

GLOBAL HOUSE, BATH ROAD

SEPTEMBER 2022

Travel Plan





Reeves Transport Planning

PRODUCED for UNIVERSAL PENTECOSTAL CHURCH

PRODUCED by REEVES TRANSPORT PLANNING LTD

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CONTENTS

1. Executive Summary
2. Introduction
3. Policy Context
4. Baseline Conditions
5. Approved Development
6. Baseline Travel Patterns
7. Objectives and Targets
8. Measures
 - Travel Plan Champion
 - Measures to Encourage Walking
 - Measures to Encourage Cycling
 - Measures to Encourage Public Transport Use
 - Extra Measures
9. Marketing
10. Action Plan
11. Monitoring and Governance

APPENDICES

1. Site Location Plan
2. PTAL Report
3. Site Layout Plan
4. Baseline Travel Data

1. Executive Summary

- 1.1 Reeves Transport Planning is appointed by the Universal Pentecostal Church to support the development and implementation of a Travel Plan associated with approved London Borough of Hillingdon planning application 36548/APP/2021/4140. The permission allows the change of use of Global House office building (Use Class E) to a Universal Pentecostal Church place of worship (Class F1).
- 1.2 Universal Pentecostal Church is a Christian church with seven branches around the United Kingdom, with four based in London. The assembly in Southall started in 1994 and currently has a membership of circa 160 adults and 70 children, most of whom live in the West Drayton and Hounslow area. Global House introduces a church within the catchment area of the existing membership. This move offers the congregation realistic sustainable travel options, which will be promoted in the Travel Plan.
- 1.3 A Travel Plan is a long-term strategy for an organisation or site that seeks to deliver sustainable transport objectives through action. The Travel Plan's overarching aim is to reduce the environmental impact of travel to Global House by promoting sustainable modes to visitors and the local Universal Pentecostal Church community.
- 1.4 The Universal Pentecostal Church has appointed a Travel Plan Champion to implement the Travel Plan and monitor its performance. A menu of Travel Plan measures has been identified, and these are supported by an action plan. The measures will encourage the church community to use sustainable modes of transport and the health and social benefits of these will be promoted.
- 1.5 The congregation completed an online baseline travel survey 28 June- 11 July 2022. Travel surveys will be undertaken at Year 1, 3 and 5 to inform and update the site-specific objectives and targets of the Travel Plan. The travel data and Travel Plan measures will be managed and monitored via iTrace by the Travel Plan Champion, and the targets and measures will be adjusted to reflect changing behaviour regularly. This ensures that the Travel Plan is a workable and effective document that achieves its objectives.

2. Introduction

- 2.1 This Travel Plan is developed following the site-specific Transport Assessment that was submitted alongside planning application 36548/APP/2021/4140. This permission introduces a new place of worship at the existing Global House, 424 Bath Road, Longford, UB7 0EB.
- 2.2 This Travel Plan is prepared in response to Condition 4 of the approved planning application. It requires the submission, and approval, of a Travel Plan for Global House prior to the commencement of the approved use. It will also contribute towards achieving a sustainable change of use development, as a Travel Plan is recognised as an important tool in the delivery of sustainable outcomes.
- 2.3 The Travel Plan's aim is to reduce the impact of travel to, and from, Global House by promoting modes such as walking, cycling and public transport. It is understood that sustainable travel is not achievable in every circumstance, however, this Travel Plan is designed to minimise single car use and encourage informed travel choices.
- 2.4 The Travel Plan has the full support of the local Universal Pentecostal Church and their commitment to sustainability is confirmed in this strategy. It is prepared with reference to the Ministry of Housing, Communities and Local Government Travel Plans, Transport Assessments and Statements and Transport for London's (TfL) Guidance for Workplace, Travel Planning and Development.

3. Policy Context

3.1 This Travel Plan is designed to meet the requirements of both local and national policies and the following provides a summary of the policies relevant to the development.

3.2 The *National Planning Policy Framework*, updated in July 2021, sets out the Government's planning policy for England and is a material consideration in planning decisions. At the framework's heart is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Section 9 includes objectives for promoting sustainable transport and paragraph 113 explains that '*developments that will generate significant amounts of movement should be required to provide a travel plan*'.

3.3 The Department for Communities and Local Government planning practice guidance *Travel Plans, Transport Assessments and Statements* explains that Travel Plans '*are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)*'. It continues that Travel Plans should, where possible '*be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation*'.

3.4 The *London Plan 2021* (LP) is the Spatial Development Strategy for Greater London. It sets out a framework for London's development over the next 20-25 years and the Mayor's vision for Good Growth. It provides a strategic framework and guides boroughs to ensure that they are working towards a shared vision for London. Chapter 10 relates specifically to transport, and Policy T1 explains that development should support '*the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*', which this Travel Plan assists by encouraging sustainable modes of travel.

3.5 Global House's Travel Plan upholds and supports the aim of the *Mayor's Transport Strategy* to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport, which is the aim of this Travel Plan. The *Mayor's Transport Strategy* sets out three long-term ambitions for 2041, which this Travel Plan directly supports:

- 80% of journeys will be made by walking, cycling and public transport
- all Londoners will achieve 20minutes of active travel each day
- 70% of Londoners will live within 400 metres of the London-wide cycle network

3.6 Part 1 of *Hillingdon's Local Plan* promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency, which is the priority of this Travel Plan. Part 2 informs that '*Travel Plans should follow the guidelines and good practice issued by Transport for London. The plans should demonstrate how measures will be implemented, such as new local bus stops and cycle ways with cycle storage, and soft measures such as discounts on season tickets or by providing advice on individual journey planning. These measures should be integrated into the marketing and occupation of the development, with remedial measures implemented if outcomes are not achieved*'.

3.7 National, regional, and local planning policies work together to promote successful Travel Plans that strive for both 'hard' development proposals and 'soft' initiatives with commitments to monitor travel behaviour and promote sustainable modes of transport.

4. Baseline Conditions

4.1 Global House is a two-storey building with 960sqm of office accommodation. It occupies a site of circa 0.6acres, which has been vacant since 2019.

Figure 1



Location

4.2 Global House is located to the north of Bath Road, which is circa 2.8kilometres west of the main entrance into Heathrow Airport (Terminals 2 and 3). A site location plan is attached at Appendix 1.

