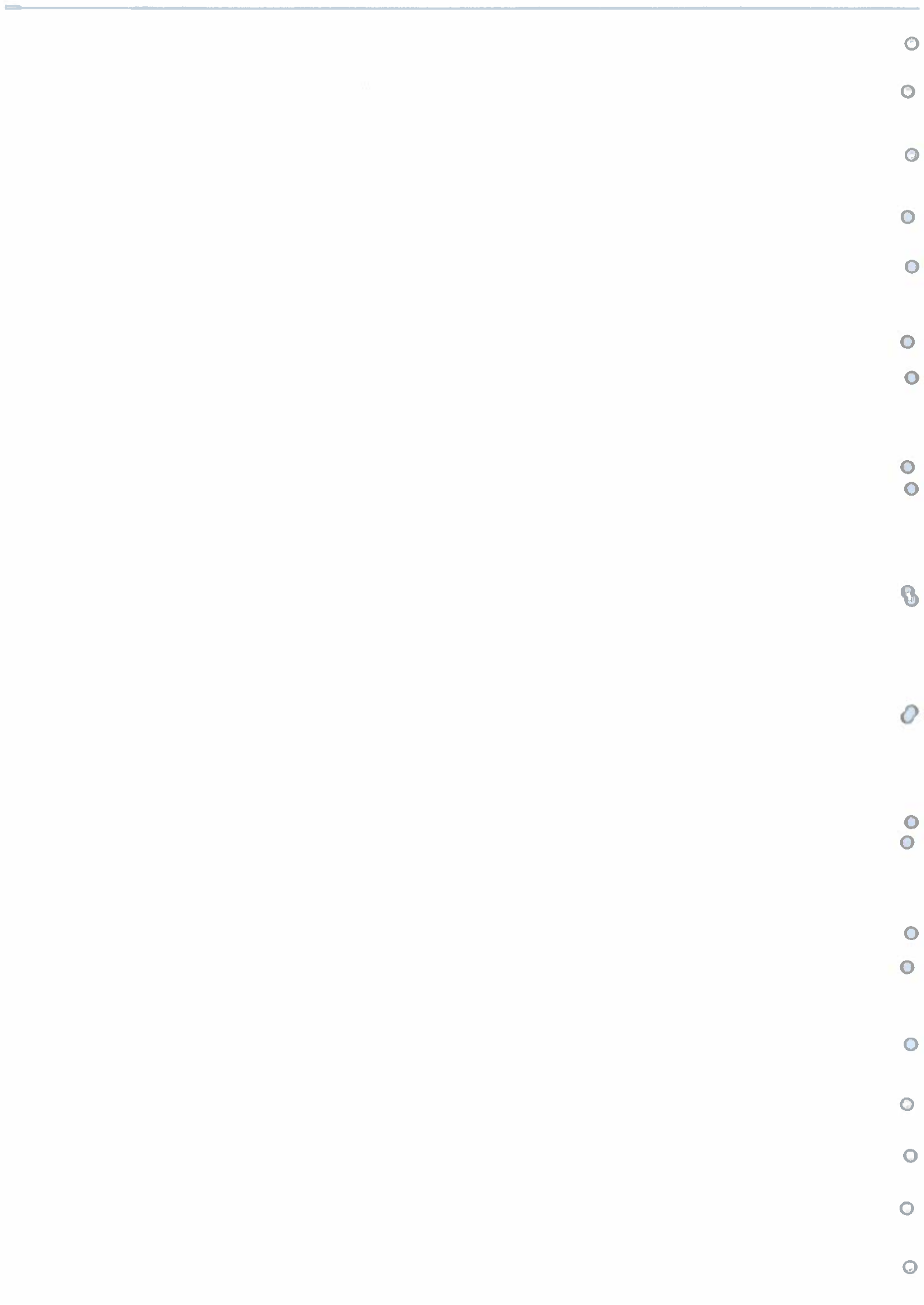
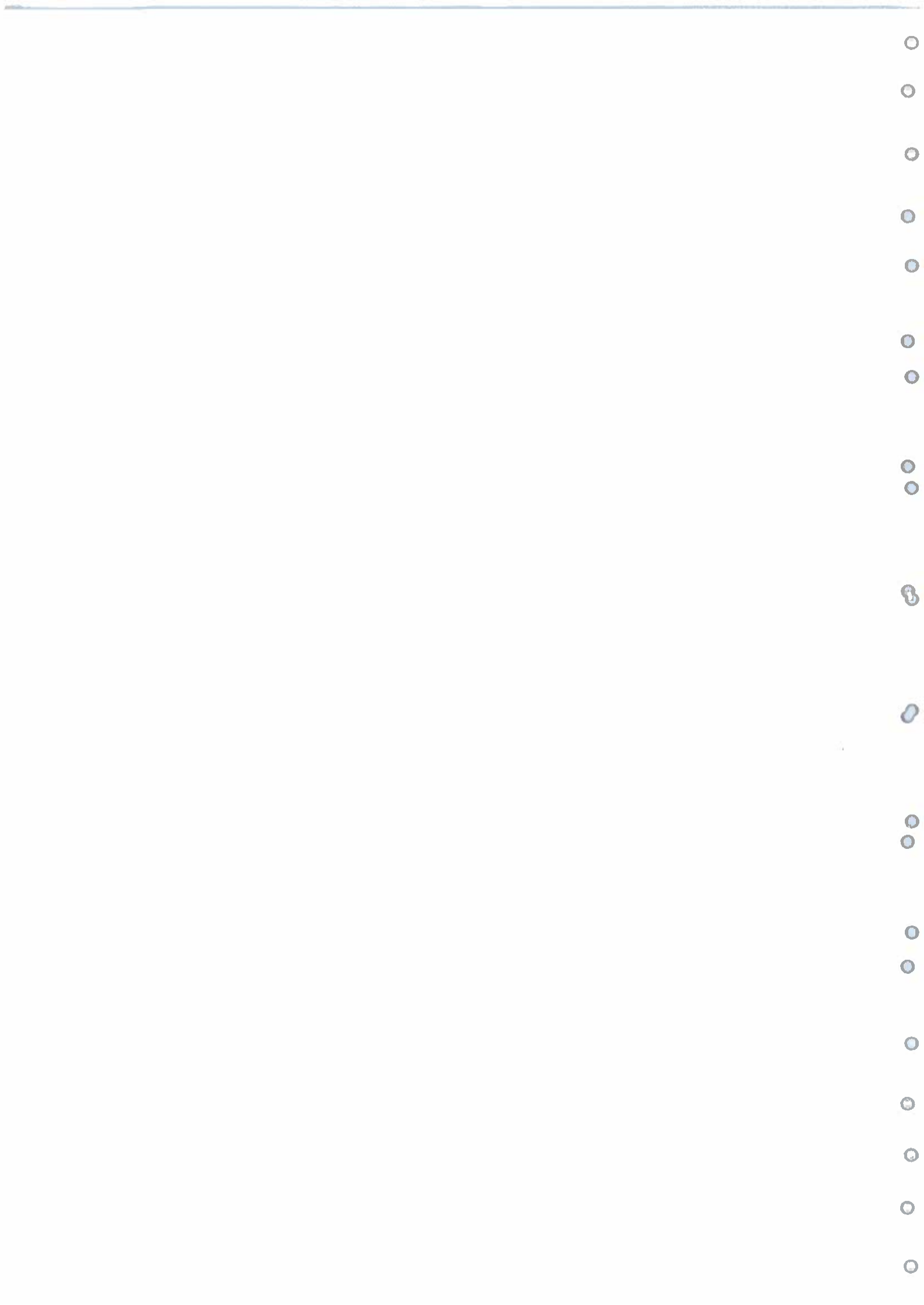
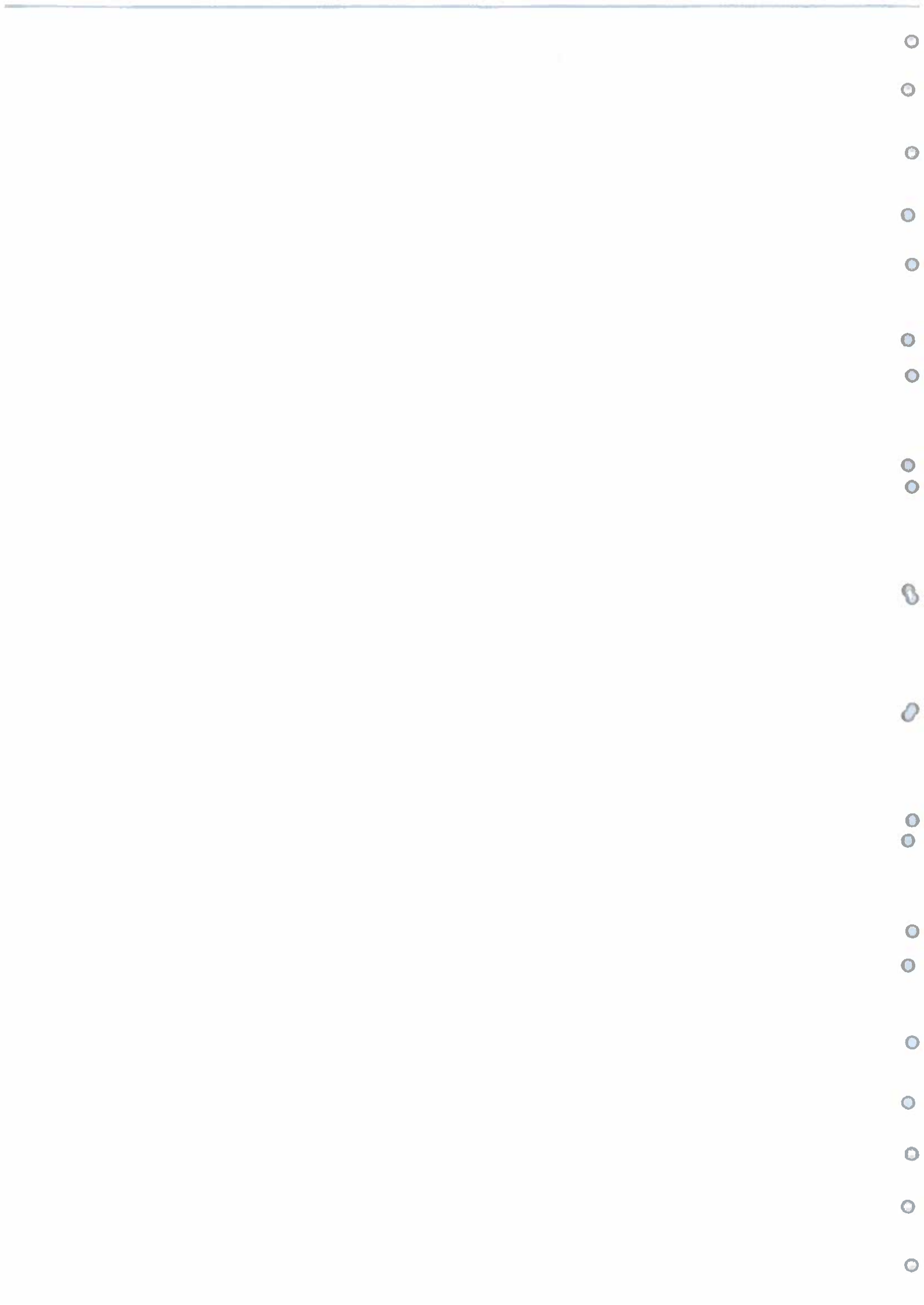


