



Prologis UK Ltd

GSK SITE, STOCKLEY PARK, HILLINGDON

Framework Travel Plan





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PUBLIC

PROJECT NO. 70060721

OUR REF. NO. 70060721-FTP

DATE: AUGUST 2021

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for Client Review	Issue	Final Review	Final Issue
Date	30 June 2021	22 July 2021	30 July 2021	4 August 2021
Prepared by	Elena Cristobal	Elena Cristobal	Elena Cristobal	Elena Cristobal
Signature				 Cristobal Casado, Elena (UKEXC017) I am the author of this document 2021.08.04 09:27:32 +01'00'
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Signature				 Bazley, Laura (UKLEM001) I am approving this document 2021.08.04 00:03:50 +01'00'
Project number	70060721			
Report number	70060721-FTP			
File reference	\\uk.wspgroup.com\central data\Projects\700607xx\70060721 - Stockley Park - GSK - Transport\03 WIP\TP Transport Planning\05 Reports\03. Travel Plan			

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1 INTRODUCTION

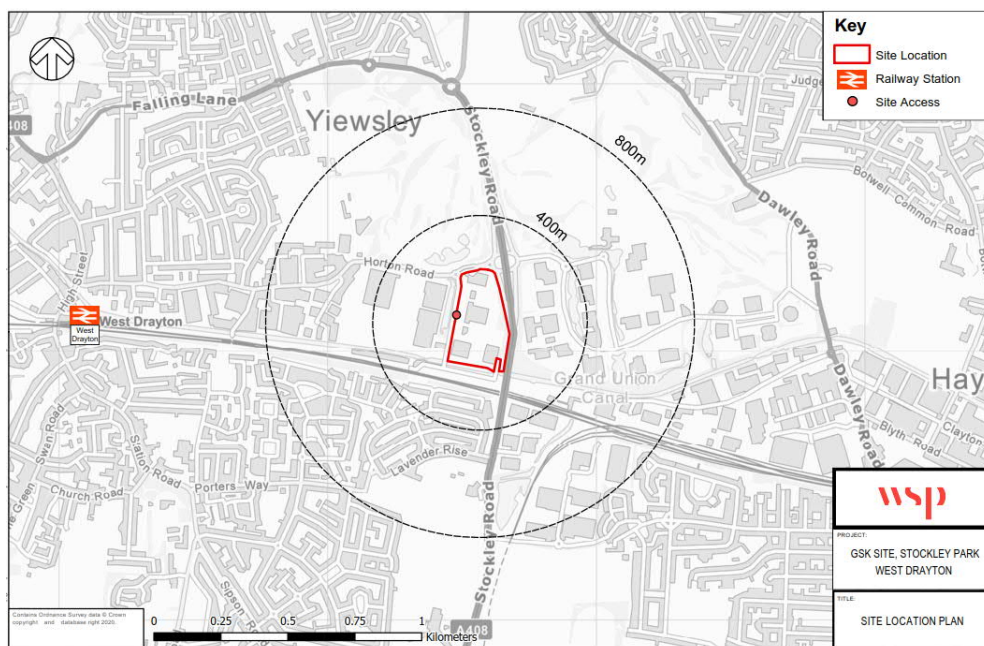
1.1 PREAMBLE

- 1.1.1. WSP have been appointed by Prologis UK Ltd (“Prologis”) to prepare the transport strategy in support of proposals to redevelop land at Iron Bridge Road North, within the London Borough of Hillingdon (LBH), which is herein referred to as the ‘Site’.
- 1.1.2. A recent application for a speculative two unit scheme at the site received a recommendation for consent at planning committee (Ref: 39207/APP/2020/2188). The approved scheme was for Class B1c/B2/B8 use and was granted planning permission in June 2021. Prologis, who own the development holding have received interest from a prospective end occupier for the use of the site as a last mile delivery centre (Class B8 use) and are now pursuing an application for this specific use - herein referred to as the Proposed Development.
- 1.1.3. As part of the documentation to support the proposals, this Framework Travel Plan (FTP) has been prepared to demonstrate the potential for the Site to encourage sustainable transport and to set the basis for a future Full Travel Plan which it is anticipated will be conditioned within the obligations associated with the planning permission should this be granted.

1.2 DEVELOPMENT SITE

- 1.2.1. The Site currently comprises three large office buildings totalling approximately 31,575sqm of historic Class B1(a) floorspace (Class E(g) since September 2020). The buildings are surrounded by surface level car parking, providing approximately 885 parking spaces, and a multi-storey car park in the south-eastern corner of the Site with approximately 350 parking spaces. The Site is bordered by trees and landscaping along each of the Site boundaries, helping to screen the Site from the surrounding highways. The Site is currently accessed from one vehicular and pedestrian access from Iron Bridge Road North as shown in **Figure 1-1**.

Figure 1-1 - Site Location



- 1.2.2. **Figure 1-1** shows the Site is located within Stockley Business Park, west of A408 Stockley Road, and just north of Drayton Garden Village and Heathrow Airport. Stockley Golf Club grounds are located to the north of the Site, and to the south it is directly bordered by the Grand Union Canal and the railway line that runs from Reading to London Paddington.

1.3 DEVELOPMENT PROPOSALS

- 1.3.1. The application seeks full planning permission for the following redevelopment proposals;
“Redevelopment of the site to provide a last mile delivery centre (Use Class B8) together with associated van storage deck and parking, access arrangements, landscaping and infrastructure”
- 1.3.2. It is intended to demolish the existing buildings on the site and construct a new warehouse with a circa 13,000 sqm floor area, rising to 15 metres high (Use Class B8) and a decked, multi-storey van storage area rising to 18 metres high with space to store around 711 vans. The remainder of the site would comprise surface level warehouse staff car parking, access routes and landscaping. Vehicle access into the site would be from Iron Bridge Road.
- 1.3.3. These proposals will herein be referred to as the Proposed Development, and the proposed masterplan can be found in **Appendix A**.
- 1.3.4. The main servicing access into the Site will be provided from Iron Bridge Road North in the south-western corner of the Site. This access will primarily serve HGV traffic but also act as an exit for staff and visitor cars. An additional vehicular access, in the same location as the current Site access, is also being proposed from Iron Bridge Road North and will provide separate access and egress for operational vans, as well as access for staff and visitor car parking.

1.4 FRAMEWORK TRAVEL PLAN OVERVIEW

- 1.4.1. This FTP has been prepared to complete the transport strategy submitted in support of the Proposed Development as set out within the Transport Assessment (TA); it captures current transport and mobility provision serving the Proposed Development; and provides an insight into the current travel patterns in the area.
- 1.4.2. In accordance with the above, this report outlines opportunities to encourage future users of the Proposed Development towards sustainable travel modes, particularly focused on employees. In each instance, these opportunities are drawn from reviewing the available evidence and considering how industry best practice can be applied to accommodate and promote sustainable travel patterns.
- 1.4.3. Transport for London (TfL) define travel plans as a *‘long term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site’*. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on ‘single occupancy car journeys’.

- 1.4.4. A travel plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option; communicating these opportunities to occupiers is also critical to the success of any travel plans.
- 1.4.5. A travel plan should also demonstrate a holistic approach by incorporating both the 'hard' engineering measures and the 'soft' marketing and management measures necessary to address the transport impacts arising from development.
- 1.4.6. Travel plans are essentially 'living documents' requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the site and provides continuous improvements for its duration. These aspirations and actions should be documented in any travel plans, the structure and content of which are dependent upon a range of factors including location, nature of development, the occupiers and the end users.
- 1.4.7. As a starting point, it should be highlighted that Prologis is fully supportive of this FTP and appreciates the benefit of using and encouraging greater use of sustainable transport for both people and goods.. As detailed in Chapter 7 it is intended to investigate the possible extension of the current successful Travel Planning scheme at Stockley Park to include this site.