4.3 Global House has a Premier Inn to the east, a large Regus office building to the north, and a hotel and conference centre to the south. The local area has a mix of uses including offices, hotels, airport parking, a children's nursery, a petrol filling station, and a McDonalds restaurant.

4.4 Table 4.1 summarises the walking and cycling distances to local amenities from Global House, Bath Road.

Table 4.1
Walking and Cycling Distances to Local Amenities

Amenity	Distance	Walking Time	Cycling Time
Premier Inn	100metres	1min	1min
Costa Coffee	100metres	1min	1min
Littlebrook Nursery	150metres	1min	1min
Shell Garage and shop	220metres	3mins	1min
London Hong Kong Restaurant	550metres	7mins	2mins

Existing Travel Infrastructure

Access and Servicing

- 4.5 Vehicle access and servicing for Global House is via an access point on Bath Road.
- 4.6 Pedestrian access is direct from Bath Road.

Driving

- 4.7 Bath Road provides access to a number of commercial and leisure properties that are mainly hotels associated with Heathrow Airport.
- 4.8 Bath Road connects directly to Colnbrook By-Pass (A4), to the north-east and the Bath Road / Stanwell Moor Road roundabout to the south-west. In turn, the Colnbrook By-Pass provides direct access to the M25 as well as the M4.
- 4.9 Bath Road is subject to a 30mph speed limit and, just to the west of Global House, there is a bus gate that provides westerly access to buses and cycles only.
- 4.10 The northern side of Bath Road has double yellow line parking restrictions east of the parking bays, and the southern side has single yellow line parking controls until the bus gate that lead to parking bays.
- 4.11 There are over 30 pay and display spaces within a convenient walking distance of Global House, with on-street parking facilities for Permit Holders (H2) during Monday

to Friday working hours (9am to 5pm). Vehicles displaying a valid Blue Badge are also permitted to park in a permit holder only bay without a time limit.

- 4.12 There are 44 on-site car parking spaces and several public car parks available nearby that are mostly associated with Heathrow Airport hotels. Hourly parking is available at the Premier Inn and Thistle London Heathrow Terminal 5, which are adjacent to Global House.
- 4.13 There are many electric car charging stations located circa two-three kilometres east of Global House, which are sited at the various hotels available on Bath Road.
- 4.14 There is not a London Metro Enterprise Car available within a reasonable walk of Global House, with the nearest located four kilometres north at Drayton Garden Village.

Taxis

- 4.15 Hillingdon benefits from a number of taxi companies that provide a 24hour service. There is not a taxi rank within a reasonable walk of Global House, Bath Road but there are various ranks within Heathrow Airport. Taxis are able to drop and collect visitors utilising the car park at Global House.

Trains

- 4.16 Heathrow Central and Heathrow Terminal 5 Rail Station are located within three kilometres of Global House, which is within a reasonable cycle but is outside of the mean average walking distance.
- 4.17 These interchange stations provide significant links to London Underground with both the Piccadilly and Elizabeth Line providing reliable and frequent connections to central London and the wider area.
- 4.18 Heathrow Terminal 5 Rail Station provides connections to services across the region with Heathrow Express offering a direct non-stop journey into London Paddington. Normal services run every 15minutes with a journey time of 15minutes between Heathrow Central and London Paddington. Figure 2 illustrates the journey times into London Paddington from Heathrow Central.

Figure 2



4.19 The route to Heathrow Terminal 5 Rail Station is not suitable for pedestrians, as there are no footways along the perimeter carriageway of Heathrow Airport. Terminal 5 is directly connected to Global House by Transport for London bus route 423.

4.20 Heathrow Airport and its rail stations are fully accessible, as is expected within a significant transport interchange. There are black taxi ranks located outside each Heathrow terminal and all taxis have wheelchair access. This supports accessibility for families with buggies and for people with disabilities and mobility issues.

Buses

4.21 There are existing bus stops located circa 90metres to the east along Bath Road, which is well within the optimum walking distances to a bus stop (Planning for Public Transport in Development). The bus stops provide routes in both directions to Hounslow, Heathrow Terminal 5, and Slough town centre.

4.22 Table 4.2 gives an overview of the services available at the nearby stops.

Table 4.2
Bus services available

Service	Route	Monday-Saturday Frequency	Sunday frequency
81	Slough bus station to Hounslow bus station	Every 11-13mins	Every 15mins
423	Heathrow Terminal 5 to Hounslow bus station	Every 20mins	Every 20mins

4.23 The nearest bus stops have shelters and seating with timetables. Transport for London buses are fitted with audio visual announcements and are all low-floor, wheelchair-accessible. Buggies and wheelchair users are welcome on-board buses, as are some class two scooters.

4.24 There is also a long-distance National Express coach interchange at Heathrow Airport, which provides connections nationwide.

4.25 Global House, 424 Bath Road has a good level of accessibility to public transport, and this is evidenced in its Public Transport Accessibility Level (PTAL) of 2. The PTAL Report is included as Appendix 2.