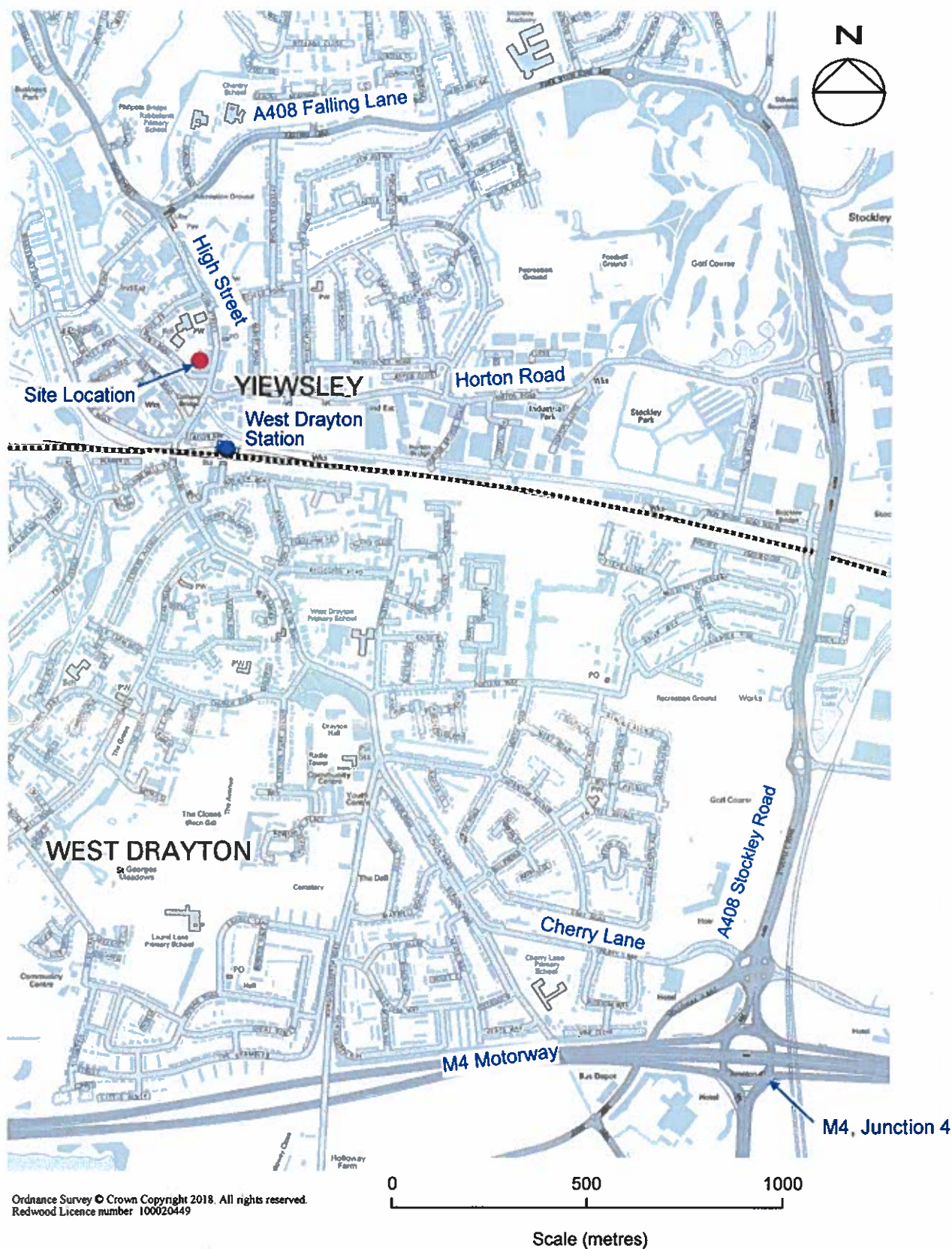


Table 5.3: Action Plan

Issue	Measures Proposed	Timescale
Measures to promote bus and rail travel	Provision of bus and rail service information and bus stop locations to new residents within Welcome Pack	On occupation of each dwelling
Monitoring and management	Appointment of a residential Travel Plan Coordinator (TPC)	Prior to first marketing
	Year 1 Baseline Report and travel survey undertaken and report prepared by TPC	Within 6 months of 75% occupancy (108 dwellings)
	Year 3 Interim Report and travel survey undertaken and report prepared by TPC	2 years after Year 1 Baseline Report
	Year 5 Final Report and travel survey undertaken and report prepared by TPC	2 years after Year 3 Interim Report
	Residential travel surveys undertaken for travel plan monitoring	1 month prior to travel survey reporting
	Submit reports to Hillingdon	Within 3 months of each survey

