



# **The Hillingdon Hospital Redevelopment**

Residential Travel Plan Framework

May 2022



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The Hillingdon Hospitals  
NHS Foundation Trust

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# 1 Introduction

## 1.1 Background

1.1.1 This residential Travel Plan Framework has been prepared by Mott MacDonald to accompany a hybrid planning application being submitted by the applicant, The Hillingdon Hospital NHS Foundation Trust (the Trust) to the London Borough of Hillingdon.

1.1.2 The site is in West London and is located south of Uxbridge and north of West Drayton. The Local Planning Authority is the London Borough of Hillingdon (LBH).

1.1.3 The proposed development will be submitted as a hybrid planning application comprising:

- FULL application seeking planning permission for demolition of existing buildings and redevelopment of the site to provide the new Hillingdon Hospital, multi-storey car park and mobility hub, vehicle access, highways works, associated plant, generators, substation, new internal roads, landscaping and public open space, utilities, servicing area, surface car park / expansion space, and other works incidental to the proposed development.
- OUTLINE planning application (all matters reserved, except for access) for the demolition of buildings and structures on the remaining site (excluding the Grade II Furze and Tudor Centre) for a mixed-use development comprising residential (Class C3) and supporting Commercial, Business and Service uses (Class E), new pedestrian and vehicular access; public realm, amenity space, car and cycling parking.

1.1.4 This report provides the Residential Travel Plan Framework (RTP) for the outline element of the application and accompanies a suite of supporting transport related documents which have also been prepared in support of the application. The remainder of the documents are listed below:

- Transport Assessment;
- Hospital Travel Plan Framework;
- Residential Travel Plan Framework (this report);
- Delivery and Servicing Plan;
- Car Park Management Plan;
- Outline Construction Logistics Plan; and
- Mobility Hub Vision Paper.

## 1.2 Report Purpose

1.2.1 The proposed development the outline planning application is seeking approval for comprises up to 327 residential units (Use Class C3) and up to 800sqm of town centre uses (Use Class E) in a series of buildings ranging in height from 3 to 8 storeys with associated access and car parking for up to 302 vehicles and up to 515 cycle parking spaces, refuse storage, landscape and amenity areas and associated servicing.

1.2.2 The new homes which will be situated within three plots with a mix of home sizes and bed spaces to meet planning policy.

1.2.3 This RTP is targeted at the residents of the proposed development, with the aim of promoting and monitoring sustainable travel to and from the site, thereby promoting a modal shift away from car use towards walking, cycling, and public transport.

1.2.4 The RTP has been prepared in accordance with the Ministry of Housing, Communities and Local Government's planning practice guidelines for the production of Travel Plans and integrates TfL's best practice guidance.

1.2.5 It is intended to be a live document, incorporating monitoring, review, and revision processes to ensure it remains relevant for the residents and users of the eventual development.

### 1.3 Site Location

1.3.1 The site is located in West London, approximately three miles north of West Drayton and two miles south of Uxbridge. The site is located to the south of Field Heath Road, bound by the site of the proposed new Hillingdon Hospital to the west, Colham Green Road to the east and the hospital access route and greenspace to the south. The area surrounding the site is largely residential, with nearby education facilities, convenience retail and other local small businesses. The location of the overall development site, including the area for the new hospital, is shown in Figure 1.1.

**Figure 1.1: Proposed Development Location Plan**



Source: [Open Street Map](#)

1.3.2 The areas of the site are designated into different phases set out below and shown in Figure 1.2.

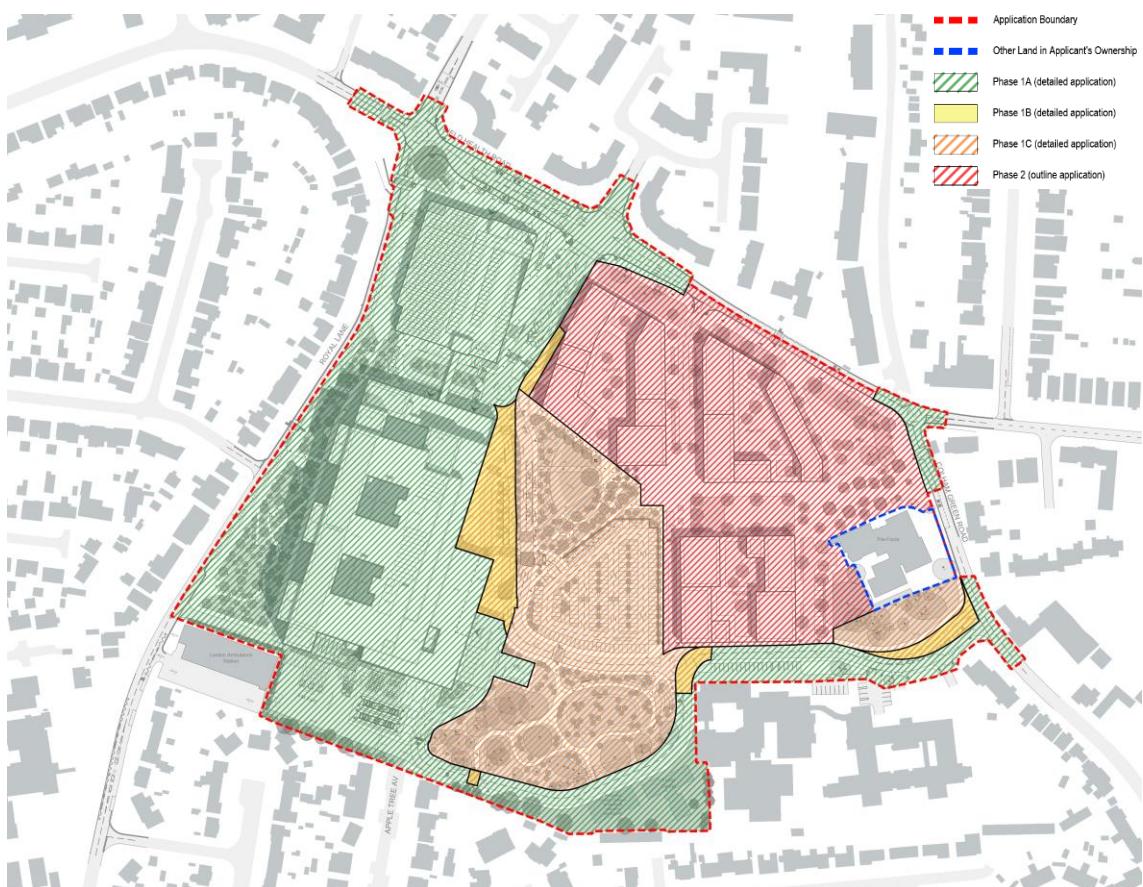
- Phase 1a – New hospital, MSCP, and access.
- Phase 1b – All interim elements that need to be put into place so that the new hospital can be operational whilst the remaining hospital site to the east can be demolished.

- Phase 1c – All elements of the new hospital site that can only be built once the old hospital site to the east has been demolished, including the surface car park, new bus stops, and junction access upgrades.
- Phase 2 – Outline application area for the residential development.

### 1.3.3

The residential development targeted by this Travel Plan falls within Phase 2.

**Figure 1.2: Proposed Development Areas**



Source: IBI

## 1.4

### Development Proposals

#### 1.4.1.1

The proposed residential development will be submitted as part of a hybrid planning application comprising:

- FULL application seeking planning permission for demolition of existing buildings and redevelopment of the site to provide the new Hillingdon Hospital, multi-storey car park and mobility hub, vehicle access, highways works, associated plant, generators, substation, new internal roads, landscaping and public open space, utilities, servicing area, surface car park/ expansion space, and other works incidental to the proposed development.
- OUTLINE planning application (all matters reserved, except for access) for the demolition of buildings mixed-use development comprising residential (Class C3) and supporting Commercial, Business and Service uses (Class E), new pedestrian and vehicular access; public realm, amenity space, car and cycling parking.

1.4.1.2 The outline planning application comprises up to 327 residential units and (Use Class C3) and up to 800 sqm of town centre uses (Use Class E) in a series of buildings ranging in height from 3 up to 8 storeys with associated access and car parking for up to 302 vehicles and up to 515 cycle parking spaces, refuse storage, landscape and amenity areas and associated servicing.

1.4.1.3 The new residential units will be situated within three plots with a mix that meets planning policy. The overall development proposal schedule is summarised in Table 1.1.

**Table 1.1: Proposed Development Schedule**

Phase	Use	
Phase 1 – New Hospital	New Hospital	79,603.6sqm
	Multi storey car park	23,034 sqm and 781 spaces
	Surface car park	161 spaces
Phase 2 – Opportunity Site	Residential Plots P01, P02, P03	Up to 327 units

## **1.5 Residential Development Proposals**

1.5.1 The proposed development is seeking to provide up to 327 new homes which will be situated within three apartment buildings on Residential Plots 1, 2 and 3, also known as plots P01, P02 and P03 respectively. The tenure will be mixed, with a variety of home sizes and bed spaces to meet planning policy. The scheme will provide 0.75 car parking spaces per dwelling, and these will be provided as podium parking within each residential parcel.

## **1.6 Remaining Report Structure**

- Chapter 2: Planning Policy
- Chapter 3: Baseline Conditions
- Chapter 4: Proposed Residential Development
- Chapter 5: Objectives
- Chapter 6: Targets
- Chapter 7: Securing the Travel Plan
- Chapter 8: Measures
- Chapter 9: Monitoring
- Chapter 10: Action Plan

## 2 Planning Policy

### 2.1 Introduction

2.1.1 The following key policies are relevant to this Travel Plan.

### 2.2 Policy Context

#### National Planning Policy Framework (February 2019)

2.2.1 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.2.2 Applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to 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
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

2.2.3 This Residential Travel Plan Framework details the sustainable modes of transport residents can use to travel to and from the site. It provides a sustainable framework that sets out how to encourage mode shift away from cars and proposes measures to enable this to happen.

