

# Highways Response Note

- 1.1 This note has been prepared in response to the Highways comments made by the Greater London Authority (GLA) in a letter dated 23<sup>rd</sup> January 2023 regarding planning application (28301/APP/2022/2205) for the redevelopment of the site known as Harefield Grove located in Harefield in the London Borough of Hillingdon.
- 1.2 The highways comments made by GLA are set out in turn below along with our response to each comment made.

## **GLA Highways Comments**

### Healthy Streets

*“112 - All developments should deliver against the Mayor’s Healthy Streets criteria, in line with Policy T2 of the London Plan. The submitted Transport Assessment should be updated to contain commentary on how the proposed development, through its design, is delivering against the Mayor’s Healthy Streets criteria. It should also demonstrate that appropriate design measures are implemented to ensure that the public realm and pedestrian routes within the site are welcoming and safe, even at night-time.”*

- 1.3 Policy T2 of the London Plan states that:

*“Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*

*Development Plans should:*

- 1) *promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- 2) *identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

*In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*

*Development proposals should:*

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport"

1.4 The site is in an outer London rural location (PTAL 1) and is not located in any Opportunity Area or growth area identified in the London Plan. Furthermore, the proposals will create a private residential development with no public realm. These factors must be taken into consideration in any decision making regarding the compliance of the site to the ten Healthy Street Indicators.

1.5 Notwithstanding this, commentary on how the site delivers on the ten Healthy Streets Indicators set out in the London Plan is provided below:

- Everyone feels welcome – members of the public will be allowed to access at any time the site to visit residents with no barriers to movement once inside the site
- Easy to cross – off-road footways and shared surface internal access routes will be provided in the site to maximise pedestrian and cyclist permeability
- Shade and shelter – the site provides a very wooded environment which will allow ample opportunity for residents and visitors to find shade. There is sufficient room within the ground of the site to provide external sheltered areas if required (the details of which can be provided at the detailed design stage)
- Places to stop and rest – rest stops (i.e. benches/seating) will be provided at regular intervals along the internal access routes ((the details of which can be provided at the detailed design stage)
- Not too noisy – the proposals will create a low speed/low traffic volume private residential location which will keep noise generation to a minimum

- People choose walking, cycling and public transport – As mentioned previously, off-road footways and shared surface internal access routes will be provided in the site to maximise pedestrian and cyclist permeability. As set out later in this note, we have no objection to a small s106 contribution to go toward cycle route improvements in the area and the provision of bus stops at the site access, although this will need to be considered against viability and other requests for s106 contributions.)
- People feel safe – The site will have a gated access off Rickmansworth Road and suitable street lighting will be provided along the internal access routes (details of which are to be confirmed at the detailed design stage)
- Things to see and do – the proposals will provide a pleasantly landscaped environment including woodland, a stream and ponds for residents to enjoy, along with tennis courts and a bowling green for the use of the residents
- People feel relaxed – the facilities set out above, as well as the facilities provided within their homes, will allow the residents of the site to feel relaxed
- Clean air – considering the rural location of the site and the low traffic and wooded/landscaped environment of the proposed development, it is expected that the air quality of the site will be good. As set out in the Air Quality Assessment submitted with this application, the proposed development is likely to fall under APEC – A for site suitability, which states the following:

*"No air quality grounds for refusal; however, mitigation of any emissions should be considered".*

*"113 - Whilst it is appreciated that the site is within a semi-rural / greenbelt location and public transport access is limited, in order to decrease vehicle mode share the development should capitalise on the opportunity to improve cycle connections to local amenities. Appropriate contributions towards delivering improvements should be secured from this development, in line with Policies T2 and T4 of the London Plan."*

- 1.6 It is agreed that a proportion of the development's s106 contributions could go towards cycle improvements in the local area. However, the scale of this contribution must be commensurate with the scale of the development and will need to be considered against scheme viability and other requests for s106 contributions.
- 1.7 Furthermore, the following guidance from the end of paragraph 105 of the National Planning Policy Framework (NPPF) should be considered when determining the scale of the cycle improvements the development's s106 contribution should be used towards:

*“... opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

*“114 - There are 2 bus routes within 400 metres of the site that run from Harefield Village, which provide connections to Rickmansworth, Batchworth Heath and Northwood. However, due to absence of pedestrian pathways from the site into Harefield, residents are unable to access these services. In line with the Healthy Street approach, further thought is required on this. In addition, consideration should be made to the provision of a public footpath through the site.”*

- 1.8 It is agreed that a proportion of the development's s106 contribution could go towards bus facility improvement in the local area. However, the scale of this contribution must be commensurate with the scale of the development and will need to be considered against scheme viability and other requests for s106 contributions.. The applicant would be happy for this contribution to go towards the provision of bus stops on Rickmansworth Road in the vicinity of the site access.
- 1.9 Furthermore, the following guidance from the NPPF and the London Plan should be considered when determining public transport improvements the development's s106 contribution should be used towards.
- 1.10 Paragraph 85 of the National Planning Policy Framework states:

*“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport...”*
- 1.11 The end of paragraph 105 of the National Planning Policy Framework states:

*“... opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*
- 1.12 The London Plan states at paragraph 10.4.4 that:

*“New development that will give rise to significant numbers of new trips should be located in places well-connected by public transport, with capacity adequate to support the additional demand, or where there is a realistic prospect of additional access or capacity being provided in time to meet the new demand. The ability to absorb increased travel demand through active travel modes must also be considered. Funded proposals by applicants to improve transport access, capacity or connectivity are encouraged.”*

1.13 As set out in the Transport Statement submitted with the application, the proposals will not generate significant numbers of new trips on the local highway network (at just circa one movements every three minutes during peak hour times).

1.14 As such it is considered unreasonable to expect this rural site to be as well connected by public transport as a town centre or inner London site. This should therefore be reflected in the scale of the s106 contribution used to go toward public transport improvements.

*“115 - There is a concern that areas of the site appear to be car-dominated, which is contrary to Policy T2 of the London Plan. Furthermore, there does not appear to be any clear and safe spaces for pedestrians from some of the cycle parking provision and parking provision located within the parking area to the main residential entrances. A reduction in the quantum of parking could assist in addressing this.”*

1.15 To maximise pedestrian permeability it is intended that the internal access arrangements will operate predominately on a shared space arrangement, with off-road walking routes also provided throughout the site.