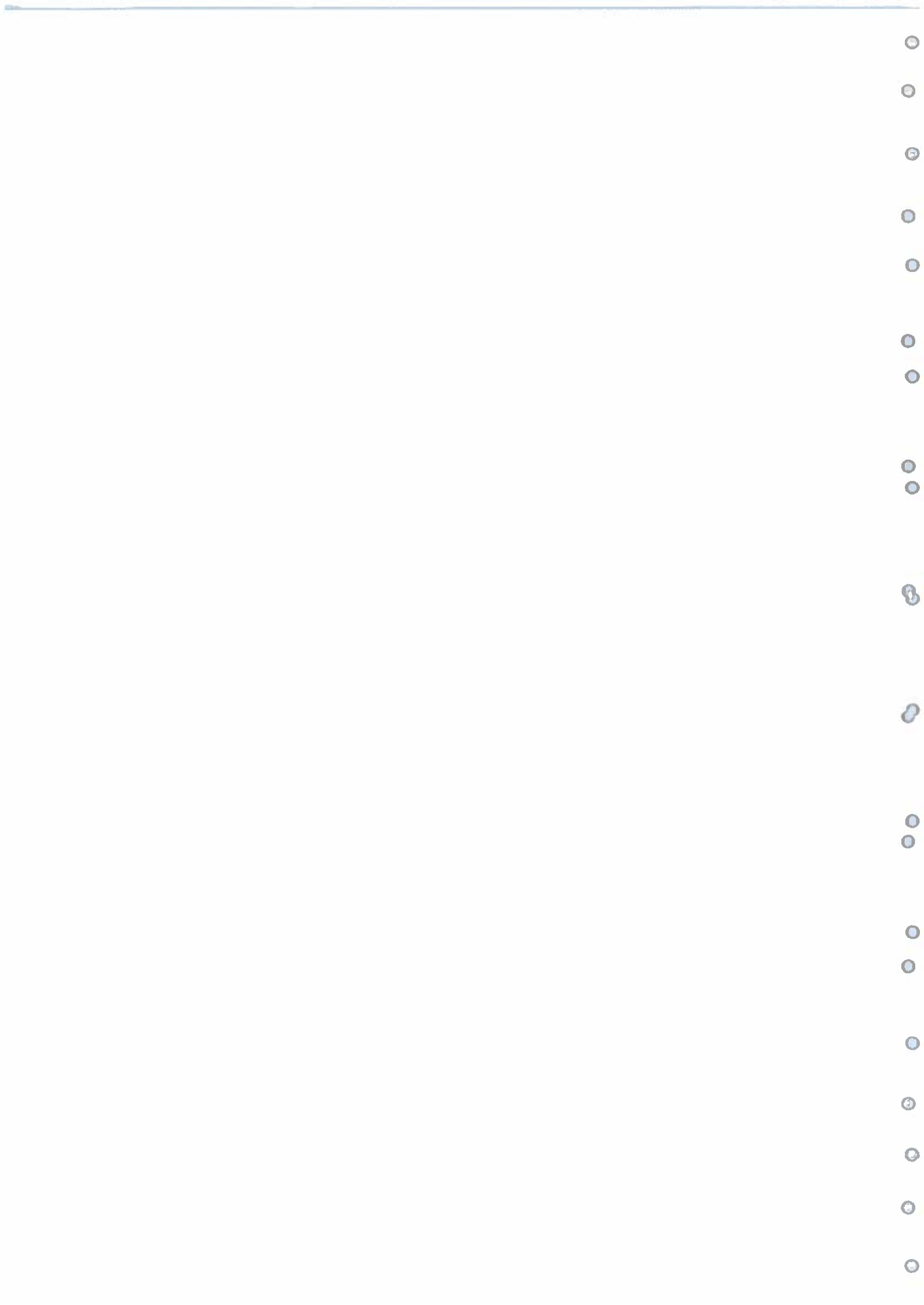


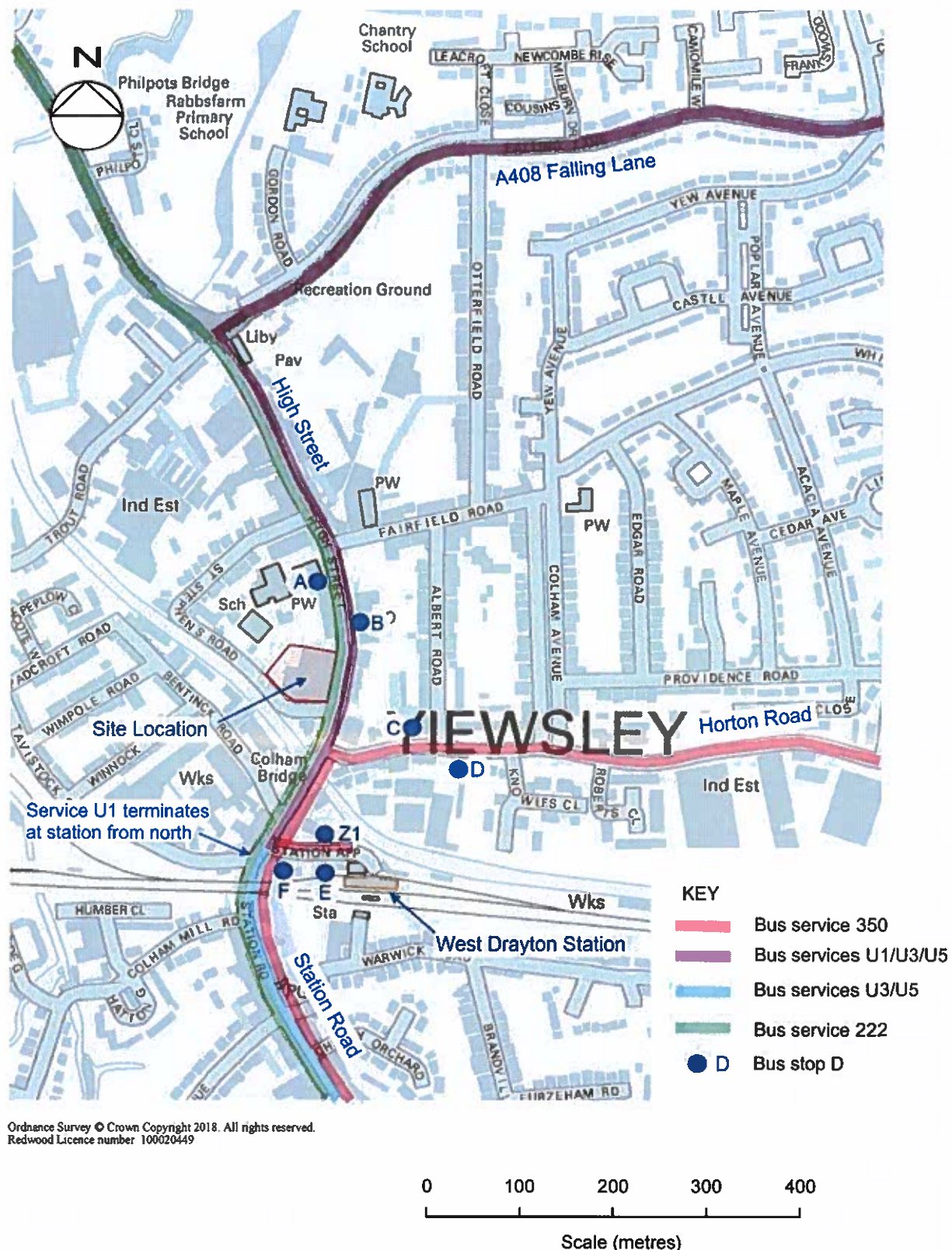




MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
SITE LOCATION PLAN

FIGURE A1

