



**LPH UK 1 LTD (LYSARA)
HEATHROW FLIGHTPATH CAR PARK
BATH ROAD, SIPSON UB7 0DU**

TRAVEL PLAN STATEMENT

AUGUST 2025



the journey is the reward

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AUGUST 2025

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LPH UK 1 Ltd (Lysara)
Heathrow Flightpath Car Park
Bath Road, Sipson UB7 0DU
Travel Plan Statement

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1 Introduction

- 1.1 Mayer Brown Limited have been instructed on behalf of Lysara to prepare this Travel Plan Statement in relation to the redevelopment of the existing car park at the Heathrow Flightpath Car Park, located in Sipson, in the London Borough of Hillingdon.
- 1.2 The proposals seek to provide an Electric Vehicle (EV) charging station consisting of 185 commercial EV bays alongside accompanying welfare facilities and solar canopies above the parking areas.

Development Proposals

- 1.3 The development proposals are for an EV charging station with 150kW fast charge facilities, a food and beverage (F&B) drive-thru unit and other welfare facilities. The development is anticipated to be brought forward over two phases as follows:
- Phase 1 – Provision of 56 commercial EV car parking spaces including accessible EV spaces and a F&B unit with 10 non-EV car parking spaces. Some existing long stay parking is to be retained to the rear of the site; and
 - Phase 2 – Provision of an additional 129 commercial EV car parking spaces including accessible EV bays to provide a total of 185 EV parking spaces across the site.

Parking Provision

Cycle Parking

- 1.4 The development proposes 2 secure cycle lockers for staff located to the rear of the F&B unit and 5 Sheffield stands (10 cycle parking spaces) for visitors located adjacent to the F&B unit, at the end of the shared footway / cycleway that runs into the site.
- 1.5 An additional cycle shelter is proposed on the east side of the site access for general use.

Car Parking

- 1.6 The development proposals include the redevelopment of the existing car park to provide 185 EV parking spaces in total. This includes 8 Blue Badge parking spaces.
- 1.7 The F&B unit proposes 8 standard parking bays and 2 Blue Badge bays as required by the London Plan.

Travel Plan Statement

- 1.8 Due to the anticipated low level of staff on site, it is considered that a Travel Plan Statement will be the most appropriate method of promoting sustainable and active travel in regard to this development without the need for including formal targets or monitoring.
- 1.9 The Travel Plan Statement aims to increase the awareness of staff to the availability of more environmentally friendly modes of transport and introduces a package of physical and management measures that will facilitate travel by sustainable modes.
- 1.10 The lifetime of the Travel Plan Statement will be five years from the sites initial opening.
- 1.11 This travel plan contains the following content:
- Introduction to the Travel Plan and objectives;
 - Review of existing infrastructure to promote sustainable travel;
 - Travel Plan Co-ordinator – roles and responsibility;
 - Proposed measures and initiatives for promoting sustainable travel; and
 - Action plan for implementation.

2 Objectives

- 2.1 The main objective of the Travel Plan Statement is to minimise the volume of unnecessary car travel by staff in particular, through the promotion of sustainable alternative methods of travel, where possible.
- 2.2 The aims of the Travel Plan Statement are as follows:
- To encourage staff members to use active or sustainable modes of travel when commuting to work;
 - To encourage a decrease in the dependence of staff using single occupancy car travel.

3 Site Assessment

Site Description and Adjacent Highway

- 3.1 The site is located just north of Heathrow Airport in West Drayton, within the London Borough of Hillingdon.
- 3.2 The site location in relation to the surrounding highway network is provided in **Figure 3.1** below.