1.16 The nature of the proposed development very much lends itself for the internal access arrangements to operate on a shared space basis for the following reasons:

- low traffic numbers – as set out in the Transport Statement submitted with the application, the proposals will only generate c.20 vehicle movements per hour during peak times, equating to an arrival or departure movement just once every three minutes
- low speeds - speed limit signs (10 or 15mph) will be posted along the internal access routes – details to be agreed at the detailed design stage
- traffic calming measures will be implemented along the internal access routes (i.e humps, planters etc.) to keep vehicle speeds to a minimum – details to be agreed at the detailed design stage
- appropriate shared spaced surfacing will be provided along the internal access routes, expected to be constructed from gravel surfaces to emphasise their difference from conventional streets – details to be agreed at the detailed design stage

*“116 - It is understood that vehicular access to the site will be via the existing site entrance on Rickmansworth Road. This is acceptable.”*

1.17 Noted and agreed.

Trip Generation

*"117 - Given the location and nature of the development, it is considered that the proposed development would not have a detrimental impact on the surrounding transport network."*

1.18 Noted and agreed.

Car parking

*"118 - There are inconsistencies between documents on the number of proposed car parking spaces. The Transport Assessment (TA) outlines 60 spaces are provided whereas the Car Park Management Plan proposes 58. In accordance with Policy T6 of the London Plan, 58 car parking spaces should be provided, and this should be consistent across all documents."*

1.19 It is confirmed that a total of 58 car parking spaces are provided within the site, in-line with the 2021 London Plan car parking standards for PTAL 1 areas.

*"119 - It appears that no disabled person parking provision is provided. In line with Policy T6.1 of the London Plan, three per cent of dwellings should have access to a disabled person parking space from the outset. The Car Park Management Plan, which should be secured through condition, should also detail how a further seven per cent of dwellings can be provided with a disabled person parking space should demand arise."*

1.20 The development provides a total of 39 dwellings, and three percent of this equates to one dwelling being provided with a disabled bay. There is clearly sufficient space to amend one of the proposed rows of car parking to create a disabled bay with appropriate 1.2m buffer zones. The level of disabled parking to be provided can be secured by condition and incorporated within the Car Park Management Plan.

*"120 - In accordance with Policy T6 of the London Plan, new developments should provide infrastructure for Low Emission or Ultra-Low Emission vehicles. Due to the unsustainable location of the site, it is recommended that all car parking spaces are equipped with electric vehicle charging infrastructure. This should be secured by condition."*

1.21 Noted and agreed. All residential car parking spaces will be provided with infrastructure for electric or Ultra-Low Emission vehicles. At least 20% of spaces will have active charging facilities.

### Cycle parking

*“121 - 70 cycle parking spaces are proposed, which is in line with the minimum standards provided in Policy T5 of the London Plan. Cycle parking should be designed and laid out in accordance with the guidance contained in Chapter 8 of the London Cycle Design Standards (LCDS), which is also referred to in Policy T5 of the London Plan. This includes, but is not limited to, ensuring an appropriate mix of cycle parking stands and that cycle stands provide spaces for larger and adapted cycles and cycle parking spaces being conveniently located. Based on the information provided, LCDS compliance is not being achieved at this site and must be addressed.”*

1.22 The specifications of the proposed cycle parking provision will be confirmed at the detailed design stage and will be in accordance with the guidance contained in Chapter 8 of the LCDS for residential cycle parking which states that residential cycle parking should be:

- *“Secure, with access for residents only, and with stands/racks allowing both the frame and at least one wheel to be secured”*
- *“Well located: close to the entrance of the property and avoiding obstacles such as stairs, multiple doors, narrow doorways (less than 1.2 metres wide) and tight corners”*
- *“Covered”*
- *“Fully accessible, for parking all types of cycle”*
- *“Managed, where possible, in order for access to be administered and to provide ongoing maintenance”*

1.23 Again this requirement can be controlled by an appropriate planning condition.

### Delivery and servicing

*“122 - Delivery and servicing is to take place on site, which is in line with Policy T7 of the London Plan. In line with Policy T7, a Delivery and Servicing Plan (DSP) should be secured through condition. This should detail the measures that will be implemented to minimise the impact that the delivery and servicing of the proposed development will have on the surrounding transport network.”*

1.24 Noted and agreed that a DSP for the site will be secured through an appropriate planning condition.

### Construction logistics

*“123 - A full Construction Logistics Plan (CLP) should be provided in line with Policy T7 of the London Plan and should be secured through condition. The CLP should contain details on access/egress arrangements and the measures that will be implemented to ensure bus operations along Rickmansworth Road are not adversely impacted.”*

1.25 Noted and agreed that a CLP for the site will be secured through an appropriate planning condition.

### Travel Plan

*“124 - A Travel Plan should be submitted with targets that align with the Mayor’s strategic mode shift, as set out in Policy T1 of the London Plan, with the measures identified focusing on increasing the number of trips carried out by modes of sustainable and active travel.”*

1.26 A draft of the Travel Plan document that will be operated at the site is provided at Appendix A of this note.

### MCIL

*“125 - The development will be liable to Mayoral Community Infrastructure Levy 2 (MCIL2) which came into force on 1 April 2019.”*

1.27 Noted and agreed.

### **Summary**

1.28 It is considered from the information set out in this note addresses the highways and transportation comments raised by the GLA regarding the proposed development.

1.29 It is therefore considered that the overarching conclusion of the Transport Statement is still valid, namely that there are no reasons why the proposed application should not be permitted on highways or transportation grounds.

1.30 The applicant would be pleased to work with the GLA and LBH to consider s106 contributions towards bus stops and cycle improvements, but these need to be commensurate with the likely value generated by a scheme for 39 units. The viability of the proposal is already difficult given the scheme constraints and need for works to historic buildings.

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Date: 25<sup>th</sup> May 2023

## **Appendix A: Draft Travel Plan**



**HAREFIELD GROVE**

**HAREFIELD**

**LB HILLINGDON**

**RESIDENTIAL TRAVEL PLAN**

**NOVEMBER 2021**

A large, semi-transparent graphic in the background shows silhouettes of various people in motion. On the left, a person walks while looking at a smartphone. In the center, a woman walks, and to her right, a man in a cycling helmet rides a bicycle with a child seated in front of him. The silhouettes are rendered in a light blue-grey color.