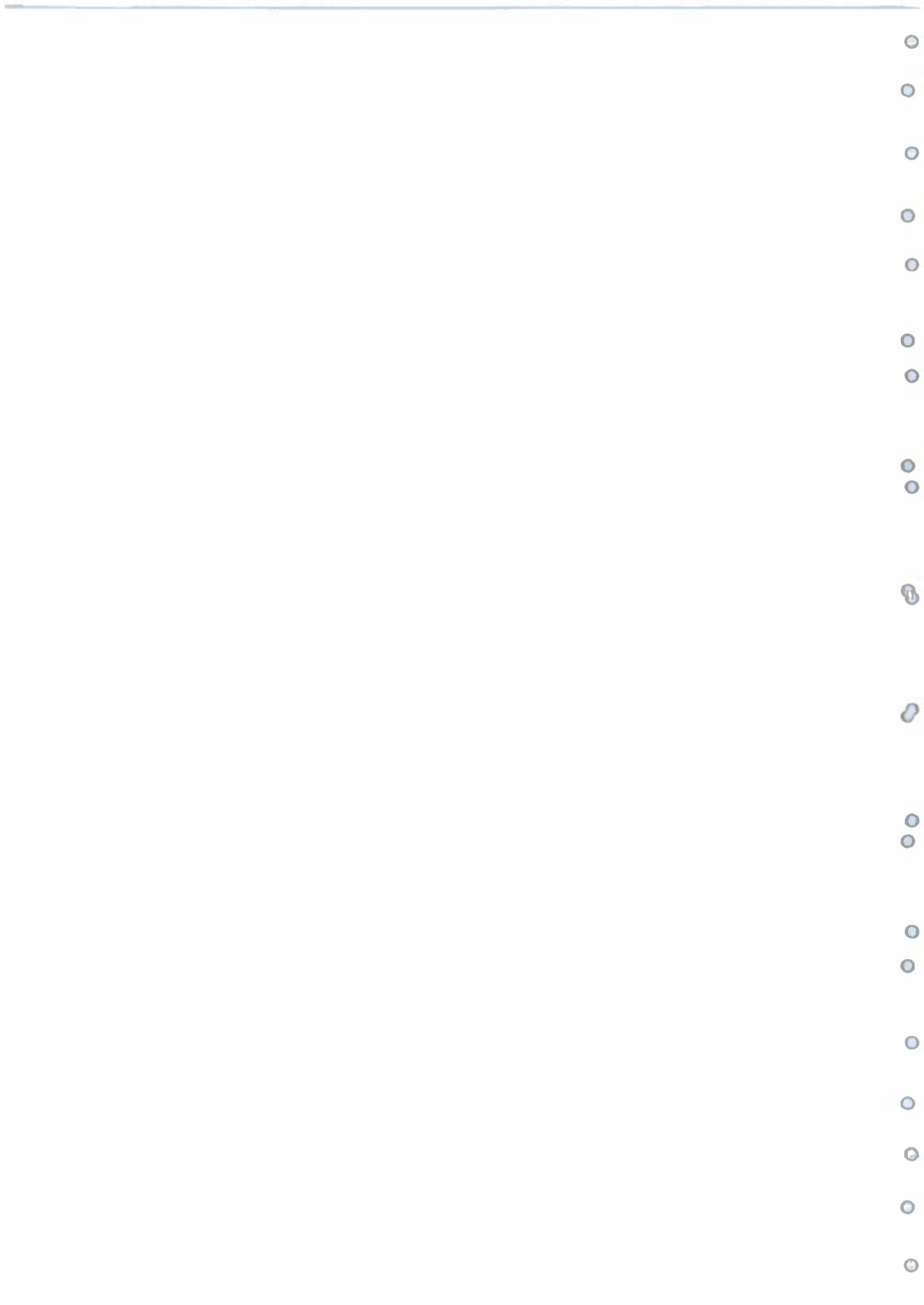


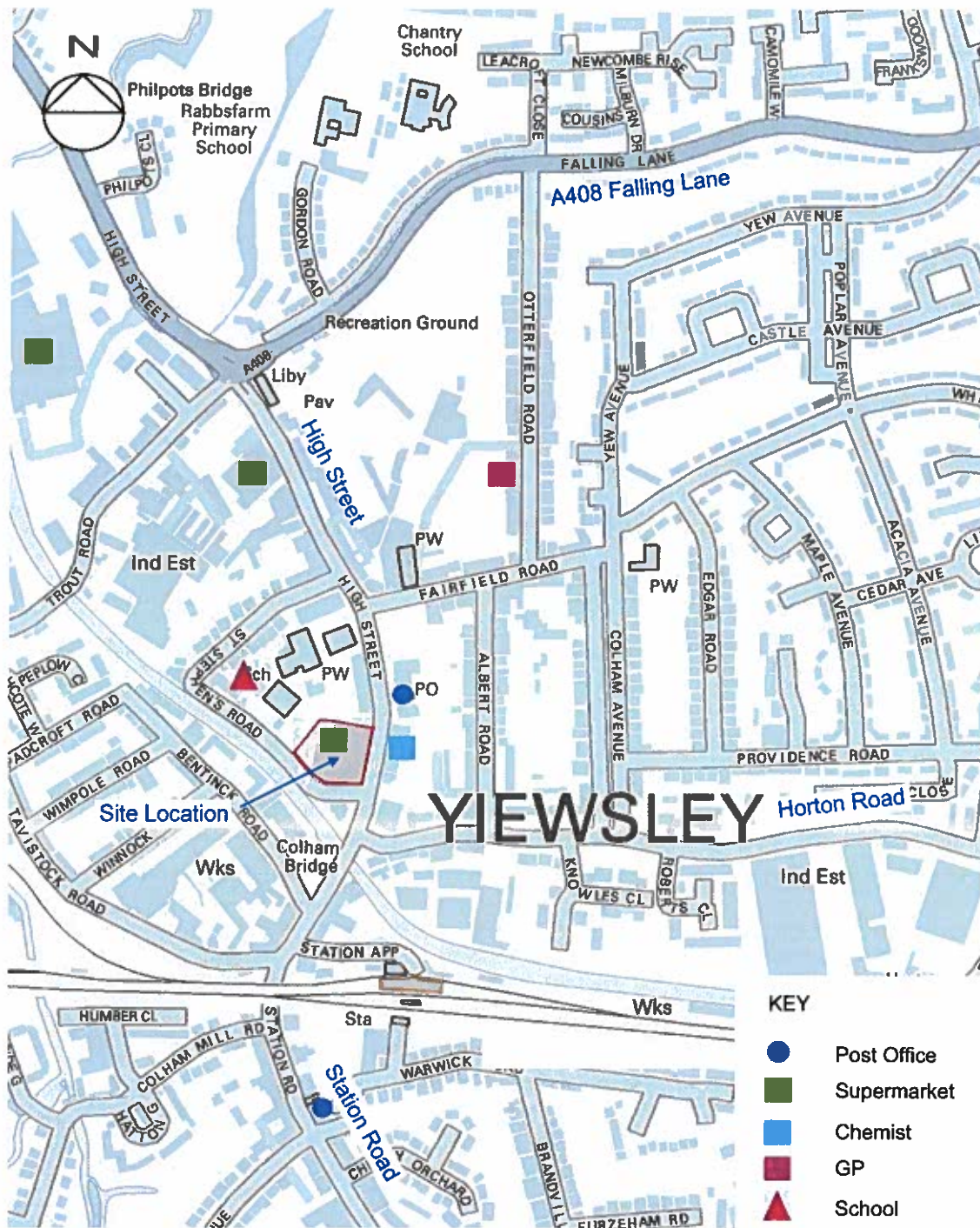


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 PUBLIC TRANSPORT PLAN

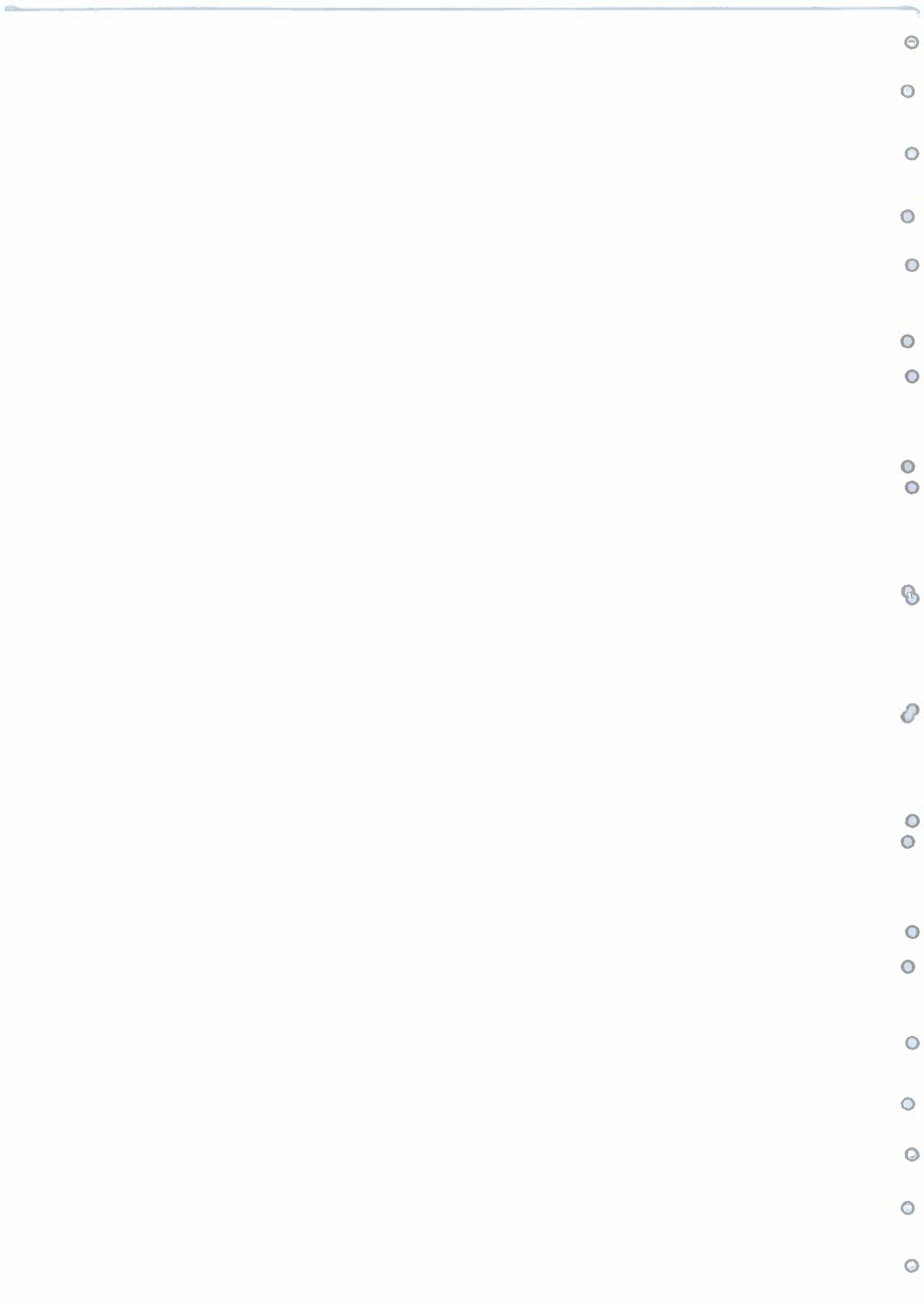