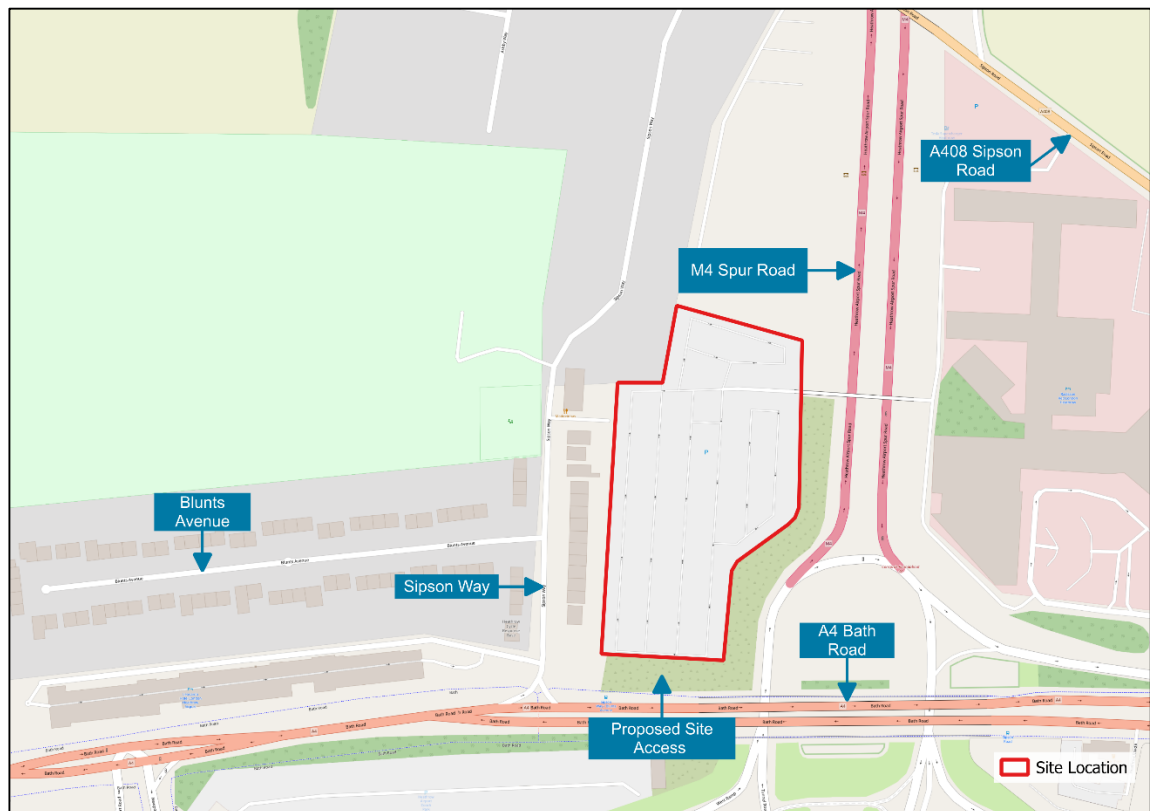


Figure 3.1: Site Location

- 3.3 The primary access to the site is currently via a narrow, single way working bridge over the M4 spur road. This is accessed via a service road that runs adjacent to the western side of the Park Inn Radisson Hotel. Access to the Radisson Hotel is gained from the Sipson Road / A4 Bath Road / Nene Road/ M4 Spur signal junction and a priority junction on the A408 Sipson Road.
- 3.4 The proposed site access will be via a left-in left-out access at the south of the site onto Bath Road, shown in **Figure 3.1**. The access will have footway provision on both sides of the access. Once the new access is open, the existing M4 spur road overbridge access will be closed.

Accessibility

Walking

- 3.5 The application site has access to wide and accessible pedestrian infrastructure on most roads within close vicinity, featuring dropped kerbs, tactile paving and regularly spaced street lighting.
- 3.6 The chartered Institute of Highways and Transportation document 'Planning for Walking' published March 2015 indicates that people will typically walk if their destination is less than a mile away with a typical catchment of around 800m, or a 10-minute walk time based on comfortable walking pace of 80m per minute. In relation to commuting trips, it is considered that pedestrians may be willing to walk further than 800m but typically not more than 2km.
- 3.7 As show in **Figure 3.2**, a 2km walking catchment area covers Bath Road and north up to the M4 on Sipson Road.