**the journey is the reward**

**HAREFIELD GROVE  
HAREFIELD  
LB HILLINGDON**

**RESIDENTIAL TRAVEL PLAN**

**NOVEMBER 2021**

|                      |                             |
|----------------------|-----------------------------|
| <b>Project Code:</b> | <b>CHHarefield.1</b>        |
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| <b>Issue Date:</b>   | <b>November 2021</b>        |
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**Harefield Grove  
Harefield  
LB Hillingdon  
Residential Travel Plan**

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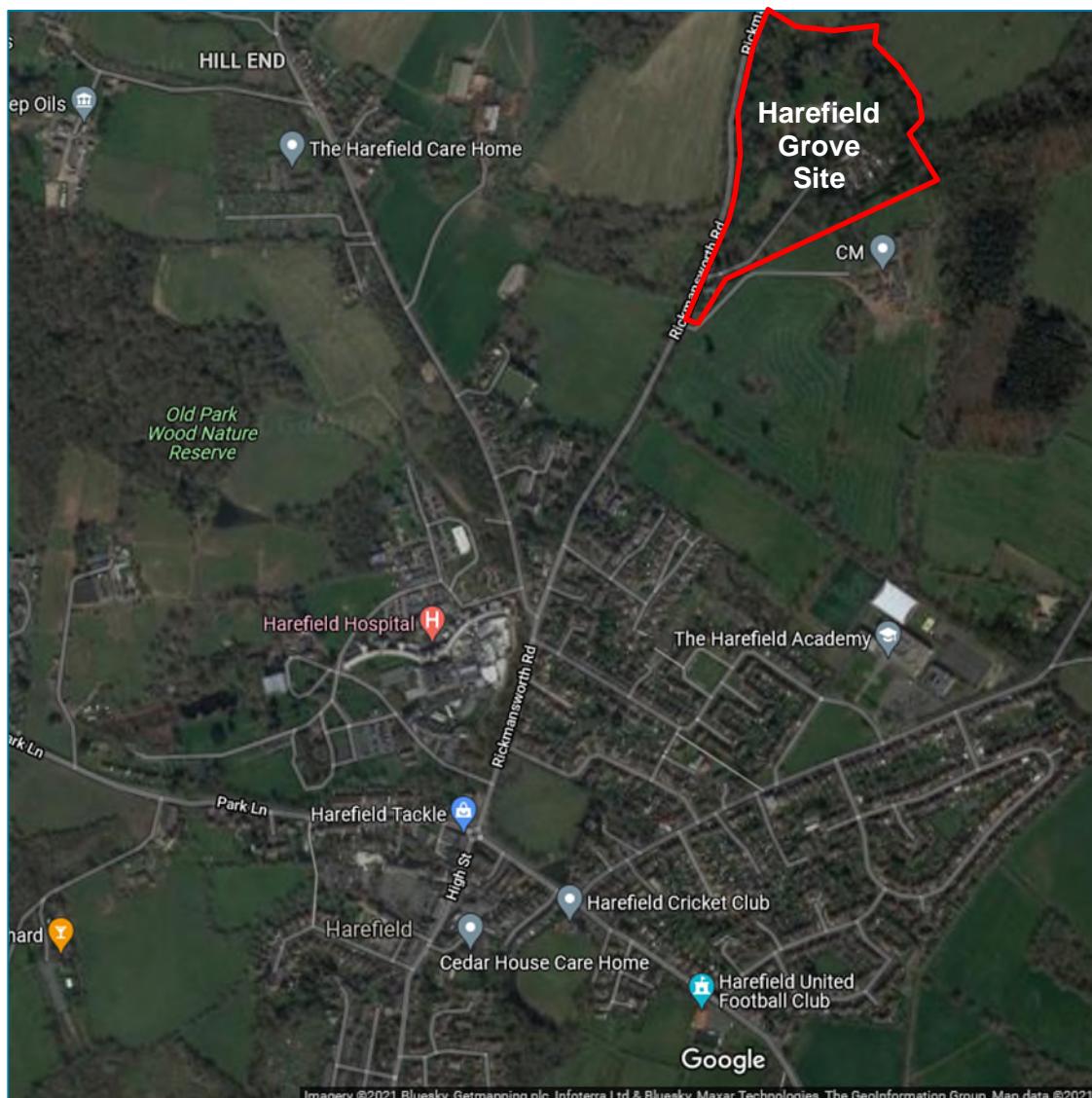
## **Appendices**

APPENDIX A: Survey Questionnaires

APPENDIX B: Welcome Pack Contents

## 1 Introduction

- 1.1 This Travel Plan (TP) has been prepared for the Harefield Grove residential development located to the north of Harefield in the London Borough of Hillingdon off Rickmansworth Road.
- 1.2 Travel Plans are an important tool in order to facilitate sustainable development, and this Travel Plan, secured through the section 106 agreement for the development, has been designed as a dynamic document subject to a continuous cycle of action, monitoring and review to ensure its effectiveness in promoting sustainable travel choices to residents.
- 1.3 The location of the site in relation to the local highway network is illustrated in Figure 1.1 below:



**Figure 1.1: Location Plan**

1.4 The main objectives of the Travel Plan are to:

- maximise the use of sustainable transport modes by residents
- minimise car parking demand
- promote healthy lifestyles and a sustainable community
- minimise the site's traffic generation to and from the local highway network

1.5 The objectives, measures and targets set out later in this document will ensure that the above objectives are deliverable at the site.

1.6 This Travel Plan and the travel survey information contained within aim to be TRICS compliant.

1.7 A pro-forma travel survey questionnaire form is provided at Appendix A of this document, and this form (or updated versions) will be used for all annual travel surveys undertaken as part of this Travel Plan.

## 2 Site Layout, Access and Parking Arrangements

2.1 A total of 39 dwellings are provided across the site:

| Harefield Grove    | Development Mix |             |             |             |             |
|--------------------|-----------------|-------------|-------------|-------------|-------------|
|                    | 1-Bed Flat      | 2- Bed Flat | 3- Bed Flat | 3-Bed House | 4-Bed House |
| Mansion House      | 1               | 3           | 2           | -           | -           |
| Stable Block       | 10              | 12          | 7           | -           | -           |
| Cottage House      | -               | -           | -           | 1           | -           |
| Garden House       | -               | -           | -           | 1           | -           |
| Orchard House      | -               | -           | -           | -           | 1           |
| Conservatory House | -               | -           | -           | 1           | -           |
| <b>Total</b>       | <b>11</b>       | <b>15</b>   | <b>9</b>    | <b>3</b>    | <b>1</b>    |

**Table 1.1: Housing Mix**

2.2 The layout of the Harefield Grove site is illustrated below:



**Figure 2.1: Site Layout**

### **Car Parking Management**

- 2.3 A total of 58 car parking spaces and 70 covered and secure cycle spaces are provided within the site.
- 2.4 Parking within the site will be managed by a parking contractor to provide a method to control and influence the way people travel to and from the site. Within the site, parking bays for allocated residents are available within designated car parking areas.
- 2.5 The allocation (or not) of parking bays at each dwelling will be clearly set out in any marketing of the properties to ensure that potential home buyers can make an informed decision regarding the availability of parking prior to buying a property.