#### New London Plan

2.2.4 The London Plan (2021)<sup>1</sup> states that development plans should support, and development proposals should facilitate:

- 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.
- Change in mode shares within central, inner, and outer London expected to be required for a city-wide shift from 63 to 80 per cent share for walking, cycling and public transport.
- All development making the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensuring that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.2.5 All requirements set out within The New London Plan have been adhered to in the Residential Travel Plan Framework, and full details of the proposals can be seen in the associated

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<sup>1</sup> [The London Plan \(2021\)](#)

Transport Assessment. This includes measures such as secure cycle parking facilities, a cycling and pedestrian corridor, Mobility Hub and bicycle repair workshop to be included as part of the development proposals. These measures, in turn, should help to remove barriers to cycling and create a healthy environment in which people choose to cycle.

### **Hillingdon's Local Implementation Plan (LIP)**

2.2.6 Hillingdon's [Local Implementation Plan](#) (LIP) sets out how the council proposes to implement the Mayor's Transport Strategy (MTS towards 2031) and provides details on transport strategy, projects, proposals, and programmes. The LIP allows the council to plan strategically to meet current and future transport challenges and achieve the council's overriding ambitions to be an attractive and sustainable borough. The LIP recognises Hillingdon Hospital as opportunities and service providers. The LIP presents an opportunity for the Trust to work in partnership with LBH at this stage of the residential development proposals because its evidence-based objectives are mutual goals such as 'promote healthy travel behaviour, enable sustainable access to health, reduce negative impacts of transport on air quality and noise, etc'. Such partnership work will help identify a multitude of opportunities and the speed of the delivery of the Residential Travel Plan.

### **Mayor of London's Transport Strategy**

2.2.7 The Mayor's Transport Strategy aims to support sustainability through:

- Reducing overall car use.
- Enabling more people to travel by walking, cycling and public transport.
- Reducing tailpipe exhaust emissions.
- For unavoidable trips, accelerating the switch to EVs is critical to delivering this vision.

2.2.8 The redevelopment of the Hillingdon Hospital site supports several key themes at the heart of the strategy:

- Healthy Streets and healthy people – the design of the redevelopment incorporates networks and opportunities to encourage walking, cycling and public transport use, which will reduce car dependency and mode share, improving people's health.
- A good public transport experience – The site is well connected to the wider area through a series of bus routes. The Mobility Hub and new bus stops near to the residential development will improve the public transport experience.

2.2.9 EV charging infrastructure will be provided as per the standards set out within The London Plan which also mirrors the MTS. Full details of the proposals can be seen in the associated Transport Assessment.

2.2.10 Where parking is provided, electric vehicle charging infrastructure will be implemented in line with the London Plan. In total, 20% of all car parking spaces will have active charging facilities, with passive provision for all remaining spaces.

### **TfL Travel Plan Guidance**

2.2.11 Transport for London published guidance for planning applications, including the creation of Travel Plans, in 2013. While an update to this guidance is due to be rolled out in 2022, the principles of a sound Travel Plan remain in place.

2.2.12 This guidance sets out what a Travel Plan should contain, enforcement measures for targets, and a breakdown of how TfL monitors the progress of Travel Plans. The guidance states that

while a Travel Plan is a standalone document, it should address issues identified in the accompanying Transport Assessment.

2.2.13 Objectives and targets should be based on travel survey data. Where no baseline survey data exists, details should be given as to when these surveys will be undertaken – usually within six months of first occupation, or at 75% occupancy, whichever is first. Where targets are based on a modal shift, they should be provided as percentage point changes.

### Healthy Streets

2.2.14 Mayor's Transport Strategy 2018 also highlights Healthy Streets as one of the focus areas. It is based on the concept that a new type of thinking is required to put into practice the theory of reducing car dependency and increasing active, efficient, and sustainable travel. It requires an understanding of how Londoners interact with their city and what defines their quality of life, with particular attention to the streets where daily life plays out.

2.2.15 The Healthy Streets Approach provides the framework for putting human health and experience at the heart of planning by using ten evidence-based indicators, shown in Figure 2.1. A good performance against each indicator means that individual streets are appealing places to walk, cycle, and spend time. Such improvements will radically transform the day-to-day experience of living and working in London. It is another way of ensuring health and wellbeing are at the heart of planning.

**Figure 2.1: Healthy Streets Indicators**



Source: [TfL, Guide to Indicators](#)

2.2.16 The proposed development supports the Healthy Streets approach by creating a connected and permeable landscaped environment for the benefit of site users and the wider public. The redevelopment has been designed by creating spaces that are pleasant, safe, and attractive, with a reduction in through traffic. The ambition is that this improved environment around the residential site will encourage more journeys to be made by active and public transport modes.

2.2.17 Policy T4 'Assessing and mitigating transport impacts' states that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. It is acknowledged that Transport Assessments should be submitted with development proposals where appropriate and 'focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development.'

### 2.3 BREEAM Requirements

2.3.1 BREEAM (Building Research Establishment's Environmental Assessment Method) is the world's first sustainability rating scheme for the built environment and has contributed much to the strong focus in the UK on sustainability in building design, construction, and use.

2.3.2 The proposed development has been developed in accordance with the requirements for [BREEAM New Construction 2018](#). Table 2.1 outlines the Transport (Tra) credits that can be awarded.

**Table 2.1: Transport Credit Requirements**

Issue ID	Issue name	Credits	Credit summary
Tra 01	Transport Assessment and Travel Plan	2 credits	Recognising developments in proximity to good public transport networks, thereby helping to reduce transport-related pollution and congestion.
Tra 02	Sustainable transport measures	10 credits	Recognising developments in close proximity of, and accessible to, local amenities which are likely to be frequently required and used by building occupants

2.3.3 The scheme proposals have been developed in accordance with the requirements of BREEAM under Tra01 and Tra02. This Travel Plan sets out the framework for how sustainable transport will be enabled and promoted at the development.

2.3.4 The Transport Assessment prepared alongside this report sets out the design measures that have been incorporated to the development. The scheme has been developed through partnership working with the wider design team since its concept stage development early in 2020. The outcomes of the early work have influenced the site layout and elements of the scheme positively to contribute to enabling sustainable transport outcomes.

## 3 Baseline Conditions

### 3.1 Introduction

3.1.1 This section provides an overview of the existing site context and accessibility with regards to active travel, public transport and private vehicles.

### 3.2 Existing Site

3.2.1 The Hillingdon Hospital site, within which the proposed residential development sits, is located in West London, approximately 2km north of West Drayton and 2.5km south of Uxbridge. The site currently comprises:

- Accident & Emergency
- Inpatients
- Day Surgery
- Outpatients and
- Maternity

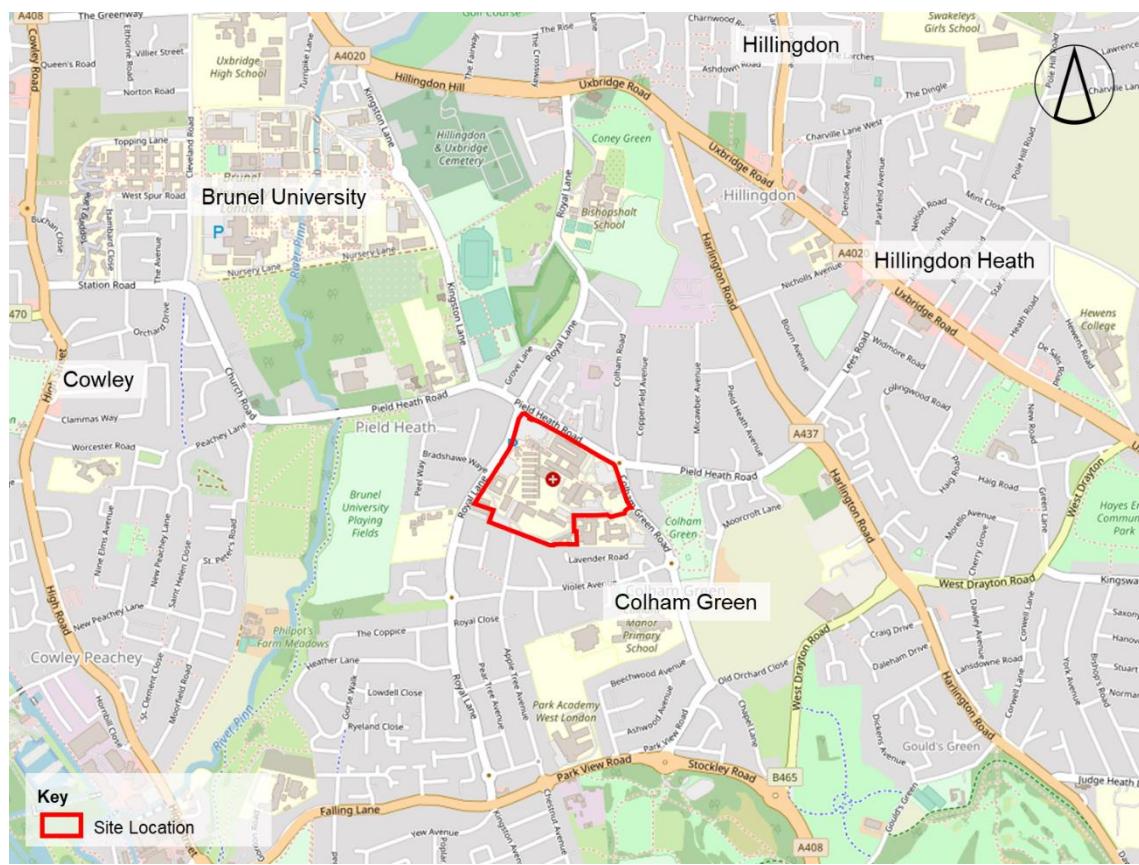
3.2.2 Other services which are located on-site include a children's nursery (operated by a third-party provider).