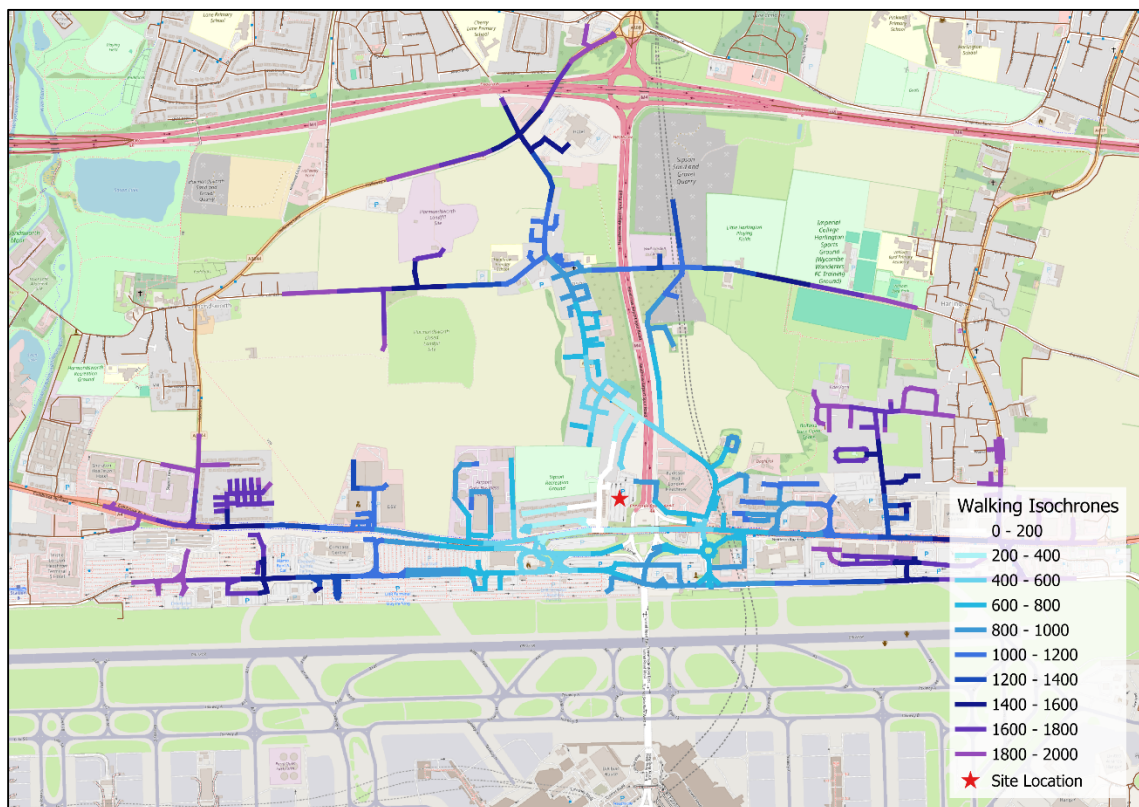


Figure 3.2: 2km walking catchment from site location

Cycling

- 3.8 There is a shared footway/cycleway on both sides of the carriageway on Bath Road which links to the wider Heathrow cycle network. Alternatively, there is on-carriageway cycle provisions on the northern side of Bath Road. This route connects to off-carriageway provisions around 50m west and 350m to the east of the site access.
- 3.9 Additionally, Heathrow cycle hub is located approximately 800m east of the site along Bath Road. Membership to this is free and members benefit from free cycling advice, access to a workshop as well as discounts on cycling products.
- 3.10 **Figure 3.3** shows the local cycle routes linking directly to the site and **Figure 3.4** shows the wider cycle network with both Sipson Way and Sipson Road on Local Cycleway 89, which is an on-road route that connects Bath Road with West Drayton and Uxbridge.