1.5 REPORT STRUCTURE

- 1.5.1. The structure of the FTP has been prepared to reflect the structure advised within TfL's 2013 Travel Planning Guidance, as follows:
 - Chapter 2: Policy context;
 - Chapter 3: Accessibility and existing conditions;
 - Chapter 4: Framework Travel Plan strategy;
 - Chapter 5: Baseline travel demand
 - Chapter 6: Aim, objectives and targets;
 - Chapter 7: Framework Travel Plan measures; and
 - Chapter 8: Monitoring and review.

2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1. This chapter summarises the relevant policy and guidance at national, regional and local level that has been taken into account when preparing this FTP which is focused on future users of the Proposed Development. The following sections outline the relevant policy and compliance in detail.

2.2 NATIONAL POLICY

PLANNING PRACTICE GUIDANCE (NOVEMBER 2016) (AS UPDATED OCTOBER 2018)

- 2.2.1. The guidance states:

“In determining whether a Travel Plan will be needed for a proposed development, the local planning authorities should take into account the following considerations:

- *The Travel Plan policies (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/ strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area;*
- *Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and*
- *Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.”*

NATIONAL PLANNING POLICY FRAMEWORK (2019)

- 2.2.2. Adopted in March 2012 and updated in February 2019, the National Planning Policy Framework (NPPF) embraces a presumption in favour of sustainable development. It seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.
- 2.2.3. Regarding transport, the NPPF sets aims for a transport system balanced in favour of sustainable transport modes to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 2.2.4. The NPPF states that developments which generate significant amount of movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Paragraph 110 states that developments should be located and designed where practical to:
- *“Accommodate the efficient delivery of goods and supplies;*
 - *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *Consider the needs of people with disabilities by all modes of transport;*

- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles.”*

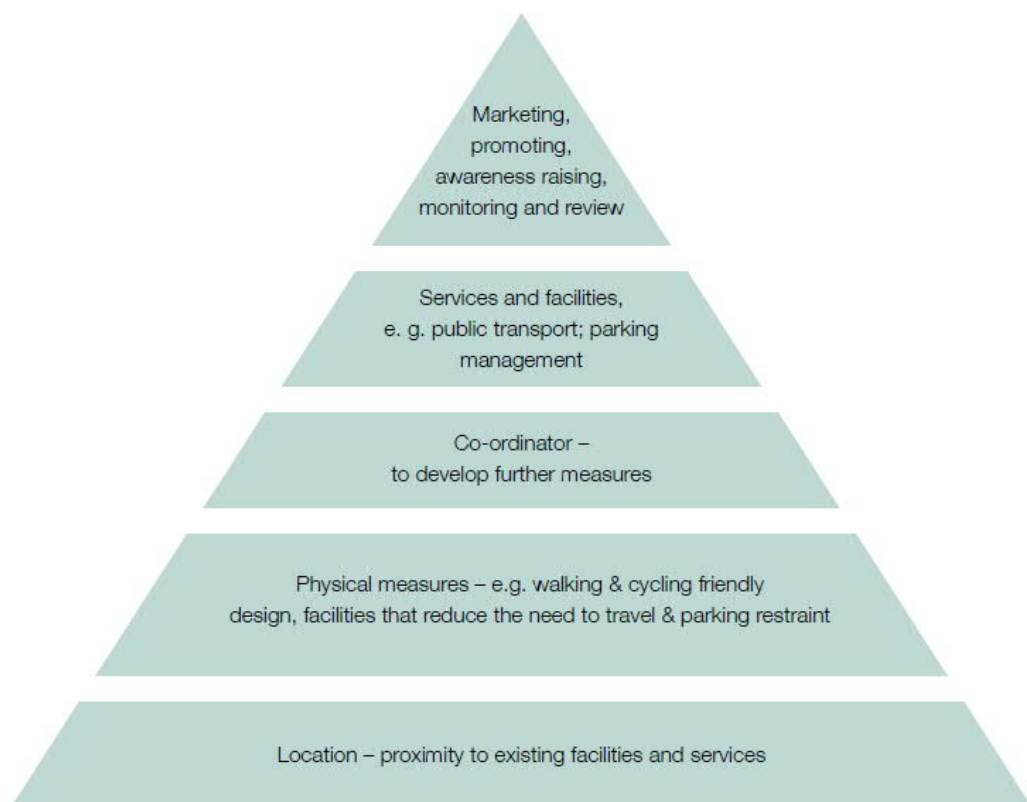
2.2.5. Travel plans are considered a key tool in achieving the above and should be provided where developments generate significant amounts of movement (paragraph 111).

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DfT, 2009)

2.2.6. The DfT guidelines are intended to assist all stakeholders in determining when a travel plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines also set out how travel plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. It states that travel plans are important for major new developments in order to:

- *“Support increased choice of travel modes;*
- *Promote and achieve access by sustainable modes;*
- *Respond to the growing concern about the environment, congestion, pollution and poverty of access; and*
- *Promote a partnership between the authority and the developer in creating and shaping ‘place’.”*

2.2.7. The document recognises that it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought, as detailed below.



- 2.2.8. The DfT's Travel Plan Pyramid illustrated above helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.
- 2.2.9. Considering all of the above it has been concluded that a Travel Plan is required for the Proposed Development.

2.3 STRATEGIC POLICY

LONDON PLAN (MARCH 2021)

- 2.3.1. The New London Plan was published and adopted in March 2021.
- 2.3.2. Policy T2 relates to Healthy Streets and seeks developments that *"reduce the dominance of vehicles on London's streets"*. The Healthy Streets approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected with walking, cycling and public transport networks.
- 2.3.3. Policy T4 identifies that *"development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity"*. Travel plans are noted as being able to help reduce negative impacts and bring about positive outcomes and are required in accordance with relevant Transport for London guidance.
- 2.3.4. Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists.

MAYOR'S TRANSPORT STRATEGY (2018)

- 2.3.5. The Mayor's Transport Strategy was produced in 2018 and incorporates both the Healthy Streets and Vision Zero approaches, aiming to achieve:
- Active, inclusive and safe travel choices.
 - A more efficient use of the street network.
 - Improvements to air quality and the environment.
- 2.3.6. Good Growth is a key concept of the Mayor's Transport Strategy and involves ensuring that people have travel options other than driving. Indeed, Policy 21 states that:

'The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:

- a) Create high density, mixed-use places, and*
- b) Unlock growth potential in underdeveloped parts of the city.'*

2.3.7. There are seven key transport principles of Good Growth. How the Proposed Development is envisaged to achieve each of these is outlined as follows:

- **Access to public transport:** The Site benefits from a Public Transport Accessibility Level (PTAL) rating of 2 at the current access point. It is in close proximity to bus services on Horton Road and within cycling distance to London Overground and National Rail services (10-minute cycling distance).
- **People choose to walk and cycle:** the existing infrastructure around the Site lends itself to short journey distances on foot or by bicycle to / from public transport services and residential areas which can potentially be the origin of employees of the Site. The on-site cycling facilities (such as cycle parking, storage and showers) will further encourage cycling as a viable modal choice.
- **Car-free and car-lite places:** the Proposed Development will be provided with parking levels in accordance with LBH's parking standards which align with TfL's standards as further detailed in Section 7.2.5 of this FTP.
- **Inclusive, accessible design:** accessible car and cycle parking is proposed to be provided in accordance with London Plan requirements. All elements of the ancillary offices will be wheelchair accessible at ground level, with lifts providing connections to offices on first floors.
- **Carbon-free travel:** London Plan policies and LBH's requirements regarding electric vehicles charging points (EVCP) has been incorporated into the design. In particular, and in accordance with discussions with LBH, 20% of car parking spaces will be provided with active EVCP and the 80% remainder will be provided with passive provision. Additionally, all parking spaces for operational vehicles will be provided with active EVCP.
- **Efficient freight:** A Delivery and Servicing Plan has been prepared under a separate cover outlining measures to manage freight efficiently as summarised in Chapter 6 of the TA.