3.2.3 The overall site provides 995 car parking spaces on-site, though this number continues to fluctuate due to ongoing construction works and ad-hoc loss of spaces due to specific activities.

3.2.4 The surrounding area is largely residential in nature, though there are some complementary uses in walking distance on the hospital, such as a nursery school which is located on the site, a convenience store to the north-east of the site and various places of worship.

3.2.5 The site location is shown in Figure 3.1.

**Figure 3.1: Existing Site Location Plan**



Source: [Open Street Map](#)

### 3.3 Car Access

#### 3.3.1

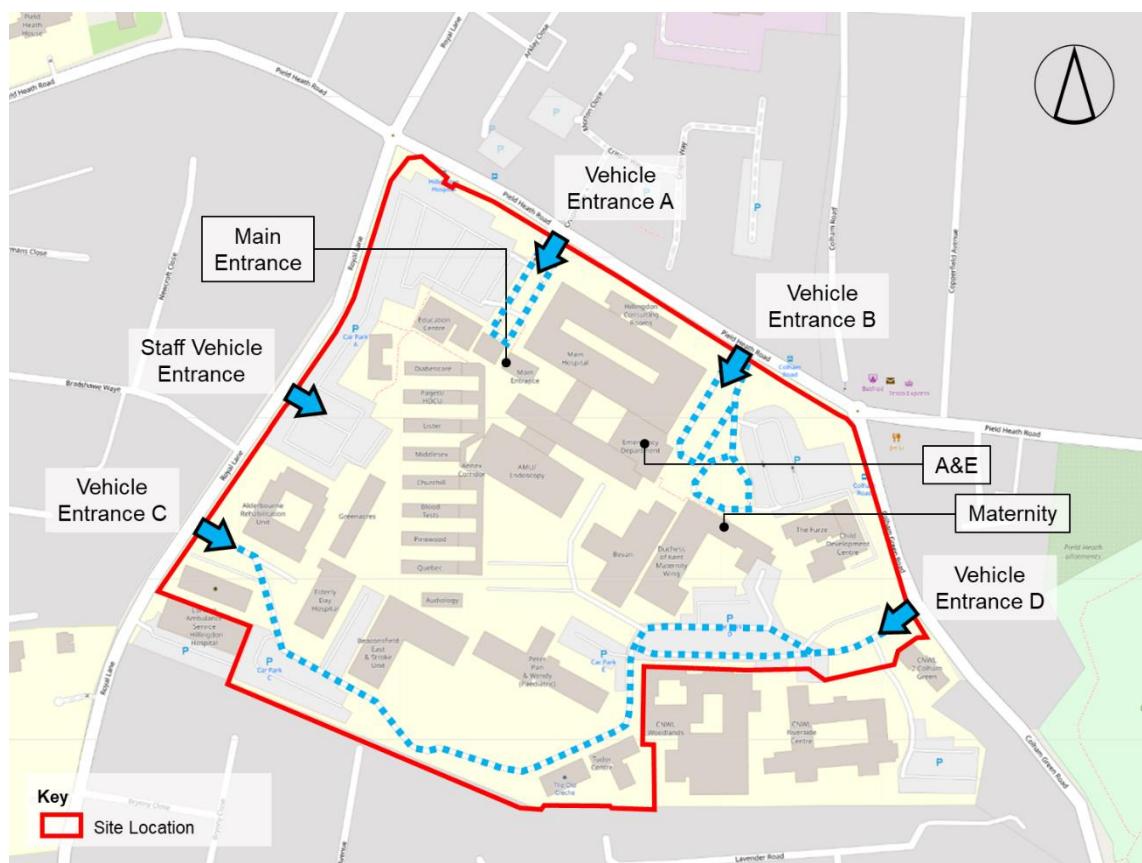
There are currently five vehicular access points into the overall site. Pield Heath Road has two accesses, leading to the main hospital car parks and an access off Royal Lane leads to the main staff car park. Access from Colham Green Road enables access to smaller car parks and the hospital site. The existing car access provision is shown in Figure 3.2 as:

- Pield Heath Road (Vehicle Entrance A)
- Pield Heath Road/Crispin Way (Vehicle Entrance B)
- Royal Lane (Staff Vehicle Entrance)
- Royal Lane / Hospital through route (Vehicle Entrance C)
- Colham Green Road / Hospital through route (Vehicle Entrance D)

#### 3.3.2

Also shown are the main existing vehicular routes within the site

**Figure 3.2: Existing Car Access**



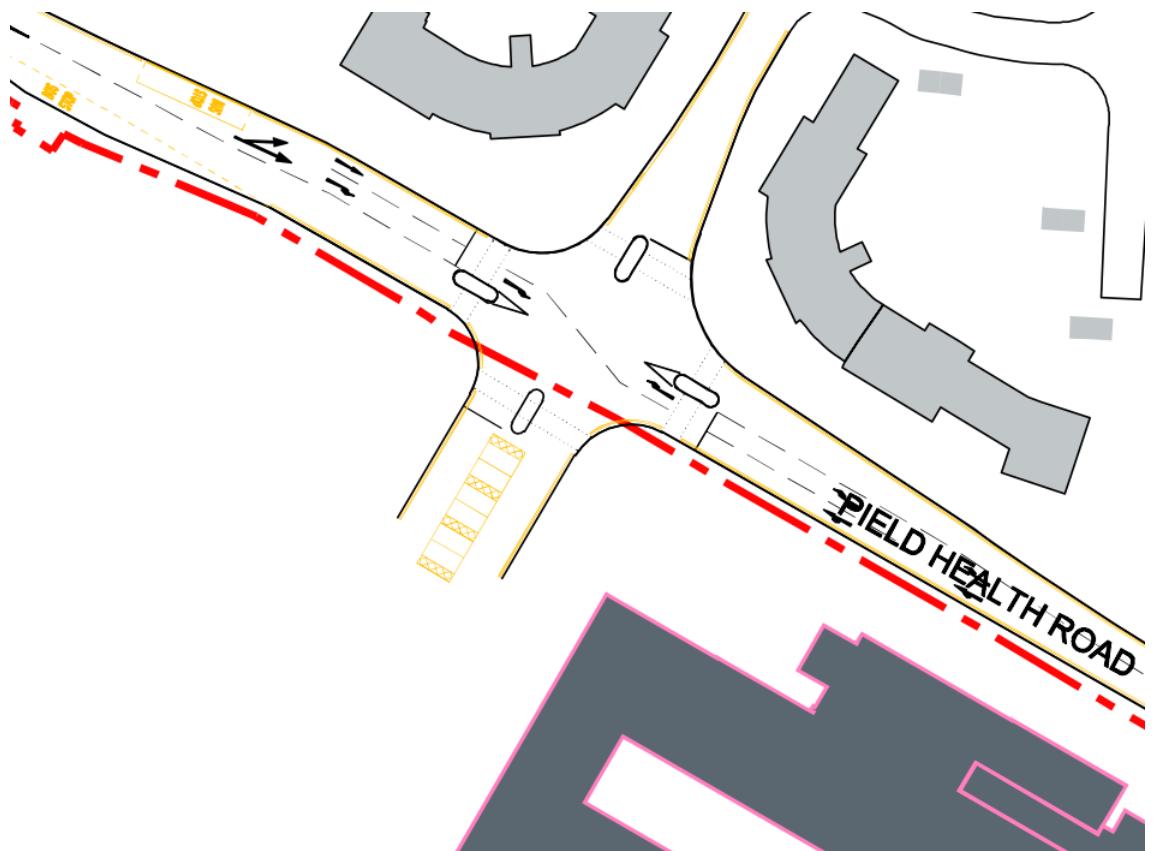
Source: [Open Street Map](#)

### Pield Heath Road

#### Vehicle Entrance A

3.3.3 Vehicle Entrance A is the existing Main Entrance junction for the hospital located on Pield Heath Road and the existing junction arrangement is shown in Figure 3.3. It comprises a signal controlled crossroads with the major Pield Heath Road arms having two lane entries, the offside lanes being for right turns only. It will be upgraded as part of the Phase 1 hospital redevelopment proposals.

**Figure 3.3: Existing Vehicle Entrance A (Main Entrance) Junction Arrangement**



Source: Mott MacDonald

#### Vehicle Entrance B

3.3.4 Vehicle Entrance B is the existing Accident and Emergency Access for the hospital and is also located on Pield Heath Road. The existing layout is shown in Figure 3.4.

**Figure 3.4: Existing Vehicle Entrance B (Accident and Emergency Access)**



Source: Mott MacDonald

### Colham Green Road

#### Vehicle Entrance D

3.3.5 Vehicle Entrance D is located on the eastern frontage of the hospital on Colham Green Road, as shown in Figure 3.5. The junction will be the future delivery and servicing route for the Phase 1 hospital and Phase 2 developments and will also provide a more direct route from the East for emergency ambulances to the Accident and Emergency department. It will be upgraded as part of the Phase 2 works.

