



Capital Place, 120 Bath Road, Harlington, Hayes, UB3
5AN

Travel Plan Statement

Client: Toyoko Inn Co. Ltd

i-Transport Ref: NM/HC/DG/ITL210199-003b

Date: 18 December 2025

Capital Place, 120 Bath Road, Harlington, Hayes, UB3 5AN

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Quality Management

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SECTION 1 Introduction

1.1 Overview

1.1.1 This Travel Plan (TP) has been prepared on behalf of the Applicant, Toyoko Inn Co. Ltd, in relation to the proposed 206-bed hotel (the development) at 120 Bath Road, Harlington (the site).

1.1.2 This TP should be read in conjunction with the Transport Statement prepared to support the application (*report reference: ITL210199-002*).

1.2 Executive Summary

1.2.1 This TP has been prepared in accordance with current Transport for London (TfL) Travel Plan Guidance (2013). This TP presents a strategy to encourage sustainable travel to and from the development. This TP sets out:

- The sustainable travel opportunities available to future guests / staff.
- The proposed development infrastructure and trip generation.
- The TP aim, objectives, benefits and targets,
- TP management, monitoring, review and revision.
- TP measures, including site layout infrastructure and 'soft measures'.
- TP Action Plan.

1.2.2 The overall aim of the TP is to:

'Reduce the reliance on single occupancy car journeys to and from the site and promote reasonable and realistic travel by walking, cycling, public transport, car sharing and shuttle bus / coach and taxi services for hotel guests.'

1.3 Structure

1.3.1 The remainder of this TP is structured as follows:

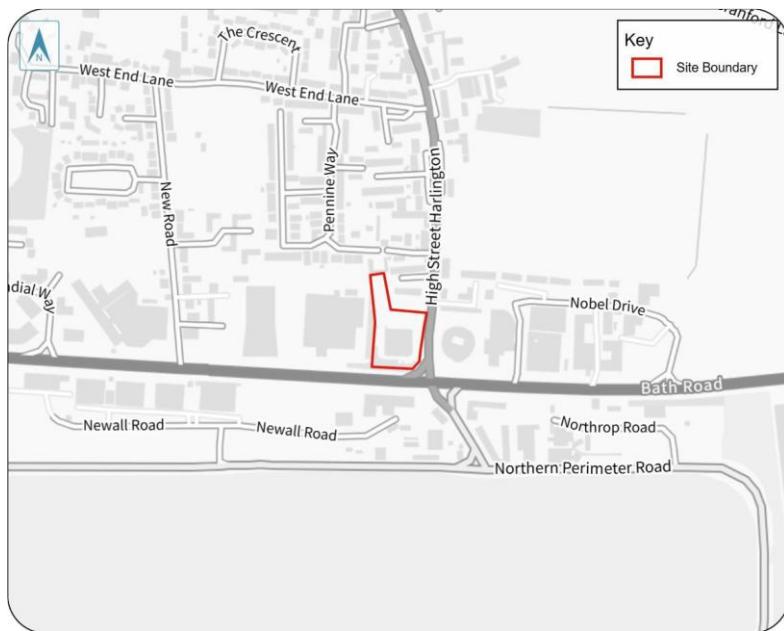
- **Section 2** – Sustainable Travel Opportunities
- **Section 3** – Development Proposal
- **Section 4** – Aim, Objectives, Benefits and Targets
- **Section 5** – Travel Plan Management
- **Section 6** – Measures
- **Section 7** – Action Plan

SECTION 2 Sustainable Travel Opportunities

2.1 Site Location

2.1.1 The site is located at 120 Bath Road, to the north west of the Bath Road / High Street Harlington / Hatton Road North signalised crossroads. A site location plan is shown at **Image 2.1**.

Image 2.1: Site Location



2.2 Active Travel Opportunities

Walking

Bath Road

2.2.1 Continuous, street lit footways run either side of the Bath Road in the vicinity of the site, which provide a walking route into Hounslow as the carriageway continues east of the site and a number of local facilities / services along this route, including shops, supermarkets, cafes, bars and restaurants. Signalised crossing facilities are also present along Bath Road, including at the Bath Road / High Street Harlington / Hatton Road North signalised crossroads adjacent to the site, providing safe pedestrian crossing locations to bus stops and facilities either side of Bath Road.

2.2.2 Bath Road is a dual carriageway road with streetlighting and has a speed limit of 40mph. Bath Road routes along the northern extent of Heathrow Airport. Dedicated bus lanes run parallel along each carriageway.