2.4 LOCAL GUIDANCE

LONDON BOROUGH OF HILLINGDON LOCAL IMPLEMENTATION PLAN 3 (LIP3) AND LOCAL PLAN PARTS 1 AND 2 (LPP1 AND LPP2)

2.4.1. LBH's LPP1 identifies the spatial vision and strategic objectives for the borough. Strategic Objective 12 outlines the importance of travel plans in achieving climate change mitigation:

"Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans."

2.4.3. These strategic objectives and policies are then further detailed in the Local Plan Part 2 (LPP2).

2.4.4. Specifically, LPP2 Policy DMT 1: 'Managing Transport Impacts' states 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."

2.4.5. In accordance with the above, this FTP forms part of the Proposed Development strategy to promote sustainable travel. Therefore, this FTP will align with the London Borough of Hillingdon Local Plan Parts 1 and 2 by implementing all measures detailed within Chapter 7.

2.4.6. Policy DMT 1 also explains that for development proposals to be considered, they need to be within reach of public transport or walking / cycling distance:

“In order for developments to be acceptable they are required to be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development.”

2.4.7. In accordance with the above, this FTP sets out the accessibility of the Proposed Development to public transport, walking and cycling connections in the local area, for the purpose of site end-users, following occupation. An assessment of accessibility is provided below in Chapter 3.

2.4.8. Also, in the context given by LBH's LPP1 and LPP2, LBH's LIP3 includes objectives relevant to this FTP such as:

- Reduce negative impacts on air quality and noise;
- Promote healthy travel behaviour; and
- Reduce LBH's transport contribution to climate change.

2.4.9. Aims, targets and measures included within this FTP consider LBH's LIP3 objectives.

3 ACCESSIBILITY AND EXISTING CONDITIONS

3.1 INTRODUCTION

- 3.1.1. This chapter outlines the existing transport conditions surrounding the Site including available facilities for walking, cycling, and the public transport services, which will facilitate sustainable access to local amenities from the Proposed Development.
- 3.1.2. The Active Travel Zone (ATZ) assessment is a new analysis required by TfL which is included in TfL's Healthy Streets Transport Assessment guidelines and considers transport impact on a spatial scale rather than by travel mode. It is from the ATZ assessment contained within Chapter 4 of the TA (and considered within this FTP) that opportunities for sustainable travel to and from the Site have been identified.
- 3.1.3. As detailed in Chapter 2, Policy T4 of the London Plan highlights the emphasis being placed on the integration of land-use, transport and planning decisions. In order to achieve good integration, developments should be encouraged in areas with good levels of accessibility to local facilities and employment, as well as to public transport services. Therefore, this chapter summarises the baseline connectivity of the Site in terms of pedestrian, cycle, and public transport modes, which has already been included in detail in Chapter 3 and Chapter 4 of the TA.

3.2 LOCAL CONTEXT

- 3.2.1. The Site is located within Stockley Park, along the eastern side of Iron Bridge Road North. The Site is bordered by trees and landscaping, helping to screen the Site from the surrounding highways.
- 3.2.2. The Site is bounded by Prologis Park West London to the west, A408 Stockley Road to the east, the Grand Union Canal and railway line to the south, and Stockley Park Golf Club to the north.
- 3.2.3. The surrounding area comprises mainly industrial and residential land use; however, due to its close proximity to West Drayton, Yiewsley and Hayes Town, daily facilities such as cafes, retail and leisure uses are still easily accessible for future employees from their workplace.

3.3 PEDESTRIAN ACCESSIBILITY

- 3.3.1. The National Travel Survey 2015 (released in September 2016) identified that walking is the most frequent mode used for short distance trips (i.e. within 1 mile or 1.6km). This means that over a quarter and four fifths of journeys less than one mile are made by walking. Infrastructure that supports efficient travel on foot is therefore of great importance in the continuation of the promotion of sustainable travel and walking as a viable alternative to short car trips.
- 3.3.2. There is a good provision of footways in the vicinity of the Site. The Grand Union Canal Walk is a vehicle-free quietway bordering the south of the Site. This quietway provides a continuous shared footway / cycleway network to several local facilities located in Yiewsley, West Drayton and Hayes Town, including both West Drayton and Hayes and Harlington train stations.
- 3.3.3. Pedestrian accessibility to the Site is currently attained along Iron Bridge Road North. A pedestrian footpath is provided on the eastern side, separated from the highway by a grass verge and a row of trees. Lighting is provided on the eastern side for the full length of the road.

- 3.3.4. Pedestrian infrastructure and lighting is available on both sides of Horton Road. At the roundabout with Iron Bridge Road, uncontrolled pedestrian crossings are provided on the eastern and southern arms. These provide access to the bus stops on Horton Road located just to the north of the Site.. Approximately 100m west of Horton Road roundabout with Iron Bridge Road North, the southern footpath widens to a shared cycle pedestrian space, as indicated by on-road marking, signs and wayfinding.
- 3.3.5. Pedestrian footways are provided on both sides of the A408 Stockley Road, both in a northern and southern direction from the Site. The pedestrian facilities along the A408 Stockley Road lead to southern neighbourhoods such as Drayton Garden Village and northern neighbourhoods such as Colham Green.

3.4 CYCLE ACCESSIBILITY

- 3.4.1. Cycling is a popular and accessible mode of transport in London and has the potential to substitute short car trips, particularly those less than 5 km. With a number of residential areas within 5km of the Site such as Yiewsley and Drayton Garden Village, it is expected that cycling will be a means of commuting to the Site.
- 3.4.2. Cyclist accessibility to the Site is currently attained along Iron Bridge Road North or the Grand Union Canal Walk.
- 3.4.3. Shared cycle facilities are provided along Horton Road, connecting the Site to Yiewsley High Street and surrounding residential neighbourhoods. Additionally, Horton Bridge connects the Site to southern neighbourhoods and quiet residential roads for cycling further afield.
- 3.4.4. Furthermore, the Grand Union Canal Walk links the Site to West Drayton Station to the west, and Hayes and Harlington Station to the east. This quietway also links the Site to the wider West London Network spanning as far east as Southall Green. Connecting to locations such as Slough, Hayes End and Cranford. As part of the development proposals, improvements to the towpath will be implemented, which in turn will improve accessibility for both pedestrians and cyclists. These improvements, including wayfinding and landscaping are discussed further in the TA.
- 3.4.5. Additionally, recreational cycle routes are available north of the Site within Stockley Park Golf Club, linking the Proposed Development with northern residential neighbourhoods.