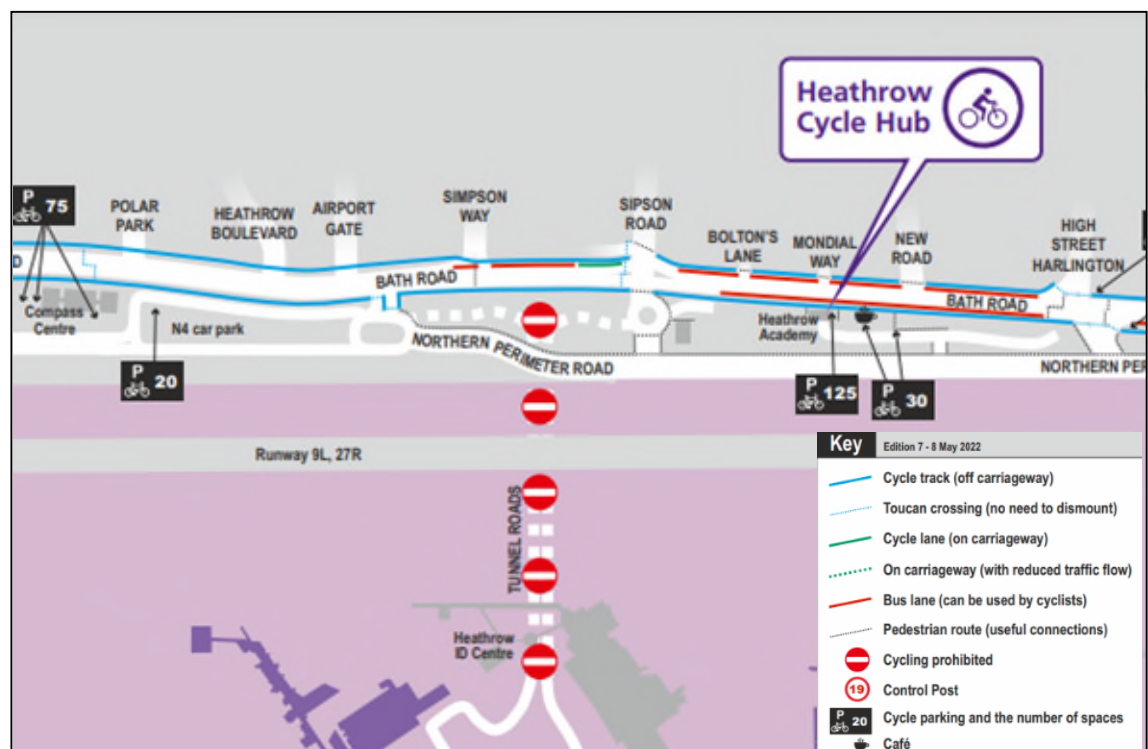


Figure 3.3: Local Cycle Routes Linking Directly to the Site

[Source:heathrow.com]

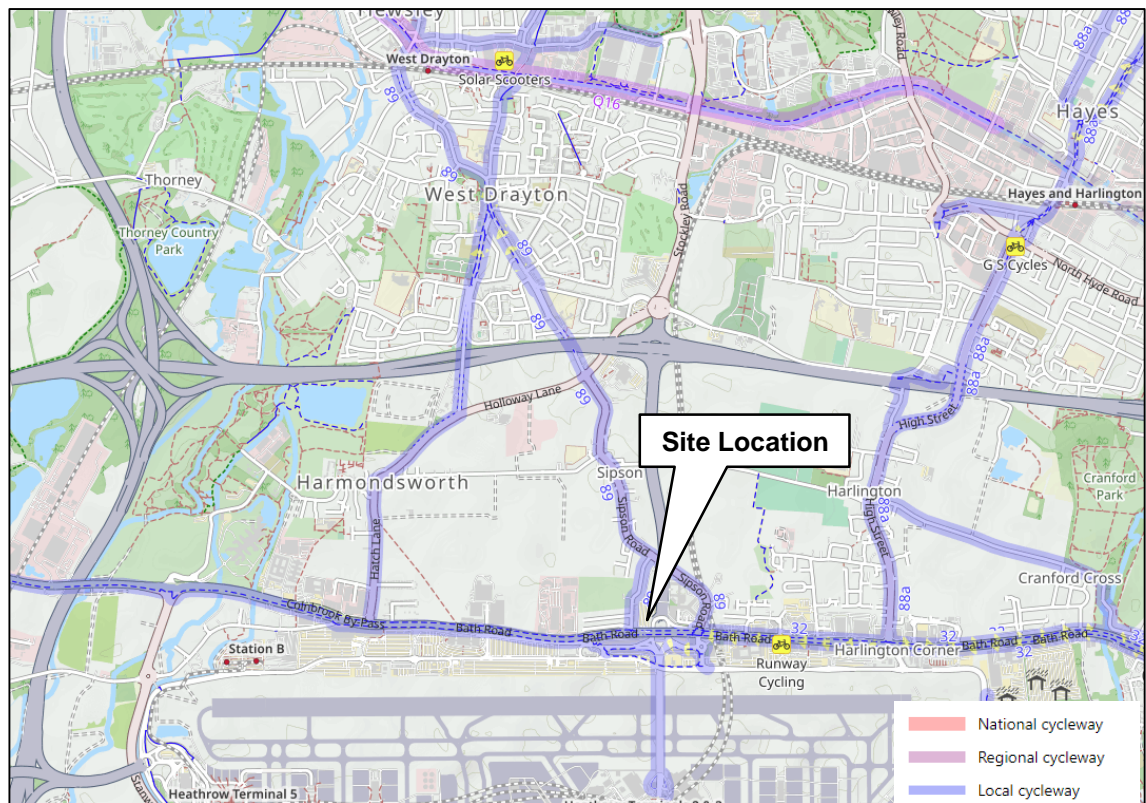


Figure 3.4: Cycle Routes

[Source: OpenStreetMap.org]