Cycling

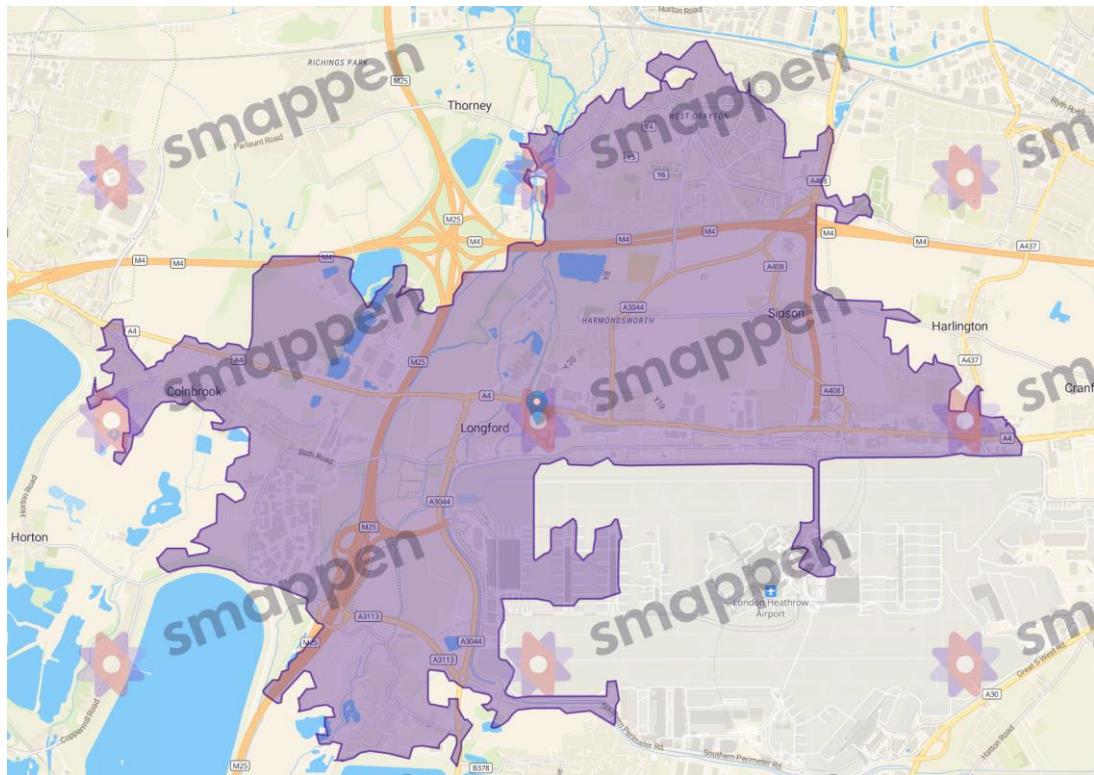
4.26 There is no on-street cycle parking spaces within a short walk of Global House.

4.27 Global House is not close to the National Cycle Network, but there are quieter roads suitable for cycling and a cycleway that runs adjacent to the Colnbrook By Pass. There is a short section of on-carriageway cycle lane immediately west, which was installed alongside the Bath Road traffic calming measures.

4.28 Figure 3 illustrates the area within a reasonable four kilometre, circa 20minute, cycle, which is the mean average length for cycling, although journeys of up to three times these distances are not uncommon for regular commuters (LTN 1/04- Policy, Planning

and Design for Walking and Cycling). The area includes Longford, Heathrow Airport, Harmondsworth, Colnbrook and parts of West Drayton.

Figure 3



Walking

4.29 Bath Road benefits from an existing connected footpath on both sides of the carriageway that links with the pedestrian access into Global House.

4.30 Bath Road footway continues west via dropped kerbs and tactile paving. The route east along Bath Road, to the bus stops, is accessible for all pedestrians. There is no formal pedestrian crossing but there are traffic calming measures that ensure vehicle speeds are limited.

4.31 Global House, Bath Road is an accessible location with access to a regular bus service and the excellent public transport links available at nearby Heathrow Airport. This ensures that sustainable modes are a real travel option for the local Universal Pentecostal Church congregation.

5. Approved Development

5.1 The approved application permits the change of use from a two-storey vacant office building to a place of worship (Class F1). Global House will become a Universal Pentecostal Church. The ground floor will be the main church meeting hall, creche and reception area, with the Sunday school and youth programmes running on the first floor, which is illustrated in Appendix 3.

5.2 The local Universal Pentecostal Church has circa 230 members, which is made up of 160 adults and 70 children. Most of the congregation live within the West Drayton and Hounslow areas.

5.3 The church meetings are likely to be:

- Sundays 10am to 11am a Sunday school with circa 90 persons
- Sundays 11am to 1pm a Family Worship Service of circa 220 persons
- Tuesdays 10am to 12pm is Fasting and Prayer with circa 35 persons
- Tuesdays 7.30pm to 9pm a Bible Study of circa 80 persons
- Saturdays 7pm to 9pm is Prayer Meeting with circa 120 persons.

5.4 Global House will not be let to third parties for events or meetings, which is confirmed in the building use policy, and the intention is for one member of staff to be located at Global House.

5.5 A new covered cycle store will be introduced in the car park area, with space for eight bikes. Cycling and pedestrian access will continue direct from Bath Road.

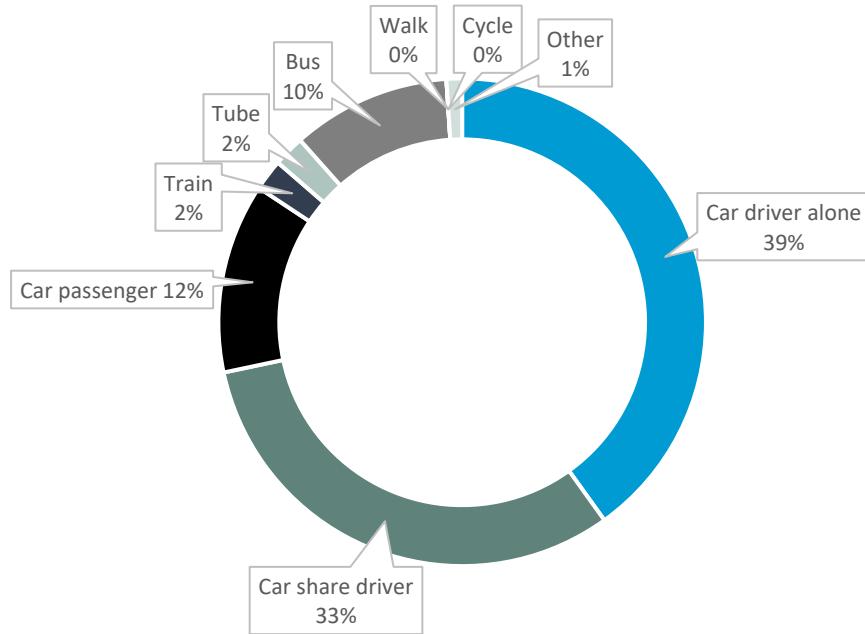
5.6 The existing vehicle and servicing access will also continue via Bath Road. It provides a route to the 44-space parking area, which includes two spaces for blue badge holders. Two seven-kilowatt electric vehicle charging points will be installed alongside the building for congregation use.