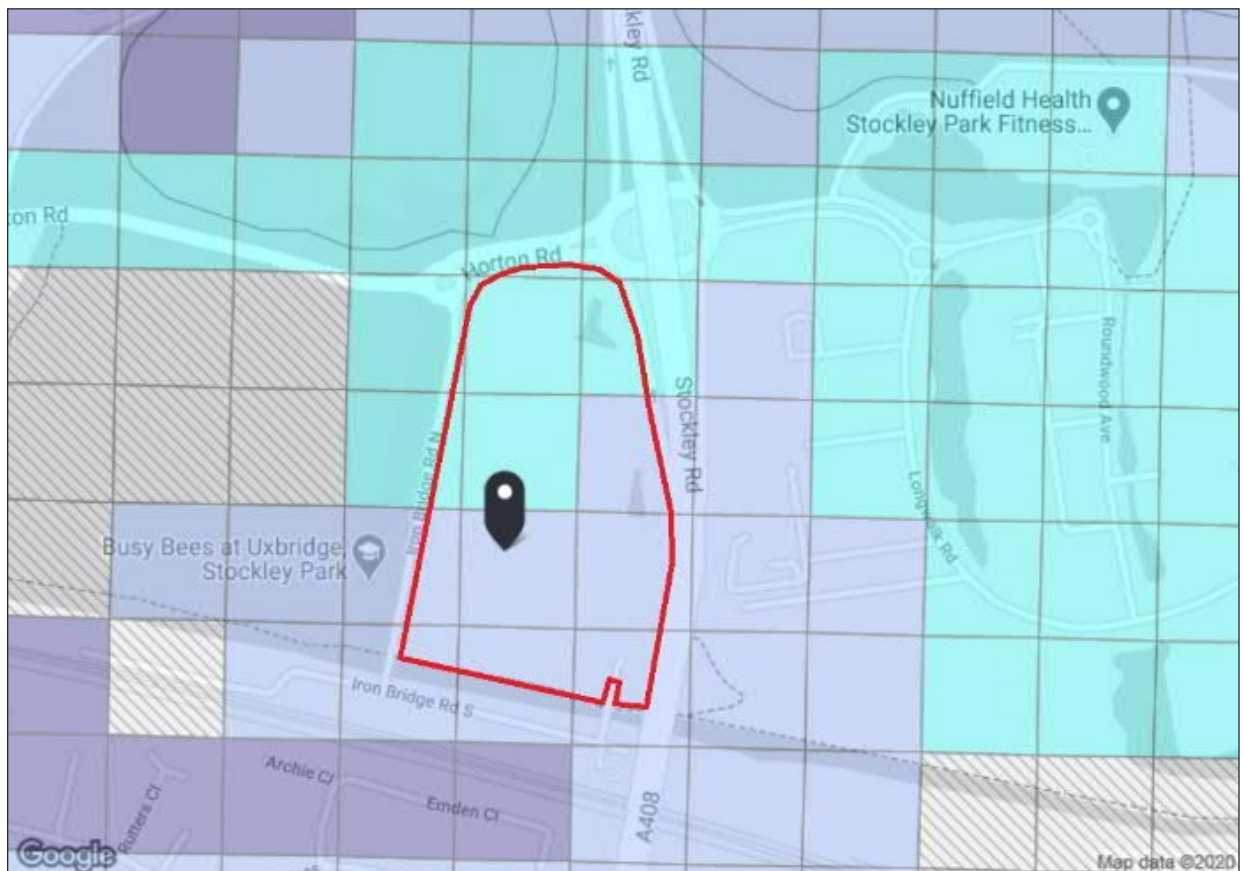
3.5 PUBLIC TRANSPORT ACCESSIBILITY

PTAL Methodology

- 3.5.1. The PTAL methodology is TfL's adopted means to quantify and compare accessibility to public transport services for given sites. It takes into account the time taken to access the public transport network, including:
 - The walking time to various public transport services;
 - The average waiting time for each service; and
 - The reliability of each service.
- 3.5.2. The methodology is based on a walk speed of 4.8kph and considers railway stations within a 12-minute walk (960m) of a site and bus stops within an 8-minute walk (640m). The PTAL assessment is undertaken using the AM peak hour operating patterns of existing services.

- 3.5.3. An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are weighted to provide an accessibility index (AI) value for each service accessible from the site. The sum of the AIs for each mode are aggregated to provide a single measure of accessibility.
- 3.5.4. **Figure 3-1** provides a snapshot of the WebCAT output with the full PTAL report included in **Appendix B**. This indicates that the Site is located on the boundary between areas with PTAL values of 1b (the southern half of the Site) and 2 (the northern half of the Site and where the current Site access is located). The result is based on a grading system between 0 and 6 where 0 is very poor and 6 is excellent. A score of 1b / 2 is considered an average score in terms of public transport accessibility.

Figure 3-1 - Site PTAL

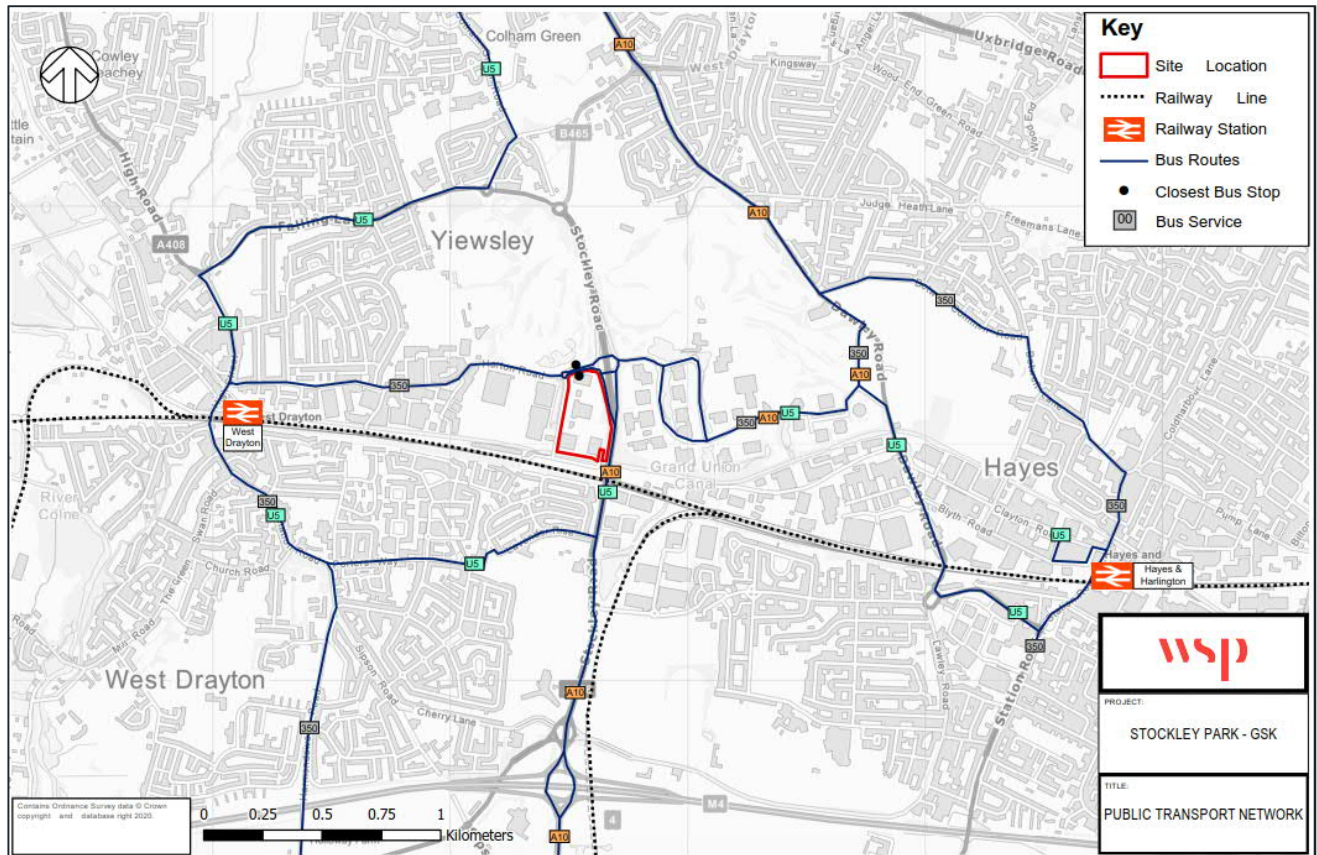


Source: TfL's WebCAT

Bus

- 3.5.5. The closest bus stops to the Site are located on Horton Road, 170m to the north of the Site, within a 2-minute walking distance. These stops are served by the A10, U5 and 350 services, serving local areas such as Uxbridge, Yewsley, Hayes Town and Longsford. These bus stops are equipped with a pole and a flag, timetable information and shelter.
- 3.5.6. The network of bus services that can be accessed from the above bus stops is depicted in Figure 3-2.

Figure 3-2 - Bus Services



3.5.7. In the context of Figure 3-2, **Table 3-1** below shows the buses serving this stop are frequent, running from early morning to midnight at approximately 20-minute intervals. This will serve the Site workers' shift patterns and ensure access to the Site via public transport can be attained at all necessary times given that there are negligible employee movements between midnight and 0400 hours.

