



Former COMAG Works, West Drayton

Low Emissions Strategy

Client: Bellway Homes Limited (North London)

i-Transport Ref: SJ/SG/IT200337-001

Date: 18 February 2025

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## **i-Transport LLP**

The Square  
Basing View  
Basingstoke  
Hampshire  
RG21 4EB

Tel: 01256 898 366

[www.i-transport.co.uk](http://www.i-transport.co.uk)

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## Quality Management

Report No.	Comments	Date	Author	Authorised
ITB200337-001	First Issue	February 2025	DG/SG	SJ

File Ref: T:\Projects\200000 Series\200337ITB - Comag Tavistock Works\Admin\Report and Tech Notes

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## SECTION 1 Introduction

1.1.1 Bellway Homes Limited (North London) have appointed i-Transport LLP to provide transport professional services in support of a discharge of conditions application relating to development of the former COMAG Works in West Drayton.

1.1.2 Planning permission was granted on 14<sup>th</sup> June 2024 under (Local Planning Authority Reference: 24843/APP/2022/2403) for the following:

***"Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22)"***

1.1.3 Condition 10 of this planning consent states that:

***"Condition 10:***

***Prior to above ground level works a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:***

- 1) secure compliance with the current London Plan (March 2021) and associated Planning Guidance requirements***
- 2) the implementation of a fast electric vehicle charging bay. This is to be implemented above the minimum number of charging points required in the London Plan.***
- 3) Produce a robust Travel Plan with a clear and effective strategy to encourage staff / users to***
  - a) use public transport;***
  - b) cycle / walk to work where practicable;***
  - c) enter car share schemes;***
  - d) purchase and drive to work in zero emission vehicles.***

***The measures in the agreed scheme shall be maintained throughout the life of the development."***

1.1.4 This Low Emissions Strategy (LES) have been produced in support of the discharge of Condition 10. The remainder of this document will address each of the requirements in the condition in turn.

## SECTION 2 Condition 10 – Requirement 1

- 2.1.1 The first requirement of Condition 10 states that the Low Emissions Strategy (LES) should ensure compliance with the London Plan (March 2021), as well as all other relevant planning policy guidance.
- 2.1.2 There was a Transport Assessment (Report ref. 2202380-02, dated July 2022) submitted in support of the original planning application. Also submitted was a Framework Travel Plan (Report ref. 2202380-02, dated July 2022). This Framework Travel Plan has been adapted to be a Full Travel Plan and is included in **Appendix A**.
- 2.1.3 These documents set out that the development is in accordance with relevant planning policy including the London Plan (2021) and other relevant policy and guidance. This LES is also therefore in accordance with the relevant planning policy and guidance as stated within Condition 10.

## SECTION 3 Condition 10 – Requirement 2

- 3.1.1 The second requirement of Condition 10 states that the LES should include details regarding the implementation of a fast electric vehicle charging bay. This is to be implemented above the minimum number of charging points required in the London Plan.
- 3.1.2 Policy T6.1 of the London Plan (March 2021) states that "*All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.*"
- 3.1.3 As is shown on the Site Plan (Ground Floor Level) (Drawing No. CWD-RMA-ZZ-00-DR-A-0100 P9), the site is proposed to include 50 car parking spaces, of which three are accessible bays. As can be seen Drawing No. 71805-ASH-ZA-L0-DR-E-1000 S2 "Car Park Lighting and Small Power Layout", every car parking bay proposed will have active charging facilities installed. These drawings are included in **Appendix B** and **Appendix C** respectively. This is in excess of the minimum number of charging points required in the London Plan and therefore meets the requirement of Condition 10.

## SECTION 4 Condition 10 – Requirement 3

- 4.1.1 The third requirement of Condition 10 is the production of a robust Travel Plan for the site which presents a clear and effective strategy to encourage staff / users to use public transport, walk and cycle to work where practicable, enter car share schemes and purchase and drive to work in zero emissions vehicles.
- 4.1.2 As part of the original planning application, a Framework Travel Plan (Report ref. 2202380-02, dated July 2022) was submitted. This Framework has since been built upon and a Full Travel Plan (Report ref. ITB200337-002) has been produced. The Full Travel Plan is included in **Appendix A** of this LES, and a summary of how this Full Travel Plan meets the specific elements of Condition 10 are detailed below.

### 4.2 Targets

- 4.2.1 The Travel Plan (Report ref. ITB200337-002) sets out targets for:
  - Single occupancy car driver trips to be at 45% after five years (based on a ten percentage point reduction on the baseline local Census figure of 55%);
  - Public transport trips to be at 32% after five years (based on a six percentage point increase on the baseline local Census figure of 26%);
  - Walking trips to be at 12% after five years (based on a two percentage point increase on the baseline local Census figure of 10%);
  - Cycling trips to be at 5% after five years (based on a two percentage point increase on the baseline local Census figure of 3%); and
  - To increase awareness of the Travel Plan amongst employees, residents and visitors.
- 4.2.2 To support progress against these targets, there is a comprehensive suite of measures proposed. These are set out in full in the Travel Plan and summarised below.

### 4.3 Public Transport Use

4.3.1 Travel by public transport modes will be encouraged, supported and facilitated through providing relevant links to TfL public transport information and up-to-date timetabling information to all residents and staff (via the Travel Information Pack supplied to residents, and noticeboards available to be viewed by staff). The site is well situated for travel via public transport, being located just a three-minute walk away from both West Drayton Railway Station and the West Drayton station of the Elizabeth Line. There are also a number of well-served bus stops in the immediate vicinity.

4.3.2 Residents will be able to claim a sustainable travel voucher to encourage them to make use of the public transport services available in the vicinity of the site.

### 4.4 Walking / Cycling

4.4.1 Walking and cycling trips will be encouraged through:

- Development of walking route maps identifying routes between the site and transport connections, local services and amenities. This information will be included within Travel Information Packs and displayed on a staff noticeboard;
- Promotion of national campaigns including Walk to Work and Walk to School weeks;
- Encouraging people to cycle to and from the site by ensuring cycle parking facilities are freely available;
- Advertising the health benefits of cycling through promotional material;
- Distribution of cycling maps and leaflets;
- Promotion of national campaigns such as National Bike Week and Cycle to Work Day; and
- Discounts for residents on purchase of bikes and equipment with local cycle outlets.

### 4.5 Car Share Schemes

4.5.1 The Travel Plan will encourage sustainable car usage via the following measures:

- The Travel Information Pack and noticeboards provide information on how to drive more sustainably and will provide links to car sharing initiatives.
- Raising awareness amongst staff and residents about the availability of car club schemes in the area.

#### 4.6 **Zero Emission Vehicles**

4.6.1 All car parking spaces provided within the development have active charging facilities installed. This will encourage the use of zero emission vehicles amongst the users of the site.

## SECTION 5 Summary

- 5.1.1 The LES stated above is provided to discharge Condition 10 of the decision notice for the consented development at the former COMAG Works in West Drayton. The LES sets out a range of measures and opportunities that are proposed, in order to encourage more active and sustainable travel to/from the site, as well as including measures to encourage the uptake of electric vehicles.
- 5.1.2 The LES is in accordance with relevant policy and guidance as required by Condition 10.

