

Hyde Park Hayes

HPH 5 Office

FRAMEWORK TRAVEL PLAN

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Hyde Park Hayes 5

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Prepared by:	Amy Gregg
Approved by:	Jo Boyd-Wallis

Sinclair Knight Merz

4th Floor - Metro
33 Trafford Road
Salford
M5 3NN

Tel: +44 (0)161 873 8500
Fax: +44 (0)161 873 7115
Web: www.skmcolinbuchanan.com

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1. Introduction

1.1 Introduction

1.1.1 This Framework Travel Plan has been prepared by SKM Colin Buchanan (SKM CB) on behalf of Hyde Park Hayes Ltd to accompany a detailed planning application for the Hyde Park Hayes (HPH) 5 site within the London Borough of Hillingdon (LBH).

1.1.2 An outline planning scheme for HPH5 was submitted and subsequently approved on the 14th May 2008. In the intervening period the consent has lapsed. A detailed planning application for HPH5 is now being submitted and this framework travel plan is therefore intended to the proposed office building.

1.1.3 The proposed development is for 13,880 sqm GIA B1 Office at HPH, with 140 car parking spaces. This framework travel plan is designed to enable staff and visitors to make more informed decisions about their travel, minimising adverse impacts of the development on the environment and local highways. It will also help improve the health and wellbeing of staff by encouraging a more active lifestyle.

1.1.4 This framework travel plan details measures that will be implemented to ensure that staff and visitors are encouraged to use the most sustainable travel modes appropriate to their travel needs. The measures introduced will provide the information, facilities and encouragement needed to enable those travelling to and from the site to make an informed and responsible decision about their travel behaviour.

1.1.5 When the occupiers of HPH5 are known, any company occupying equal or more than 2,500sqm will develop their own travel plan based on this framework travel plan and will demonstrate commitment to implementing measures presented within this framework travel plan. These individual travel plans will be developed prior to occupation.

1.1.6 The framework travel plan and any subsequent full travel plans for individual occupiers will be secured through planning condition(s).

1.2 Policy

1.2.1 The travel plan has been prepared in accordance with relevant national and local policies and guidelines, including the following, details of which are included in **Appendix A**.

- The National Planning Policy Framework (2012)
- Transport for London (TfL) Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)
- TfL: Travel planning for new development in London

1.2.2 The LBH have advised that they follow the TfL guidance with regards to producing travel plans.

1.3 Report Structure

1.3.1 Following this introduction, the report is structured as follows:

- Section 2 describes the site location and accessibility;
- Section 3 presents the development proposals;
- Section 4 outlines the anticipated mode split for the development;
- Section 5 presents the aims, objectives and targets for the site;
- Section 6 describes how the framework travel plan will be monitored;
- Section 7 details the measures proposed as part of the framework travel plan;
- Section 8 outlines the proposed monitoring of the framework travel plan; and
- Section 9 presents the Action Plan.

2. Site Accessibility

2.1 Introduction

- 2.1.1 The application site is within HPH, which is bounded by North Hyde Road to the north, Station Road to the east, Millington Road to the south and North Hyde Road/Dawley Road to the west. The site location can be seen below in Figure 2.1.

Figure 2.1 Site Location Plan



2.2 Highway Network

- 2.2.1 The site has good road links, with the M4 approximately 1 kilometre to the south and the A40 approximately 5 kilometres to the north, both readily accessed via North Hyde Road and The Parkway. Heathrow Airport and the M25 are both within 5 kilometres of the proposed development.
- 2.2.2 The A437 Station Road bounds the HPH campus to the east and forms a signalised junction with North Hyde Road at the north eastern corner of HPH. The four-arm signalised junction includes formal pedestrian crossing and cycle facilities. To the east, North Hyde Road leads to the A312 The Parkway, which connects to Junction 3 of the M4 to the south and A40 to the north. The western end of North Hyde Road forms a five-arm roundabout with Dawley Road.
- 2.2.3 HPH can be accessed via the three existing vehicular accesses, which are:
- Millington Road/Station Road junction;
 - North Hyde Road/Millington Road West junction; and

- A437/North Hyde Road/Dawley Road/Millington Road/ Bourne Avenue junction (5-arm Roundabout).

2.3 Public Transport

2.3.1 The following section outlines the existing public transport infrastructure in the vicinity of the proposed development, and provides an assessment of the accessibility of the site by public transport.

Bus

2.3.2 The main bus corridor in the vicinity of the development is Station Road which is approximately 300m from the development (less than a 5 minute walk). Bus stops are also located on North Hyde Road. It is served by a variety of bus routes which are summarised in **Table 1**.

Table 1 Bus Frequency Per Hour

Stop Location	Service	Route	Frequency (services per hour) (peak)
North Hyde Road	350	Heathrow Terminal 5	5
Station Road	E6	Bulls Bridge to Greenford	6
	H98	Hayes End to Hounslow	7.5
	140	Harrow Weald – Heathrow Terminals 1,2,3	7.5
	U4	Bourne Farm – Uxbridge	7.5
	90	Feltham to Northolt	6
	U5	Uxbridge	5
	195	Brentford to Charville Lane Estate	5

2.3.3 These buses give access to a number of destinations including Uxbridge, Heathrow Terminals and Brentford. During the weekday peak period, there are up to 45 services running along Station Road and up to 5 services along North Hyde Road making the bus a good option for commuting to the new development. The nearest bus stop is located immediately north of the development site on North Hyde Road.