Table 3-1 – Bus Services Summary

Service Number	Route	Frequency (Mon – Fri)	First / Last Bus
A10	Uxbridge – Heathrow Central	Every 15 minutes between 05:00 and 19:00 and every 20 minutes at other times.	04:30 / 00:00 towards Heathrow 05:05 / 00:40 towards Uxbridge
U5	Uxbridge - Hayes and Harlington Station	Every 10-12 minutes between 06:00 – 20:00 and every 20 minutes at other times	05:00 / 00:00 towards Hayes and Harlington 05:23 / 00:21 towards Uxbridge
350	Hayes - Heathrow	Every 18-22 minutes until 21:00 then every 25-30 minutes	04:05 / 00:30 towards Hayes 03:25 / 23:55 towards Heathrow

Source: tfl.gov.uk (Up to date as of April 2021, timetables temporarily disrupted by the COVID-19 outbreak at the time of writing)

Rail

- 3.5.8. West Drayton is the closest railway station to the Site, situated approximately 1.4km to the west via the local pedestrian network. The station can be reached in approximately 22 minutes on foot (assuming a typical walking speed of 4.8km/h) or within six minutes by cycling (assuming a typical cycling speed of 16km/h). This is an acceptable walking and cycling distance from the development Site, meaning public transport can be accessed on foot or as part of a linked trip by cycle.
- 3.5.9. West Drayton Station is served by the Great Western Mainline and the Crossrail Line between Paddington and Reading. These lines provide frequent and regular direct connections to many destinations across west London, Berkshire and south Oxfordshire such as Didcot Parkway, Reading, Slough and Paddington Station and in the future the services will be even greater with the full opening of Crossrail.
- 3.5.10. In addition to the above, West Drayton Station will benefit from major improvements in preparation for the new Elizabeth Line service. When the new service is in place, West Drayton will benefit from up to six Elizabeth Line services an hour with direct travel to central London without the need for changing. This improvement increases connectivity to and from the Development Site, making it more accessible.
- 3.5.11. **Table 3-2** below outlines the current locations accessible by direct service from West Drayton Station.

Table 3-2 - Rail Services - West Drayton Station

Destination	Journey Time	Frequency (Mon-Fri)	First / Last Train
Didcot Parkway	44 minutes - 1 hour 3 minutes	2-4 per hour	00:13 / 03:54 inbound 00:24 / 01:02 outbound
Reading	37 minutes	4 per hour	00:13 / 03:54 inbound 00:18 / 03:54 outbound
Slough	6-9 minutes	4 per hour	00:05 / 03:54 inbound 00:43 / 04:16 outbound
Paddington	22-26 minutes	4 per hour	00:51 / 02:49 inbound 00:34 / 01:34 outbound

Source: GWR.com (Up to date as of April 2021, timetables temporarily disrupted by the COVID-19 outbreak at the time of writing)

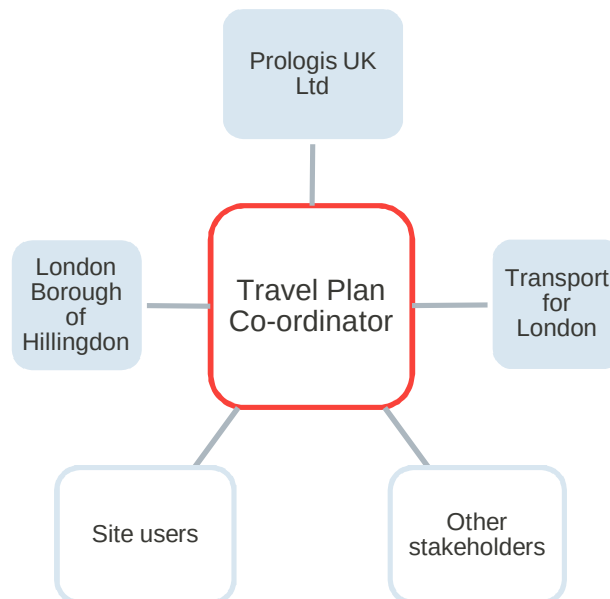
- 3.5.12. The table above indicates that West Drayton Station provides frequent and fast services. The trains run throughout the day and night, with effectively 24-hour services to most destinations. This benefits the Proposed Development land use, as staff will be able to utilise the public transport network regardless of shift pattern.

4 FRAMEWORK TRAVEL PLAN STRATEGY

4.1 MANAGEMENT

- 4.1.1. Overall responsibility of the FTP will be primarily held by the Travel Plan Coordinator (TPC) which will be a key part of the FTP management structure, as illustrated in **Figure 4-1**.

Figure 4-1 – Framework Travel Plan Management Structure



- 4.1.2. Stockley Park, east of the A408, currently benefits from a partnership with Easit, delivering Easit STOCKLEY PARK, which is a sustainable transport initiative designed to influence commuting travel behaviour by delivering sustainable transport options to staff.
- 4.1.3. The prospective occupier will be encouraged to engage with Easit Stockley Park to explore the possible extension of their service to cover the proposed development. If this is not possible it is intended that a TPC is appointed to oversee the delivery of a bespoke suite of sustainable travel measures.

4.2 TRAVEL PLAN COORDINATOR

- 4.2.1. A TPC will be appointed to take responsibility for the management of the Full Travel Plan and ensure that the adoption of the same is effective and efficient.
- 4.2.2. The TPC role will be funded by the occupier from the commencement of the Full Travel Plan and until the completion of the final monitoring surveys. After this time, it is envisaged that the TPC role will be reduced but will include keeping travel information up-to-date and relevant.
- 4.2.3. The responsibilities of the TPC can be summarised as:
- Giving advice and information on transport-related subjects to staff and visitors;
 - On-site co-ordination of data collection for monitoring of the Full Travel Plan;
 - Ensuring information provided to users of the Site is up to date; and
 - Helping establish and promote the individual measures in the Full Travel Plan.

4.3 MARKETING

- 4.3.1. It is recognised that a marketing and communication strategy is key to the success of the future Full Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Full Travel Plan and disseminate travel information and notification of facilities provided.
- 4.3.2. Details of the proposed marketing strategy for the Site are contained within Chapter 7, noting the definitive list of measures will be agreed within the Full Travel Plan.

4.4 SECURING THE FRAMEWORK TRAVEL PLAN AND FUNDING

- 4.4.1. The provision of a Full Travel Plan in accordance with current TfL's guidance together with the implementation of Site-wide 'action' type targets is envisaged to be secured through planning condition and be based on this FTP.
- 4.4.2. A commitment to the sustainable transport strategy for the Site forms part of the commitment to implement, monitor and review the Full Travel Plan.
- 4.4.3. Funding for the implementation, monitoring and management of the Full Travel Plan is expected to be secured by way of a planning condition.

5 BASELINE TRAVEL DEMAND

5.1 FORECAST BASELINE TRAVEL DEMAND

- 5.1.1. Expected modal shares have been determined from Census Data – Location of Usual Residence and Place of Work by Method of Travel to Work where the place of work has been established as LBH. This is outlined below in **Table 5-1**.

Table 5-1 – Forecast Baseline Mode Share (without TP measures)

Mode	Forecast Daily Modal Share
Cars & M/Cs (incl. taxis)	76.5%
Car Passenger	3.9%
Walking & Public Transport	17.5%
Cycling	2.1%
Total	100%

- 5.1.2. **Table 5-1** shows that currently, without the intervention of a Travel Plan, it is expected most staff will travel to site using a motorised vehicle. The actual baseline mode share will be determined by an initial or baseline travel survey as detailed below.

5.2 BASELINE TRAVEL SURVEY

- 5.2.1. To understand the initial travel modes chosen by future employees of the Proposed Development, it is intended that a baseline travel survey will be undertaken three months after first occupation of the warehouse. This will provide an accurate breakdown of travel modes utilised by employees and form a baseline on which to develop targets.
- 5.2.2. The baseline travel survey will be comprised of a questionnaire which will determine the travel mode of each employee and will be disseminated by the TPC to the manager/s of the Site.