## FIGURES



Figure 2: Accessibility Plan

ITB300337

## Key

- Site Location
- Walking Route
- Formal Crossings
- On Road Cycleway
- London Cycleway 3
- Bus Stop
- West Drayton Elizabeth Line Station
- West Drayton Railway Station
- Railway Line

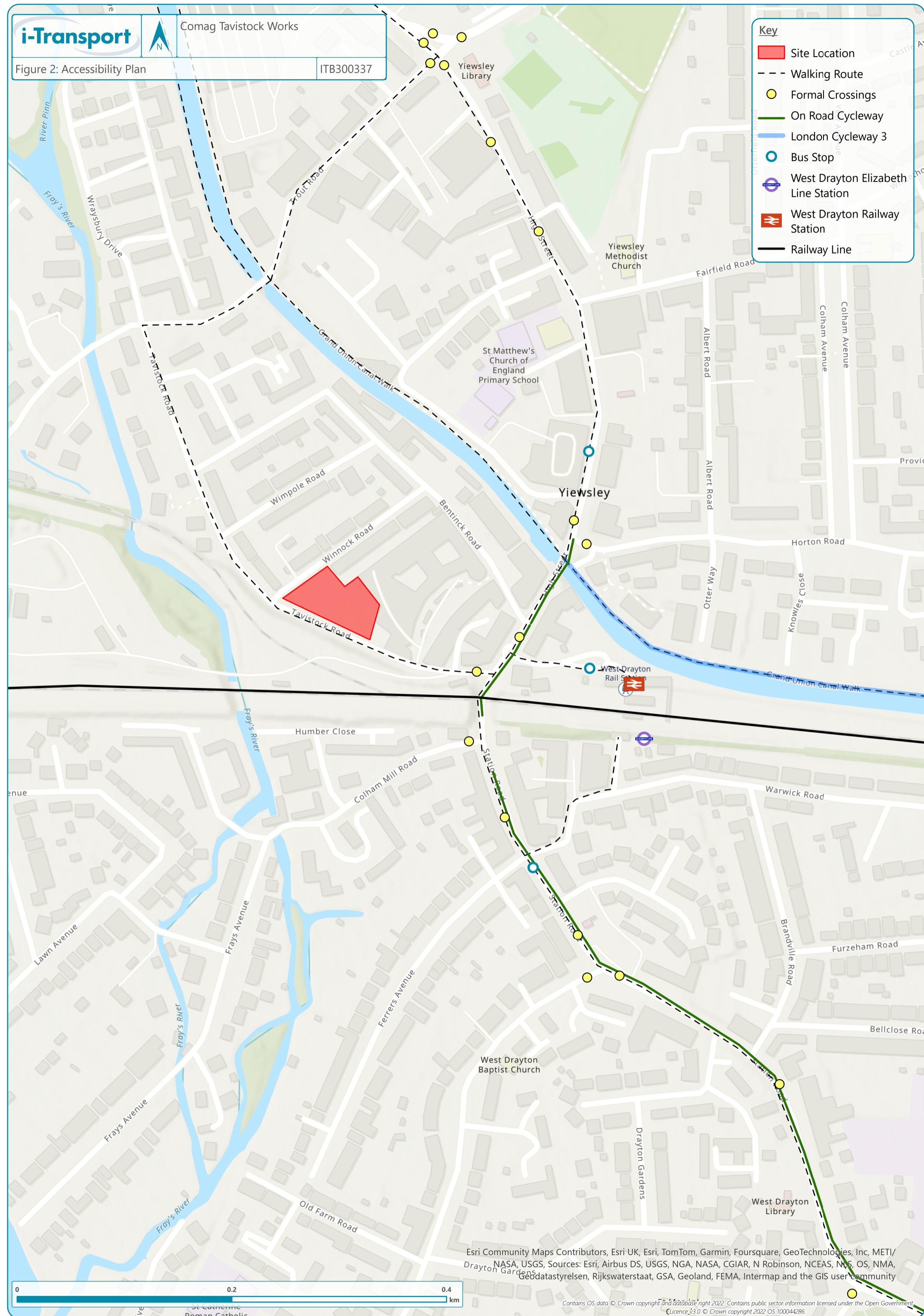




Figure 3: Local Facilities Plan

ITB200337

## Key

- Site Location
- Railway Line
- West Drayton Railway Station
- West Drayton Elizabeth Line Station

## Employment

- Station Road High Street
- High Street
- Hoton Industrial Estate
- Liddall Way Industrial Estate
- Horton Industrial Park
- Prologis Business Park
- Employment Areas

## Health

- High Street Practice
- Otterfield Medical Centre
- West Drayton & Yiewsley Dentist

## Education

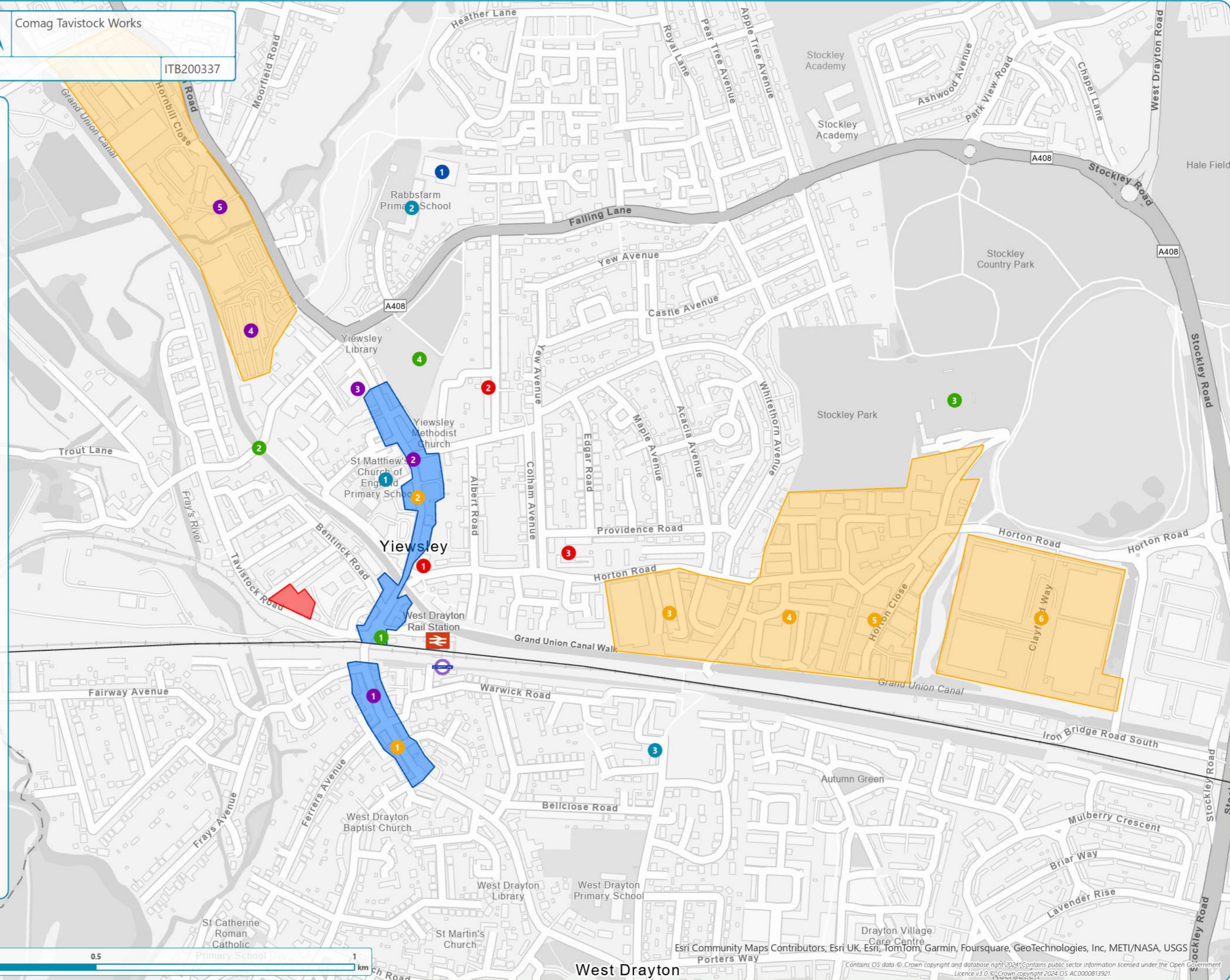
- St Matthew's C of E Primary School
- Rabbsfarm Primary School
- West Drayton Day Nursery and Preschool
- The Pride Academy