5.7 The aim is for the building to open as a Universal Pentecostal Church place of worship by autumn 2022.

6. Baseline Travel Patterns

- 6.1 A simple baseline travel survey has been undertaken to understand the intended travel patterns of the congregation to Global House. This travel data is integral to any Travel Plan, as it highlights the measures that may be useful to encourage sustainable modes.
- 6.2 The congregation's intended modal split data was collected via an online travel survey 28 June - 11 July 2022. There were responses from 49 families and individuals, so the results are considered an appropriate representation of the congregation's travel intentions.
- 6.3 The data establishes that 39% of the congregation intend to drive to Global House on their own, with circa 33% driving with others and an additional 12% travelling as a car passenger. This informs that circa 84% of the congregation intend to use a vehicle for their journey to Global House. Around 10% expect to travel by bus and 4% will catch a train or tube.
- 6.4 The baseline travel data is attached at Appendix 4 and Figure 4 demonstrates the likely main mode of travel to Global House.

Figure 4
Intended Main Travel Mode



6.5 The submitted Transport Report informs that a maximum of circa 36 vehicles are likely to attend the church at any specific time, which is a potential for 72 vehicle movements per event. It explains that attendance is typically by family groups who travel together in the same vehicle and that car sharing is actively encouraged and well established in the local church community. This is supported by the baseline data, as 16% already car share with 49% of the respondents stating that they would consider car sharing with another family.

6.6 The data indicates that promoting car sharing is likely to have the biggest impact on trip reductions. Also, 34% replied that they would consider using a bus to travel to Global House with the remaining stating they would not for several reasons. The reasons include:

- Too long a journey
- No direct service or appropriate bus connections
- Easier to travel by car
- Too expensive
- Unable to use bus or walk to the bus stop

- Travelling with young children and family

6.7 Limited congregation members responded that they'd consider cycling (10%) or walking (6%), which is mainly due to the distance needed to travel and not having a bike.

6.8 An iTrace travel survey will be undertaken 12months after first occupation of the new Universal Pentecostal Church. The survey will cover all modes of travel including car (driver, shared and passenger), motorbike, bus, train, tube, bike (pushbike and electric) and mode combinations. The Travel Plan will be updated with the collected data and the measures reviewed in iTrace. Travel surveys will then be undertaken at Year 3 and 5 in accordance with industry standards and WestTrans approval.

7. Objectives and Targets

7.1 The overarching purpose of a Travel Plan is to encourage behaviour change that will increase the use of more sustainable modes with an emphasis on minimising private car travel in favour of walking, cycling and public transport.

7.2 This main aim is supported by the Global House specific Travel Plan objectives, which give direction and a clear focus to achieving the necessary behavioural change.

The objectives are:

- to help reduce local road congestion
- to reduce single occupancy car, van, and motorcycle trips to the church
- to enable the congregation and visitors to make informed travel choices
- to enable the congregation and visitors to make healthy travel choices

7.3 The success of these objectives will be measured by a variety of targets, which have been set to ensure that the Travel Plan focuses on the reduction of private car use by stimulating increased levels of sustainable travel.

7.4 The targets accord with an acronym endorsed by the Department for Transport, which states that targets shall be SMART:

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound

7.5 The targets are presented in Table 7.1 and are based on the likely daily travel patterns of the congregation indicated by the site-specific travel data collected.

Table 7.1

Likely travel patterns of congregation members

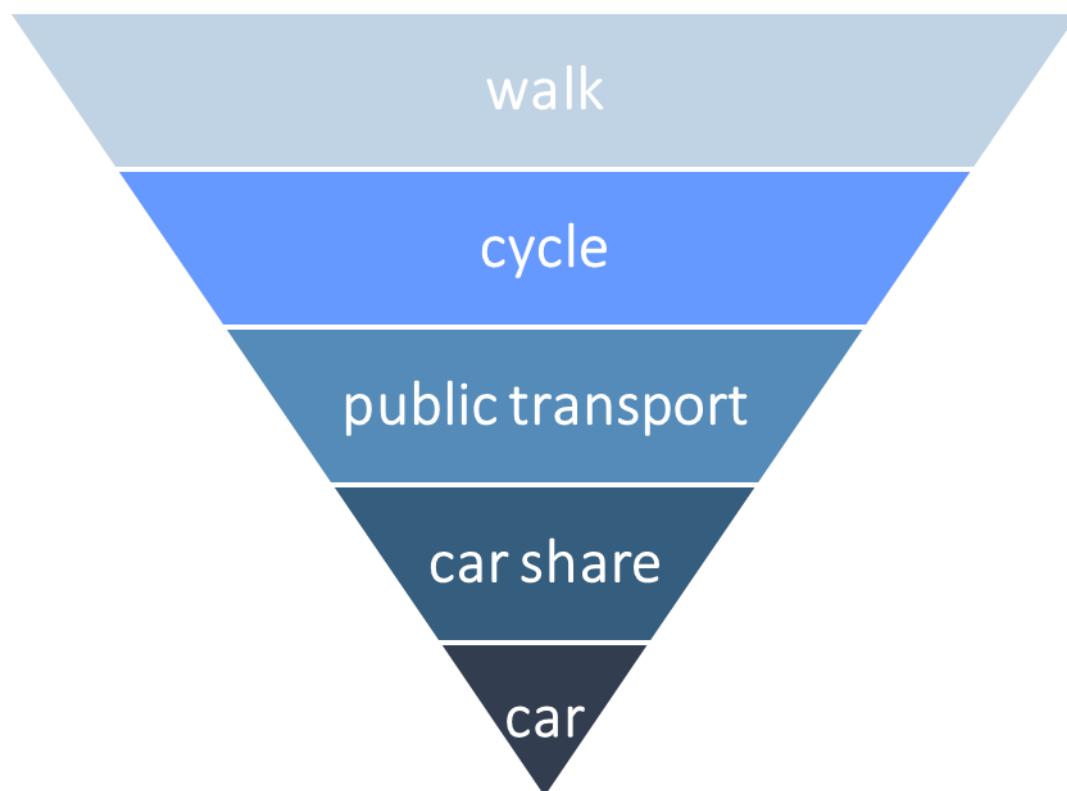
	Baseline	Year 1 Review	Year 3 Review	Year 5 Review
Car driver solo	38.8%	28%	26%	22%
Car share driver	32.6%	32%	30%	28%
Car share passenger	12.2%	16%	18%	20%
Bus	10.2%	13%	14%	15%
Train	2%	3%	3%	3%
Tube	2%	3%	3%	3%
Cycle	0%	1%	2%	3%
Walk	0%	2%	2%	4%
Other	2%	2%	2%	2%
Totals:	100%	100%	100%	100%

7.6 The aim is to concentrate efforts in the initial period and enable behaviour change from the start, which will then be maintained as opposed to gradual implementation. The targets may be slightly altered once the first full travel survey data has been analysed, but the overall direction will remain consistent.