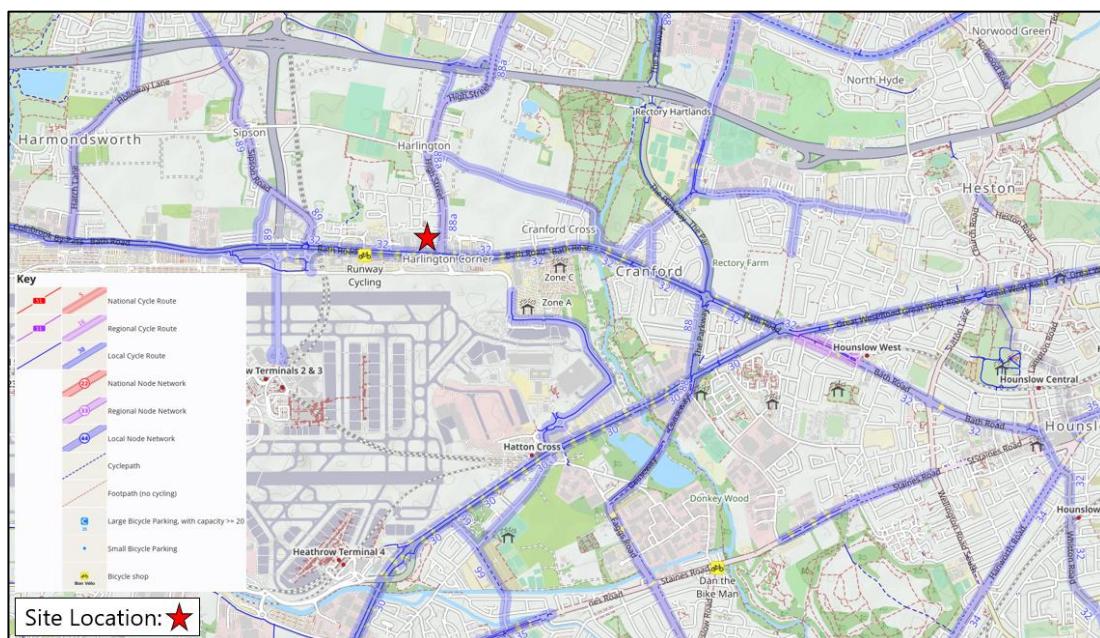
High Street Harlington

2.2.3 Continuous, street lit footways are present on both sides of High Street Harlington, which route north from Bath Road towards the village of Harlington.

Cycling

2.2.4 Cycle infrastructure in the vicinity of the site is demonstrated at **Image 2.1**. On carriageway cycle routes (bus lanes) are provided on Bath Road, which route from residential areas located east of the site.

Image 2.1: Local Cycle Infrastructure



Source: OpenStreetMap

2.3 Public Transport Opportunities

Bus

2.3.1 There are multiple bus stops within a comfortable walking distance of the site. These are summarised below:

- Harlington Corner Bus stop (Stop N) – located directly outside the site with a direct pedestrian entrance along High Street Harlington. This stop is regularly served by bus services 90, 278, H98, N140 and SL9, which provide routing towards Harrow, Hayes End, Northolt and Ruislip respectively. Bus route 278 service also provides a 15-minute service to Heathrow Airport between 04:00 and 01:00.

- Harlington Corner Bus stop (Stop E) – located 180m southeast of the site entrance along the northern carriageway of A4 Bath Road. This stop is regularly served by bus routes 81, 105, 111, 222, H98 and N9, which provide services to Greenford, Hounslow and Kingston respectively. Bus routes 81, 222, N9 and H98 provide frequent routing towards Hounslow West Underground Station, with bus route 81 providing services towards Greenford Station.
- Harlington Corner Bus stop (Stop J) – located circa 200m south of the site on the southern carriageway of A4 Bath Road. This stop is regularly served by bus routes 81, 105, 111, 222, 278, 285, 423, N9, N140, N555 and SL9. These services providing routing towards Heathrow Airport, Slough and Uxbridge. Collectively, services 111, 278, 285, SL9 and 423 provide routing to Heathrow Airport (including Terminal 5) at a frequency of 1 service approximately every 5-minutes. In addition, bus services 285, 423 and N555 also provides routing from Hatton Cross Underground Station. Bus services 81 and 222 also provide half hourly services to Hounslow West Station and Uxbridge Station respectively.
- West End Lane Bus Stop (Stop C) – located circa 250m to the north of the site on High Street Harlington (southbound), this provides access to bus route 90 in the southbound direction, towards Heathrow Terminal 4. It is also served by 278 and N140, but those services are closer located to Stop J. Stop C is served by some buses similar to Stop K on Hatton Road North, but that stop is located slightly further away and requires passengers to cross five stages of the traffic signals at the High Street Harlington/Bath Road junction.