## Retail

- Station Road High Street
- High Street
- Aldi
- Tesco Superstore
- Cowley Retail Park
- High Street

## Leisure

- De Burgh Arms Public House
- Grand Union Canal Walk
- Uxbridge FC
- Yiewsley Recreation Ground



## APPENDIX A. Full Travel Plan



Former COMAG Works, West Drayton

Travel Plan

Client: Bellway Homes Limited (North London)

i-Transport Ref: SG/DG/ITB200337-002A

Date: 18 February 2025

# Former COMAG Works, West Drayton

## Travel Plan

Client: Bellway Homes Limited (North London)

i-Transport Ref: SG/DG/ITB200337-002A

Date: 18 February 2025

### **i-Transport LLP**

Building 1000  
Lakeside North Harbour  
Western Road  
Portsmouth  
PO6 3EZ

Tel: 01256 898 366

[www.i-transport.co.uk](http://www.i-transport.co.uk)

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Western Road  
Portsmouth  
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Report No.	Comments	Date	Author	Authorised
ITB200337-002	DRAFT	February 2025	DG/SG	SJ
ITB200337-002A	Updated following client comment	February 2025	DG/SG	SJ

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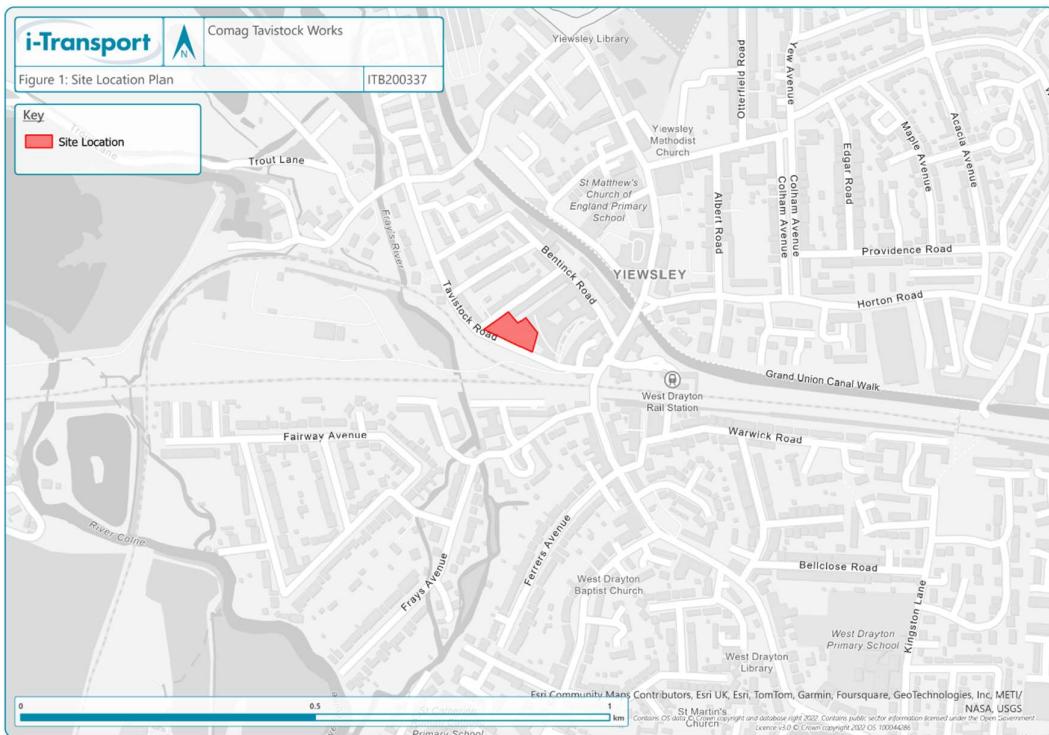
<b>Figure 3.1</b>	<b>Local Accessibility Plan</b>
<b>Figure 2.2</b>	<b>Local Facilities Plan</b>

# SECTION 1 Introduction

## 1.1 Overview

1.2 This Travel Plan (TP) has been prepared by i-Transport on behalf of Bellway Homes (North London) for the residential-led development with a commercial / community space located at the former COMAG Works on Tavistock Road, West Drayton in the London Borough of Hillingdon (LBH). **Image 1.1** illustrates the site location.

**Image 1.1: Site Location**



1.3 This TP has been produced to support the development at the former COMAG Works and specifically Condition 10 of the planning permission

## 1.4 Relevant Planning History

1.4.1 The relevant planning documents produced by Ardent (on behalf of Bellway Homes Limited (North London) in relation to the site are set out below:

- 2202380-02 – Framework Travel Plan
- 2202380-02 – Healthy Streets Assessment
- 2202380-03 – Car Parking Management Plan
- 2202380-04 – Outline Delivery and Servicing Management Plan

1.4.2 These documents should be viewed in conjunction with this TP. This document specifically builds upon the previously produced Framework Travel Plan.

## 1.5 **Travel Plan Definition**

1.5.1 Transport for London (TfL) defines a TP as being:

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

1.5.2 This TP has been prepared in accordance with the TfL Travel Planning Guidance, aligning with the Framework Travel Plan (FTP) produced by Ardent in 2022 (Ref 2202380-02). This TP has been prepared for all future residents and visitors of the development.

1.5.3 The author and contact with regard to this TP is:

Stacey Gander

i-Transport

Building 1000

Lakeside North Harbour

Western Road

Portsmouth

PO6 3EZ

1.5.4 This document is Version 1 of the TP, dated February 2025.

1.5.5 The TP will cover a minimum of a five-year period from first occupation of the site, and a review of travel patterns will be undertaken within the first six months of occupation.

## 1.6 **Structure**

1.6.1 The remainder of the TP is structured as follows:

- Section 2 – Policy Context;
- Section 3 – Site Accessibility;
- Section 4 – Aims, Objectives and Benefits;
- Section 5 – Targets;
- Section 6 – Travel Plan Measures;

- Section 7 – Travel Plan Management;
- Section 8 – Monitoring and Review; and
- Section 9 – Action Plan and Delivery.

## SECTION 2 Policy Context

### 2.1 Introduction

2.1.1 To provide context for the TP, this section provides an overview of national and local transport planning policies relevant to the proposed development.

### 2.2 National Policy

#### National Planning Policy Framework (December 2024)

2.2.1 The NPPF (December 2024) sets the policy basis for the development of Travel Plans.

2.2.2 Paragraph 115 of the NPPF outlines that when assessing sites for development it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, and a key tool to facilitate this is a Travel Plan.

2.2.3 Paragraph 118 of the NPPF sets out that all developments which generate significant amounts of movement are required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to private car journeys.

2.2.4 Therefore, this TP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the proposed development, by promoting walking, cycling and public transport use as alternative methods.