8. Measures

- 8.1 The Travel Plan's objectives and targets will be met through a package of measures that encourage a decrease in the proportion of trips by private car whilst increasing those undertaken by sustainable transport modes.
- 8.2 The measures that have been identified are tailored to meet the needs of Global House and the local Universal Pentecostal Church. They also reflect the sustainable travel hierarchy that is used in transport policy, which is illustrated in Figure 5.

Figure 5



- 8.3 The core of a Travel Plan is its package of measures, which can comprise of a mixture of different kinds of actions, incentives, and infrastructure improvements. Measures might be structural, motivational, for awareness raising, for information provision or include financial incentives or loans to remove barriers to sustainable travel.

Travel Plan Champion

8.4 An initial measure is for a Travel Plan Champion to be appointed who will be responsible for marketing, implementing, and monitoring the Travel Plan throughout its lifetime, which is vital for the Travel Plan's effectiveness. The Travel Plan Champion has been appointed, ahead of occupation, and London Borough of Hillingdon has been informed of their name and contact details. The Universal Pentecostal Church will fund the Travel Plan Champion role for a minimum of five years.

8.5 The role is varied and includes:

- overseeing the development and implementation of the Travel Plan
- designing and implementing effective Travel Plan marketing
- ensuring the congregations awareness of the Travel Plan
- acting as a point of contact for the council, the congregation, and visitors
- working with interested members to promote sustainable modes of travel
- encouraging active travel and promoting its health benefits
- coordinating Travel Plan actions and monitoring via iTrace

8.6 A vital task, for the Travel Plan Champion, is to compile sustainable transport information and promote these modes as realistic options to visitors from day one. Details will be included in all promotional information including job adverts for staff, noticeboards in communal areas, the Universal Pentecostal Church website as well as directly to the congregation in meetings. Any staff based at Global House will be fully informed on sustainable travel and will be able to directly advise the congregation about the options available.

8.7 These options will also be included in a Travel Pack that will be provided to the existing congregation and then to each new member prior to them attending Global House. The packs will include maps of walking and cycling routes, road safety advice and an overview of the Travel Plan with the Travel Plan Champion's contact details. Bus timetables for the nearby stops will be included with details of the excellent connections available at Heathrow Airport.

Measures to Encourage Walking

8.8 Walking is the most sustainable method of travel, has proven health benefits and is an important source of personal freedom. Walking is important for most people, including those using public transport or those without access to a car. It potentially has an important role to play in journeys to work, particularly for those living within two kilometres of Global House (Providing for Journeys on Foot, 2000).

8.9 Walking is free and offers predictable journeys. Furthermore, it does not cause the same negative impacts as vehicular travel. Walking is a form of active travel that offers a range of physical and psychological benefits to the individual. Evidence suggests that physical activity can benefit organisations. The British Heart Foundation found that physically active employees take 27% less sick days than non-active employees. The Travel Plan Champion will encourage active travel and promote the health benefits to visitors.

8.10 The local area benefits from a good standard of footways and convenient pedestrian routes. A walking zone map will be given to the congregation, included on communal noticeboards, and added to the church's website. It will illustrate clear routes and walking times to visually nudge users to consider how short their walk time is to their place of worship.

8.11 Staff and the congregation will be encouraged to take part in pledge events such as Living Streets' Walk to Work month and London Car Free Day, which will be promoted by the Travel Plan Champion. Road safety and personal security information will be included in all travel packs and information noticeboards.

Measures to Encourage Cycling

8.12 Cycling is a cheap, efficient, healthy, and environmentally friendly mode of transport and these benefits will be promoted to users of Global House.

8.13 Secure cycle storage for up to eight bikes is introduced, which adheres to London Borough of Hillingdon requirements. The store will include cycle maintenance stands, pumps, and tools for bike repairs, which will be retained for continued use and an on-

site Dr Bike session will be held annually. These facilities will be emphasised and promoted in the site information.

8.14 Changing areas are available on the ground floor and the congregation will be offered London Borough of Hillingdon cycle skills training.

Measures to Encourage Public Transport Use

8.15 The benefits of travelling by public transport include:

- reduced congestion
- no need to park
- being able to relax, read or work
- combining active travel as part of the journey.

8.16 It is important to recognise that for shorter distances walking and cycling are usually more beneficial and favourable modes of travel than public transport, as they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than eight kilometres.

8.17 All local public transport information will be available in the Travel Packs and on the church website with a link to Transport for London's Journey Planner. The excellent proximity to Heathrow's public transport interchange and regular bus routes will be highlighted and included in all site information.

8.18 Public transport timetables will be displayed in a communal area, with an information board in the foyer displaying real time information for the local bus stops.

Extra Measures

8.19 Global House is in an accessible location and sustainable modes are a real option for many journeys. However, it is recognised that sometimes travel by car is the only option available to people. Car sharing is when two or more people share a car and travel together. It allows people to benefit from the convenience of the car, whilst

alleviating the associated problems of congestion and pollution. Congregation members will be encouraged to add their details to a car share database that the Travel Plan Champion will maintain. In addition, the collected travel data enables clusters of members to be identified that have journeys concentrated along the same corridors. The Travel Plan Champion will introduce preferential car parking for car sharers, as the baseline travel data indicates that a robust car share scheme is likely to have the greatest impact on reducing the number of vehicle trips generated at Global House.

- 8.20 Car parking provision is restricted to 44 spaces, which includes two spaces for blue badge holders. Two car parking spaces will include electric vehicle charging points, which offers a more sustainable car ownership option for the congregation.
- 8.21 Congregation members that choose to drive to Global House will be offered personal travel planning advice, which will help identify alternative modes to the private car.
- 8.22 The Travel Plan Champion will form a working group of interested congregation members and organisations to support their work and help explore further ideas to encourage sustainable modes of travel to Global House.