6 AIMS, OBJECTIVES AND TARGETS

6.1 AIMS AND OBJECTIVES

- 6.1.1. This FTP aims to set up the basis to develop a set of mechanisms, initiatives and targets which seek to bring about a reduction in the impact of travel on the environment arising from the Proposed Development. The over-arching aim of the Full Travel Plan is proposed to be:

'Ensure that staff and visitors of the Site travel to and from the Site in the most sustainable manner appropriate for their journey'.

- 6.1.2. To achieve the overarching aim of the Full Travel Plan, the following objectives have been identified:
- To establish sustainable travel principles for the Proposed Development as a whole;
 - To facilitate tailored travel information;
 - To encourage healthy and active travel;
 - To reduce local congestion and associated externalities;
 - To minimise single occupancy vehicle and taxi trips and to support car free lifestyles; and
 - To raise awareness of sustainable modes of transport available for employees and visitors travelling to and from the Site.
- 6.1.3. It is critical that the mechanism of the Full Travel Plan is an evolving process. Regular evaluation and if necessary, adaptation of implemented measures will increase the likelihood of the Full Travel Plan meeting its aims. It will also ensure that any shortcomings are identified and addressed at the earliest opportunity.

6.2 TARGETS

- 6.2.1. In accordance with TfL's best practice guidance all targets identified will be SMART, in that they are Specific; Measurable; Achievable; Realistic and Time-bound.
- 6.2.2. Two types of targets have been identified. 'Action' type targets are defined within Appendix 3 of TfL's guidance as *'non-quantifiable actions that need to be achieved'* (e.g. appointing a Travel Plan Coordinator one month before occupation), whilst 'Aim' type targets are *'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or to other outcomes'* (e.g. the date by which car driver mode split will be achieved). The suggested Action and Aim type targets for the Site are set out below and will be confirmed within the Full Travel Plan.

ACTION TYPE TARGETS

- 6.2.3. The following action type targets are set for the Proposed Development:
- Appoint a TPC prior to occupation;
 - Cycle parking spaces will be provided in accordance with the London Plan prior to occupation (as detailed within Chapter 7);
 - A travel pack will be produced to promote the range of sustainable transport modes immediately available and the key services provided through the Full Travel Plan;
 - Information on a range of local facilities and amenities which are within walking distance and the health benefits of travel by foot and bicycle; and
 - Travel surveys will be undertaken in years one, three and five after first occupation.

AIM TYPE TARGETS

- 6.2.4. Targets are set to measure progress towards the main objectives over the first five years of the Full Travel Plan and will be revised first when the Full Travel Plan is being prepared, and thereafter after the baseline travel survey is undertaken and analysed to align with revealed modal shares.
- 6.2.5. Targets are generally based on achieving modal shift through reductions in car use, particularly with a single occupant, and increases in the use of sustainable modes such as cycling. Given the nature of the Proposed Development and the resulting net reduction in private vehicle trips for staff, it is not considered necessary to formulate specific 'aim type' targets for single-occupancy vehicle trips and instead, it is proposed that the aim targets will focus primarily on the promotion of commuting by cycling to and from the Site.
- 6.2.6. It is recognised that the uptake of cycling is a viable alternative mode of transport for short commutes to and from the Proposed Development. It is noted however that the viability for staff to commute by bicycle is dependent on where staff live and the cycle facilities available to them on their journey. This is reflected in the modal shift targets for increasing cycling mode share as shown in **Table 6-1**.

Table 6-1 – Interim Cycling Mode Share Targets (to be agreed after baseline surveys)

Mode	Year 1	Year 3	Year 5
Cycling	2% increase in employees cycling from baseline survey	3.5% increase in employees cycling from baseline survey	5% increase in employees cycling from baseline survey

- 6.2.7. It is noted that increases in walking and public transport mode shares would contribute to delivering a mode shift away from private car usage. Whilst the location of the Proposed Development and its accessibility to public transport services would be expected to encourage a natural modal shift towards these modes, further promotion of the availability of public transport services will be provided through the production of an employee travel pack with targeted personalised journey planning being deployed in the event that the targets identified are not achieved.
- 6.2.8. The above interim targets will be reviewed after the initial travel survey has been undertaken at the Site and will be focused towards walking and public transport modes if it is found shares are significantly lower than forecasted.

7 MEASURES

7.1 INTRODUCTION

- 7.1.1. This chapter outlines the FTP measures that are proposed to be implemented throughout the Site as part of the strategy to maximise staff / visitors' sustainable travel behaviour, however this will be reviewed when the Full Travel Plan is prepared to incorporate any additional changes that may have occurred during the planning process.
- 7.1.2. In accordance with the above, this chapter outlines the overarching measures which could be implemented at the Proposed Development in order to achieve the objectives as identified in Chapter 6. The measures have been grouped into two types, as follows, and considered in turn in the following sections:
- Hard measures: these are engineering measures incorporated into the design of the Proposed Development; and
 - Soft measures: related to marketing and management, which are proposed to be implemented to ensure that Site users' sustainable travel behaviour is maximized.

7.2 HARD MEASURES

- 7.2.1. As mentioned above, these measures refer to engineering measures incorporated into the design of the Proposed Development to promote more sustainable travel. Many physical aspects of the Proposed Development design will influence travel patterns from the outset. These 'hard' engineering measures are set out below.

PEDESTRIAN AND CYCLE ACCESS

- 7.2.2. Pedestrians will access the Site via a segregated pedestrian and cyclist access at the north western corner of the Site which will follow desire lines from/to the bus stops at Horton Road Iron Bridge Road North. The access will be extended into the car park where footways are provided as well as road markings delineating pedestrian space.
- 7.2.3. From the cycle parking areas, employees and visitors will be able to walk to the entrance of the building via the above footways and delineated pedestrian walkways.
- 7.2.4. This can be seen in **Appendix A** where the masterplan is provided.

PARKING PROVISION

Warehouse Car parking

- 7.2.5. The car parking strategy has been defined by following LBH's parking standards for employment uses in consideration with London Plan 2021 requirements.
- 7.2.6. LBH's standards state that for B1c / B2 / B8 uses a maximum of 2 spaces plus 1 per 50 – 100 sqm should be provided. The London Plan 2021 states that B8 uses should have regard to office parking standards (maximum of 1 space per 100sqm) and take account of the lower employment densities in these developments.
- 7.2.7. Applying the above LBH standard to the proposed floor area of the building equates to car parking numbers in the range of 264 – 133 spaces to comply with LBH standards. This is in relation to the parking for the warehouse and associated staff.

- 7.2.8. It is proposed that 20% of van storage spaces will be provided with active ECVP provision and the remaining 80% passive provision. Furthermore, it is proposed that 20% of car parking will be provided with active EVCP, and 80% with passive EVCP provision.
- 7.2.9. Additionally, 10% of employee car parking spaces will be designed under accessible standards, in accordance with Policy T6.5 and Table 10.6 of the London Plan. This approach aligns with LBH's requirement for 10% of inclusive parking provision
- 7.2.10. The Proposed Development will therefore provide 237 car parking spaces, with 10% provided as blue badge spaces equating to 24 blue badge parking spaces for the warehouse site and staff.

Van Storage

- 7.2.11. In addition to the car parking provided for warehouse employees, van storage would be provided and used to store vans overnight. The van drivers would arrive at the Site by various means of transport, including bus, train, cycle, walk and private car, collect a van from the van storage area and leave the Site to make deliveries. Once all deliveries have been made, drivers would return the vans to the storage and leave using their chosen travel mode. If arriving by private car, they would leave their car in a space in the van storage deck before collecting their van.
- 7.2.12. As such, whilst the van storage area does not traditionally fit within the same criteria under the travel plan, the travel plan can directly influence how the drivers travel to and from the site to access their vans. **Cycle parking**
- 7.2.13. Policy T5 Cycling of the London Plan (March 2021) establishes that “development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through (...) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located”.
- 7.2.1. The Proposed Development will include cycle parking for visitors and employees. **Table 7-1** outlines LBH's maximum cycle parking standards and compares it to the London Plan minimum cycle parking standards.