#### Planning Practice Guidance

2.2.5 The web-based PPG brings together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.6 The PPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

***"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);***

***Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005);***

*Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)".*

2.2.7 This TP sets out the long-term management strategy for integrating proposals for sustainable travel into the proposed development.

## 2.3 Local Policy

### [The London Plan \(2021\)](#)

2.3.1 The London Plan (2021) and the Mayor's Transport Strategy (March 2018) also require the use of TPs to help deliver sustainable development in London.

2.3.2 The London Plan states that development proposals must reduce any negative impacts of the development on the transport network and public health. It states that the following;

*'The biggest transport-related impact of development on public health in London is the extent to which it enables physical activity from walking, cycling and using public transport.'*

## 2.4 TfL Travel Plan Guidance

### [TfL Travel Plan Guidance \(2013\)](#)

2.4.1 This is the current guidance for TPs for new developments. It includes what a TP should contain, and how to monitor, secure and enforce, and defines a TP as:

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

## SECTION 3 Site Accessibility

3.1.1 This section provides an overview of the accessibility of the site via sustainable modes of travel, including active modes such as walking and cycling as well as public transport.

### 3.2 Walking and Cycling

3.2.1 The site benefits from being situated in the centre of West Drayton and as such, it is well situated for a variety of walking and cycling journeys, promoting active travel to and from the site. This is as there are many day-to-day facilities including schools, workplaces, shops and travel terminals within easy access of the site.

#### Walking

3.2.2 There are continuous footways and street lighting along Tavistock Road in both directions. To the east, a zebra crossing with tactile paving allows safe crossing at the junction with High Street for walking opportunities in a north to south direction, where many local facilities are located.

3.2.3 There are several controlled pedestrian crossings along High Street, with the nearest located north to the junction with Station Approach, providing a safe walking crossing to access West Drayton Railway Station.

3.2.4 The wider area of West Drayton is predominately residential, as such it benefits from a comprehensive walking network along residential roads.

#### Cycling

3.2.5 Intermittent on road cycle ways are located along Station Road connecting with a larger cycle network starting on Harmondsworth Road to the south. Intermittent on road and shared pedestrian / cycle ways are provided up until the junction with Horton Road. Further north, advanced stop lines (ASL) are featured on the controlled crossroads with Trout Road and Falling Lane.

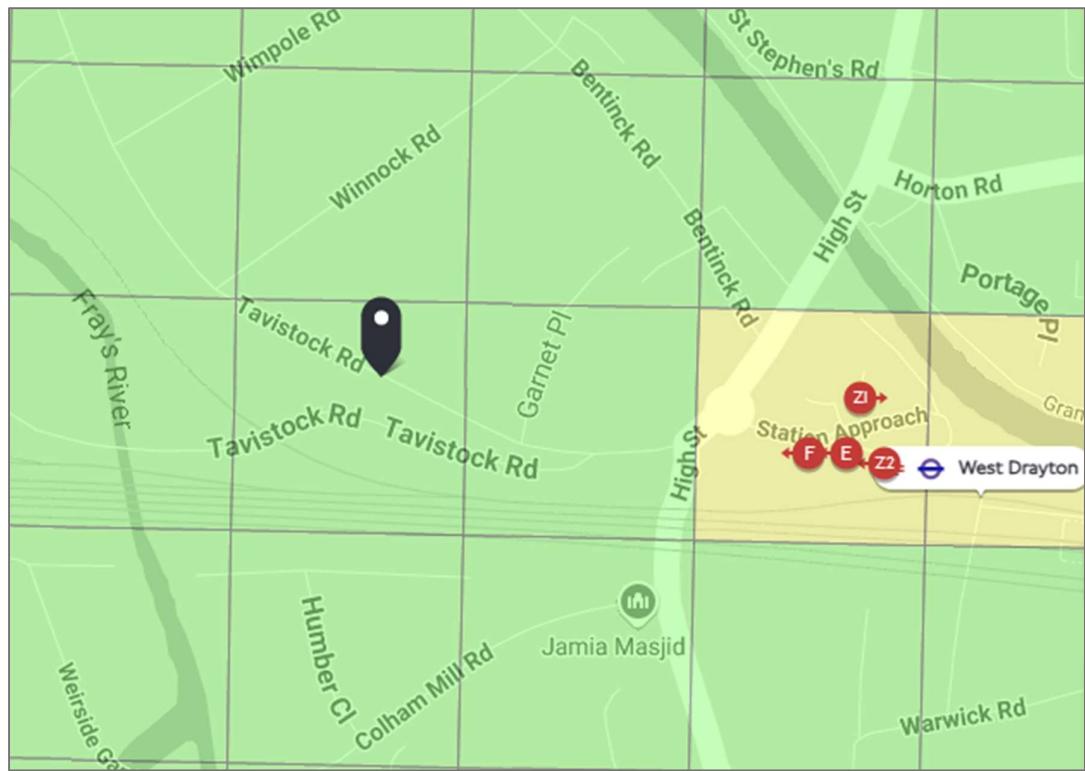
3.2.6 London Cycleway C originates to the east of High Street along the Grand Union Canal Walk providing a route north east towards Northolt, terminating at North Kensington.

### 3.3 Public Transport

#### Public Transport Accessibility Level (PTAL)

3.3.1 Using Transport for London's (TfL's) WebCAT online calculation tool, the site has been assessed to have a PTAL rating of 3, indicating that the site has a moderate level of accessibility to public transport, as shown in **Image 3.1**. Additionally, **Image 3.2** Illustrates the public transport opportunities in relation to the site.