9. Marketing

- 9.1 It is important that the Travel Plan is marketed correctly to ensure that it is an effective document that meets its aims.
- 9.2 The Travel Plan Champion is responsible for the coordination and marketing of the Travel Plan. Their role is to ensure that all building users are informed of the Travel Plan's aims and objectives throughout the time of the plan.
- 9.3 The Travel Plan Champion will share good news stories and regularly update the congregation on the Travel Plan's progress. They will also ensure all building users are updated on sustainable travel options and upcoming initiatives that encourage these modes. This will be via, but is not limited to:
 - Travel Packs
 - communal noticeboards
 - meetings and email communications
 - newsletters
 - leaflets in shared and public spaces
 - social media

10. Action Plan

Y0 = ahead of occupancy

Y1 = within one year of occupancy

Y3 = within three years of occupancy

Y5 = within five years of occupancy

No.	Measure	Timescale	Responsibility	Estimated Cost
1	Provide electrical car charging infrastructure for two parking spaces	Y0	UPC	£2000.00
2	Provide secure bike storage for eight bicycles	Y0	UPC	£1600.00
3	Restrict building use to UPC meetings and events only	Y1-5	UPC	£0.00
4	Register with WestTrans iTrace	Y1	UPC	£0.00
5	Update submitted Travel Plan with London Borough of Hillingdon comments	Y1	RTP	£0.00
6	Appoint a Travel Plan Champion (TPC) and retain role for five years	COMPLETE	UPC	£2500.00
7	Provide WestTrans and London Borough of Hillingdon with Travel Plan Champions' contact details	COMPLETE	UPC	£0.00
8	Collate car share, walking, cycling and public transport information and maps	Y0	TPC	£0.00
9	Include sustainable modes of travel details in all promotional information for the local UPC including the website and all literature	Y0-5	TPC	£500.00
10	Install noticeboard in communal areas with up-to-date travel info	Y0	TPC	£50.00
11	Install a real time travel information board in the foyer	Y0	TPC	£250.00
12	Create a Travel Pack that promotes the health benefits of active travel and includes public transport timetables and apps, cycle, and walking maps, with	Y0	TPC	£300.00

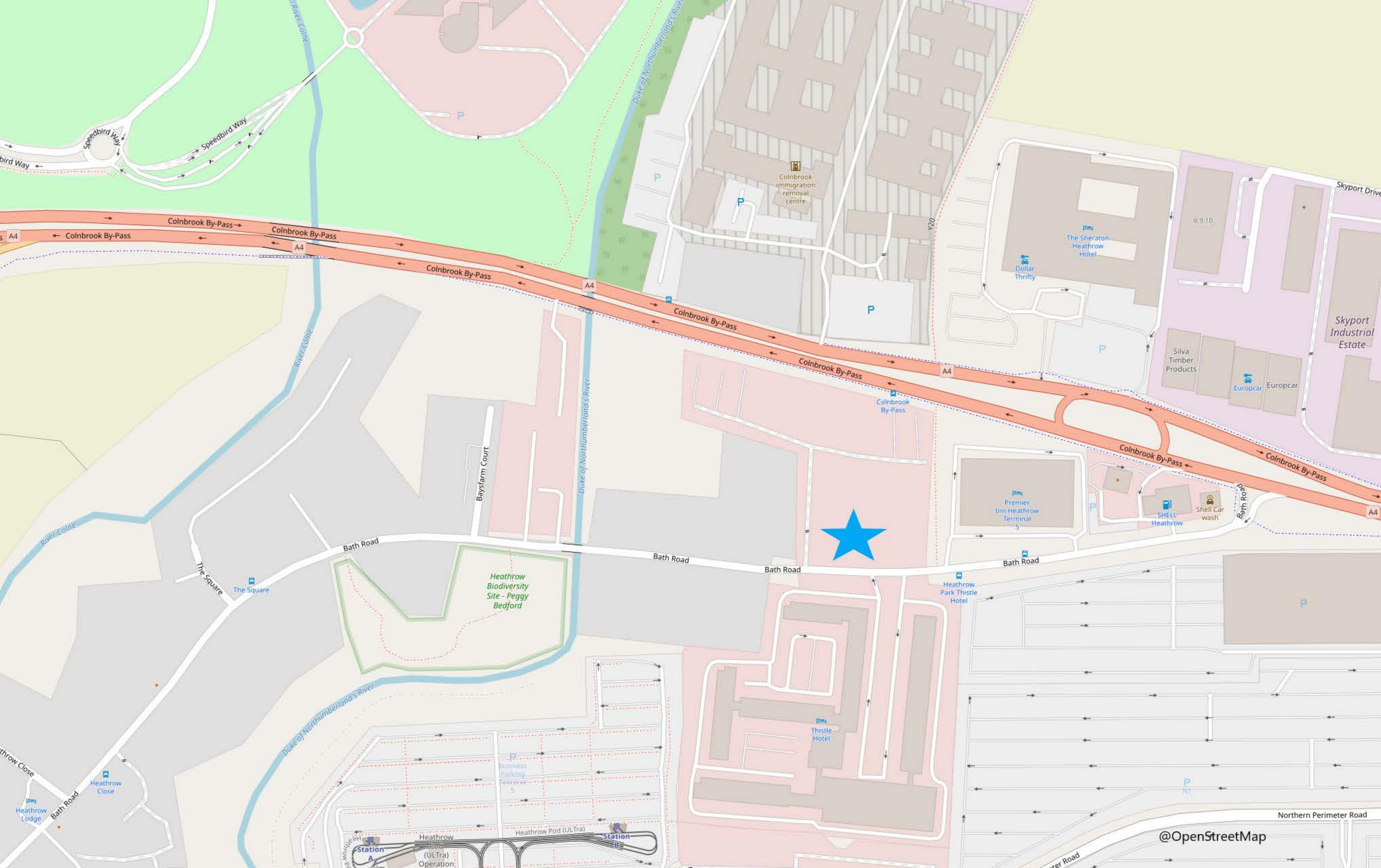
No.	Measure	Timescale	Responsibility	Estimated Cost
	cycle training and car share information and the offer of personal travel planning advice			
13	Provide the congregation with Travel Packs	Y0-5	TPC	£100.00
14	Set up car share database and promote to congregation	Y1	TPC	£100.00
15	Introduce preferential car parking spaces for car sharers	Y1	TPC	£0.00
16	Provide bike repair kit and store in bike shed	Y1	TPC	£40.00
17	Promote and incentivise active travel and pledge events to encourage walking and cycling	Y1-5	TPC	£0.00
18	Form a working group of interested congregation members and organisations to explore new ideas to achieve the Travel Plan aims	Y1	TPC	£0.00
19	Arrange Dr Bike session and invite congregation	Y1-5	TPC	£1500.00
20	Provide regular updates on the Travel Plan and sustainable travel to residents using the normal communication channels of emails, noticeboards, and newsletters	Y1-5	TPC	£0.00
21	Undertake an iTrace travel survey	Y1,3&5	TPC	£0.00
22	Update Travel Plan with results of survey and collected travel data	Y1-5	TPC	£0.00
23	Compile a Progress Report and submit to WestTrans for audit	Y1, 3 & 5	TPC	£0.00
24	Submit a final review to WestTrans	Y5	TPC	£0.00