- 3.11 **Figures 3.3 and 3.4** show that there is a high level of accessibility to both the local and regional cycle network from the site.
- 3.12 **Figure 3.5** shows a 5km cycle catchment from the site, which is approximately a 20-minute cycle time. Within this catchment are West Drayton town centre and rail station to the northwest, Hayes town centre and Hayes and Harlington train station to the northeast, Harlington to the east and Harmondsworth to the west.

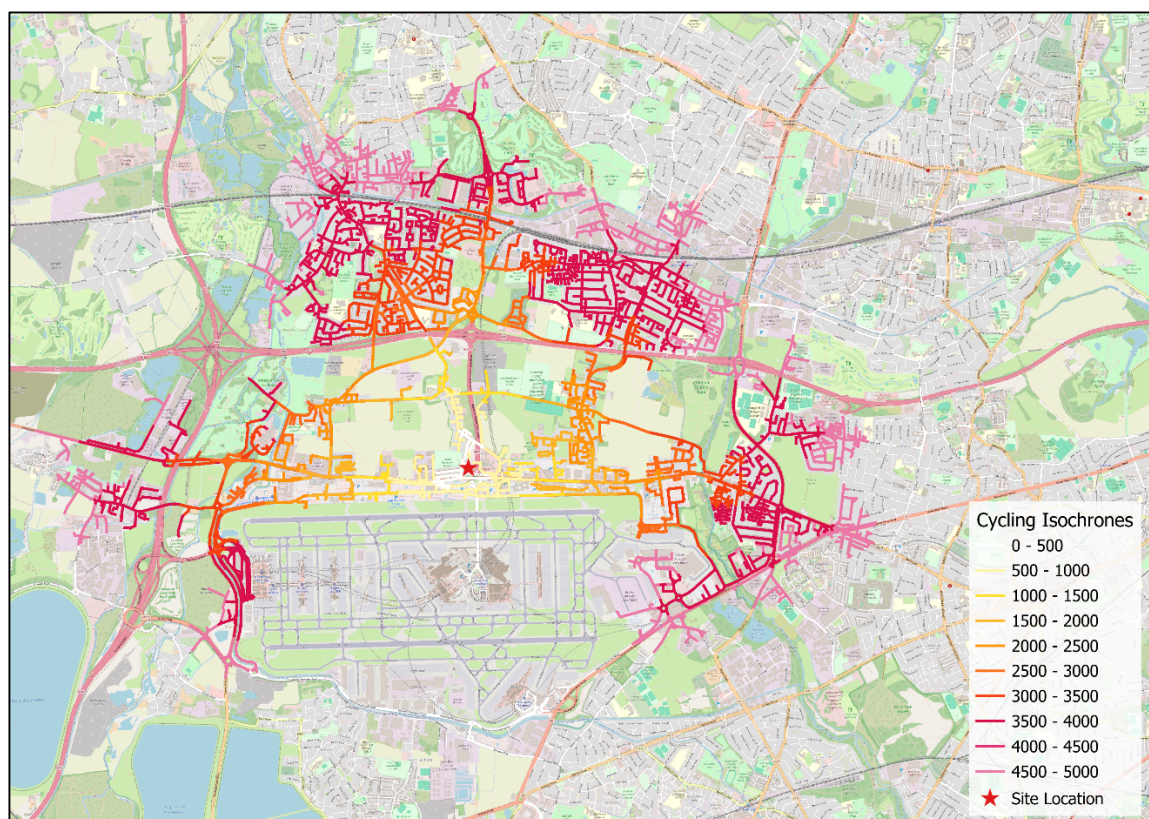


Figure 3.5: Cycling catchment area from site location

- 3.13 The Hillingdon Cycling Strategy 2024-34 provides the overall vision for cycling in Hillingdon, set out in a ten-year action plan.
- 3.14 The strategic network upgrade includes a proposed improvement to existing segregated cycle route along the A312 from Harlington and Yeading, which starts from the A4 Bath Road junction with Harlington High Street, approximately 1.4km to the east of the site. This route is shown in **Figure 3.6**.