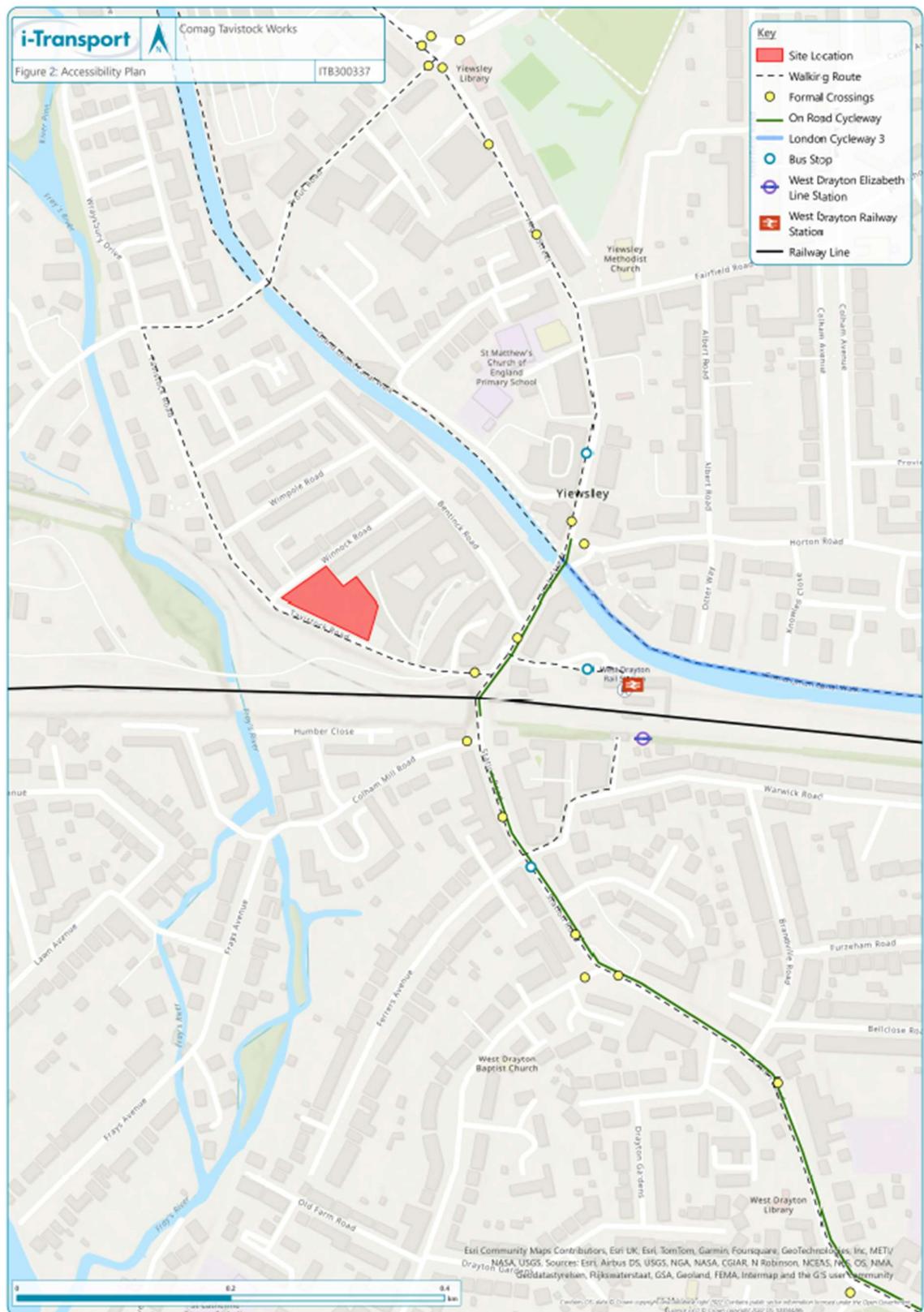
**Image 3.1: PTAL Rating**



Source: TfL

3.3.2 The site's location to the centre of West Drayton presents a number of opportunities for active and sustainable travel. **Figure 2.1**, an extract of which is provided in **Image 3.2** illustrates the sustainable travel opportunities to residents, staff and visitors.

### **Image 3.2: Local Accessibility Plan**



3.3.3 As can be seen, there is a direct and short walking route to between the site and West Drayton Railway Station (including the Elizabeth Line). There are also a number of bus stops within a short walk of the site. This provides good opportunities for promoting public transport travel from the site.

#### **Car Club**

3.3.4 The nearest car club provided by Enterprise is situated in Hayes at The Old Vinyl Factory on Pressing Lane. The car club currently provides one car and can be accessed by the U5 bus and Elizabeth Line to Hayes and Harlington.

#### **Bus**

3.3.5 There are a several bus stops within a short walking distance to the site, providing good opportunity to travel sustainably.

3.3.6 The nearest bus stops are situated on Station Approach, which is just 200m (three-minute walk) east of the site. This stop features a bus shelter with timetabled information and benefits from real time information (RTI) on inbound services. This stop is served by multiple services, many of which operate 24-hours a day.

3.3.7 A summary of services which call at this bus stop is included within **Table 3.1**.

**Table 3.1: Bus Service Frequency**

Service	Route	Peak Service Frequency		
		Monday-Friday	Saturday	Sunday
222	Uxbridge Station – West Drayton – Hounslow Bus Station	Every 9-12 minutes (24 hour service)	Every 9-13 minutes (24 hour service)	Every 9-14 minutes (24 hour service)
350	Hayes and Harlington Station – West Drayton – Heathrow Airport	Every 20 minutes (Services between 03:43 and 00:17)	Every 20 to 30 minutes (Services between 03:43 and 00:18)	Every 20 to 30 minutes (Services between 03:42 and 00:18)
698	West Drayton Station – Hayes – Hillingdon – Ickenham Station	4 services daily between 07:22 and 07:37	-	-

Service	Route	Peak Service Frequency		
		Monday-Friday	Saturday	Sunday
U1	West Drayton – Hillingdon Hospital - Ruislip	Every 12-15 minutes (Services between 05:03 and 00:30)	Every 12-15 minutes (Services between 05:05 and 00:30)	Every 20-30 minutes (Services between 05:55 and 00:30)
U3	Uxbridge Station – Hillingdon – West Drayton - Heathrow	Every 12-15 minutes (24 hour service)	Every 12-20 minutes (24 hour service)	Every 10-20 minutes (24 hour service)
U5	Uxbridge – West Drayton – Hayes & Harlington Station	Every 12-15 minutes (Services between 05:20 and 00:23)	Every 12-20 minutes (Services between 05:20 and 00:24)	Every 20 minutes (Services between 06:20 and 00:20)

Source: TfL

3.3.8 The 222 service provide a half hourly night service in addition to no. 350 commencing at 03:25am providing opportunities for residents and staff to travel / commute via public transport, regardless of shift patterns.

#### National Rail

3.3.9 West Drayton Railway Station is situated 270m, a four-minute walk to the east of the site. The station can be accessed via Station Approach, adjacent to West Drayton Station bus stops, and is operated by the Elizabeth Line on behalf of TfL. This railway station alongside the abovementioned bus services provides excellent public transport connectivity for the site.

#### Elizabeth Line

3.3.10 The Elizabeth Line services are also available from West Drayton, with both Platform 1 and Platform 2 designated for Elizabeth Line services.

3.3.11 A summary of rail services is included in **Table 3.2** below.

**Table 3.2: Rail Service Frequency**

Origin/Destination	Typical Daytime Frequency		Approximate Journey Duration
	Peak Services	Off-Peak Services	
<b>West Drayton Railway Station</b>			
Slough	6 Services	4 Services	8 Minutes
Maidenhead	6 Services	4 Services	20 Minutes

Origin/Destination	Typical Daytime Frequency		Approximate Journey Duration
	Peak Services	Off-Peak Services	
Reading	4 Services	2 Services	32 minutes
Heathrow Terminals 2&3 *	4 Services	4 Services	17 minutes
Paddington	6 Services	4 Services	24 minutes
Liverpool Street	6 Services	4 Services	37 minutes

Source: National Rail

\* 1 change required

### **London Underground**

3.3.12 Ealing Broadway can be accessed via National Rail services from West Drayton in order to access the Central and District lines of the London Underground. This gives direct access to destinations such as Oxford Circus and Holborn and access to both central and greater London via the wider underground network.

## **3.4 Local Highway Network**

### **Tavistock Road**

3.4.1 Tavistock Road fronts the site in the south and is a single carriageway road with a circa. 5m width and is subject to a 30mph speed limit. Approximately 150m east, Tavistock Road adjoins High Street at a priority junction.

### **Trout Road**

3.4.2 Trout Road is located to the north of Tavistock Road and is adjoined by a four-armed mini roundabout, running in a southwest to northeast orientation. The A408 / High Street can also be accessed along Trout Road by a signalised crossroads to the east.