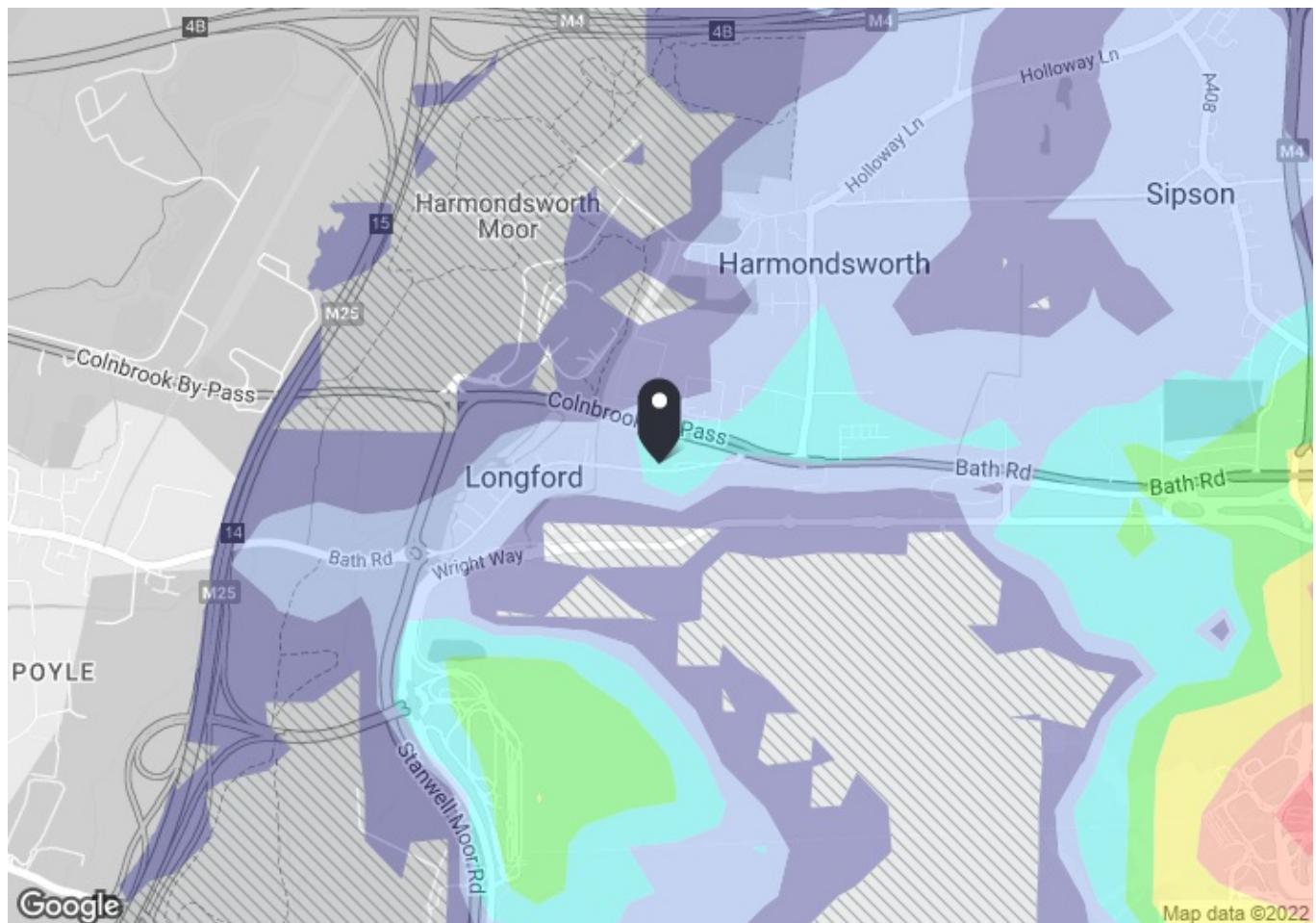
11. Monitoring and Governance

- 11.1 The local Universal Pentecostal Church is responsible for the Travel Plan and its actions until the Travel Plan Champion is appointed.
- 11.2 London Borough of Hillingdon and WestTrans' Travel Plan Monitoring Officer will be informed of the named Travel Plan Champion once confirmed. The Travel Plan Champion is responsible for monitoring the Travel Plan and organising the full travel surveys at Year 1, 3 and 5, which will identify progress towards meeting the targets.
- 11.3 WestTrans' iTrace travel surveys will be undertaken online and there will be a minimum 40% response rate, but the aim will be a 75% response rate. An in-person survey will be undertaken if the response rate falls short of this.
- 11.4 The travel surveys will cover all modes of travel including car (driver, shared and passenger), motorbike, bus, train, tube, bike (pushbike and electric) and mode combinations. London Borough of Hillingdon will be consulted on survey timings ahead of their distribution and will receive the results once completed.
- 11.5 The Travel Plan Champion will utilise iTrace, a travel plan toolkit, to monitor and review the targets and measures, as promoted by WestTrans. This toolkit will be used to monitor progress and help identify when there is an issue meeting an objective.
- 11.6 If an objective is not being met, or there is an issue delivering a Travel Plan measure, then the Travel Plan Champion, will initially raise this with the local Universal Pentecostal Church. The team, in discussion with the Travel Plan Champion, will identify the issue, and agree a new plan of action or decide on a remedial measure to ensure that the target is met. Advice and support will be sought from the Travel Plan Monitoring Officer and Reeves Transport Planning, if required.
- 11.7 The Travel Plan Champion will compile a monitoring and progress report at Years 1 and 3. The reports will be submitted to the Travel Plan Monitoring Officer for review and approval. It will include any changes in site characteristics, collected travel data,

detail performance, a review of the measures and any remedial measures that have been introduced, with an up-to-date action plan.