Table 7-1 – Cycle Parking Provision

Use Class	London Plan Long-stay Provision Min. Requirement	London Plan Short-stay Provision Min. Requirement	LBH's Bicycle Parking Max. Requirement
B2 and B8 Storage or Distribution	1 space per 500sqm GEA	1space per 1,000sqm GEA	1 space per 500sqm GFA

Source: Table 10.2 London Plan (March 2021) and LBH's LPP2 Appendix F

- 7.2.2. **Table 7-1** demonstrates the London Plan requirements align with LBH's cycle parking standards. The long-stay cycle parking for employees will be provided at ground level within dedicated secured cycle storage facilities in close to both the warehouse and the van storage deck,, whilst the short-stay cycle parking provision for visitors will be provided within easy access of the warehouse.
- 7.2.3. The masterplan will seek to adopt London Cycling Design Standards (TfL, 2016), where possible, and site long-stay cycle storage within close proximity of the curtilage of the warehouse and parking deck structure.

- 7.2.4. The development is seeking to deliver 60 cycle spaces in total, through the delivery of two banks of 15 stands (providing 30 spaces each). One of the banks is located on the north eastern edge of the building, within close proximity to the Warehouse entrance. The other bank is located near to the entrance to the Van deck, allowing delivery staff to cycle and park close to where their vehicle is stored. In total, this is an over provision of cycle parking in order to further encourage this mode of travel. The cycle parking will primarily take the form of covered Sheffield type stands, 1.2m apart. Access in front of and around these stands will be in accordance with the London Cycling Design Standards to ensure access for cycles of all types, including larger cycles where practical.

ELECTRIC VEHICLE CHARGING POINTS

- 7.2.5. EVCP provision has been considered in accordance with the Proposed Development needs and has been determined at 20% active provision and 80% passive provision for all staff car parking and van storage spaces. This level of EVCPs satisfies LBH's requirements in accordance with pre-application conversations and aligns with Policy T6 of the London Plan.

ON SITE CHANGING / SHOWERING FACILITIES

- 7.2.6. The warehouse will include changing and showering facilities for use by all staff. This will be of particular use to both cyclists and motorcyclists.

7.3 SOFT MEASURES

- 7.3.1. As already outlined, soft measures refer primarily to marketing and management measures, as opposed to engineering measures incorporated into the design of the Proposed Development.
- 7.3.2. As mentioned in Chapter 4 of this FTP, the prospective occupiers will be encouraged to engage with Easit Stockley Park to explore the feasibility of extending their service to cover the proposed development. If extension is not possible, a bespoke service for the Site will be developed. Therefore, the soft measures outlined below will either align with the existing work of Easit STOCKLEY-PARK or will be developed specifically for this site.

SUSTAINABLE TRAVEL WELCOME PACK AND BOARDS

- 7.3.3. Staff will be provided with a Sustainable Travel Welcome Pack promoting sustainable modes of transport and key services provided through the FTP and directing employees towards the Travel Information Boards on site.
- 7.3.4. If collaboration with Stockley Park is deemed feasible, the welcome pack will highlight the Easit STOCKLEY-PARK Travel Scheme initiatives available with membership of that scheme.
- 7.3.5. These Travel Scheme initiatives include;
- Order Rail Season Tickets online
 - Free Easit STOCKLEY PLUS+ Shuttle Bus between Hayes & Harlington Station and Stockley Park
 - Free Lunchtime Shopper between Stockley Park and Uxbridge
 - Discount with Halfords on all in-store purchases (terms & conditions apply)
 - Free Sharing your journey to work scheme (easitSHARE)
 - Loan bikes including electric and folding
 - 25% discount on EcoMove Smart Electric Mopeds
 - Discounted electric vehicle charging units
 - Savings and Free driving credit with Enterprise Car Club

- Free Co-Wheels Car Club membership
- Walking routes with Go Jauntly
- Walking and Running Routes

- 7.3.6. If it is not deemed possible to extend the existing programme at Stockley Park, a bespoke service, led by an appointed TPC, will be developed which could include many of the features listed above.
- 7.3.7. The Welcome Pack will also build upon these initiatives to also include details and information on cycling, walking and public transport.
- 7.3.8. These further details could include information on routes to key local facilities, current timetables for local bus and rail services, the location of cycle parking, maintenance facilities and hints and tips for all cyclists in the area including cycle training and clubs.
- 7.3.9. The London Cycling Campaign (LCC) will also be promoted, which is a cyclist's organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough, organise leisure rides and social events and provide support for cyclists. The benefits on offer to LCC members include discounts at bike shops, exclusive cycle theft insurance packages, free third-party insurance for damage or injury up to the value of £1M, access to local LCC borough groups and free legal advice.
- 7.3.10. Moreover, information on the health benefits associated with alternative modes of transport could form part of the Welcome Pack. It will also provide the details of the appointed TPC and invite future users of the Site to raise specific transport-related matters with them.

APPOINTMENT OF TRAVEL PLAN COORDINATOR

- 7.3.11. A TPC would be appointed prior to first occupation and be responsible for managing and implementing the Full Travel Plan. Further detail of the TPC responsibilities has already been given within Section 4.2 of this FTP.

CAR SHARING PROMOTION

- 7.3.12. Car sharing schemes are particularly suitable for the occupier's storage and delivery unit as there are regular shift patterns in place meaning that many staff will start and finish at the same time.
- 7.3.13. The TPC will work closely with LBH to promote lift share schemes. The TPC will also encourage staff to find car share patterns.
- 7.3.14. The TPC is to monitor the use of the staff car park and whether many staff are car sharing. If deemed appropriate going forward dedicated car share spaces could be marked in the car park to further encourage car sharing.

CYCLE TO WORK SCHEME

- 7.3.15. The prospective occupier would investigate the feasibility of providing a Cycle to Work scheme at this site, which could be made available to all permanent members of staff. If considered feasible at this site, it would enable staff to purchase a tax-exempt bicycle and cycling safety equipment. The employee would loan the bicycle from the occupier with payment taken as a salary sacrifice. At the end of the 12-month period the worker would be able to then purchase the bicycle for a nominal fee.

TRAVEL AWARENESS

7.3.16. Measures to raise travel awareness will be promoted by the TPC, with these including national events such as those listed below;

- National Liftshare Week;
- Public health campaigns encouraging walking and cycling;
- Walk to Work Day; and
- National Bike Week.

PERSONALISED TRAVEL PLANNING

7.3.17. Employees will have access to personalised travel advice through the TPC. This will provide employees with the motivation and information to make more sustainable travel choices.

8 MONITORING AND REVIEW

8.1 INTRODUCTION

- 8.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the Full Travel Plan will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of TPC.

8.2 MONITORING AND REVIEW

MONITORING

- 8.2.1. To measure progress against the Aim type targets, the following monitoring regime is proposed which will be agreed when the Full Travel Plan is being examined:
- Year 1 Baseline Survey - A staff monitoring survey will be undertaken three months after first occupation of the warehouse and a monitoring report setting out the surveyed results will be submitted to LBH within three months from receiving the survey results.
 - Years 3 and 5 Monitoring Surveys - A staff monitoring survey will be undertaken during the same month of the year at the baseline survey in years 3 and 5 and a monitoring report setting out the surveyed results will be submitted to LBH within three months from receiving the survey results.
- 8.2.2. The baseline and monitoring surveys will allow LBH to understand emerging travel behaviour at the Proposed Development and to make an informed decision about what, if any, actions should be taken at this stage.
- 8.2.3. The TPC will also continually monitor the use of the following, and liaise with management whether facilities can be added to as required, such as:
- Cycle Parking;
 - Motorcycle Parking;
 - Showers, lockers and changing facilities; and
 - Take up of cycle to work scheme if applicable.

REVIEW

- 8.2.4. The TPC will report the results on monitoring to the approving authority within three months of monitoring surveys being received. LBH, relevant stakeholders and the TPC will then review the results and, if appropriate, revise targets accordingly. The results of the travel survey and revised targets will be included in subsequent revisions of the Full Travel Plan as required. In some instances, targets are achieved, and sustainable travel behaviour is proved following the initial survey, precluding the requirement for further monitoring.