## 3 Site Accessibility

3.1 This section of the Travel Plan outlines the sustainable travel options that are currently accessible from the site.

### Pedestrians & Cycles

3.2 Good pedestrian access is provided within the site's grounds by way of an extensive footpath network.

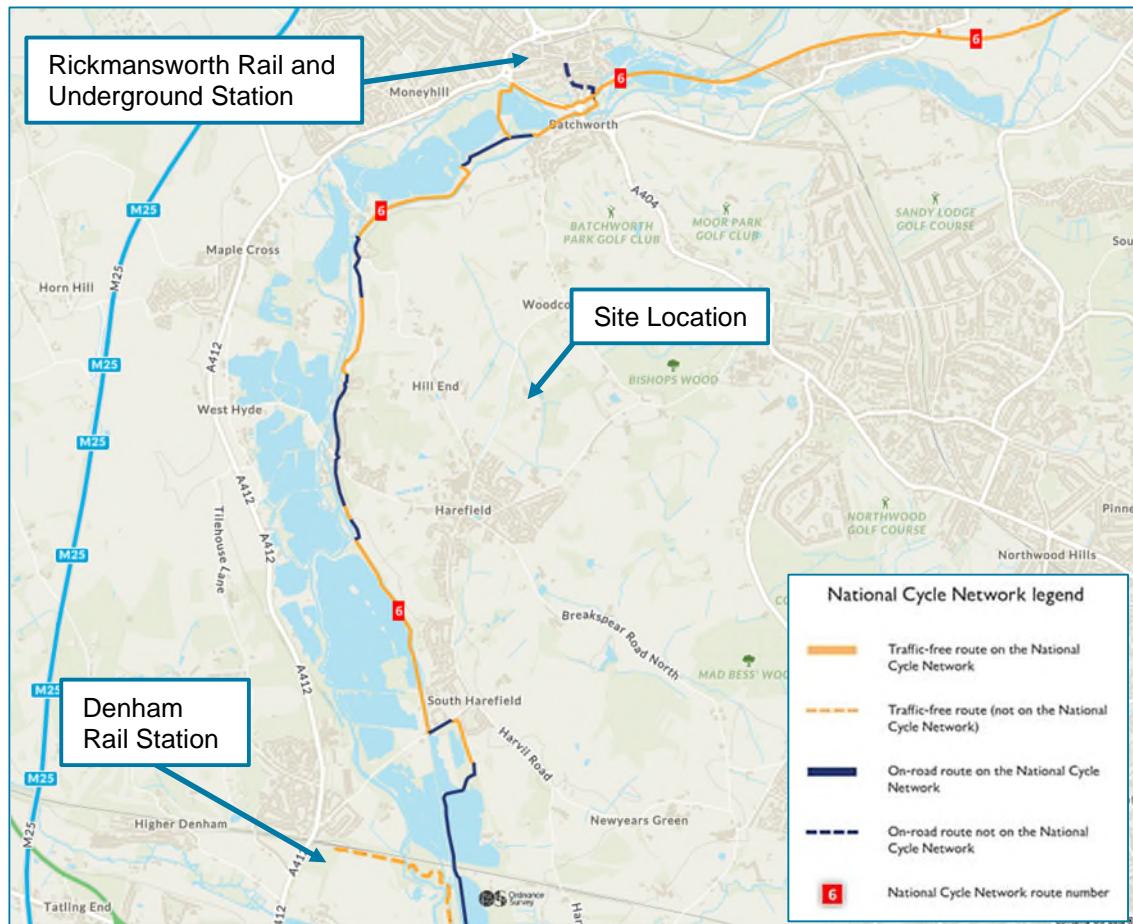
3.3 These footways provide attractive routes around the site grounds, which are of a high rural aesthetic quality.

3.4 Whilst not established public rights of way, Pearsons Wood to the east of the site has a number of paths through it, ideal for recreational ambling.

3.5 While no formalised pedestrian facilities are provided, the distance between the site access junction and the point where footways start in Harefield is just 430m (or a circa 5-minute walk).

3.6 Cycling poses an attractive method of transport from the site, as the local centre of Harefield is located just 865m from the site access, or a circa 3-minute cycle (assuming an average cycle speed of 260m/min).

3.7 Rickmansworth Station to the north and Denham Station to the south are also both accessible within a circa 17-minute cycle. Access to the stations by cycle is aided by the National Cycle Network Route 6, which is located in the local area, as indicated in the extract from the Sustrans map in Figure 3.2 below:



**Figure 3.2: Sustrans National Cycle Network Map**

3.8 Harefield village itself is residential and easily walkable, encouraging active travel trips within the village.

3.9 The following table presents a list of accessible facilities and their distance in relation to the site access. Typical walking and cycling times to the site are also provided. From these times, it can be seen that many key facilities are accessible from the site:

| Location  | Distance      | Walk time (80m/min) | Cycle time (260m/min) |
|---|---------------|---------------------|-----------------------|
| Harefield Baptist Church  | 515m          | 6.4 mins            | 2 mins                |
| Harefield Hospital  | 640m          | 8 mins              | 2.5 mins              |
| New Park Road Bus Stops   | 700m          | 8.8 mins            | 2.7 mins              |
| Harefield Village Green   | 770m          | 9.6 mins            | 3 mins                |
| Co-op Convenience Store   | 885m          | 11.1 mins           | 3.4 mins              |
| The Kings Arms Pub  | 890m          | 11.1 mins           | 3.4 mins              |
| Harefield Village Centre (including cafes, takeaways, off license, fishing shop, opticians, etc.) | 895m – 1,100m | 11.2 - 13.8 mins    | 3.4 - 4.2 mins        |
| Harefield Pharmacy  | 935m          | 11.7 mins           | 3.6 mins              |
| Malthouse Pharmacy  | 945m          | 11.8 mins           | 3.6 mins              |
| Harefield Day Nursery   | 970m          | 12.1 mins           | 3.7 mins              |
| Harefield Library   | 1,000m        | 12.5 mins           | 3.8 mins              |
| Harefield Post Office   | 1,040m        | 13 mins             | 4 mins                |

|   |        |           |          |
|---|--------|-----------|----------|
| Harefield Junior School                       | 1,050m | 13.1 mins | 4 mins   |
| Harefield Infant School and Children's Centre | 1,180m | 14.8 mins | 4.5 mins |
| The Rose and Crown Pub                        | 1,200m | 15 mins   | 4.6 mins |
| Rose & Crown PH Bus Stops                     | 1,200m | 15 mins   | 4.6 mins |

**Table 3.1: Accessible Facilities**

3.10 It can be seen that the site's proximity to Harefield provides it with numerous facilities within cycling distance.

### Bus Accessibility

3.11 The New Park Road bus stops on Rickmansworth Road are the closest bus stops to the site, 700m south of the site access, and provide access to the R1, R2 and U9 bus services. The 331 is also accessible from bus stops adjacent to The Green in the centre of Harefield.