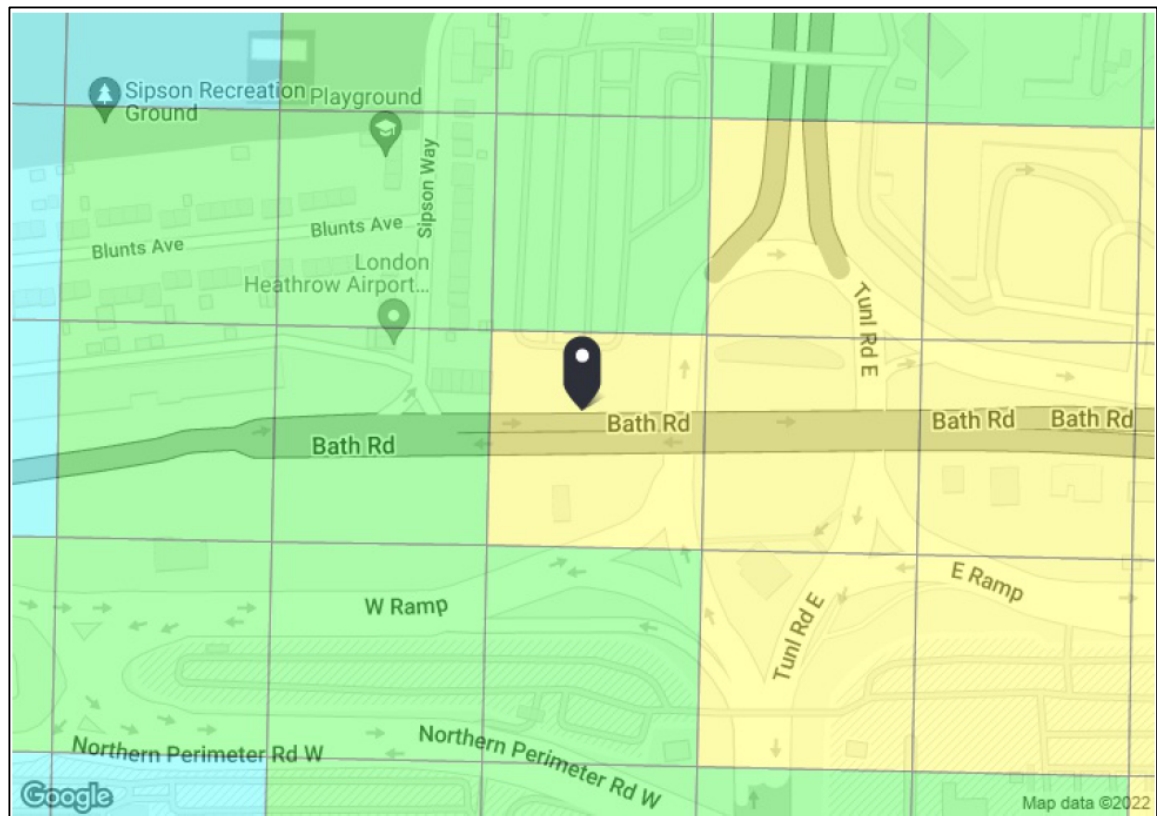


Figure 3.6: A312 Parkway Route Upgrade and Proposed Pump Lane and Harlington High Street

[Source: Hillingdon.gov.uk]

Public Transport

- 3.15 Transport for London publishes borough-wide PTAL mapping for reference by local planning authorities and developers to aid strategic planning. The PTAL model utilised an accessibility range between 1a (low) to 6b (high) which is calculated from a pre-defined walking threshold to public transport services, being up to 640m (8 minute walk, assuming a comfortable walking pace of 80m per minute) to bus services and 960m (12 minute walk) to railway stations.
- 3.16 The application site has a PTAL rating of 3 to 4, as shown in **Figure 3.7**.