8.3 ACTION PLAN

- 8.3.1. To enable specific actions to be monitored, an action plan must have a measurable output. **Table 8-1** sets out tasks, intended implementation dates and funding sources.

Table 8-1 – Action Plan

Action	Target date	Funding	Responsibility
Appointment of TPC	Prior to occupation	Prologis UK Ltd	Prologis UK Ltd
Implementation of Electric Vehicle charging points	Prior to occupation	Prologis UK Ltd	Prologis UK Ltd
Provision of cycle parking facilities	Prior to occupation	Prologis UK Ltd	Prologis UK Ltd
Provision of pedestrian and cycle access	Prior to occupation	Prologis UK Ltd	Prologis UK Ltd
Provision of changing and showering facilities	Prior to occupation	Prologis UK Ltd	Prologis UK Ltd
Distribution of Sustainable Travel Welcome Packs	Upon occupation	Occupier	TPC
Creation of sustainable travel website / provision of link to Easit website	Prior to occupation	Occupier	TPC
Travel marketing strategy and soft measures	Upon occupation and ongoing thereafter	Occupier	TPC
Monitoring – surveys to employees to be undertaken after three months from first occupation and bi-yearly thereafter	Years 1, 3 and 5 after first occupation	Occupier	TPC
Monitoring – Monitoring Report to be submitted to LBH within three months of receiving the questionnaires from the employees	Within three months of each monitoring survey results being received	Occupier	TPC

Appendix A

PROPOSED DEVELOPMENT MASTERPLAN





NOTES:

SUBJECT TO STATUTORY CONSENTS

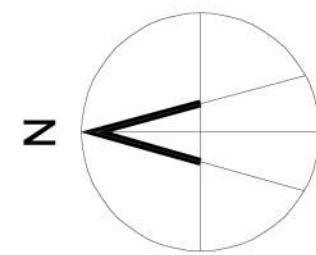
BASED ON SURVEY BY GREENHATCH LTD. REF:33865_T REV 0, 24.06.19

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PLANNING

REV	DATE	NOTE	DRAW	CHECK
E	30.07.21	Notes updated. Tracking removed.	sd	-
D	23.07.21	Cycle note updated	sd	-
C	22.07.21	Tracking updated. Retaining wall shown.	sd	-
B	21.05.21	Tracking shown	sd	-
A	13.05.21	Landscaping & parking updated. Scale amended.	sd	-
-	12.03.21	First issue	sd	-



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TITLE

IRONBRIDGE ROAD, HAYES

DRAWING

COLOUR SITE LAYOUT PLAN

CLIENT

PROLOGIS UK LTD

DATE	SCALE	DRAWN	
2/03/2021	1:500@A0	JS	
MSA NUMBER	STATUS	CHECKED	MSA SERIES
31538	PLANNING	SD	PL

DRAWING NUMBER

GSKDS MSA ZZ ZZ DR A 20000 E

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SITE LAYOUT

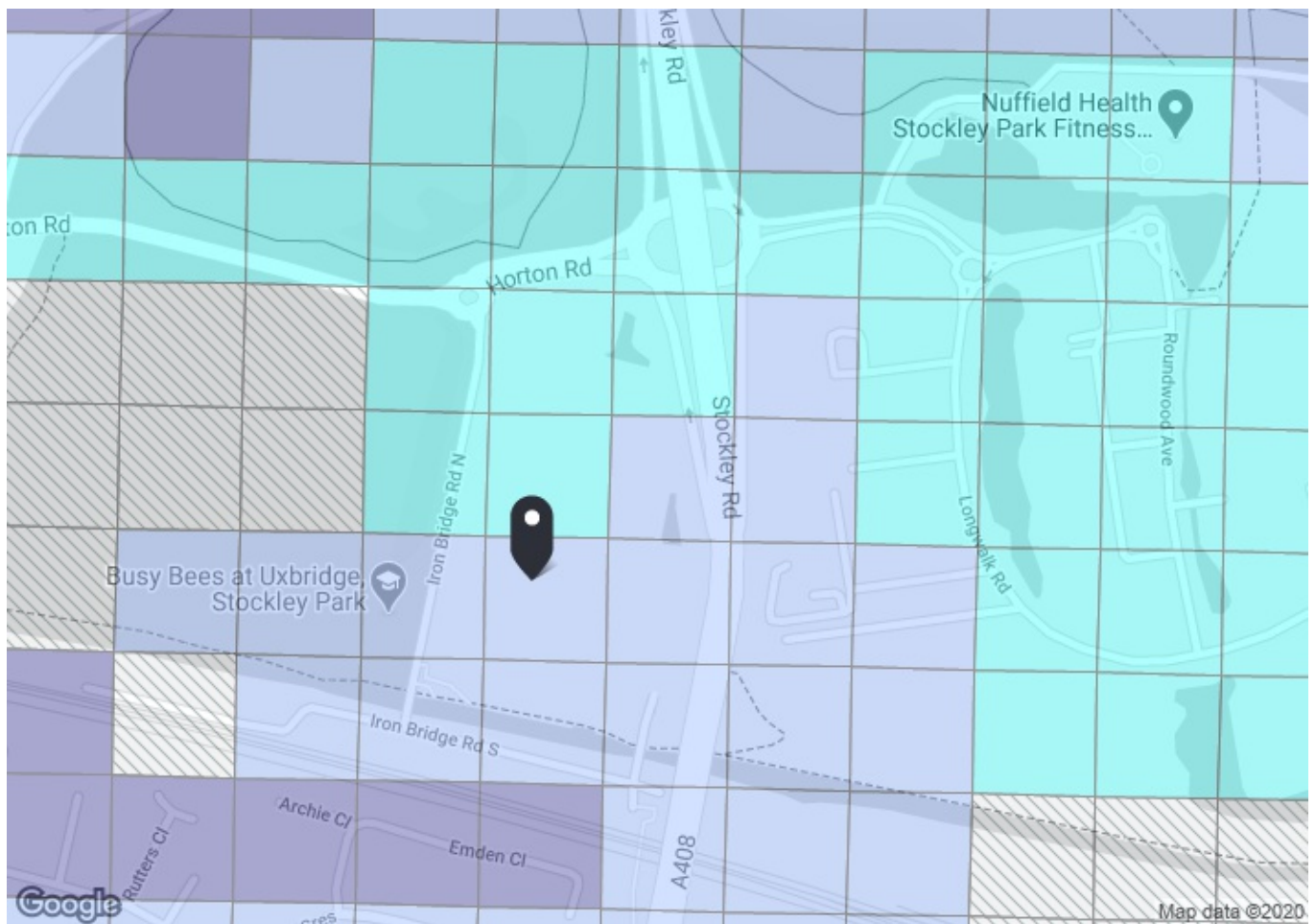
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Appendix B

PTAL REPORT





PTAL output for Base Year 1b

GlaxoSmithKline, West Drayton, Uxbridge UB11 1BU, UK
Easting: 507536, Northing: 180057

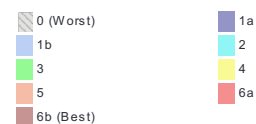
Grid Cell: 78095

Report generated: 05/03/2020

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



Map layers

 PTAL (cell size: 100m)

Please note: Whilst this output is from 2020, but contains the same information as 2021 website. When trying to extract the PTAL report from the 2021 links, an error occurs where a Cookies box masks the first page and map. However, the outputs are confirmed as the same as shown.

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STOCKLEY PARK WEST	U5	413.01	5	5.16	8	13.16	2.28	0.5	1.14
Bus	STOCKLEY PARK WEST	350	413.01	5	5.16	8	13.16	2.28	1	2.28
Bus	STOCKLEY PARK WEST	A10	413.01	4	5.16	9.5	14.66	2.05	0.5	1.02
Total Grid Cell AI:										4.44



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Basing View
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