Hotel Hoppa

2.3.2 The Hotel Hoppa bus services route between London Heathrow Terminals 2 & 3 and Terminal 5 and local hotels. Existing bus services route past the site and to neighbouring hotels, including but not limited to:

- Sheraton Heathrow, 100m west of the site, H2B and H5B service.
- Courtyard Marriott, 150m east of the site, H2C and H5C service.
- Ibis Bath Road, 300m east of the site, H2C, H2R and H5C service.

Rail / Underground

2.3.3 Heathrow Terminal 2 & 3 Station is accessible via the 105, 11, 286 and SL9 bus services and provides access to Elizabeth Line, Heathrow Express and Picadilly Line services.

2.3.4 Hatton Cross Underground Station, located southeast of Heathrow Airport and c.3.2km south of the site is accessible via the bus services 90, 423 and N555. Hatton Cross is on the Picadilly Line and provides frequent and direct services between Heathrow Terminals 4 and 5, and Cockfosters (via Central London).

2.4 Local Facilities

2.4.1 The site is located within close proximity to a variety of local facilities and services that future guests and staff may utilise and are accessible via short journey times by using active modes of transport. The distances to each facility / service from the site (and approximate walking / cycling times) are summarised in **Table 2.1**.

Table 2.1: Local Facilities and Services

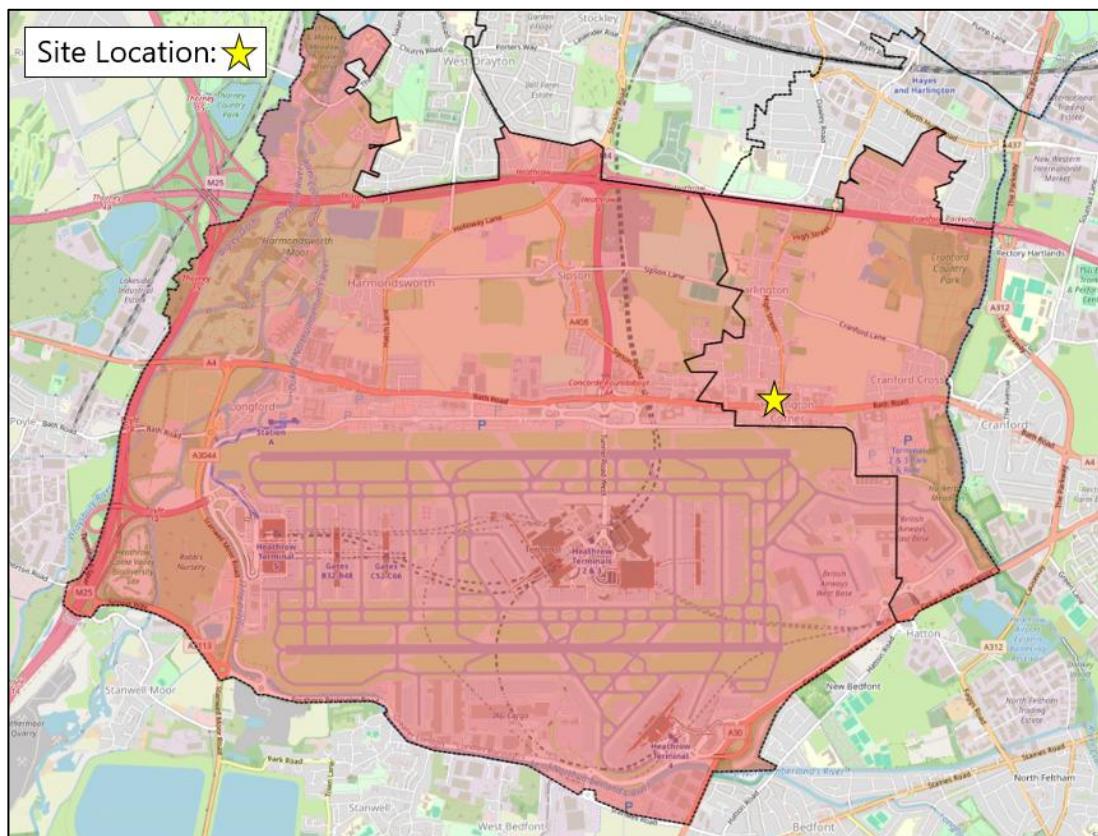
Purpose	Destination	Total Distance (m)	Journey Time (mins)	
			Walking	Cycling
Health	The Village Pharmacy and Travel Vaccination Clinic	680m	8	3
	The Village Dental Practice	1,100m	13	4
	Heathrow Medical Centre	1,200m	14	5
Retail	Essvee Food and Wine	650m	8	2
	Co-Operative Food	680m	8	3
	Co-Op ATM	680m	8	3
	Harlington Post Office	700m	8	3
	Tesco Express	1,600m	19	6
Leisure	Airport Bowl	240m	3	1
	Starbucks Coffee	270m	3	1
	Carluccios Marriott	300m	4	1
	McDonalds	640m	8	2
	The Pheasant Inn and Restaurant	750m	9	3
	The White Hart Harlington	970m	12	4
	KFC	1,150m	14	4
	The Unite Gym	1,200m	14	5
	Berkley Meadows	1,250m	15	5
Transport	Harlington Bus Stop (Stop N)	30m	0	0
	Harlington Corner Bus Stop (Stop E)	180m	2	1
	West End Lane Bus stop (Stop C)	245m	3	1
	Airport Driven Taxis	900m	11	3