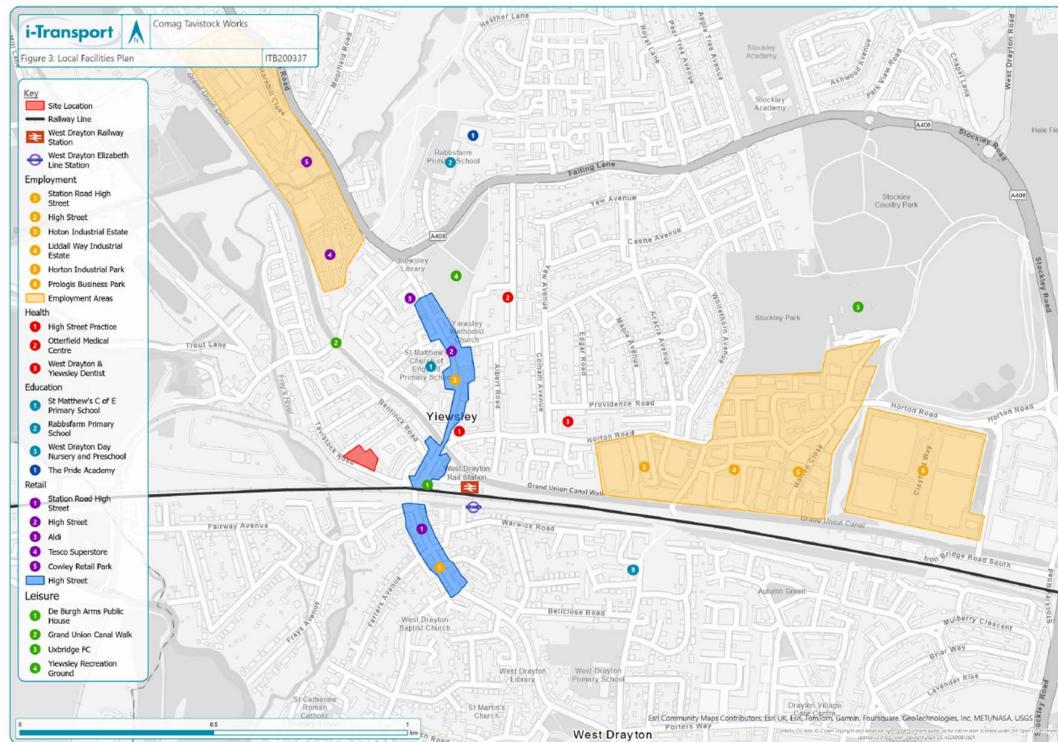
### **High Street**

3.4.3 High Street is situated to the east of the site and forms the high street of West Drayton. A three-armed mini roundabout adjoins Station Approach in the east providing access to West Drayton Railway Station. To the south, High Street becomes Station Road providing a route into the south of West Drayton and Heathrow Airport.

## **3.5 Accessibility to Local Facilities and Services**

3.5.1 The site is well located in central West Drayton. The primary destinations within the local area are illustrated **Figure 3.1**, and extract of which is provided in **Image 3.3**, including facilities for public transport, leisure, retail and health. An assessment of the travel distance to reach the identified local facilities and the time such journeys would take by walking and cycling respectively is presented in **Table 3.3**.

**Image 3.3: Local Facilities Plan**



**Table 3.3: Local Facilities and Services**

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Education	St Matthew's C of E Primary School	585	7	2
	West Drayton Day Nursery and Preschool	935	11	4
	Rabbsfarm Primary School	1,035	12	4
	The Pride Academy (Secondary School)	1,235	15	5
Employment	Hoton Industrial Estate	585	7	2
	Liddall Way Industrial Estate	1,135	14	4
	Horton Industrial Park	1,335	16	5
	Prologis Business Park Horton Road	1,735	21	7
	High Street	585	7	2
	Station Road High Street	385	5	1
Health	High Street Practice	385	5	1
	Otterfield Medical Centre	835	10	3
	West Drayton & Yiewsley Dentist	735	9	3
Retail	West Drayton Grocers & News	285	3	1

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
	Aldi	835	10	3
	Tesco Superstore	785	9	3
	High Street	585	7	2
	Cowley Retail Park	1,035	12	4
	Station Road High Street	385	5	1
Leisure	De Burgh Arms Public House	205	2	1
	Grand Union Tow Path / Canal Walk	585	7	2
	Uxbridge FC	1,735	21	7
	Stockley Country Park	1,735	21	7
	Yiewsley Recreation Ground	1,035	12	4
Transport	West Drayton Railway Station	305	4	1
<b>Key:</b>				
		Within a comfortable walking (1.6km) / cycling (8km) distance		
		Within a reasonable (2.0km) walking distance		

3.5.2 As can be seen above, the site has good accessibility to wide range of everyday facilities within comfortable walking and cycling distances. This includes multiple schools, employment opportunities, health and retail destinations as well as a variety of leisure facilities.

## SECTION 4 Aims, Objectives and Benefits

### 4.1 Aim

4.1.1 The aim of a TP is to influence behaviour change towards sustainable modes of travel away from use of the private car. The primary aim is:

*'minimise single occupancy car trips associated with the development site, by promoting and encouraging the use of more sustainable alternatives.'*

### 4.2 Objectives

4.2.1 This TP sets out a sustainable transport strategy for the proposed development. In line with national and local guidance, and the aim for the TP, the headline objectives are as follows:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

4.2.2 The TP has the following additional objectives:

- To manage car parking demand across the development;
- To support a range of sustainable transport alternatives to provide the future residents, staff and visitors with options for travel to/from the site;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents, staff and visitors;
- To promote car sharing, walking, cycling, micromobility and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

4.2.3 The TP promotes measures which will help ensure that the objectives and outcomes are met. The measures will assist in minimising car travel to and from the site and will help bring environmental benefits to residents, staff and users.

## 4.3 Benefits

4.3.1 The development of a TP has numerous benefits for future residents, staff and visitors to the site, as well as the existing local community and surrounding environment:

### Benefits to Residents, Staff and Users

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate surrounding area, as vehicular movements are minimised, and parking pressures are reduced.

### Local Community and Environment

4.3.2 The potential benefits to the environment, compared to the 'without Travel Plan' scenario are as follows:

- The TP will help to reduce the impact of traffic generated by the development on the local highway network;
- The TP will help to reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets; and
- The measures contained within this plan will also help to reduce the impact of transport related noise from vehicular movements into and out of the site and to improve public connectivity in the area.

4.3.3 Overall, it is anticipated that the TP will result in benefits for residents, staff and visitors of the site, as well as for the wider community in the vicinity of the development.

## SECTION 5 Targets

### 5.1 Overview

5.1.1 Targets are the measurable goals against which the progress of the TP can be assessed. Best practice guidance places an emphasis on targets being 'SMART', that is: Specific, Measurable, Achievable, Realistic and Time Bound. Targets should be linked to TP objectives. Indicators are linked to the targets for the purpose of monitoring.

### 5.2 Targets

#### Primary Targets

5.2.1 As is set out in Framework Travel Plan, the primary target for the TP is to reduce single occupancy vehicle trips by 10% over a minimum period of five years, with demand being shifted to travel on foot, by bicycle or via public transport. An indication of how this mode shift is targeted to be achieved is included in **Table 5.1**.

5.2.2 As this TP has been completed prior to first occupation, the baseline for the targets has been approximated based on Census 2011<sup>12</sup> mode share data for the MSOA in which the site is located (E02000515 : Hillingdon 022).

5.2.3 This TP is a live document and the baseline for the target will be updated following the first monitoring survey.

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<sup>1</sup> 2011 Census data has been used and the 2021 Census was conducted at a time in which the UK was subject to movement restrictions associated with the COVID-19 pandemic. As such, the 2021 Census is not considered to be representative of typical travel patterns.