PTAL output for Base Year 4

Figure 3.7: PTAL Rating

[Source: Transport for London WebCAT]

- 3.17 The site is located within an easy walking distance with a less than a 1-minute walk (assuming a comfortable walking pace of 80m per minute) to the nearest 'Sipson Way Blunts Avenue' bus stop on Bath Road. This stop is served by TfL and the eastbound services include the 81, 111, 278, N140 and U3.
- 3.18 Westbound bus services are available from stop 'Sipson Road BP'. Using the pedestrian crossing facilities at the Bath Road / Sipson Road / Nene Road signal junction, this bus stop is around 400m from the site, equating to a 5-minute walk (assuming a comfortable walking pace of 80m per minute).
- 3.19 Both the eastbound and westbound bus stops have a bus shelter and seating.
- 3.20 **Table 3.1** provides a summary of the bus services available within the vicinity of the site.

Service	Route	Average Bus Frequency		
		Mon-Fri	Sat	Sun
81	Slough Town Centre – Hounslow	Every 12 minutes	Every 12-13 minutes	Every 15 minutes
111	Heathrow Central Bus Station – Kingston	Every 9 minutes	Every 12 minutes	Every 12 minutes
278	Heathrow Central Bus Station – Ruislip	Every 15 minutes	Every 15 minutes	Every 20 minutes
N140	Towards Long Elmes	Every 30 minutes	Every 30 minutes	Every 30 minutes
U3	Towards Heathrow Central Bus Station	Every 12 minutes	Every 12 minutes	Every 20 minutes

Table 3.1: Bus Service Frequency

- 3.21 The site is located approximately 3.7km south of West Drayton rail station, a 15-minute cycle ride away, assuming a comfortable cycling pace of 250m per minute.
- 3.22 **Table 3.2** below illustrates the destinations served by the Elizabeth Line from West Drayton rail station.

Route	Weekday Peak Hour Train Frequency		Weekend Peak Hour Train Frequency	
	AM	PM	Saturday	Sunday
West Drayton – London Paddington	4	4	4	2
West Drayton - Reading	3	4	2	2

Table 3.2: Services from West Drayton Rail Station

4 Travel Plan Management

- 4.1 A nominated Travel Plan Co-ordinator (TPC) will be appointed by Lysara to implement the Travel Plan. The TPC will be in role prior to occupation of the development, to ensure that certain measures are in place and available prior to new staff commencing employment.
- 4.2 TPC responsibilities are on-going, however they will be carried out alongside their normal duties within another role. The duties of the TPC include the following:
- Overall responsibility for the Travel Plan;
 - Taking a lead role in the development, implementation and review of the Travel Plan;
 - Updating information in Travel Guides for employee induction;
 - Updating travel noticeboards;
 - Monitoring use of cycle parking onsite;
 - Addressing any staff issues, questions or queries regarding travel; and
 - Liaison with the Local Authority as necessary.
- 4.3 The contact details for the TPC will be entered below, once the scheme has progressed.

Travel Plan Coordinator: TBC

Contact Address: TBC

Contact Telephone: TBC

Contact E-mail: TBC

- 4.4 The TPC will be responsible for the task of distributing information regarding the Travel Plan Statement as appropriate.
- 4.5 Any changes in the appointed TPC during the five-year lifetime of the Travel Plan will be notified to the local authority.

5 Travel Measures

5.1 Measures have been put in place to encourage sustainable methods of travel.

Staff Induction Travel Guide

5.2 A variety of information will be made available to all staff regarding their options to choose sustainable travel to and from the site. Travel guides that include a five-year lifetime will be handed out to all staff prior the commencement of their employment. The pack will primarily include the information for individuals to make an informed choice on the mode of travel that can be used for journeys within the vicinity of the site and will include information about:

- A summary of the TPS's objectives and targets;
- Bus stops and routes;
- Details of the Government's Cycle to Work scheme;
- Cycle routes;
- Local cycle training;
- Rail services;
- Information about car sharing; and
- Useful websites and phone numbers

5.3 Every 6 months Travel Guide Information will be inspected and updated by the TPC, if necessary. Spare copies of the Travel Guide will be kept by the TPC for issue to new employees.

Travel Information Noticeboard

5.4 The TPS and its objectives will be promoted to staff on an ongoing basis via a dedicated staff travel information noticeboard. The noticeboard will be installed within the office to exhibit posters with sustainable travel information, the Travel Plan and any promotions. The information likely to be displayed upon the noticeboard will be as follows:

- A map of local cycle routes;
- Details of local cycle retailers and local cycle training and bicycle maintenance events;
- Details of the Governments Cycle to Work scheme;
- Details of local bus services and routes;
- Details of rail services from West Drayton rail station;
- Contact details for local taxi operators;

- Details of national walk and cycle to work weeks and other similar promotional events;
- Details of local car sharing schemes;
- Details of useful journey planning websites and mobile phone applications.