Purpose	Destination	Total Distance (m)	Journey Time (mins)	
			Walking	Cycling
Within 800m				
Within 1.6km				

2.5 Baseline Conditions

2.5.1 The baseline modal split has been derived from the 2011 Census Journey to Work (JtW) data for the Hillingdon 031 and 032 Middle Super Output Areas (MSOA) place of work, which cover the site location and neighbouring workplaces / hotels (see **Image 2.2**). The 2011 dataset pre-dates the Covid-19 pandemic which altered travel habits and affected the data collected in the 2021 Census.

Image 2.2: Hillingdon 031 and 032 MSOA



Source: Nomis

2.5.2 The baseline modal split for the site, derived from averages of workplaces in both Hillingdon 031 and 032 MSOA, is summarised in **Table 2.2**.

Table 2.2: Baseline Modal Split

Mode of Travel	Count	Modal Split
Car driver	33,490	68%
Bus	7,895	16%
Underground	3,384	7%
Train	1,568	3%
Car passenger	1,267	3%
On foot	829	2%
Bicycle	541	1%
Motorcycle	519	1%
Total	49,493	100%

Source: Nomis

2.6 **Baseline Survey**

2.6.1 Baseline surveys, in the form of staff travel questionnaires will be conducted within six months of operation. Survey data will then be used to review the baseline modal split.

SECTION 3 Development Proposal

3.1 Overview

3.1.1 The development proposals comprise the conversion of the existing office building (5,888sqm GIA) at 120 Bath Road, Harlington into a 206-bed hotel, principally serving London Heathrow Airport transfers.

3.1.2 The proposed site plan is attached at **Appendix A**.

3.2 Access Strategy

Vehicular

3.2.1 Vehicular access to the site has been taken from a simple priority access to High Street Harlington. Movements are restricted such that left turn-in from (from the direction of Bath Road) and right turn-out (towards Bath Road) are the only permissible movements.

3.2.2 The existing access arrangements will be retained to serve the hotel. However, minor alterations to the kerbs within the site in the vicinity of the access will be proposed to facilitate access by a large bus / coach.

3.2.3 The internal network is arranged around a series of one-way clockwise vehicle circulation loops, including one around the building.

Pedestrian

3.2.4 Pedestrian access will be provided from:

- A dedicated pedestrian access in the south east corner, to the junction of Bath Road / High Street Harlington
- A footway alongside the vehicular access in the north east corner to High Street Harlington.

3.3 Parking

Cars

3.3.1 The existing site provides 199 car parking spaces.

- 3.3.2 The majority of the on-site car parking will be retained for the use by the hotel. However, the proposal will result in a reduction in the total number of car parking spaces to 152 car parking spaces provided on site. LBH DMP Policy DMT6 sets out that there are no maximum or minimum standards for hotel use and that these should be calculated on an individual basis. As these spaces are a retention of the existing provision on site, such a level of parking will not have a detrimental impact on the local highway network.
- 3.3.3 In accordance with Table 10.6 of the London Plan, 6% (9 spaces) will be designated accessible parking spaces and 7 spaces will be designed as enlarged parking spaces.