<sup>2</sup> Census 2011 QS701EW - Method of travel to work

**Table 5.1: Mode share targets**

<b>Mode</b>	<b>Mode Share</b>		
	<b>Baseline</b>	<b>Year 3</b>	<b>Year 5</b>
Underground, metro, light rail, tram	7%	8%	9%
Train	6%	7%	8%
Bus, minibus or coach	13%	14%	15%
Taxi	0%	0%	0%
Motorcycle, scooter or moped	1%	1%	1%
Driving a car or van	55%	50%	45%
Passenger in a car or van	4%	4%	4%
Bicycle	3%	4%	5%
On foot	10%	11%	12%
Other method of travel to work	0%	0%	0%

Source: Census 2011 / Consultants Calculations

5.2.4 The TP also has a primary target of increasing awareness of the TP amongst employees, residents and visitors.

#### **Secondary Targets**

5.2.5 The following secondary targets could also be adopted as part of the ongoing monitoring of the TP. These such targets will be established following the initial surveys undertaken as part of the detailed TP, in order to establish baseline figures. These could be as follows:

- Cycle parking occupancy;
- Car Share members; and
- Numbers using the bus.

#### **Review of targets**

5.2.6 Targets will be reviewed in year one, three and five following the monitoring survey and in consultation with LBH and any other relevant stakeholders.

5.2.7 The targets will be made more ambitious if the existing level of trips is higher than the predicted level of baseline trips i.e., if more vehicular trips are generated by residents. Similarly, if actual demand for vehicle trips is lower from the outset than the predicted baseline shown in this TP, the targets will be adjusted accordingly with a view to ensuring that single occupancy car travel does not exceed the initial survey results. The TP will be renegotiated with LBH if the target maximum levels of single occupancy car driver trips do not look to be achievable at the three-year milestone.

- 5.2.8 Any changes to targets will be submitted and agreed with the reviewing TP officer at LBH.
- 5.2.9 The TP will evolve with the site in order to adapt measures and initiatives in accordance with alterations to surrounding area, for example adapting to service adjustments and travel trends to ensure targets are relevant in realistic.

## SECTION 6 Travel Plan Measures

### 6.1 Overview

6.1.1 The core of a TP is its package of measures, comprising of a mixture of incentives, actions, information provision and infrastructure improvements which are introduced to support the objectives of the TP and to meet the aims and objectives.

6.1.2 This section describes the infrastructure measures which that will encourage residents and visitors to travel by sustainable modes, and the 'soft measures' that will be used.

### 6.2 Infrastructure

#### Pedestrian Routes

6.2.1 The development will provide high quality pedestrian access within and into residential units, including paved areas and lighting. This will make walking the natural and most convenient choice for local trips.

#### Cycle Parking

6.2.2 There are a total of 193 long-stay cycle parking spaces for the residential units. These cycle parking spaces are sheltered and secure, spread across three separate cycle stores on ground floor level. The cycle parking stores are accessible from the parking court.

6.2.3 There are also six short-term visitor cycle parking bays provided on the frontage of the development.

#### Car Parking

6.2.4 There are a total of 50 car parking spaces proposed within the development for the residential flats, this includes three accessible bays. All car parking spaces provided within the development have active charging facilities installed. This will encourage the use of low and zero emission vehicles amongst the users of the site.

### 6.3 Soft Measures

6.3.1 The following paragraphs describe the 'soft' TP measures to support the stated objectives, covering:

- Measures to encourage walking and cycling;
- Measures to encourage the use of public transport;
- Measures to promote sustainable driving practices;

- Opportunities to reduce the need to travel; and
- Marketing and promotion of the TP.

### **Walking Measures**

6.3.2 Walking trips will be encouraged, supported and facilitated through the following measures:

- Development of walking route maps identifying routes between the site and transport connections, local services and amenities. This information will be included within Travel Information Packs; and
- Promotion of national campaigns including Walk to Work and Walk to School weeks.

### **Cycling Measures**

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

- Encouraging people to cycle to and from the site by ensuring cycle parking facilities are freely available;
- Advertising the health benefits of cycling through promotional material;
- Distribution of cycling maps and leaflets;
- Promotion of national campaigns such as National Bike Week and Cycle to Work Day; and
- Discounts for residents on purchase of bikes and equipment with local cycle outlets.

6.3.4 LBH provide a number of schemes promoting cycling including cycling lessons for all ages. These include the following services across the borough:

- Bikeability – Providing cycle training for children aged 6 and above at levels 1, 2 and 3 for safer on-road cycling;
- Dr Bike – Training sessions on basic bike maintenance, with a free basic bike repair in one of the sessions;
- Guided cycle rides – LBH offers a number of family, medium and long guided cycle rides through the year; and
- Cycle Skills Training – Free cycle skill training in a variety of categories from commuter, family, beginner, and refresher sessions, eligible for anyone aged 16 and over.

6.3.5 The Travel Plan Coordinator (TPC) will also work with local schools to encourage children living in the development to walk and cycle to school.

### **Public Transport Promotion**

6.3.6 Increased use of public transport is important to reduce car dependency as well as being a fundamental aspect of the Government's sustainable transport strategy. Travel by public transport modes would be encouraged, supported and facilitated through the following measures:

- The Travel Information Pack and noticeboards will provide information regarding local bus and rail services. This will include up-to-date maps and timetables, as well as walking routes to the nearest bus stops and stations; and
- Residents will be able to claim a sustainable travel voucher to encourage them to make use of the public transport services available in the vicinity of the site.

### **Sustainable Driving**

6.3.7 Cars might be the only realistic option for some journeys. Car sharing and car clubs will be promoted to residents and staff as more sustainable options (to single occupancy private car use) when driving is necessary, to reduce adverse environmental impacts.

- The Travel Information Pack and noticeboards will provide information on how to drive more sustainably and will provide links / information on to car sharing initiatives.
- Raising awareness amongst staff and residents about the availability of car club schemes in the area.

### **Delivery Services**

6.3.8 Shopping online can reduce the number of vehicle trips to/from a site, as delivery trips can often be consolidated. Additionally, local parcel lockers and drop-off points offer a secure and flexible way to collect and return deliveries.

- The Travel Information Leaflet will provide information on the supermarkets that offer home delivery to the development, as well as maps of local parcel lockers.

## **6.4 Publicity and Promotion**

6.4.1 The soft measures identified above will be publicised and promoted to residents and visitors through an Information Pack that will be provided to all residents upon purchasing a property. The communal space will keep a notice board up to date with information on public transport and walking and cycling opportunities.

6.4.2 A Travel Information Pack for new residents will provide public transport route and timetable information together with cycle and walking route maps identifying key local facilities and

amenities. The Information Pack will be available in both a hard copy and electronic (PDF) formats. The pack would include:

- An overview of the objectives and structure of the TP, as well as information regarding how the TP will be monitored;
- Local bus and rail timetables;
- Contact details for the TPC; and
- Pedestrian, cycle and public transport routes in the local area.

## **SECTION 7      Travel Plan Management**

### **7.1      Overview**

**7.1.1** The TP is a continuous process which requires regular monitoring, review and revision to ensure it remains relevant. This section sets out the strategy for monitoring and reviewing over a minimum of a five-year period from first occupation.

### **7.2      Management**

**7.2.1** The TPC will ensure that the measures identified in this document are in place.

**7.2.2** The role of the TPC will be as follows:

- To oversee the implementation of the TP;
- Develop the action plan to manage the day to day delivery of the measures contained in the TP;
- Ensure that monitoring is undertaken in accordance with the requirements of the TP and provided to LBH;
- To promote the TP to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes; and
- To provide monitoring feedback to residents as necessary.