3.12 Table 3.2 below provides details on these bus services:

| Bus | Route  | Weekday Peak Frequency  |            | Weekend Peak Frequency |            |
|-----|--|---|------------|------------------------|------------|
|     |  | AM  | PM         | Sat                    | Sun        |
| R1  | Northwood Mount Vernon Hospital - Harefield The Green - Harefield Hospital - The Grove, Tesco - Rickmansworth High Street - Rickmansworth Railway Station - Berry Lane Estate, The Queens Drive - Rickmansworth, Hall Close - Maple Cross, The Cross - Maple Cross, Downings Wood Terminus   | 1 service per day<br>Mon, Weds and Thurs only   |            | -                      | -          |
| R2  | Northwood Mount Vernon Hospital - Harefield The Green - Harefield Hospital - The Grove, Tesco - Rickmansworth High Street - Rickmansworth Railway Station - Berry Lane Estate The Queens Drive - Rickmansworth, Hall Close - Maple Cross, The Cross - Maple Cross Downings Wood Terminus - Maple Cross, Tichborne - Maple Cross, The Cross - Heronsgate, Stockport Road - The Swillett, The Stag - Chorleywood Furze View - Chorleywood, Haddon Road | 2 services per day (per direction)<br>Serves New Park Road stops at 09:43 and 11:43 northbound<br>Serves New Park Road stops at 10:51* and 13:01 southbound<br><i>*except on Tues and Fri</i> |            | -                      | -          |
| U9  | Uxbridge Station - Uxbridge Colnedale Road - Harefield Harvil Road - Harefield Dovedale Close - Harefield West / Belfry Avenue - Harefield Hospital  | 3 per hour  | 3 per hour | 3 per hour             | 1 per hour |

|     |  |            |            |            |            |
|-----|--|------------|------------|------------|------------|
| 331 | Uxbridge Station - New Denham, Oakside - Denham, Southlands Road - Denham, Station Parade - Harefield, Truesdale Drive - The Green, Harefield - Northwood Mount Vernon Hospital - Northwood Station – Northwood, Jackets Lane - Ruislip Common, Leaholme Way - Ruislip Station | 3 per hour | 3 per hour | 3 per hour | 2 per hour |
|-----|--|------------|------------|------------|------------|

**Table 3.2: Accessible Bus Services**

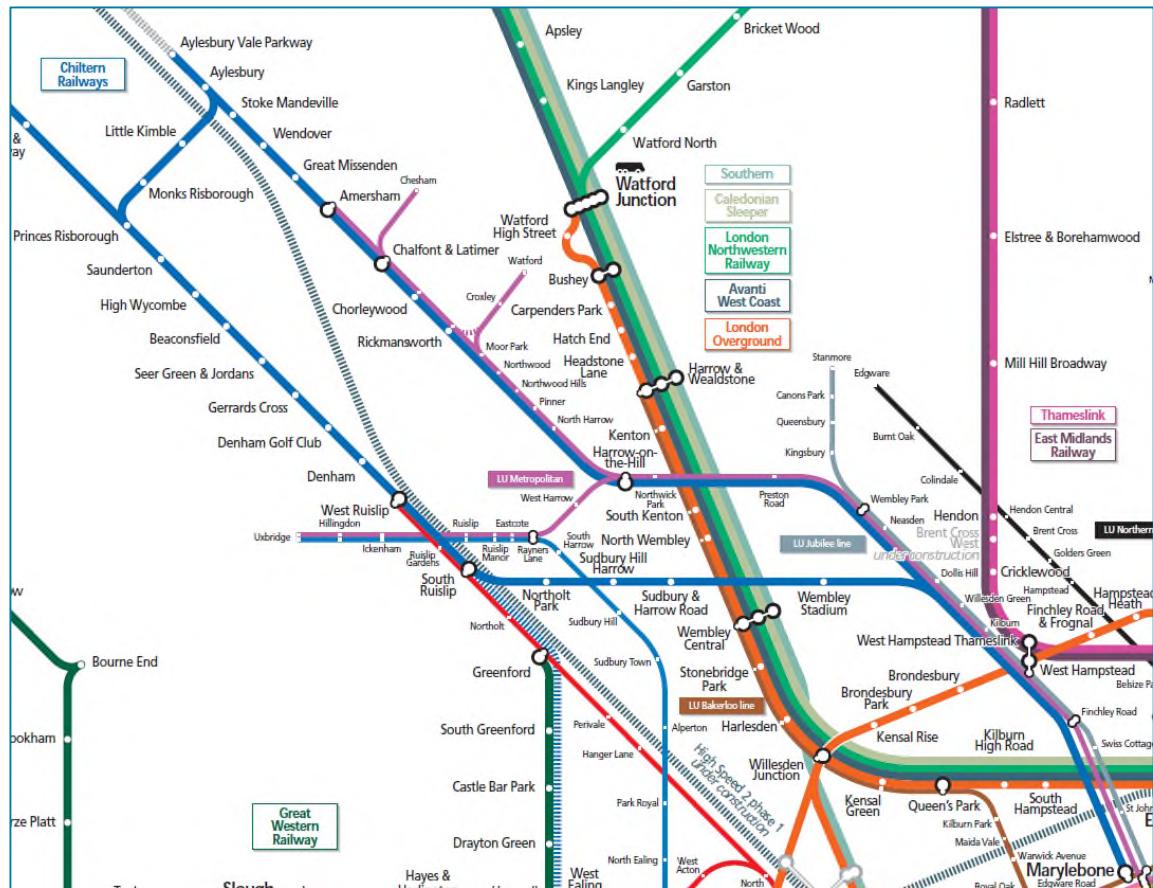
3.13 The R1 and R2 buses are operated by Red Eagle, whilst the U9 is a TfL service operated by Abellio, and the 331 is a TfL service operated by Metroline Travel. While the R1 and R2 services provide access to Rickmansworth, the U9 and 331 provide direct frequent access to Uxbridge, from where travellers can change for the London Underground Piccadilly and Metropolitan lines.

### Rail Accessibility

3.14 Rickmansworth Station is the closest rail station to access from the site, a circa 8-minute drive away. Denham Rail Station is also within driving and cycling distance, and Uxbridge London Underground station can be reached via the U9 and 331 bus services.

3.15 Rickmansworth Rail Station is served by Chiltern Railways (London to Aylesbury Line) and the London Underground Metropolitan line, Denham Rail Station by Chiltern Railways (Chiltern Main Line), and Uxbridge London Underground station by the London Underground Piccadilly and Metropolitan lines.

3.16 Figure 3.3 below provides an extract from National Rail's full network map indicating the rail routes in the region:



### Figure 3.3: National Rail Network Map

3.17 Both Chiltern Railways branches accessible from the site provide access to London via Marylebone Station, whilst both branches of the London Underground Metropolitan Line serve nearby Baker Street Underground Station.