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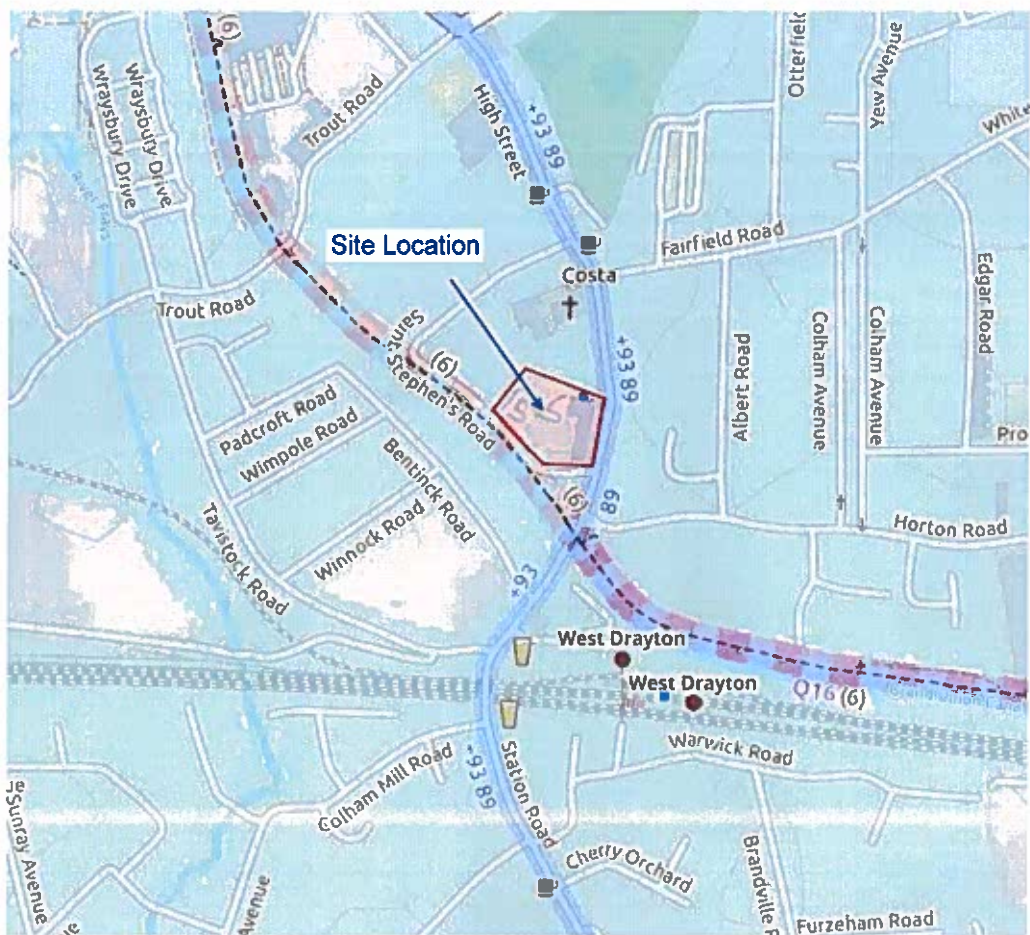




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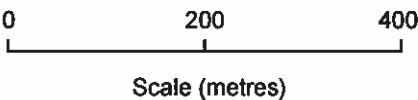