Electric Vehicle Charging Points

- 3.3.4 In accordance with LBH DMP Part 2, Appendix C, Table 1, eight of the car parking spaces are provided with active electric vehicle (EV) charging facilities and 30 of the car parking spaces are provided with passive EV charging facilities.

Coach Parking

- 3.3.5 To accommodate the potential for coaches/buses to enter the site, a coach parking bay is located on the southern side of the site, also doubling up as a drop-off / pick-up bay. Once approved, an approach to the Hotel Hoppa operator will also be made to determine whether they will directly serve the hotel in the same manner as other neighbouring hotels.

Taxi Drop-off / Pick-up

- 3.3.6 Provision for taxi drop-off and pick-up is located on the eastern side of the site, within the site, in the vicinity of the guest entrance.

Cycles

- 3.3.7 A covered and secure cycle store for 6 cycles will be provided in accordance with LBH DMP Policy DMT6 Table 1 which requires one space per 10 staff.

SECTION 4 Aim, Objectives, Benefits and Targets

4.1 Aim

4.1.1 The aim of this TP is to provide a sustainable transport strategy for the site with a focus to promote sustainable travel and objective to reduce the reliance on single occupancy car journeys to and from the site, in line with TfL guidance.

4.2 Objectives

4.2.1 The TPS has the following objectives:

- To support a range of sustainable transport alternatives to future guests / staff with sustainable travel options for travel to / from the site.
- To promote walking, cycling, public transport and car sharing / shuttle services as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes.
- To influence travel behaviours to / from the site and contribute to a reduction in single occupancy private cars trips.

4.3 Benefits

4.3.1 It is anticipated that the TP will result in benefits for guests and staff of the 206-bed hotel development, its occupier and the wider community in the vicinity of the development.

Guests / Staff

- Improved health and fitness through increased levels of walking and cycling.
- Increased travel flexibility offered through wider travel choices.
- The social aspect of sharing transport with others, including colleagues.

Occupier

- Reduced demand for parking spaces enabling land to be put to more cost-effective or commercially beneficial use and freeing space for active travel initiatives.
- Increased opportunities for employers to feed into corporate social responsibility or sustainability initiatives.

Local Community and Environment

4.3.2 The TP will provide the following benefits to the local community and environment:

- Help reduce the impact the traffic and associated noise generated by the development on the local highway network and therefore improved safety on local roads by promoting alternatives to the car.
- Help reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets.
- A better environment within the site and its immediate neighbours as vehicular movements are minimised and parking pressures are reduced.

4.4 Targets

4.4.1 The target of the TP aligns with the TP's aim, and therefore will be:

- To reduce the proportion of single occupancy vehicle trips generated by the development over a 5-year period by circa 10% from the baseline position.

Modal Shift

4.4.2 In order to provide a breakdown of how the 10% reduction will aim to be achieved, interim targets for each mode have been established using journey to work data contained within the 2011 Census (**Table 2.2**) as an indicative baseline for the likely mode split of staff travel to / from the development. This is set out in **Table 4.1**.

Table 4.1: Staff Multi-Modal Travel – Interim Targets

Mode	Baseline	Target Year					Net Change
		1	2	3	4	5	
Car driver	68%	66%	64%	62%	60%	58%	-10%
Bus	16%	17%	17%	18%	18%	18%	+2%
Underground	7%	8%	8%	9%	9%	9%	+2%
Train	3%	3%	4%	4%	4%	4%	+1%
Car passenger	3%	3%	4%	4%	4%	4%	+1%
On foot	2%	2%	2%	2%	3%	4%	+2%
Bicycle	1%	1%	1%	1%	2%	3%	+2%
Motorcycle	1%	1%	1%	1%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	+/-10%

Source: Nomis and consultant's estimates.

4.4.3 The indicative interim targets will be adjusted based on the results of the baseline survey.

SECTION 5 Travel Plan Management

5.1 Overview

5.1.1 The TP is a continuous process which requires regular management, monitoring, review and revision to ensure it remains relevant. This section sets out the strategy for monitoring and reviewing over a five year period from first operation.

5.2 Management

5.2.1 The management of the TP will be the responsibility of the developer / occupier, who will nominate a Travel Plan Coordinator (TPC) to undertake this role (who could be an employee and include the TPC tasks as part of a wider role).