3.18 Table 3.3 below sets out the frequency of rail services available from the stations near the site:

| Station       | Route  | Weekday Frequency | Saturday Frequency | Sunday Frequency |
|---------------|--|-------------------|--------------------|------------------|
| Rickmansworth | <i>Chiltern Railways</i><br>Aylesbury Vale Parkway* -<br>Aylesbury - Stoke Mandeville -<br>Wendover - Great Missenden -<br>Amersham - Chalfont & Latimer<br>- Chorleywood -<br><b>Rickmansworth</b> - Harrow-on-the-Hill – London Marylebone                                 | 2 per hour        | 2 per hour         | 2 per hour       |
|               | <i>London Underground</i><br><i>Metropolitan Line</i><br>Amersham / Chesham -Chalfont & Latimer - Chorleywood -<br><b>Rickmansworth</b> - Moor Park – Northwood** - Northwood Hills** - Pinner** - North Harrow** - Harrow-on-the-Hill - Northwick Park** - Preston Road** - | 4 per hour        | 4 per hour         | 4 per hour       |

|   |   |            |               |               |
|---|---|------------|---------------|---------------|
|   | Wembley Park** - Willesden Green** - Finchley Road - Baker Street - Great Portland Street - Euston Square - King's Cross St. Pancras - Farringdon - Barbican - Moorgate - Liverpool Street - Aldgate  |            |               |               |
| Denham  | <i>Chiltern Railways</i><br>Gerrards Cross - <b>Denham</b> Golf Club - Denham - West Ruislip - Northolt Park - Sudbury Hill Harrow - Wembley Stadium - London Marylebone  | 1 per hour | 2 per hour*** | 2 per hour*** |
| Uxbridge  | <i>London Underground Metropolitan Line</i><br><b>Uxbridge</b> - Hillingdon - Ickenham - Ruislip - Ruislip Manor - Eastcote - Rayners Lane - West Harrow - Harrow-on-the-Hill - Northwick Park** - Preston Road** - Wembley Park - Willesden Green - Finchley Road - Baker Street - Great Portland Street - Euston Square - King's Cross St. Pancras - Farringdon - Barbican - Moorgate - Liverpool Street - Aldgate  | 8 per hour | 8 per hour    | 8 per hour    |
|   | <i>London Underground Piccadilly Line</i><br><b>Uxbridge</b> - Hillingdon - Ickenham - Ruislip - Ruislip Manor - Eastcote - Rayners Lane - South Harrow - Sudbury Hill - Sudbury Town - Alperton - Park Royal - North Ealing - Ealing Common - Acton Town - Turnham Green - Hammersmith - Barons Court - Earl's Court - Gloucester Road - South Kensington - Knightsbridge - Hyde Park Corner - Green Park - Piccadilly Circus - Leicester Square - Covent Garden - Holborn - Russell Square - King's Cross St. Pancras - Caledonian Road - Holloway Road - Arsenal - Finsbury Park - Manor House - Turnpike Lane - Wood Green - Bounds Green - Arnos Grove - Southgate - Oakwood - Cockfosters | 3 per hour | 3 per hour    | 3 per hour    |
| <p>*this station served by circa 50% of services on this route on weekdays</p> <p>**this station not served by fast/semi-fast services during peak hours</p> <p>***1 per hour is a fast service from Oxford, serving only Wembley Stadium and London Marylebone</p> |   |            |               |               |

**Table 3.3: Accessible Rail Services**

## Accessibility Summary

- 3.19 Local facilities and amenities are located within Harefield, a short distance from the site. The residential character of Harefield is conducive to encouraging trips by active travel modes once in the village.
- 3.20 Bus services accessible from Harefield provide access across the wider area, especially towards Uxbridge where connections can be made to London Underground services.
- 3.21 The site is well-located for access to a number of rail stations, providing frequent services across North West London and into Central London via the London Underground services.

## 4 Overarching Travel Plan Objectives and Management

### Introduction

- 4.1 This section sets out the objectives and targets of the Travel Plan.
- 4.2 Objectives are required in order to give the Travel Plan direction and provide focus. Targets are measurable goals that are set in order to assess whether the objectives have been achieved. It is also useful to identify a number of indicators which can be monitored to determine whether the targets have been met and thus if objectives have been achieved.
- 4.3 The specific details of the site (e.g. location, access by various transport modes, parking facilities) and the results of residential travel surveys provide the basis on which the Travel Plan objectives, targets and measures will be developed.
- 4.4 As there is no one specific mode of transport suitable for all residents, the Travel Plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it. The focus should be on the incentives for sustainable travel, rather than lots of disincentives to travel by car.

### Travel Plan Objectives

- 4.5 The main objectives of the Travel Plan are to:
  - maximise the proportion of residents and visitors travelling to and from the site by more sustainable modes, for example, public transport, walking and cycling
  - manage the demand for car parking
  - promote healthy lifestyles for residents and employees
  - contribute towards developing sustainable and vibrant communities
  - reduce the impact on the environment
  - minimise traffic generation on the local road network (reducing the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the plan)

### Travel Plan Coordinator

4.6 The contact details of the currently appointed Travel Plan Coordinator (TPC) for the site are set out below:

Company: **TBC**

Address: **TBC**

Tel: **TBC**

Email: **TBC**

4.7 The contact details of the current TPC are to be provided to LB Hillingdon and TfL.

4.8 The TPC will be the main driving force behind the Travel Plan and will be responsible for:

- liaison with residents and external organisations, stakeholders and operators
- gaining commitment and support from residents
- the first point of contact for travel advice
- marketing of measures and initiatives
- data collection, surveys, monitoring and report production
- championing the Travel Plan in order to secure funding to achieve the objectives and targets

4.9 The TPC is responsible for running the Travel Plan and will be the key decision maker on day-to-day matters of implementation of the Travel Plan measures.

## 5 Travel Surveys and Targets

### Overview/Methodology

- 5.1 An initial TRICS compliant residential travel survey will be undertaken by a specialist survey company as soon as possible following the occupation of at least 25% of dwellings to record the modes of travel being used by residents at the site. This will establish the baseline modal split targets against which the bi-annual monitoring surveys can be assessed.
- 5.2 The travel surveys will be co-ordinated by the TPC and will ascertain the views of residents regarding travel, with the intention of influencing and informing the Travel Plan. Targets will then be set, based on the returned information.
- 5.3 Follow up monitoring travel surveys will then be conducted at the first, third and fifth year after the initial Travel Plan trigger point has been reached, with monitoring reports submitted to LB Hillingdon and TfL setting out the results of each survey.
- 5.4 The TRICS compliant residential travel survey will use the following methodology:
  - The survey will take place over at least 12 hours on a neutral weekday
  - Manual multi-modal counts of every trip entering or leaving the site at all entrances undertaken, classified by vehicle type, pedal cycle or pedestrian
  - Parking beat surveys to establish the on-site car and cycle parking demand
  - Pedestrians and cyclists entering and leaving the site interviewed to identify their main mode of transport (e.g. are they only walking or are they actually going to catch a bus)
- 5.5 The travel surveys will be undertaken by an independent survey fieldwork company, ensuring that they are an approved and experienced TRICS survey supplier.
- 5.6 An example of the travel survey questionnaire to be used in the interviews is provided in Appendix A of this report.
- 5.7 The surveys can also be used to test the reaction of residents to any planned potential Travel Plan measures and will record their:
  - views on walking and cycling
  - views on car sharing
  - views on public transport
  - incentives that would encourage use of the above
  - current deficiencies (actual and perceived) in the above

5.8 The results from the surveys will be used to inform the overarching objectives and targets, as well as the more specific objectives and targets which are based on the individual uses proposed as part of the development scheme.