**Figure 3.5: Vehicle Entrance D Junction**



Source: Mott MacDonald

### Royal Lane

#### Staff Vehicle Entrance

3.3.6 The Staff Vehicle Entrance provides access to the existing staff car park located off Royal Lane. This junction will be stopped up due to the proposed redevelopment as the car park is within the footprint of the new hospital building. The existing junction arrangement is shown in Figure 3.6.

**Figure 3.6: Staff Vehicle Entrance Junction**



Source: Mott MacDonald

#### Vehicle Entrance C

##### 3.3.7

Vehicle Entrance C is also located on Royal Lane and currently provide access to routes within the hospital site that lead through to Colham Green Road. This access will also be stopped up due to the proposed development. The existing junction arrangement is shown in Figure 3.7.

**Figure 3.7: Vehicle Entrance C**



Source: Mott MacDonald

### **3.4 Internal Road Network**

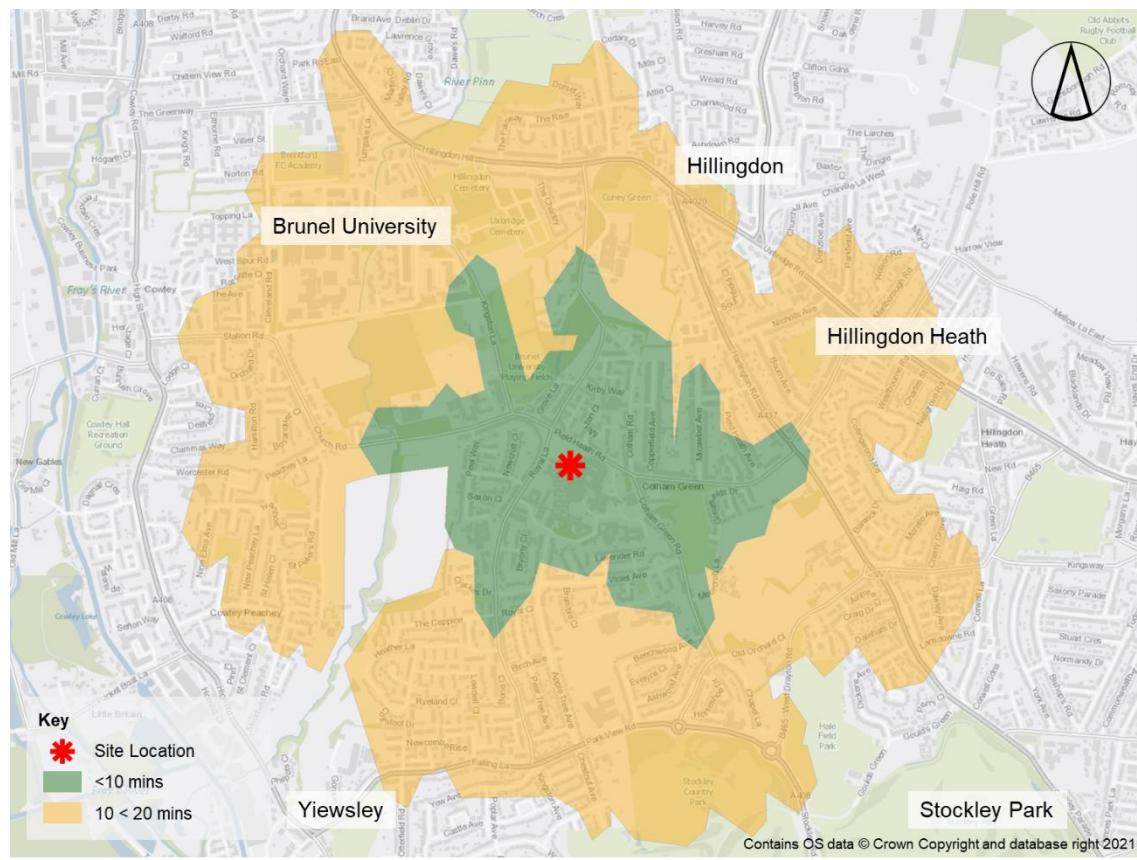
3.4.1 There are several internal roads throughout the existing site and the main ones are indicated on Figure 3.2.

### **3.5 Pedestrian Access**

3.5.1 The overall site is located in a largely residential area and is well connected to the surrounding areas by a network of good quality footways and footpaths. Along the Pield Heath Road site frontage there are multiple formal crossing locations, including signalised crossing facilities at Vehicle Entrance A (the Main Entrance), a zebra crossing between the northern and southern footway near to Vehicle Entrance B (the A&E entrance), and informal dropped kerb crossings at the mini-roundabout junction with Royal Lane.

3.5.2 A walking Isochrone is displayed in Figure 3.8, showing all locations that can be accessed within a 5-minute, 10-minute and 15-minute walk using existing pedestrian infrastructure.

**Figure 3.8: Walking Isochrone**

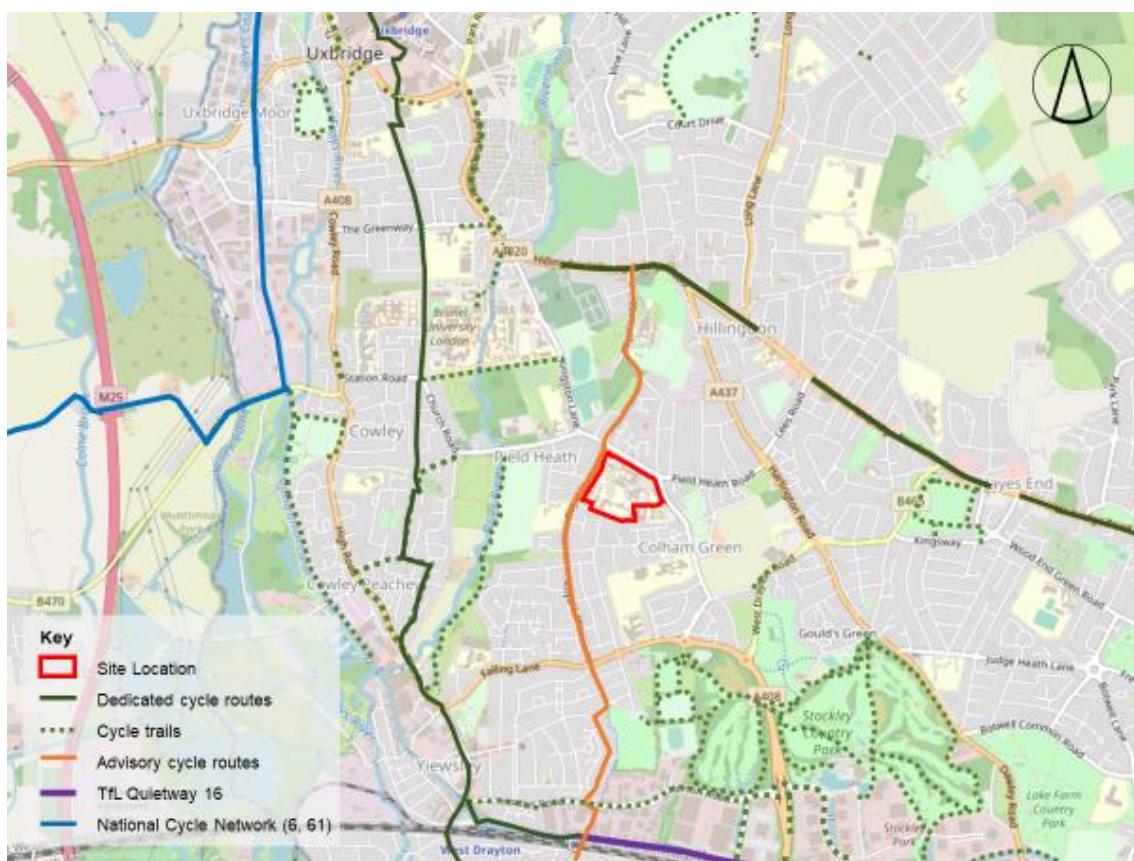


Source: Mott MacDonald

## 3.6 Cycling

**3.6.1** There is an existing network of cycle routes within the LBH. The local cycle network is shown in Figure 3.9, which details the current extent of the available cycling routes, including a TfL Quietway that exists in the local area.

**Figure 3.9: Existing Cycle Routes**



Source: [Open Street Map](#)

### 3.7

## Public Transport

### Bus

3.7.1 The current hospital is served by six TfL Bus Services accessible from four bus stops. These are the U1, U2, U3, U4, U5 and U7 services. These existing services will be maintained with improvements to the bus stops that serve the site.

3.7.2 Two stops are located on Pield Heath Road to the north-west of the hospital and provide access to all services in both directions. There is a further stop on Pield Heath Road north-east of the site which provides access to all services eastbound only and a stop on Colham Green Road which provides access to the U1, U3 and U5 services westbound only. As part of the development the bus facilities will be upgraded and will be provided with live timetable information.