5.5 The relevant contact details of the TPC will also be displayed on the noticeboard, in the event of staff wishing to reach out directly to the representative with matters regarding travel measures.

Walking and Cycling

5.6 In addition to the information on walking and cycling in the Travel Guide and on the travel noticeboard, the following measures will be implemented in order to encourage travel to and from the site by foot and bicycle.

High Visibility Jackets

5.7 High visibility jackets will be provided for staff walkers and cyclists who request one, in order to improve safety for the on the local roads. These would be lightweight jackets/waistcoats suitable for wearing over other coats.

Staff Welfare Facilities

5.8 Staff welfare facilities will include toilets and a small kitchenette with office space.

Cycle Training

5.9 'Cycles Skill Training' provided by Hillingdon Borough Council hosts free cycle training classes, commencing on every second Saturday of the month from April to October. The training is open to all ages and all skill levels, there will also be a limited number of bicycles provided by the council to use, for those who don't own a bicycle.

Liaison With Local Authority

5.10 The TPC will liaise with the local authority where appropriate to pass on any comments/concerns received from staff in relation to local walking and cycling routes.

Lighting and Landscaping

5.11 The site has been designed with appropriate lighting and designated pedestrian routes to create a safe environment for pedestrians to utilise when accessing and when working within the site.

Car Sharing

- 5.12 Car sharing represents a good option for staff living in areas with limited access to public transport, or essential car users who want to save money. The TPC will provide promotional material to employees to raise awareness of the cost benefits of car sharing in addition to where to find further information and frequently asked questions.
- 5.13 Given the anticipated low levels of staff on site, it has been suggested that a simple paper-based car share system is brought forward, in the hopes that employees will be encouraged to sign up if they are interested in sharing journeys, either as a passenger and a driver.
- 5.14 Sign-up sheets will be made available on the travel noticeboards. Employees will then fill in the relevant personal details alongside their usual working hours and will be able to get in touch with others living in the local area.
- 5.15 Furthermore, staff will be provided with details for the national car share website called Liftshare (www.liftshare.com) where information is readily available on the benefits of carsharing, legal and insurance implications, a savings calculator and assistance with finding a car share partner. Staff may find matches within the local area.

Electric Vehicle Charging

- 5.16 As the site predominantly consists of EV charging car parking spaces, these shall be readily available to staff, if they wish to use them.

Business Travel

- 5.17 Staff travelling for business purposes will be encouraged to use sustainable modes for travel such as carsharing, public transport, or active travel modes like walking or cycling. Staff intending to travel for business purposed should also consider online meetings rather than face-to-face, where possible.

6 Action Plan

6.1 It has been advised that the Travel Plan is to be implemented in guidance with the action plan, set out below, identifying factors such as timescales and responsibilities that run alongside the actions set out by the Travel Plan.

Action/s	Responsibility	Timescale / Dates	Funding
Pre-occupation			
Provision of facilities for sustainable travel modes: <ul style="list-style-type: none"> • Pedestrian/cycle access • Cycle storage • Noticeboards • EV charging • Staff welfare facilities 	Lysara/ contractors	Construction / pre-occupation	Within construction budget
Appointment of Travel Plan coordinator	Lysara	Pre-occupation	Alongside existing role – no additional funding required
Preparation of Travel Guide for staff	Travel Plan Coordinator	Pre-occupation	Printing costs only, if provided as paper copy – out of standard site administration budgets
Set up paper-based car share scheme	Travel Plan Coordinator	Pre-occupation	Printing costs only – out of standard site administration budgets
During Occupation			
Provision of Travel Guide for new staff.	Travel Plan Coordinator	During occupation	Printing costs only – out of standard site administration budgets
Information within the Travel Guides and noticeboards kept up to date	Travel Plan Coordinator	During occupation – at least every six months	Printing costs only – out of standard site administration budgets
Monitoring and maintenance of cycle storage	Travel Plan Coordinator / site management	Ongoing	If repairs required, out of standard site management budgets
High visibility jackets/waistcoats	Travel Plan Coordinator	As requested by staff	Out of standard site management budgets
Liaison with Local Authority	Travel Plan Coordinator	As required	Alongside existing role – no additional funding required

Table 6.1: Action Plan