5.3 Travel Plan Coordinator

5.3.1 The TPC will be put in place to manage and implement the TP. The TPC will be appointed prior to first operation of the hotel and will be expected to remain in the post of the duration of the TP, where possible. The TPC role will be transferred if / when necessary. The TPC details will be issued to LBH once appointed and any change of the TPC will be notified to LBH throughout the TP period.

5.4 Travel Plan Coordinator Responsibilities

5.4.1 The role of the TPC will be as follows:

- To manage the day to day delivery of the TP measures.
- To review the usage of site infrastructure measures.
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for staff / guests.
- To promote the TP to encourage interest and involvement of hotel staff.
- To prepare and distribute a Travel Information Pack.
- Provision of on-site Travel Information Noticeboard.
- Undertake annual staff travel survey / questionnaire.
- To provide monitoring feedback to staff and LBH.
- To update the TP as necessary.

5.5 Annual Staff Travel Surveys

- 5.5.1 A staff travel survey / questionnaire will be circulated by hand, email or the company intranet and will be iTrace compliant. This will include travel mode questions to establish overall modal split for the site and travel behaviours and attitudes towards use of sustainable transport modes.
- 5.5.2 The surveys will monitor staff travel behaviour and attitudes to the TP and uptake of sustainable travel but will include appropriate questions to monitor attitudes of car and cycle parking usage.
- 5.5.3 A staff travel survey will be undertaken in the first year of operation. The questionnaire will be conducted and repeated on the anniversary of the initial surveys for five years.

5.6 Monitoring

- 5.6.1 The total monitoring programme of the development will be five years from the initial staff travel survey. After this period, it is expected that the targets of the TP should have been achieved. Monitoring of the TP will be important in understanding the changing nature of staff travel behaviours and the effectiveness of the TP's measures in working towards the targets identified.
- 5.6.2 The results of the annual staff travel survey will be reported to LBH within 3 months of survey completion. The results of these surveys and statistical analysis will form the basis of discussions with LBH to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

5.7 Remedial Measures

- 5.7.1 Following each monitoring event, a review of the measures contained within the TP and their contribution towards achieving the targets will be undertaken. The targets themselves will also be reviewed having regard to changing travel patterns and characteristics.
- 5.7.2 Where it is agreed the targets are not being achieved or are no longer appropriate, revised measures will be identified to focus towards achieving revised or amended targets. The Applicant will use reasonable endeavours to work with LBH to identify a strategy and to agree further reasonable actions to achieve success.

5.8 Enforcement

- 5.8.1 Should the TP targets not be met by the end of the monitoring period outlined above, the Applicant will use reasonable endeavours to work with LBH to identify a strategy and to agree further reasonable actions to get the TP back on track.

SECTION 6 Measures

6.1 Overview

6.1.1 This section details the infrastructure measures, and the non-infrastructure or 'soft' measures that will be implemented and promoted to guests and staff of the proposed 206-bed hotel development. It covers:

- Measures to encourage new staff to walk and cycle.
- Measures to encourage the use of public transport.
- Measures to encourage future staff and guests to travel sustainably.
- TP marketing and promotion, including a Travel Plan Information Pack and Travel Information Noticeboard.

6.1.2 The measures aim to achieve the objectives set out in Section 4 of this TP. Information and marketing initiatives encourage awareness and participation in the TP from the outset.

6.2 Hard and Soft Measures

6.2.1 To support the TP objectives, the measures cover:

- Measures to encourage walking and cycling.
- Measures to encourage the use of public transport.
- Measures to encourage car sharing, shuttle bus services and taxis.
- Marketing and promotion of the TP, including Travel Information Pack.

Walking Measures

6.2.2 Walking is one of the most sustainable modes of transportation, offering numerous health benefits and plays a crucial role in daily life for most people, including those who rely on public transit. For many, it's an essential complement to other transportation methods, enhancing convenience and reducing overall reliance on vehicles.

6.2.3 Walking is to be encouraged to / from the site and will be supported and facilitated through the following measures:

- Information on local walking routes between the site, neighbouring residential areas, key local facilities and services, local public rights of way, locations of transport connections. These can be provided within the Travel Information Pack.

- Promoting the health and other benefits of walking.

Cycling Measures

6.2.4 Cycling is an environmentally friendly and highly encouraged method of transport. In order to support and facilitate this active travel method the following, supported and facilitated through the following measures:

- Dedicated cycle store for staff;
- Access to up-to date cycle maps, local NCN routes, bridleways in the local area and provide links to cycle mapping.
- Investigate the potential to offer interest free loans to staff to assist with cycle purchasing.
- Regular monitoring of cycle parking use and, if necessary, installing additional cycle parking where practicable.
- Promote subsidised cycle training (through the website www.bikeworks.org.uk) to employees.
- Promoting the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week and Bike2Work days.