**7.2.3** It is the responsibility of the developer to appoint a TPC prior of the first occupation of the development.

## **SECTION 8 Monitoring and Review**

### **8.1 Travel Plan Surveys**

- 8.1.1** The appointed TPC will be responsible for ongoing monitoring of the TP. The monitoring programme will accord with that set out in the TfL document 'How we monitor the progress of travel plans', and will cover a minimum of a five year period.
- 8.1.2** An initial TP survey ('Year 1') will be undertaken within the first six months of occupation or at 75% occupancy, whichever comes first. The first survey will be the baseline against future monitoring be measured.
- 8.1.3** The surveys will be conducted by an accredited independent survey company in line with TfL guidelines. Follow-up travel surveys will be undertaken two and four years hence (i.e., Years 3 and 5).

### **8.2 Reporting and Review**

- 8.2.1** The TPC will produce a monitoring report, detailing the results of the monitoring surveys undertaken following each of the surveys. The monitoring reports, as well as detailing the results of the surveys, will also contain details pertaining to how the TP has been implemented in the year previous. These monitoring reports will be submitted to LBH for review. Should the monitoring reports show that the TP is making insufficient progress against its targets, further measures will be considered by the TPC and discussed with LBH.
- 8.2.2** The TPC will monitor and review the progress and success of the TP and seek to make residents aware of the progress made through the resident's group. If required, the TPC will meet with LBH to discuss the effectiveness of the TP measures and to review the need for introduction of further measures if necessary.

## SECTION 9 Action Plan and Delivery

9.1.1 An action plan is presented in **Table 9.1** which provides a programme for delivering the TP measures.

**Table 9.1: Action Plan**

Measures	Summary of Measures	Responsibility	Timescale
Travel Plan Co-Ordinator	Nominate a TPC - The TPC will be appointed as a permanent member of staff to implement and managed the TP over the first five years.	Bellway Homes	From first occupation of the development
TP Information	Training of sales team about the TP	Bellway Homes	Prior to occupation
	Production of TP information for sales packs	Bellway Homes	Prior to occupation
	Production of resident's travel information packs,	TPC	Prior to occupation
Promotion of Cycling	Information on cycle routes, promotion of free bike sessions provided by LBH and, bike rental service.	TPC	Ongoing
Promotion of Walking	Provision of information on local walking routes and the benefits of walking	TPC	Ongoing
Promotion of Sustainable Driving	Information on car sharing and car clubs	TPC	Ongoing
Promotion of Public Transport Services	TPC to liaise with local providers to provide travel vouchers.	TPC	Prior to occupation
Promotion of National and Local Events Monitoring and Review	On-going promotion of local and national sustainable travel events which are taking place	TPC	Ongoing
	Annual surveys and reporting	TPC	Years 1, 3 and 5

9.1.2 It is intended that the Action Plan will be enhanced and expanded by the TPC following consultation with LBH / TfL and will allow the targets set out in the TP to be monitored.



**APPENDIX B.** Site Plan (Ground Floor Level) (Drawing No. CWD-RMA-ZZ-00-DR-A-0100 P9)

A1

Notes:

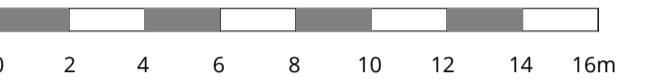
- Do not scale from this drawing: work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- Report any discrepancies and omissions to RMA Architects.

CDM ERIC Notes

Where RMA services on a project do not include for site inspections and works surveys. RMA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been constructed

Unless notified specifically by the responsible party, changes made on site to RMA design information has not been incorporated in this drawing.

SCALE BAR: 1:200 @ A1



## GENERAL NOTES:

Refer to other RMA drawings:

0000 3D - Strategic/Planning diagrams

5000 Schedules

Read in conjunction with consultants information:

Aspect Landscape Ltd for Tree Survey and Report;

Ecology Statement and Landscape Report;

Architectural, Structural, Civil, Electrical, Utilities,

and Drainage and Flood Risk Strategies;

TEB for Daylight and Sunlight and Rights of Light

Analyses;

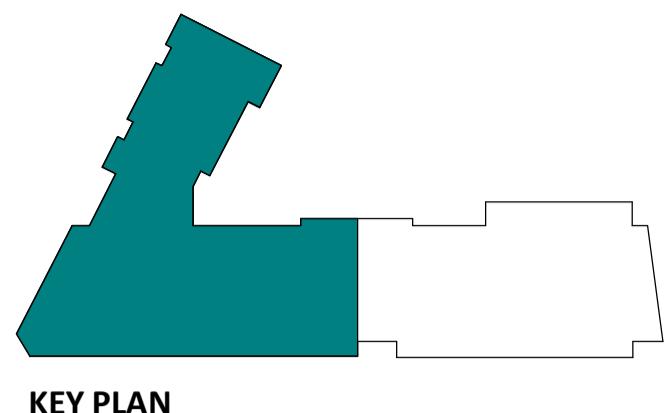
AES Sustainability Consultants for Energy Statement;

Addition Fire for Fire Strategy and Report;

Mayber Brown for Air Quality and Noise Statements.



**APPENDIX C. Car Park Lighting and Small Power Layout (Drawing No. 71805-ASH-ZA-L0-DR-E-1000 S2)**


**KEY PLAN**
**SMALL POWER KEY**

- CL SINGLE SWITCHED CLEANERS SOCKET
- AC TWIN SWITCHED SOCKET
- 13A UNSWITCHED FUSED CONNECTION UNIT
- 13A SWITCHED FUSED CONNECTION UNIT
- ML MAGLOCK
- DEP AUDIO VISUAL PANEL C/W DOME CCTV CAMERA
- PR PROXIMITY READER
- PB PUSH TO EXIT BUTTON
- BE BREAK TO EXIT UNIT
- IU INTERFACE UNIT
- KP KEYPAD LOCK
- AB AOV BREAK GLASS UNIT
- T THERMOSTAT
- ISOLATOR
- BT BT MASTER POINT
- DATA POINT
- ELECTRIC VEHICLE CHARGING POINT
- CCTV CAMERA
- WIFI ROUTER
- AOV AOV PANEL
- FAP FIRE ALARM PANEL
- TPMC TAMPER PROOF MANUAL CALL POINT
- MC MANUAL CALL POINT
- SD SMOKE DETECTOR
- SD SMOKE DETECTOR c/w SOUNDER AND BEACON BASE
- CO CARBON MONOXIDE DETECTOR
- SA SMOKE ALARM SOUNDER
- DL DOWNLIGHT FITTING
- WMFL WALL MOUNTED LIGHT FITTING
- FLUORESCENT BATTEN LIGHT FITTING
- EL EXIT LIGHT
- LS LIGHT SWITCH
- PIR PIR SWITCH

FOR LUMINAIRE SPECIFICATION REFER TO LUMINAIRE SCHEDULE

NO AOV EQUIPMENT CURRENTLY SHOWN, AWAITING AOV SPECIALIST INFORMATION

 B 15.12.23 CONSTRUCTION ISSUE  
 A 05.07.23 PRELIMINARY ISSUE  
 Rev Date Description  
 Issued by

**Bellway**

 Project:  
**COMAG**  
 WEST DRAYTON

 Title:  
**CAR PARK**  
 LIGHTING & SMALL POWER LAYOUT

Drawn: LB Scale: 1:50 Sheet Size: A1 Checked: N.G

Drawing No: Project No: Originator Zone Level File Type Role Doc No

 71805-ASH-ZA-LO-DR-E-1000  
 Purpose of Issue: Status: Revision:

CONSTRUCTION S2 B

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