- 11.8 A final review report will be compiled at the end of Year 5 that outlines progress made. It will detail whether Year 5 targets are met and evidence the delivery of measures. If targets are not met, then the Travel Plan Champion, Universal Pentecostal Church team and Reeves Transport Planning will meet to discuss this and identify, as a team, a package of remedial measures to ensure the long-term sustainability of the development. This list of remedial measures and updated action plan will be included in the final report.
- 11.9 The final review report will be submitted to the Travel Plan Monitoring Officer for approval with a recommendation of additional measures and actions or confirmation, and evidence, that no further action is required.





PTAL output for Base Year	
2	
424 Bath Rd 424 Bath Rd, Longford, West Drayton UB7 0EB, UK Easting: 505424, Northing: 176931	
Grid Cell: 62876	
Report generated: 23/06/2022	
Calculation Parameters	
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key- PTAL	
0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	
Map layers	
 PTAL (cell size: 100m)	

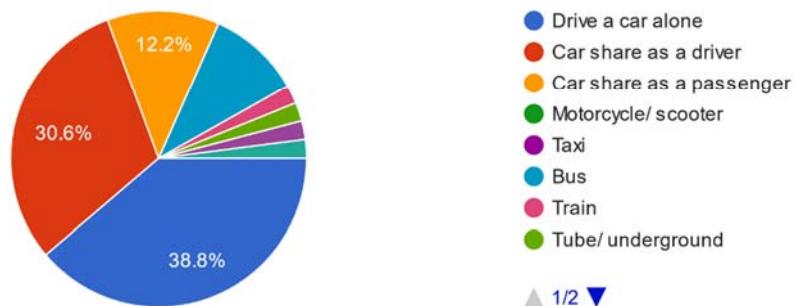
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HATCH LANE, BATH ROAD	U3	593.41	5	7.42	8	15.42	1.95	0.5	0.97
Bus	Colnbrook By-Pass	350	506.85	5	6.34	8	14.34	2.09	0.5	1.05
Bus	LONGFORD BRIDGE	81	89.54	5	1.12	8	9.12	3.29	1	3.29
Bus	LONGFORD BRIDGE	423	89.54	3	1.12	12	13.12	2.29	0.5	1.14
Total Grid Cell AI:										6.45

Question 1.

What will be your usual main mode of travel to/from Global House? Main mode means the mode which you travel furthest on during your journey.

49 responses



▲ 1/2 ▼

Question 2.

If you intend to drive, which is your main reason?

45 responses

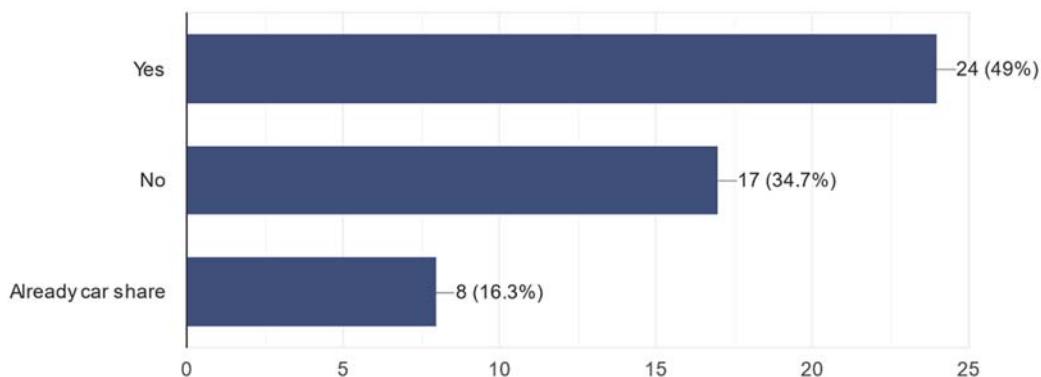


▲ 1/2 ▼

Question 3.

Would you consider car sharing with another family?

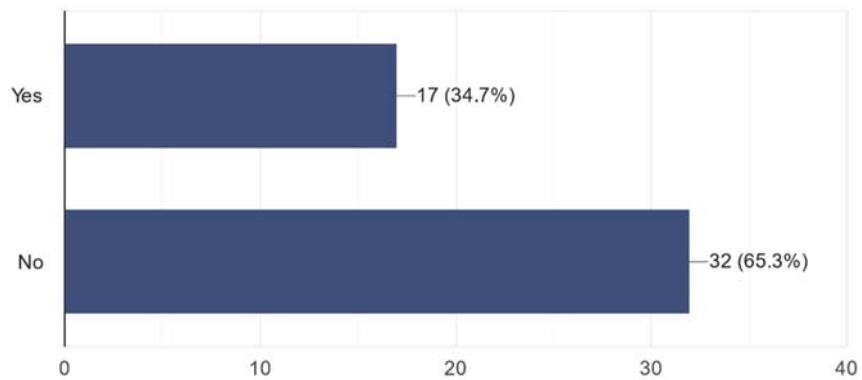
49 responses



Question 4.

Would you consider traveling to Global House by bus?

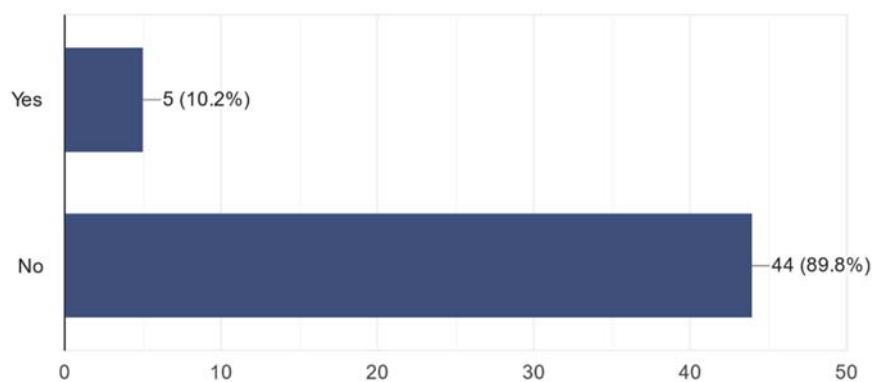
49 responses



Question 5.

Would you consider traveling to Global House by bike?

49 responses



Question 6.

Would you consider traveling to Global House by foot?

49 responses