Promotion of Public Transport

6.2.5 The promotion of public transport is imperative to reducing car dependency, as well as being a fundamental aspect of the Government's sustainable transport strategy. The site is located near local bus services that provide connections to rail services, therefore travel by public transport is encouraged, supported and facilitated by:

- Provision of timetable information for local bus and rail services.

Car Sharing

6.2.6 Car sharing will be promoted on the site in order to reduce the reliance on single occupancy car journeys made from the site where journeys via active travel and public transport modes are not viable. Car sharing is encouraged by:

- Promoting car sharing via local car sharing websites:
<https://liftshare.com/uk/search/from/london-borough-of-hillingdon>
- Set up of staff car sharing database.

Promotion of Shuttle Bus / Coach and Taxis

6.2.7 Bus / coach and taxi services will be promoted to guests of the hotel to facilitate journeys between the site and London Heathrow Airport. These services will be encouraged by:

- Provision of timetable information shuttle bus / coach services.
- Provision of local taxi firm contact information.

TP Marketing

6.2.8 In order to improve the success of this TP, marketing tools will be used to improve the awareness.

The following method will be used;

- **Travel Information Pack:** A travel information pack will be issued to all staff upon employment. The pack will contain details of public transport routes and timetable information, together with cycle and walking route maps. The Travel Information Pack will be updated annually, or when there is a material change in bus / rail timetables. The pack will be available in both hard copy and electronic (PDF) formats.
- **Travel Information Noticeboard:** A noticeboard will be set up in a suitable location in the hotel, such as the lobby or staff room. This will be used to display information relating to the TP, including information on public transport and walking and cycling opportunities. They will also provide information on local and national travel awareness campaigns and events.

6.2.9 In addition to the above, the TP will be communicated to potential staff during the interview process.

TP Promotion

6.2.10 Staff will be informed and engaged from the outset which will be the key to success of the TP.

This will include:

- Liaising with the staff to understand their particular needs and concerns and to examine ways of addressing them.
- Disseminating information, reporting the results of the monitoring surveys and target achievements for example through staff bulletins and posts on the Travel Plan noticeboard.
- Making electronic copies of the TP available to all staff, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