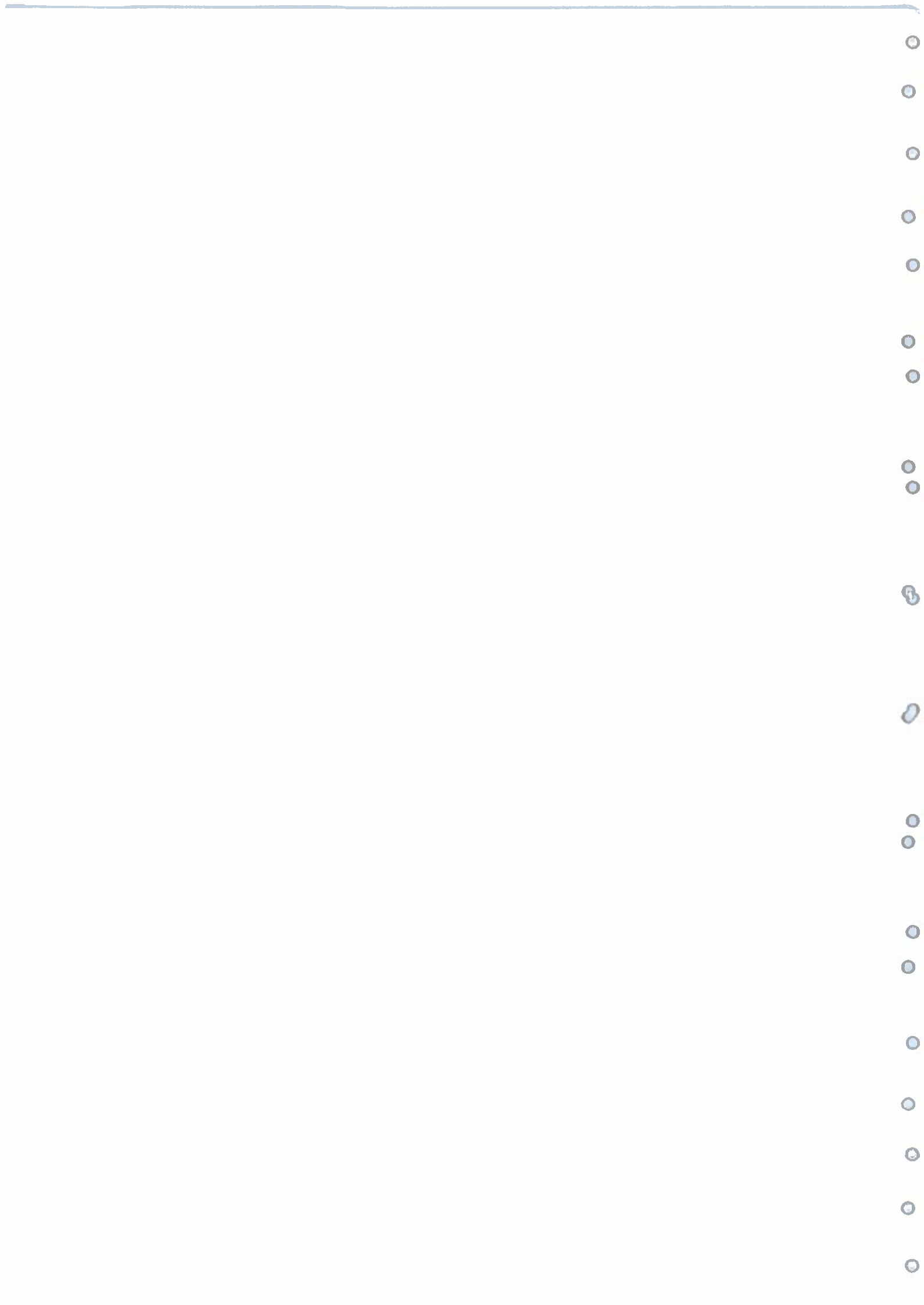


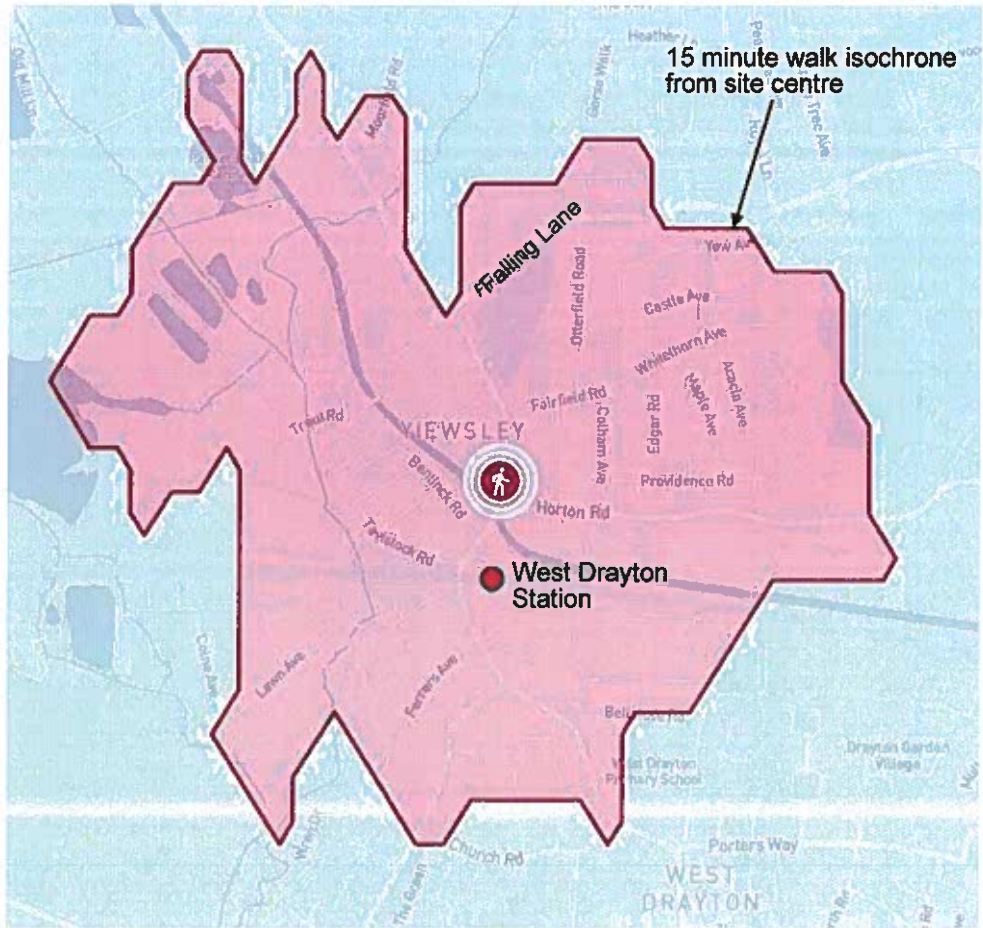
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KEY

- Local on-street cycle routes 89/93
- Grand Union Canal Cycle Route (Watford to London)