3.7.3 The current timetables of each service at Hillingdon Hospital are summarised in Table 3.1.

**Table 3.1: Current Hillingdon Hospital TfL Bus Service Hourly Frequencies**

Time	U1		U2		U3		U4		U5		U7	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
<b>First</b>	0610	0513	0507	0535	0430	0536	0524	0542	0511	0537	0530	0538
<b>0400-0500</b>	-	-	-	-	2	-	-	-	-	-	-	-
<b>0500-0600</b>	-	4	2	2	3	2	3	2	4	2	1	1
<b>0600-0700</b>	3	4	3	3	4	4	5	4	5-6	4	3	2
<b>0700-0800</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4	2	2
<b>0800-0900</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	5-6	2	3
<b>0900-1000</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	5-6	2	2
<b>1000-1100</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>1100-1200</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>1200-1300</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>1300-1400</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>1400-1500</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>1500-1600</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	3	2
<b>1600-1700</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>1700-1800</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>1800-1900</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>1900-2000</b>	4	3	3	3	4	5-6	5	5	5-7	4-6	2	2
<b>2000-2100</b>	3	2	3	3	4	4	3	3	4	5	2	3
<b>2100-2200</b>	2	2	3	3	3	3	3	3	3	3	2	2
<b>2200-2300</b>	2	2	3	3	3	3	3	3	3	3	2	2
<b>2300-0000</b>	2	2	3	3	3	3	3	3	3	3	2	2
<b>0000-0100</b>	2	2	1	1	1	3	1	1	1	2	2	1
<b>Last</b>	0105	0038	0008	0017	0002	0048	0009	0002	0013	0037	0100	0029
<b>Typical daytime frequency per hour</b>	4	4	3	3	5-7	5-6	5-7	5-7	5-6	4-6	2	2
<b>Typical daytime hourly services</b>	47-57 hourly daytime services in both directions											
<b>Total daily services</b>	Approximately 840 daily services in both directions											

### Rail and Underground

3.7.4 The nearest rail/underground services are located in both West Drayton and Uxbridge.

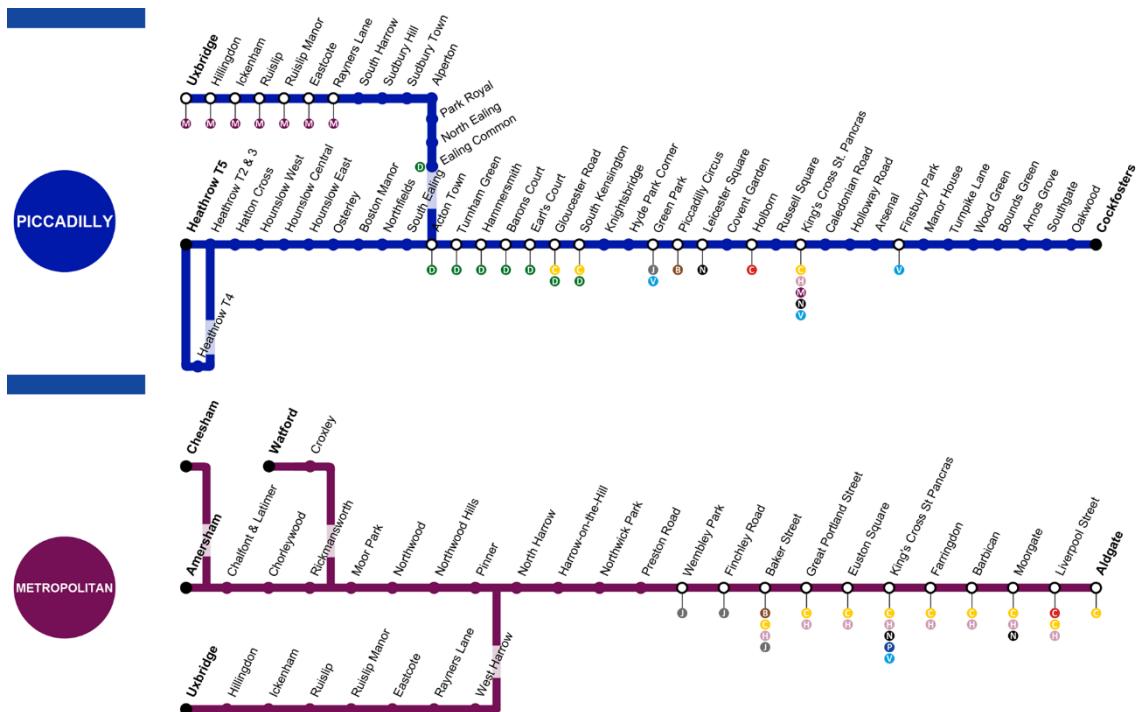
3.7.5 Access to the hospital by rail and underground comprises a multi-modal journey with part carried out on-foot, by bike or using a bus to connect between the hospital and the relevant stations.

## Uxbridge

3.7.6

Uxbridge Underground Station is located approximately 2 miles north of Hillingdon Hospital. The Station is located on the Metropolitan and Piccadilly lines of the of the London Underground, as shown in Figure 3.10.

**Figure 3.10: Uxbridge Underground Station Lines**



Source: [London Tube Map](#)

3.7.7

The station is the terminus of the Uxbridge branches of both the Metropolitan line and the Piccadilly line. The next station towards London is Hillingdon. The Piccadilly Line provides connections towards Wembley, Ealing and Central and North London. The Metropolitan Line provides connections towards Harrow, Camden and City of London.

3.7.8

Uxbridge Station can be accessed using the U1, U3, U4 and U5 bus services, jointly these operate at around 20 services per hour throughout the day, reducing to 10 per hour in early morning/later evening periods.

3.7.9

The station is located approximately 2 miles from the site. This would equate to a walking time of 30 to 40 minutes (depending on speed/fitness level), or a cycle of 10 to 15-minutes.

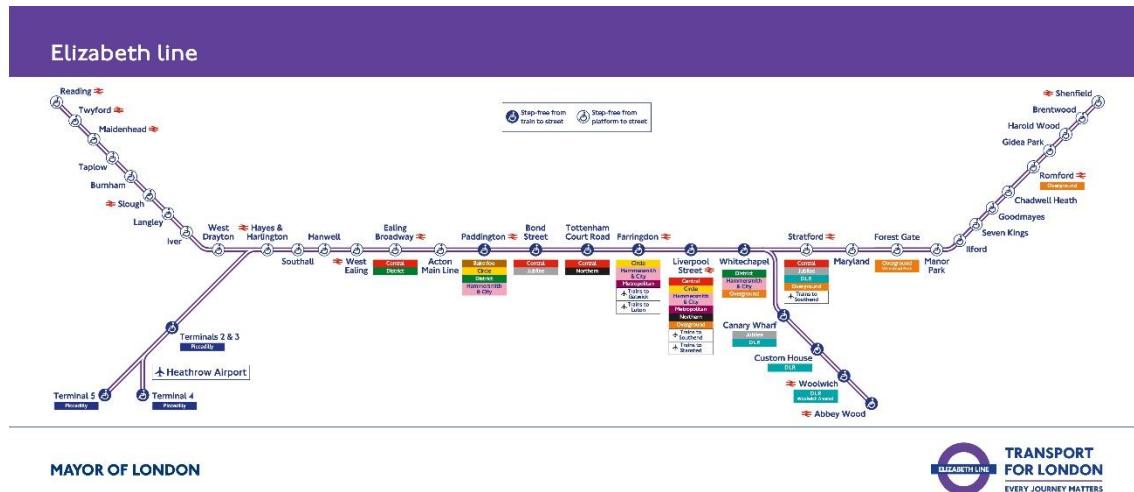
## West Drayton

3.7.10

West Drayton Overground Station is located approximately 2 miles south of Hillingdon Hospital. West Drayton station is served by stopping services run by Great Western Railway and TfL Rail between Paddington and Reading as well as two trains per hour to Didcot Parkway. These services run six days a week with 4 trains hourly — two from Reading and two from Didcot Parkway. On Sundays a half-hourly service operates with one Reading and one Didcot Parkway service in each direction. Typical journey times are just over 20 minutes to Paddington, and just under 40 minutes to Reading.

3.7.11 West Drayton sits on the Reading spur of the Elizabeth Line, which will provide high speed rail connections across London. The route map is shown in Figure 3.11.

**Figure 3.11: Elizabeth Line Map**



Source: [Crossrail](#)

3.7.12 West Drayton station has benefitted from major improvements in preparation for the new Elizabeth line services, as follows:

- A redeveloped main ticket office, improved ticket hall layout
- New platform canopies
- New customer information screens and signage
- 200+ metre long platforms
- Accessibility enhancements by provision of lifts
- Step-free from platform to street
- Improvements to the area around the station in partnership with Hillingdon Council

3.7.13 Crossrail is expected to open to passengers from as early as 2022. This will provide an additional high frequency and rapid public transport mode that will enable sustainable travel to and from the development site.