### **Baseline modal split and monitoring**

5.9 To provide an initial baseline modal split upon which to compare the initial travel survey results, the modal split data from the 2011 census data for the Harefield Ward has been examined. Table 5.1 presents the resulting Census modal splits:

| Travel Mode       | Percentage Split |
|-------------------|------------------|
| Underground       | 6%               |
| Train             | 3%               |
| Bus               | 6%               |
| Taxi              | 0%               |
| Motorcycle        | 1%               |
| Private Car/Van   | 67%              |
| Car/Van Passenger | 4%               |
| Bicycle           | 2%               |
| On Foot           | 11%              |
| Other             | 0%               |

**Table 5.1: Census Mode Splits**

5.10 As set out above, full baseline monitoring of the site will take place upon the occupation of 25% of the dwellings at the site, providing more accurate, site-specific modal split figures for the site. Follow-up monitoring in Years One, Three and Five will, comprise questionnaires, parking counts and multi-modal count of all trips to and from the site.

## Travel Plan Targets

5.11 Table 5.2 outlines interim short, medium and long-term modal shift targets, utilising the baseline 2011 Census modal splits identified above:

| Travel Mode                     | Baseline<br>(2011 Census Data) | Short Term<br>(Year 1) | Medium Term<br>(Year 3) | Long Term<br>(Year 5) |  |  |
|---------------------------------|--------------------------------|------------------------|-------------------------|-----------------------|--|--|
| Car Driver (single occupant)    | 67%                            | 66% (-1%)              | 64% (-3%)               | 62% (-5%)             |  |  |
| Car Share (driver or passenger) | 4%                             | 4% (+0%)               | 5% (+1%)                | 5% (+1%)              |  |  |
| Walking                         | 11%                            | 29% (+1%)              | 30% (+2%)               | 32% (+4%)             |  |  |
| Cycling                         | 2%                             |                        |                         |                       |  |  |
| Public Transport                | 15%                            |                        |                         |                       |  |  |
| Motorcycle                      | 1%                             | No change expected     |                         |                       |  |  |
| Taxi                            | 0%                             |                        |                         |                       |  |  |
| Other                           | 0%                             |                        |                         |                       |  |  |

**Table 5.2: Travel Plan 'Aim' Targets**

5.12 The above targets set out above are therefore aimed at promoting public transport use, walking and cycling.

5.13 The baseline and targets detailed in Table 5.2 will be reviewed and updated accordingly following the initial residents' travel survey and again following the Year 1, 3 and 5 surveys.

5.14 Targets set out within Table 5.2 are considered 'SMART' (Specific, Measurable, Achievable, Realistic, Time-bound) and are in line with the objectives of this Travel Plan, looking to achieve a reduction in single occupancy car travel over the period covered by the Travel Plan through an increase in car sharing, active modes (walking and cycling) and public transport usage.

## 6 Travel Plan Objectives and Measures

### Travel Plan Objectives

- to seek to reduce the overall level of car use journeys to and from the site
- to provide safe access to, from and within the site
- to provide viable public transport options to ensure journeys to services, employment and leisure opportunities can be made sustainably
- to raise the awareness of the environmental and health benefits of using more sustainable modes of transport
- to manage the demand for parking
- to provide a secure and attractive environment for pedestrians and cyclists

### Travel Plan Measures

6.1 The following Travel Planning measures and initiatives will be provided as set out in the Action Plan provided at the end of this section.

#### Welcome Packs and Notice Boards

6.2 Resident Welcome Packs will be distributed to all new tenants upon occupation of the residential development. The packs will include useful travel information to promote sustainable travel use.

6.3 Examples of the contents of the Welcome Pack, and the branding, visual identity and guidelines to be used when the packs are published, are provided in Appendix B.

6.4 A Travel Plan Notice Board will be provided in main reception areas specifying travel information such as the underground and buses services, the walking time from these transport interchanges, TfL cycle route mapping and links to journey planning resources.

#### Cycle Parking

6.5 Secure and sheltered cycle parking is provided on-site. The use of the cycle parking facilities and any improvements suggested by residents will be monitored by the TPC through the travel surveys.

#### Car Sharing

6.6 Car sharing is a proven method of reducing trips to a site and has a positive influence on peak time congestion. It proves popular due to the cost-benefits to users and the reduction in stress from shared driving responsibility.

6.7 Given the residential nature of the site, there may be an opportunity for informal car sharing and a car sharing scheme will be established.

6.8 A basic scheme utilising the Travel Plan noticeboards will be adopted in the first instance, with reviews undertaken within the repeat surveys. Should demand be present, a formal car share database could be adopted.

6.9 Residents will also be encouraged to register to the free London Liftshare website:  
[www.liftshare.com/uk/community/london-liftshare](http://www.liftshare.com/uk/community/london-liftshare)

6.10 Liftshare are the UK's leading car share provider and their website allows members to find car sharing partners across London.

#### *Residential Car Parking Provision*

6.11 Parking within the site will be managed as outlined in paragraphs 2.3-2.5. This will provide a method to control and influence the way people travel to and from the site. Within the proposed development, parking bays for residents are available within designated areas.

#### *Promotion of Public Transport*

6.12 Public transport timetables and route maps will be provided as part of the residents' Welcome Pack and displayed within communal areas.

#### *Promotion of Cycling and Walking*

6.13 Notice boards located in the communal areas of the residential development will include details of safe walking routes and cycling routes within the vicinity of the site. This information will also be provided in the residents' Welcome Packs.

#### **Provision of Travel Information**

6.14 Promotional material and awareness raising measures are considered to have the most potential for encouraging sustainable travel. Promoting the use of these facilities will be an essential factor in reducing car usage. As such, the residents' welcome packs and travel notice boards will provide the following information:

- cycling / walking maps
- public transport information (including timetables, route maps and approximate pricing) and contact details for Transport for London
- telephone numbers of taxi companies operating in the area
- information about access to services, facilities and local amenities e.g. supermarkets within walking distance, post offices, cash machines etc.