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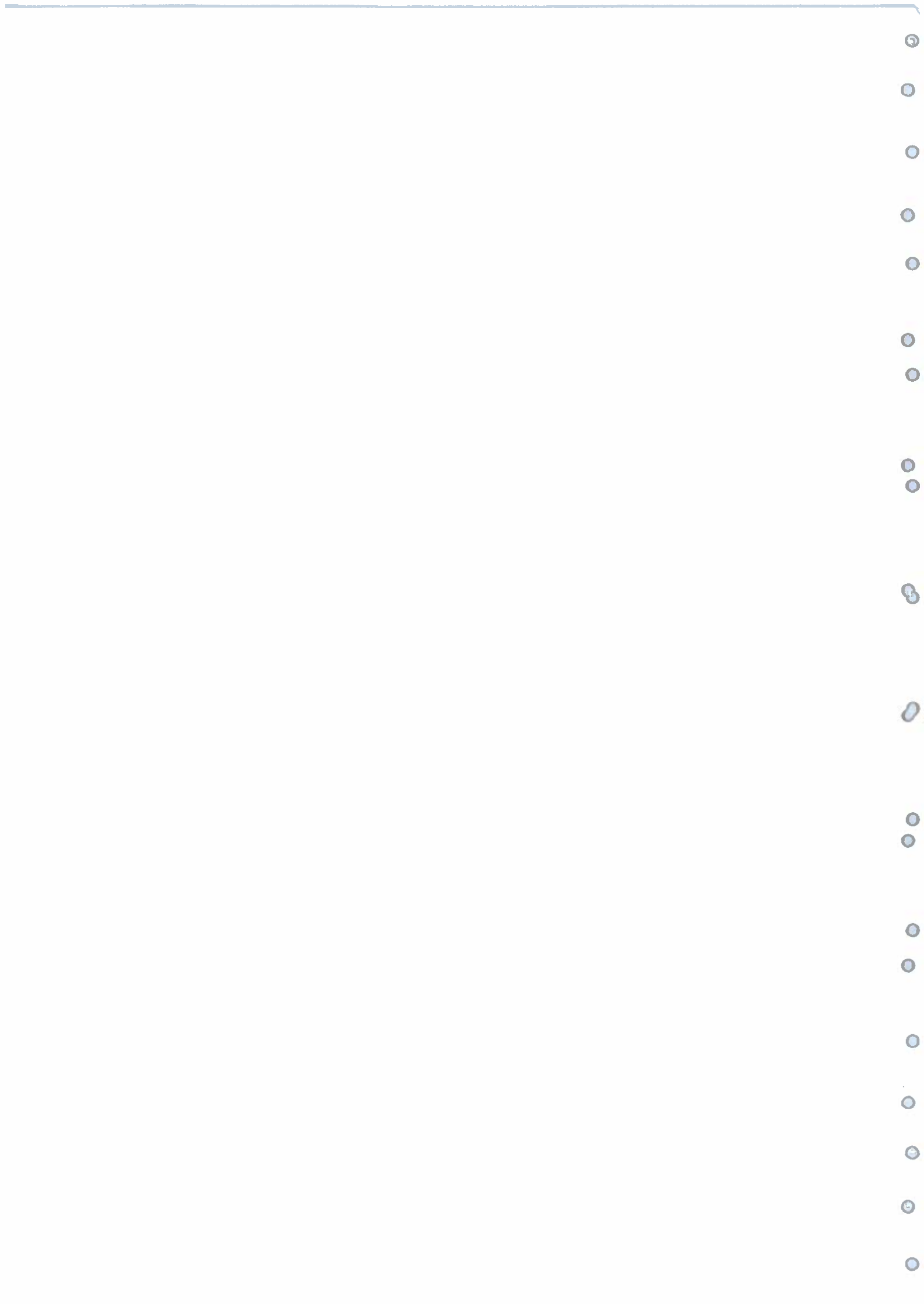
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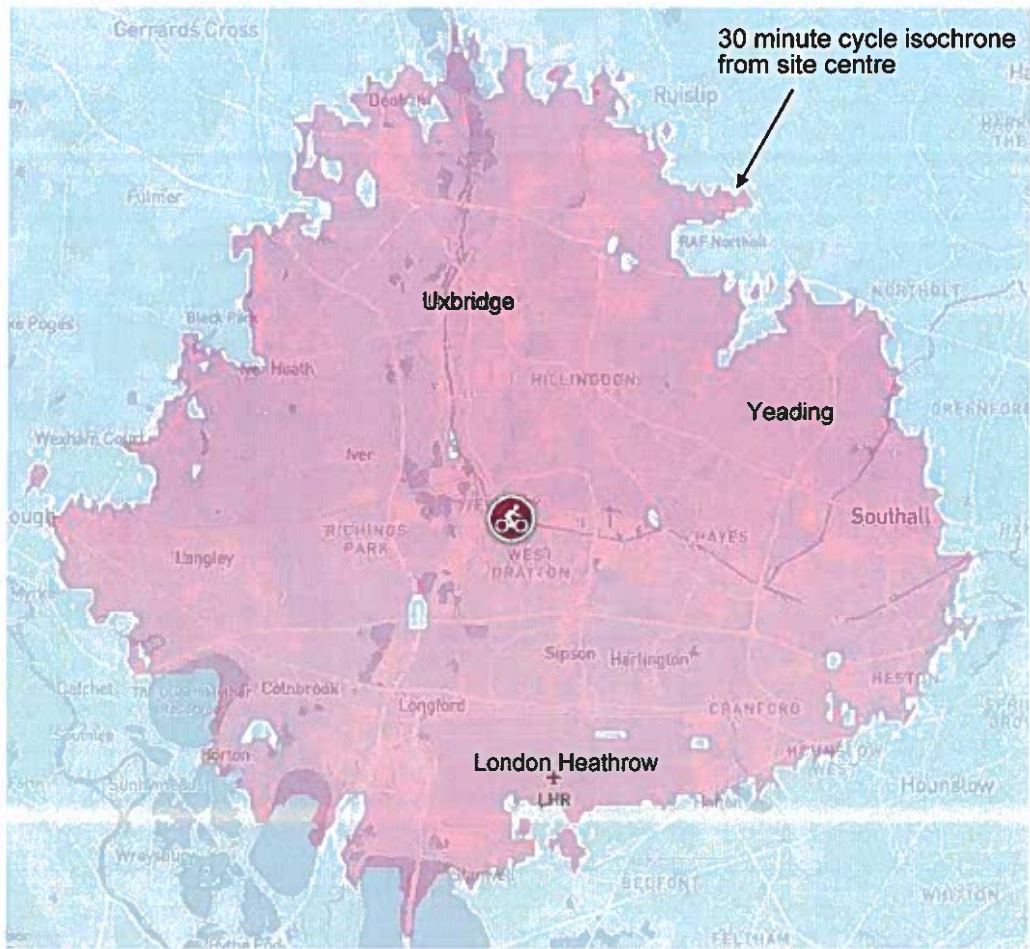


15 minute walk isochrone
80m/min = 1200m

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Scale (metres)



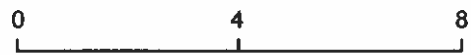


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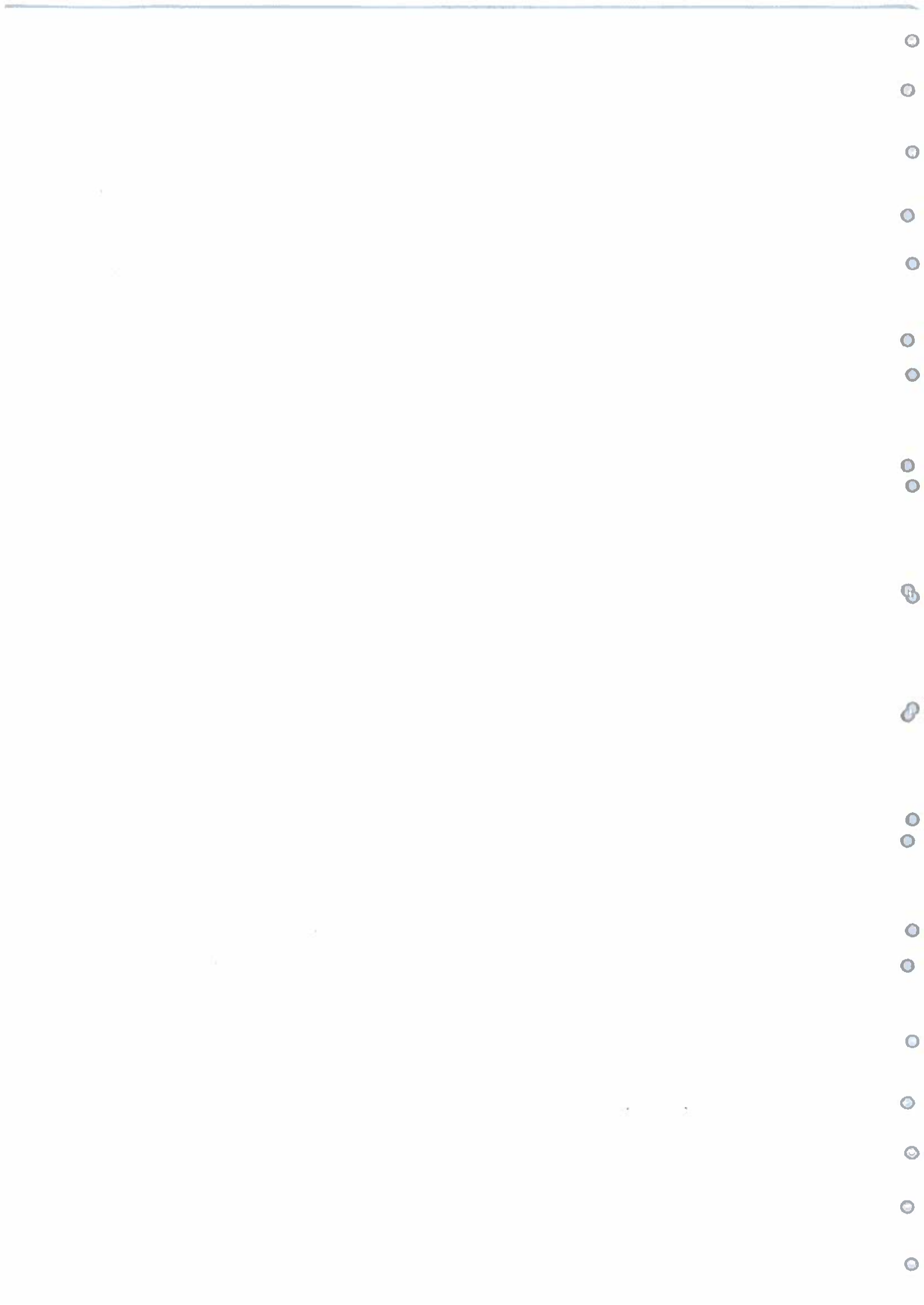
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30 minute cycle isochrone
5 miles @ 10mph