## 3.8 PTAL Assessment

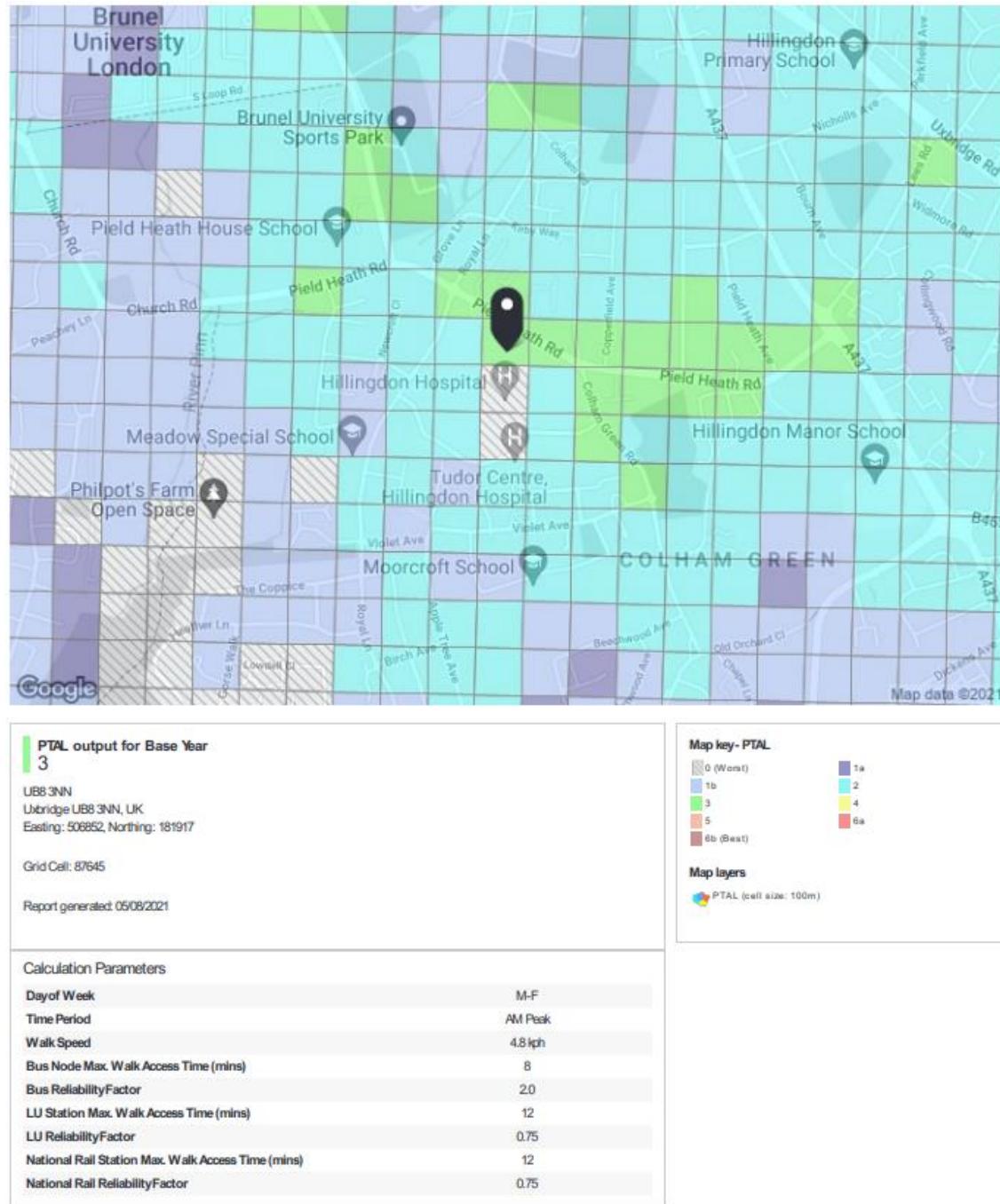
3.8.1 As a means of quantifying and comparing accessibility by public transport for a given site, the PTAL methodology considers service frequency and the time taken to access the public transport network, including:

- The walk time to various public transport services;
- The average waiting time for each service; and
- The reliability of each service.

3.8.2 The methodology is based on a walk speed of 4.8km/h and considers rail stations within a 12-minute walk, (960m) of the Site and bus stops within an eight-minute walk, (640m) of the Site, with the PTAL assessment using the AM peak hour operating patterns of existing public transport services.

3.8.3 Due to the scale of the overall masterplan site the development area currently covers a PTAL range of 0 (worst) to 3. This is shown below in Figure 3.12.

**Figure 3.12: PTAL Score**



### 3.9

### Car Parking

3.9.1 Existing car parking is spread across the Hillingdon Hospital site and supplemented by small areas of off-site parking at nearby locations. The parking is generally split in terms of its allocation, with a small area of spaces dedicated to patients and visitors, a larger section dedicated to staff, and the remainder being mixed where any staff, patients or visitors can park.

3.9.2 The total number of parking spaces on the site varies over time and fluctuates depending on specific activities taking place on the site, such as construction works (minor and major) or large NHS fleet vehicles (scanners etc.) that park on site for longer periods of time and reduce effective parking capacity.

3.9.3 An example of the above is a significant construction project that is currently taking place in the central area of the site, where two modular buildings are being constructed. This has effectively removed a significant number of parking spaces within the new building footprints and the contractor compounds. However, as part of the planning for this, locations to provide additional parking across the site to offset the loss of spaces were identified.

3.9.4 Overall the current level of car parking spaces across the existing site is 995, typically composed of 60-70% Staff and 30-40% patients.

3.9.5 Table 3.2 below provides a summary of car park allocations across the existing site. This details the number of drop off, short-stay, long stay, staff, and disabled parking.

**Table 3.2: Existing Car Parking Spaces**

Parking Type	Current Spaces (No.)	Committed Spaces (No.)	Total Spaces	Comments
Visitor (pay & display)	56	0	56	
Visitor Disabled	8	0	8	
Mixed Staff and Visitor (pay & display)	320	67	387	
Mixed Disabled	40	6	46	
Staff Standard	391	44	435	
Staff Disabled	4	0	4	
Nursery Standard	8	0	8	
Drop-off (20 mins)	17	0	17	
Ambulance only	7	0	7	
Consultant only	12	0	12	
Fleet/servicing only	7	0	7	
Motorcycle	0	8	8	
Ambulance yard	0	0	0	Hatched area in ambulance yard with capacity for five emergency ambulances parked perpendicular to the A&E access.
Service yard	0	0	0	Hatched area in service yard with capacity for four 10m rigid HGVs parked perpendicular to the service yard access road
<b>Total spaces</b>	<b>870</b>	<b>125</b>	<b>995</b>	

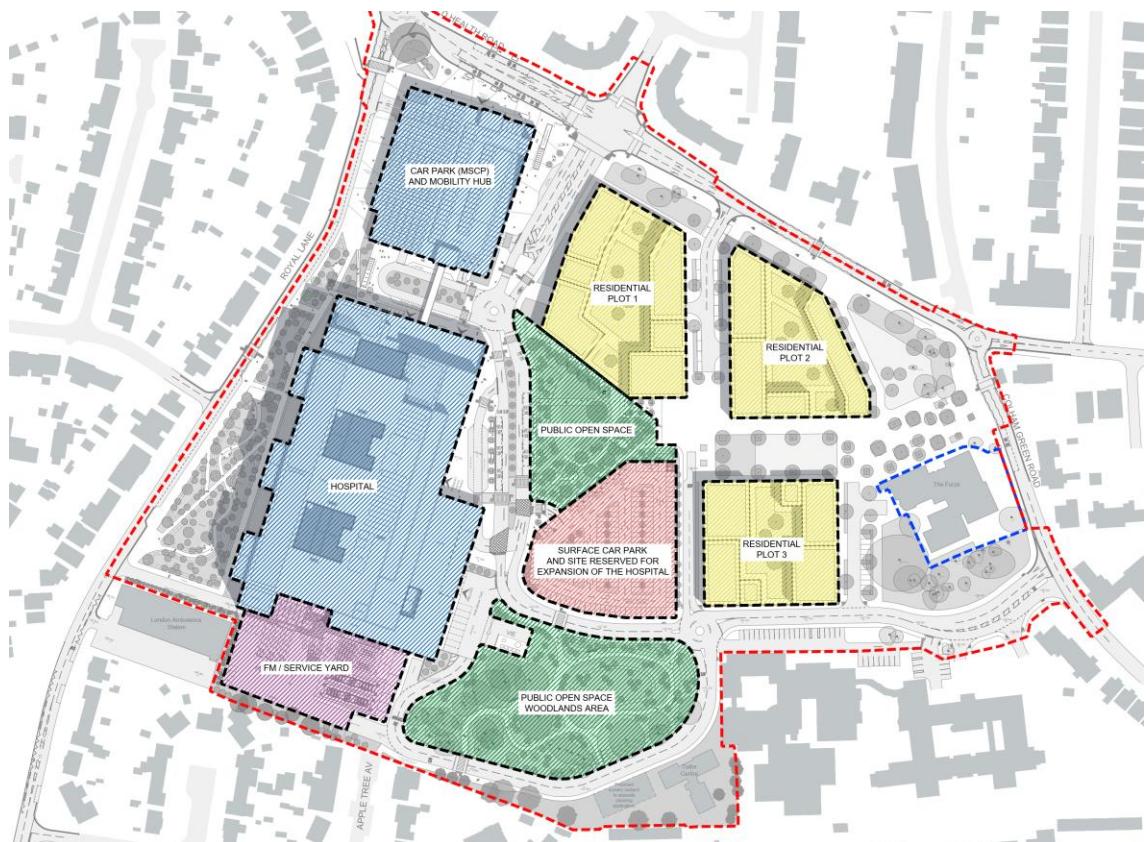
## 4 Proposed Residential Development

### 4.1 Introduction

4.1.1 This section details the future operation of the residential development at the Hillingdon Hospital site with regards to transport and access.

4.1.2 The majority of residents and associated visitors accessing the site will use a new access off Pield Heath Road and an upgraded access off Colham Green Road to reach residential plots. The plots and their intended access routes are shown in Figure 4.1.