- car sharing information
- details of useful public transport journey planning websites and mobile applications will be put on display to allow residents to easily plan their journeys to and from site, e.g. [www.tfl.gov.uk/plan-a-journey](http://www.tfl.gov.uk/plan-a-journey)

### Resident Feedback

6.15 Residents will be encouraged to communicate any feedback or suggestions they may have regarding improvements to walking, cycling and public transport access at the site and in the local area to the TPC.

### Resources

6.16 Suitable resources will be provided for the implementation of the Travel Plan and its associated measures and initiatives.

6.17 Certain measures/initiatives, including travel noticeboards, welcome packs and on-site facilities will form part of the development construction/fitting out stages and as such associated costs are included within these stages.

6.18 With regards to printing or similar costs for materials such as travel packs, leaflets and updated timetables/mapping information, these are envisaged to be minimal and are expected to be funded by the site management through general administration costs or similar.

6.19 The TPC role and the organisation of any travel surveys will be funded by the site managers.

### Action Plan

6.20 Table 6.1 sets out measures and actions set out within this Travel Plan alongside implementation targets dates for completion.

| Target Date                     | Action / Measure  |
|---------------------------------|---|
| Prior to occupation             | <ul style="list-style-type: none"><li>• Appointment of Travel Plan Coordinator</li><li>• Provide cycle parking facilities</li><li>• Install travel noticeboards with appropriate information, including local walking and cycling routes, public transport information, journey planning, car-sharing information and local taxi providers</li><li>• Produce the residents' welcome packs</li><li>• Investigate public transport discounts that may be available to residents</li></ul> |
| Upon 25% occupation of the site | <ul style="list-style-type: none"><li>• Undertake initial residential travel survey</li></ul>   |

|                  |   |
|------------------|---|
| Years 1, 3 and 5 | <ul style="list-style-type: none"><li>• Undertake updated travel surveys and review the Travel Plan and its associated measures/targets accordingly</li><li>• Provide monitoring reports to LBH/TfL setting out the results of the travel surveys and any proposed changes to the Travel Plan</li></ul>   |
| Ongoing          | <ul style="list-style-type: none"><li>• Liaison with local authority and public transport operators regarding infrastructure and services in the vicinity of the site as appropriate</li><li>• Promote Local/National Awareness Events</li><li>• Updating as required the information provided within the residents' welcome packs and on the travel noticeboards</li></ul> |

**Table 6.1: Action Plan**

## 7 Travel Plan Management, Development and Monitoring

### Management

7.1 The following management mechanisms are to be employed at the site during the life of the Travel Plan:

- the TPC role – the TPC will implement and promote the Travel Plan measures and be a key contact point for residents living within the proposed development
- Mechanisms for managing different stages of the Travel Plan:
  - Stage One is in the early period of Travel Plan development and implementation covering the transition / overlap of occupation and construction period, when the Travel Plan is the responsibility of the managing agent
  - Stage Two occurs once the development is occupied and the responsibility for managing and developing the plan is passed on to the appointed TPC. The help and guidance of LB Ealing and TfL will be sought to identify an effective future management arrangement and also help to ensure coordination with other Travel Plan initiatives in the area
- Management structures, steering groups etc. – at both stages of the plan, the management structures should involve a diverse range of representatives
- Long-term sustainability – at an appropriate point in the future, to be determined following liaison with LB Hillingdon and TfL, a review of the Travel Plan objectives and targets will be conducted. This would include a review of any travel surveys at the site

7.2 The TPC will liaise with the LB Hillingdon and TfL on a regular basis. Such meetings would allow the TPC to report on the current status of the Travel Plan for the site i.e. recent travel surveys, car-parking levels, new campaigns etc. It would also allow a flow of ideas from the Travel Plan officers, which could be incorporated into the overall site Travel Plan.

## **Development**

7.3 It is important to set out a strategy on how the Travel Plan should be developed and implemented once the site becomes occupied. The term “occupied” refers to the criteria previously set out, i.e. when the development reaches 25% occupancy to provide the baseline information for future monitoring of the plan.

7.4 Set out below is a phased implementation programme for the Travel Plan.

### *At Occupation:*

1. Assign a TPC
2. Define a budget for the Travel Plan
3. Review Travel Plan framework to discuss what is relevant and feasible for the site's operational needs
4. Liaise with the LB Hillingdon, TfL and public transport operators to discuss public transport information provision
5. Raise travel issues when new residents occupy units to ensure that they are aware of the range of travel options that are available to them including public transport services, and walking and cycling routes. Discuss car parking management, and car sharing, in order to discourage single occupancy car travel from the outset
6. Establish travel notice boards throughout the site, providing cycle / walk / car sharing / public transport information through the site
7. Include travel information for all modes within publicity material

### *Within 3 months of opening:*

1. Undertake a travel survey of residents and, where feasible, visitors
2. Review Travel Plan objectives and set mode share targets on the basis of this survey information
3. Undertake car park and cycle parking surveys to assess level of use of parking facilities
4. Meet with the LB Hillingdon and TfL to agree final Travel Plan strategies, revised objectives and targets.

*Within 6 months of opening*

1. Produce full Travel Plan document which will include associated targets

*Bi-Annual Reviews*

- Undertake questionnaire surveys at Years 1, 3 and 5 – surveys should be undertaken, checked and verified by an independent 3<sup>rd</sup> party to guarantee validity of results and should include car and cycle parking surveys
- Meet with the LB Ealing, TfL and public transport operators to discuss the Travel Plan's progress and the need to review any elements of the strategy

**Monitoring**

7.5 In order to ensure the Travel Plan's ongoing success, it will be important for the TPC to monitor the outcome of implemented measures. A review of the baseline travel survey will take place every two years for a period of five years after the opening of the development with the results submitted to LB Hillingdon and TfL

7.6 All surveys would be drafted in accordance with standardised approaches of TRICS survey methodologies.

7.7 The main areas of monitoring would encompass the following for residents and visitors:

- overall resident modal choice
- uptake of car sharing
- uptake / use of bikes
- use of cycle parking
- use of car parking spaces within the car park
- the use and accessibility of the public information displayed on notice boards and communal areas

**Contingency Measures if the Targets are Not Met**

7.8 The travel survey results will be reported to LB Hillingdon as an Update on Progress on the 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> year of occupation of the development. If the travel targets are not met, the Travel Plan Coordinator will report on additional measures to be used to help to meet the targets. In the event that reasonable and achievable targets for modal shift are not met by year 5, a revised Travel Plan shall be submitted, and monitoring of this plan will continue until such time as the targets in the approved Travel Plan are achieved.