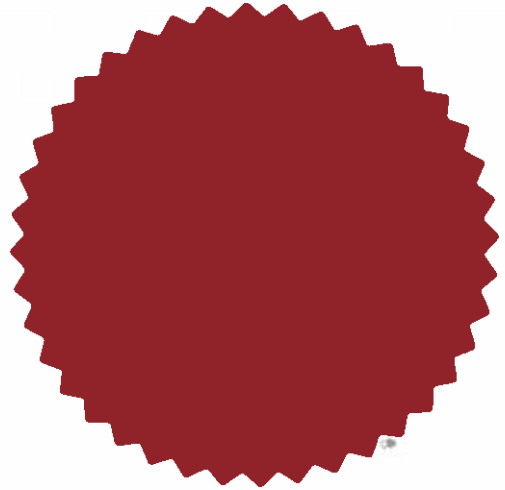
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THE COMMON SEAL of the
**MAYOR AND BURGESSES OF THE
LONDON BOROUGH OF HILLINGDON**

was duly affixed to this Deed

in the presence of:-



MEMBER OF

THE COUNCIL.....

AUTHORISED OFFICER.....

Executed as a Deed (but not delivered until the date
of this Deed) by **HARBOURSIDE
INVESTMENTS LIMITED**
acting by

ANDREW BENNIE
Full Name (Director)

.....
Signature of Director

DAEMON SHEEHAN
Full Name (Director/Secretary)

.....
Signature of Director/Secretary



Executed as a Deed (but not delivered until the date
of this Deed) by ~~SAFEWAY STORES LIMITED~~ as attorney for
acting by SAFEWAY STORES LIMITED

CHARLES MCKENDRICK

Full Name (Director)

Charles McKendrick

Signature of Director

.....
Full Name (Director/Secretary)

.....
Signature of Director/Secretary

In the presence of:

Witness signature: B. Kallend

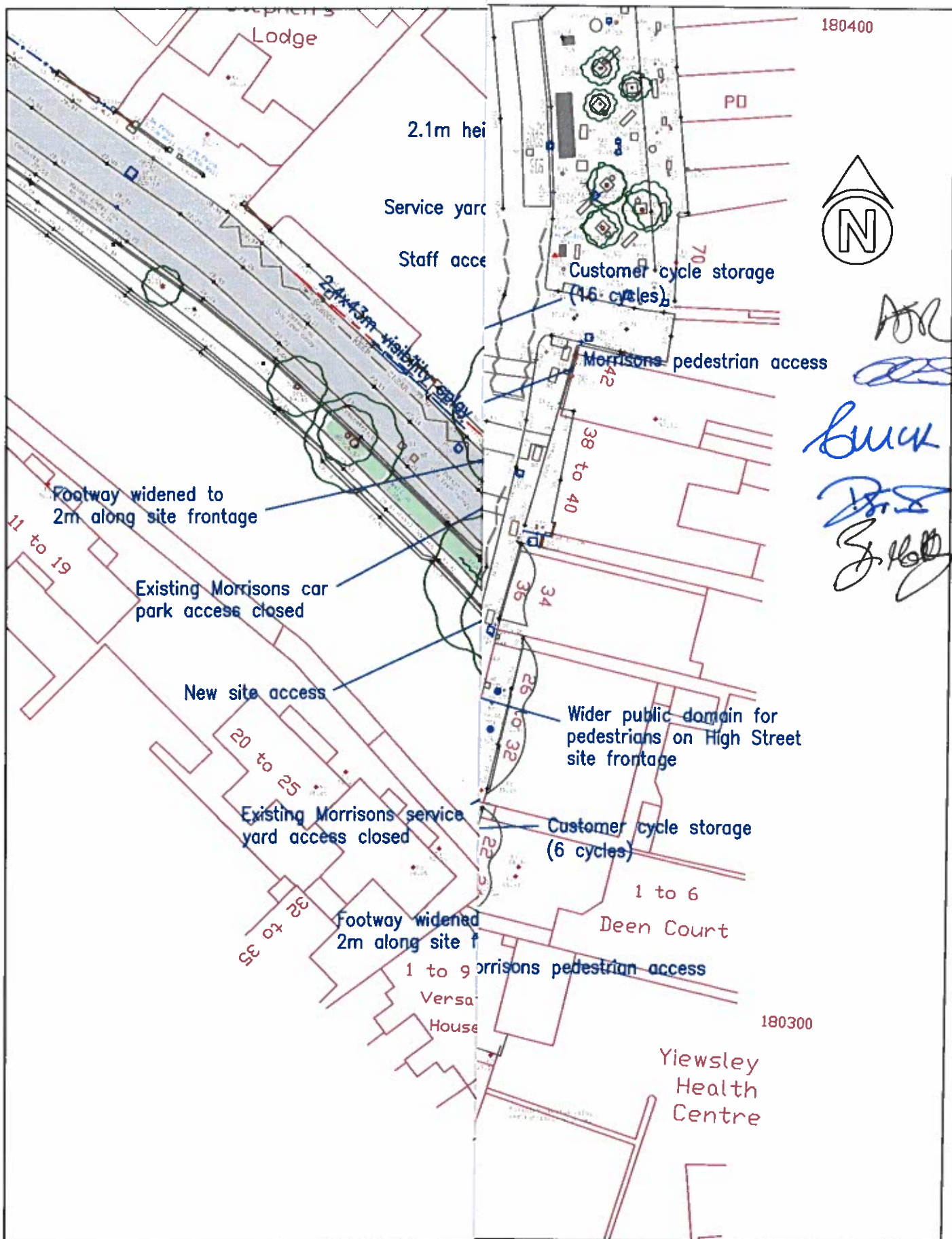
Witness Name: BEN KALLEN

Witness Address:

Wm. Morrison Supermarkets PLC
Hilmore House
Gain Lane
Bradford, West Yorkshire BD3 7DL







AKC

Lucy

DRS
J. H. H.

Client

HARBOURSIDE INVESTMENTS LTD
&
JM MORRISON SUPERMARKETS LTD

REDWOOD PARTNERSHIP
ENGINEERS & TRANSPORTATION PLANNERS



Status

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Scale

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