**Figure 4.1: Proposed Residential Plot Locations**

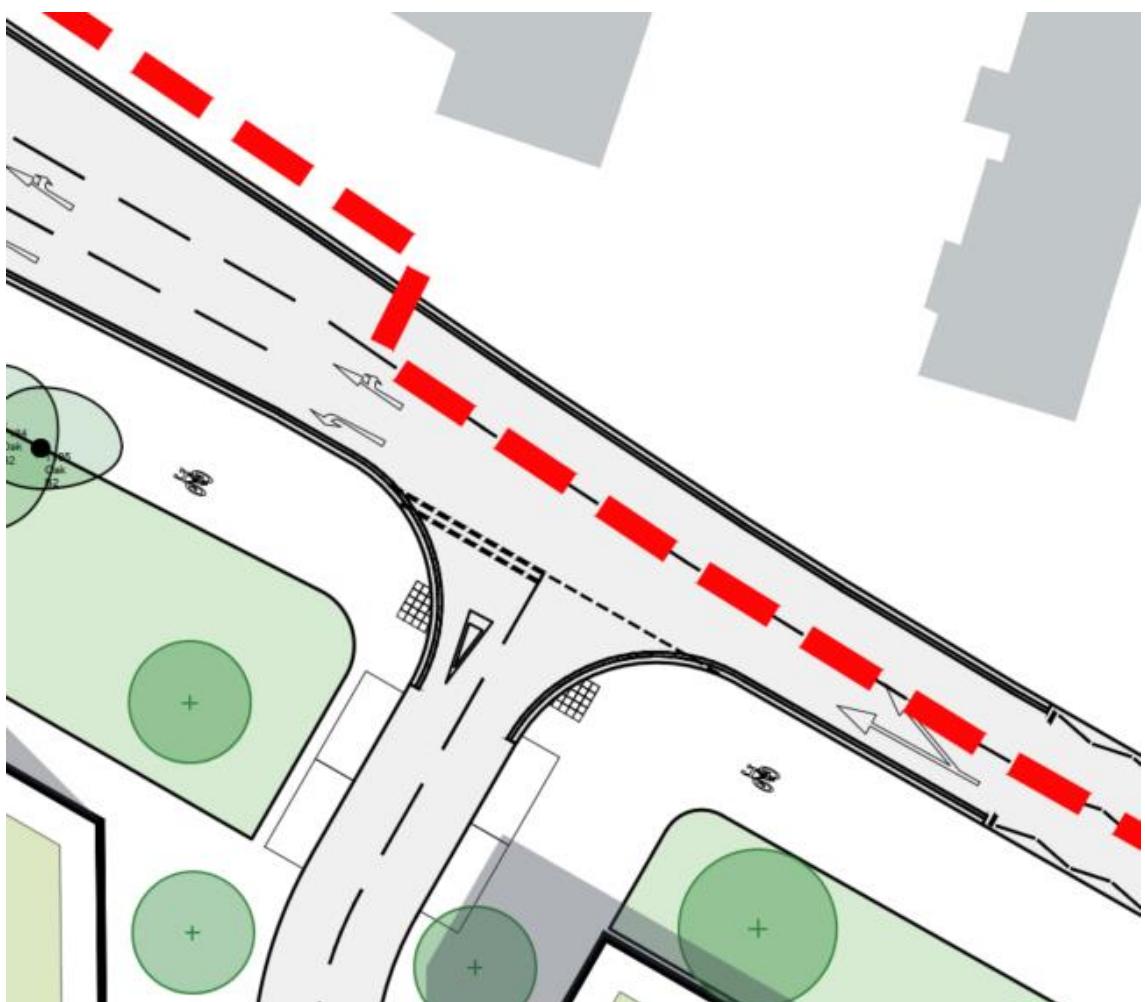


Source: IBI

### 4.2 Proposed Vehicle Site Access

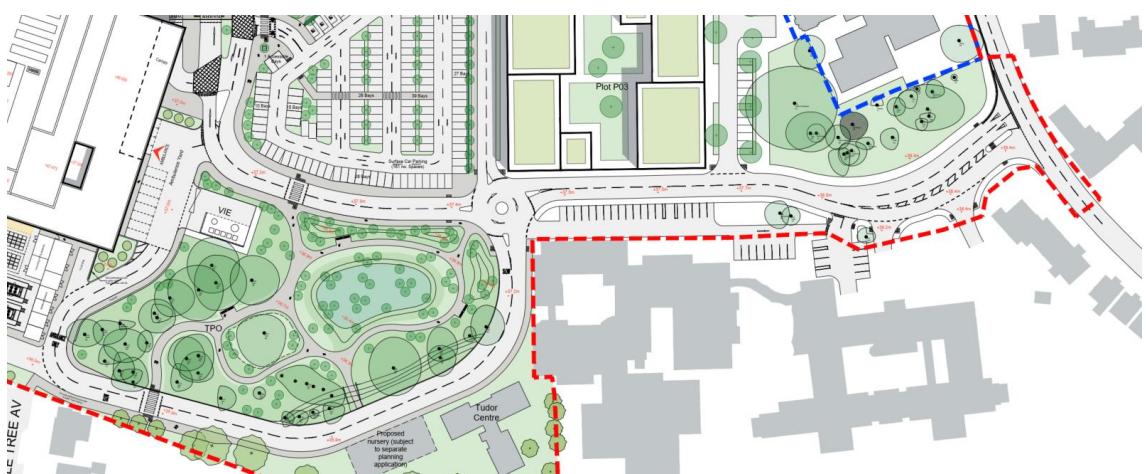
4.2.1 Figure 4.2 and Figure 4.3 show the proposed residential access point layouts.

**Figure 4.2: Pield Heath Road Residential Access**



Source: IBI

**Figure 4.3: Colham Green Road Access**



Source: IBI

## 4.3 Pedestrian and Cycle Access

4.3.1 A new pedestrian cycle corridor will be provided along the northern corridor of the site. A network of pedestrian routes will be provided within the site, and a dedicated cycle route from the green space to Colham Green Road will be constructed. The overall layout of the site is shown in Figure 4.4.

**Figure 4.4: Overall Site Layout**



Source: IBI

## 4.4 Car Parking

4.4.1 The London Plan specifies requirements for residential car parking as follows:

- Long-stay:
  - 0.75 spaces per 1 to 2 bedroom dwelling;
  - 1 space per 3+ bedroom dwelling;
- Accessible:
  - Adequate parking spaces for disabled people must be provided preferably on-site.
- EV Charging:
  - All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

4.4.2 Parking associated with the residential units will be provided as podium parking within each residential parcel. Visitor parking and delivery and servicing parking will be provided within the residential streets. All parking provided in the residential area will be in-line with the standards as included in the London Plan. This will comprise 0.75 spaces per dwelling and include 10 disabled spaces from the outset with the potential for a further 23 over time.

#### **4.5 Proposed Mobility Hub**

4.5.1 A community Mobility Hub is proposed as part of the Phase 1 application and will be available to residents as well as patients, staff and visitors to the new hospital. It aims to facilitate and promote sustainable travel. The vision for this facility is set out in the Mobility Hub Vision Paper, the intention being that the Mobility Hub will comprise sustainable transport facilities, as follows:

- Secure internal cycle parking
- External cycle stands
- Improved Bus stops
- Live bus timetable information
- Journey planning information
- A help point
- Bike hire facilities
- A car club
- Car sharing facilities
- EV charging points
- Accessible and disabled parking bays

#### **4.6 Residential Trip Generation**

4.6.1 The TRICS database v7.8.2 has been used to develop people trip generation estimates for the proposed residential development.

4.6.2 Trip rates have been derived according to the following principles:

- Suitability of sites, with a focus on London Sites.
- Survey days for weekdays only, in line with the combined assessment for the overall site which includes the new hospital.

4.6.3 Table 4.1 presents a summary of the multi-modal peak hour trips, derived according to the methodology described above, for residential arrivals, and Table 4.2 displays the residential departure movements.

4.6.4 The TRICS Surveys cover a 14-hr period, between 07:00-21:00, detailing the primary daily travel movements. There are a total of 907 arrival movements to the development site, based on an outline threshold of 330 dwellings. Residential arrivals peak from 15:00-19:59, with 57% and 517 person trips. Car driver is the primary mode with 40% of the share, with walking 25%.

4.6.5 Residential departures peak at 08:00-08:59 with 20% of departures, and 189 trips. The departures have a smaller peak period, between 07:00-08:59, with 34% of total movements, and 316 trips. The profile for departures is more consistent across the day, with 12 of 14 hours having less than 70 vehicle movements.

**Table 4.1: Residential Trip Generation (Arrivals)**

**Table 4.2: Residential Trip Generation (Departures)**

# 5 Objectives

## 5.1 Introduction

5.1.1 This section considers the objectives of the Residential Travel Plan Framework, which the associated measures will be designed to achieve.

## 5.2 Objectives

5.2.1 The following are the overall development objectives to meet the national policies and local government commitments.

- To support low car lifestyles;
- To establish sustainable travel principles for the development as a whole;
- To increase walking and cycling trips in place of public transport, where practicable;
- To raise awareness of sustainable modes of transport available for residents and visitors travelling to and from the site;
- To encourage healthy and active travel; and
- To manage deliveries to the site and encourage deliveries taking place outside of peak hour periods.

5.2.2 Unlike residents, visitors to the site would be difficult to track and manage. Whilst this Residential Travel Plan Framework is primarily focused on residents, sustainable travel will be promoted to visitors wherever practicable.

# 6 Targets

## 6.1 Introduction

6.1.1 This section considers the targets, which are set to quantify the success of the Residential Travel Plan Framework.

6.1.2 In accordance with best practice guidance, all targets will be specific, measurable, attainable, realistic and time-bound (SMART). Targets stem from the overall objectives and aim to increase the baseline percentage share of sustainable travel modes.

## 6.2 Targets

6.2.1 The specification of targets will need to be reserved for agreement with LBH once the final details of residential proposals are known and will need to take cognisance of baseline surveys that will need to be collected and analysed at a future point in time. However, the information below sets out an initial basis.