SECTION 7 Action Plan

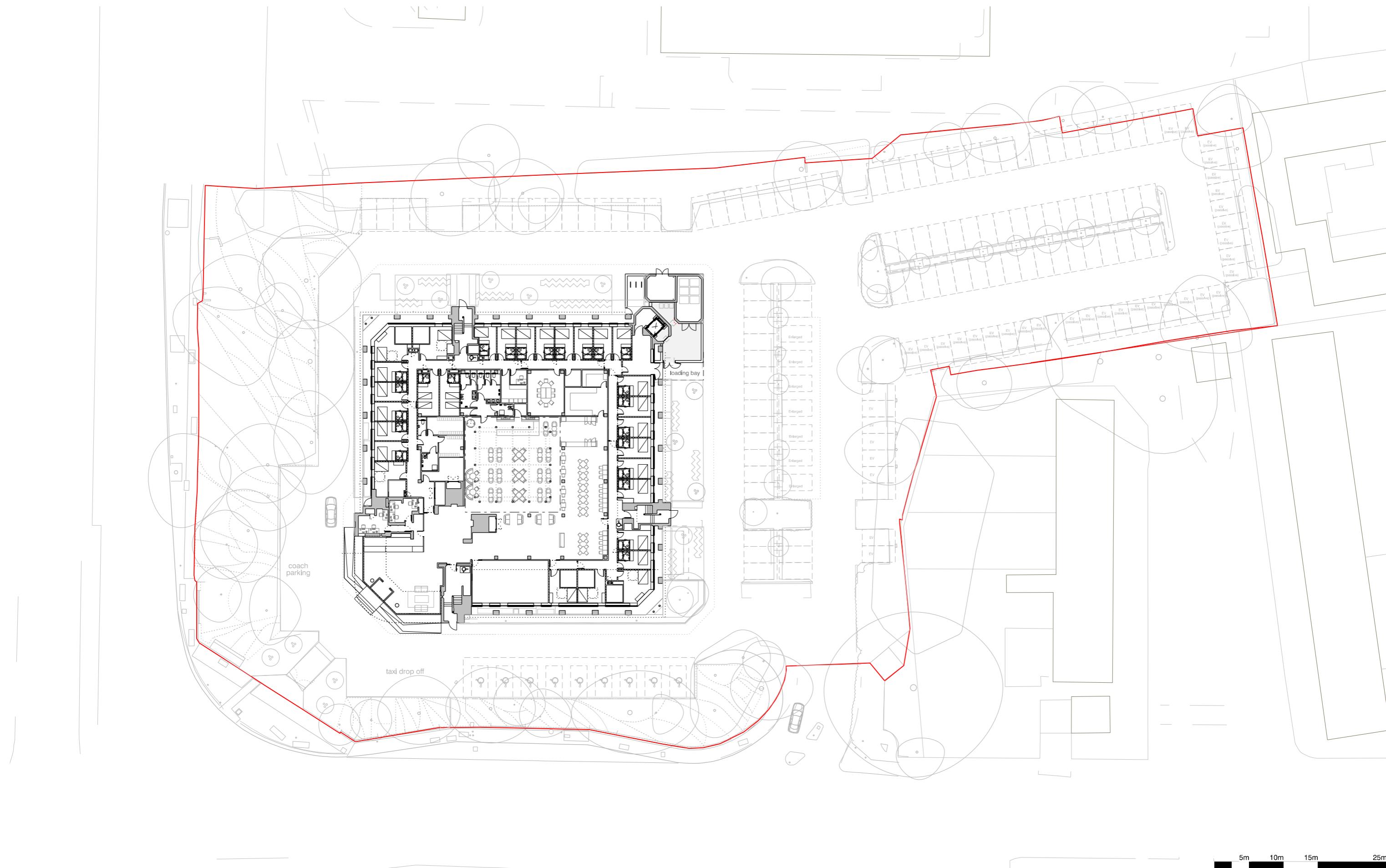
7.1 A framework for implementation of the Travel Plan is set out in **Table 7.1**.

Table 7.1: Action Plan

Measures	Summary of Measures	Responsibility	Timescale
Management	Appointment of TPC	Developer / occupier	To be appointed prior to first operation
	Day to day TP management	TPC	Throughout TP period
	Staff travel surveys	TPC	Within 6 months of operation and annually for 5 years
	Provide monitoring feedback to staff and LBH	TPC	Annually throughout TP period
Travel Plan Promotion	Prepare a staff travel information pack and travel information noticeboard	TPC	Prior to first operation
	Liaison with staff regarding the TP and sustainable travel options	TPC	Throughout TP period
Cycle Facilities	Provision of secure and covered cycle parking	Developer	Prior to first operation
Promotion of Walking	Information on walking routes and maps in staff travel information pack and travel information noticeboard	TPC	Upon employment and reviewed annually
Promotion of Cycling	Information on cycling maps, cycle purchase loans and cycle training in staff travel information pack and travel information noticeboard	TPC	Upon employment and reviewed annually
	Monitor cycle parking use	TPC	Upon operation and reviewed annually
Promotion of Public Transport	Provide bus and rail timetables in staff travel information pack and travel information noticeboard	TPC	Upon employment and reviewed annually
Promotion of Car Sharing	Set up of staff car sharing database	TPC	Prior to first operation
	Information on car sharing in staff travel information pack and travel information noticeboard	TPC	Upon employment and reviewed annually

Measures	Summary of Measures	Responsibility	Timescale
Promotion of Shuttle Bus / Coach and Taxis for Guests	Information on guest shuttle services to / from London Heathrow Airport to be made available to guests upon booking and arrival to the hotel	TPC / hotel check-in staff	Throughout hotel operation
Promotion of National and Local Events	Information to be made available about upcoming national and local events such as 'Bike Week'	TPC	Introduced within 6 months of operation and updated regularly (at least annually)

APPENDIX A. Site Layout



revision: P01 date: 20251217 note: initial planning issue

key:
site boundary 
152 car spaces
9 blue badge spaces
8 EV charging car spaces
1 coach parking

© stephenson hamilton risley STUDIO Ltd. do not scale from this drawing

project Toyoko Inn, Heathrow
Job no. 7697
title Proposed site plan
scale 1:500 @ A3
drawing no. 7697-al(05)0005

stephenson hamilton risley
STUDIO
3 riverside mews
4 commercial street
manchester, M15 4RQ
www.shr.studio
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