6.2.2 Travel surveys will provide data with which to monitor the site users' travel patterns. It will be the responsibility of an appointed Travel Plan Coordinator to set targets that are relevant to the site and tailored for its own specific needs. Targets should be set for year one, year three, and year five.

6.2.3 The following actions are required for the successful and policy compliant delivery and ongoing review of the travel plan:

- Appointment of a site-wide Travel Plan Coordinator (TPC) prior to occupation, and establishment of their role and responsibilities;
- Production of a Resident's Travel Pack, to be disseminated upon purchase/ occupation of residential units. This should contain as a minimum:
  - Contact details for the TPC;
  - Promotion of active travel, with information on walking and cycling routes together with links to sources of further information;
  - An overview of available public transport services, including details of service access points and operating frequencies for nearby bus, rail and underground services, together with information regarding the times of the first and last services;
  - Advice on how to manage / influence deliveries to and from the site;
  - The range of local facilities and amenities available within walking distance; and
  - Car club membership details.
- Provision of cycle parking spaces in accordance with local standards; and
- Provision of blue badge spaces in accordance with local standards.

6.2.4 An initial site-wide travel survey should be conducted within six months of initial occupation of the residential units, or when the extended development reaches 75% occupation. This will provide a baseline for achieving year-on-year improvements and allow the TPC to set initial mode share targets.

6.2.5 At this stage the Travel Plan should be reviewed and updated, establishing outcome targets tailored for the site's specific circumstances.

# 7 Securing the Travel Plan

## 7.1 Introduction

- 7.1.1 The provision of an approved Residential Travel Plan could be secured through its incorporation into a signed S106 agreement for the development.
- 7.1.2 The specification of targets could be reserved for agreement with LBH, once baseline surveys have been collected and analysed.

## 7.2 Travel Plan Management

- 7.2.1 Prior to occupation, the Developer will appoint a Travel Plan Coordinator to oversee the implementation, monitoring and review of the Residential Travel Plan.
- 7.2.2 The TPC's responsibilities will include:
  - Overseeing the implementation, updating, annual review, monitoring and reporting of the Residential Travel Plan;
  - Awareness-building and engagement with stakeholders;
  - Strategic marketing and communication;
  - Ensuring that structures for the on-going management of the Residential Travel Plan are set up and managed effectively;
  - Raising funds through service charging the occupier of the site and managing the costs of the running and managing the Residential Travel Plan;
  - Giving a 'human face' to the Residential Travel Plan – explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice;
  - Helping to encourage non-car journeys by establishing and promoting the individual Residential Travel Plan measures; and
  - Liaising with other local TPCs to co-ordinate and develop measures to deliver wider benefit.
- 7.2.3 All measures implemented prior to the development being occupied will be funded by the developer, including the appointment of the TPC and the production of marketing material.

## 7.3 Visitor Travel

- 7.3.1 Visitors will be encouraged to use sustainable modes of travel to reach the site. Guidance will be available to share the options they could take to reach the site by all modes, so that an informed decision can be made.

## 7.4 Cycle Parking

- 7.4.1 The London Plan specifies the requirement for long-stay and short-stay cycle parking with residential dwellings, as follows:
  - Long-stay:
    - 1 space per studio or 1 person 1 bedroom dwelling;
    - 1.5 spaces per 2 person 1 bedroom dwelling;
    - 2 spaces per all other dwellings;
  - Short-stay:
    - 5 to 40 dwellings: 2 spaces

- Thereafter: 1 space per 40 dwellings

7.4.2 Long-stay residential cycle parking will be provided in secure areas in each residential block. Short-stay cycle parking will be spread across the masterplan in convenient locations close to key entrances.

7.4.3 As the residential element of the scheme is being submitted as an outline application, full details of proposed cycle parking will be provided as part of a future reserved matters application.

## 7.5 Mobility Hub

7.5.1 A Mobility Hub is proposed to be provided on Pield Heath Road. The introduction of this hub aims to promote active travel modes for all the site users. The Mobility Hub will be a recognisable place with an offer of different and connected transport modes, supplemented with enhanced facilities and information features to both attract and benefit the users of the Site.

7.5.2 The Mobility Hub will include cycle parking and maintenance facilities, wayfinding pillars, and real-time public transport information.

## 7.6 Promotion

7.6.1 It is recognised that a marketing and communication strategy will be key to the success of the Residential Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan and disseminate travel information and notification of events and facilities provided.

# 8 Measures

## 8.1 Introduction

8.1.1 This section details the strategy of the Travel Plan and identifies the measures incorporated into the design of residential element of the site, together with the key services and facilities and the other measures which could be implemented as part of the development proposals to ensure that sustainable travel behaviour is maximised.

8.1.2 The measures have been grouped into two types as follows:

- 'Hard' engineering measures incorporated into the design of the development; and
- 'Soft' marketing and management measures which could be implemented to promote the key services provided by the Travel Plan, the benefits of using alternative modes of transport for daily journeys and the accessibility to local services and facilities.

8.1.3 Each measure group is considered below:

## 8.2 Hard Measures

8.2.1 It should be recognised that many physical aspects of the design of new development will influence residents' travel patterns from the outset and can reduce dependence upon the private car. The 'hard' engineering measures incorporated into the design of the proposed development will be confirmed through later more detailed applications. At this time, the following measures are envisaged.

- Within the site, the pedestrian environment will be high quality, with the provision of attractive open spaces, well-maintained and legible routes, lighting and the use of quality materials.
- All residential units within the development should be broadband ready, prior to occupation, providing residents with the opportunity to sign up to an internet provider. Reasonable endeavours should be made to negotiate discounts with an Internet Service Provider (ISP) for the first year of subscriptions. This would ensure that residents have an added incentive to consider options that reduce the need for them to travel, such as working from home and web-based shopping.

## 8.3 Soft Measures

8.3.1 The location of the development, its design and the availability of public transport services should create conditions that make sustainable travel a viable alternative to travel by private car.

8.3.2 However, it is recognised that a communication strategy will be key to the success of the Residential Travel Plan. The proposed communication strategy will therefore include:

- Prior to purchase of the dwellings, potential residents will be informed of the Residential Travel Plan and its aspirations.
- Every new household / occupier will be provided with a Welcome Pack upon occupation. The Welcome Pack will contain a high-quality map of the neighbourhood, showing cycling, walking and public transport routes to key local facilities, plus current timetables for local bus and rail services. A key role of the Welcome Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Residential Travel Plan.
- The Residential Travel Plan will encourage the use of web-based working from home, where appropriate for residents, to reduce the need for them to travel whilst providing significant benefits for the mobility impaired.

- Details of car sharing websites will be made available.
- Access will be provided to the new mobility app that forms part of the vision for the Mobility Hub.

8.3.3 To promote the Travel Plan on an on-going basis, the marketing and communication strategy will aim to continuously raise awareness of available services and facilities; this may take the form of a community website, a noticeboard, and / or occasional promotional leaflets.

## 9 Monitoring

### 9.1 Introduction

9.1.1 The Applicant will identify a TPC prior to occupation. The TPC is expected to lead monitoring activities, together with input from a senior team. The developer will oversee the process, ensuring that targets remain challenging, and are in line with local, regional, and national sustainable travel objectives.

9.1.2 Updated travel surveys will be conducted in Year 3 and Year 5, as per Best Practice Guidance. This will prompt a comprehensive review and update of the Residential Travel Plan, as well as the compilation of a monitoring report for the monitoring authority.

9.1.3 The developer will also ensure suitable funding is provided for the Residential Travel Plan, including monitoring, review, and the ongoing promotion of sustainable travel initiatives.

9.1.4 Table 9.1 outlines the timescales for the monitoring and review of the Travel Plan.

**Table 9.1: Residential Travel Plan Monitoring and Review Timescales**

Action	Timescale
Baseline travel surveys	Within six months or 75% occupation
Updated travel surveys	Year 3 and Year 5
Complete review of travel plan	Prior to occupation, 9 months, Year 3 and Year 5

# 10 Action Plan

10.1.1 Table 10.1 details provisional measures to achieve the output and outcome targets that will be established as detailed in Chapter 6.

10.1.2 These will be further tailored upon completion of the travel surveys, and the development of the full Residential Travel Plan closer to occupation.

**Table 10.1: Action Plan**

Measure	Initiative	Timescale	Responsibility
Travel Plan Coordinator (TPC)	Appoint a TPC	Prior to occupation, ongoing	Developer
Travel surveys	Conduct a travel survey and set overall modal shift targets	Within six months of occupation or when the development reaches 75% occupation, whichever is sooner. Then ongoing as per Chapter 9.	Developer
Travel plan	Review and update the travel plan and establish tailored targets in response to the completed travel surveys	Within three months of completion of travel surveys, then ongoing	Developer
Cycle parking spaces	1. Fit out cycle parking spaces throughout the site for use by staff and visitors 2. Monitor use of secure cycle parking spaces. If use exceeds 85%, a solution to provide more will be arranged	1. Prior to occupation as part of ongoing site development 2. Ongoing	Developer
Blue badge parking spaces	Provide blue badge spaces for the mobility impaired.	Prior to occupation as part of site development	Developer
Resident welcome pack	Create the welcome pack which encourages residents towards a shift to sustainable modes of travel	Prior to occupation, ongoing upon purchase of property	Developer
Website / community notice board / leaflets	Make sustainable travel information available to residents and visitors via the Developer's website, and a notice board in communal areas	Ongoing	Developer