Rail

2.3.4 The nearest railway station to the site is Hayes and Harlington which is approximately 700m away. Train operator, First Great Western, operates up to 8 trains per hour to London Paddington Railway Station with a journey time of 20 minutes. Other key destinations include Slough (11 minutes journey time), Heathrow Airport (12 minutes), Ealing Broadway (for Central and District Underground lines) (12 minutes), (Reading (45 minutes) and Oxford (1.5 hours) making rail travel a convenient option for commuting and business travel. The Institute of Highways and Transportation (IHT) document “Guidelines for Planning for Public Transport in Development”

recommends a maximum walking distance of 800 metres to a railway station. Therefore Hayes and Harlington Railway Station is located within an acceptable walking distance to the site.

Public Transport Accessibility Level

- 2.3.5 The Public Transport Accessibility Level (PTAL) is a method of measuring accessibility to the public transport network, taking into account walk access time and service availability. The rating is from 1 (very poor) to 6 (excellent). Appendix B of TfL's Transport Assessment Best Practice Guidance details the calculation for determining PTAL. The calculation is based on frequency of public transport services, as well as the choice of routes and their proximity.
- 2.3.6 The site is located within an area of PTAL level 3. This has been calculated from the TfL Planning Information Database (<http://webpid.elgin.gov.uk/>). This indicates that the site has "moderate accessibility".

Pedestrian and Cyclist accessibility

- 2.3.7 North Hyde Road and Station Road have footways along both frontages and are well lit. A pedestrian refuge is located on Millington Road in the vicinity of the site access on North Hyde Road, dropped kerb crossing facilities are also provided.
- 2.3.8 A cycle lane is located along the southern frontage of North Hyde Road and there is provision for cyclists in the form of advisory cycle routes along Station Road and Bedwell Gardens. Keith Road and the section of Station Road between Nestle's Avenue and Western View are signed cycle routes.
- 2.3.9 Destinations such as Hillingdon, West Drayton, Hounslow, Southall and Hayes can be reached within 20 minutes by bicycle.
- 2.3.10 LBH's Cycling webpages provide information on cycling in the Borough, including how to access free cycle training (provided for adults and over 16s living in the borough).

3. Development Proposals

3.1 Development Schedule

3.1.1 The proposed schedule of development is shown in **Table 1**.

Table 1 Development Quantum

	Land Use (Class)	GIA	Car Parking Provision	Anticipated Staff numbers
HPH5	Office (B1)	13,880 sqm	140 spaces	1156

3.1.2 103 parking spaces are located within the basement car park for HPH5, of which 28 will have charge points for electric cars and 7 are disabled. There will also be 5 motorcycle spaces, bicycle storage for 94 bicycles, five male showers with associated changing/locker facilities and five female showers with associated changing/locker facilities within the basement. The additional 37 parking spaces are provided at grade, of which 7 are designated for people with disabilities, directly adjacent to the building.

3.1.3 Access to the cycle storage at basement level will be via a designated route across the public realm and along the east elevation to the access ramp into the basement.

3.1.4 It is proposed to utilise the three existing vehicular accesses at Hyde Park Hayes, which are:

- Millington Road/Station Road junction;
- North Hyde Road/Millington Road West junction; and
- A437/North Hyde Road/Dawley Road/Millington Road/ Bourne Avenue junction (5-arm Roundabout).

3.1.5 The basement within HPH5 is accessed via a 2-way ramp off an internal access road along the east elevation.

4. Mode Split

4.1 Office modal split

- 4.1.1 The TRAVL database was used to determine a baseline mode split for staff travel to work. **Table 4.1** shows the mode split for the main method of travel to work which forms the basis of the travel plan targets as outlined in the next Chapter. The TRAVL results are included as **Appendix B** for reference:

Table 4.1 Main method of travel to work

Model Choice	Percentage %
Car Driver	46
Car Passenger	5
Bus	5
Coach	2
Motor Cycle	2
Walk	15
Pedal Cycle	3
Rail	15
Underground	7

- 4.1.2 A travel survey will be undertaken once HPH5 are 75% occupied. This will provide site specific travel mode data and the TPC will assess the survey results against the above figures and the framework travel plan will be amended where relevant in agreement with LBH.

5. Aims, Objectives and Targets

5.1 Aim and Objectives

5.1.1 The overall aim of the travel plan is to minimise the travel impact of the new staff and visitors to the HPH site.

5.1.2 The objectives that will support this aim are:

1. To increase the proportion of staff and visitors walking and cycling;
2. To minimise the number of staff and visitors travelling by car;
3. To increase awareness of the health and financial benefits of active travel to staff;
4. To increase awareness of the travel plan and its aim and objectives; and
5. To reduce the impact of the development of the environment, including reducing travel-related carbon emissions at the site.

5.2 Targets

5.2.1 The targets for the travel plan are Specific, Measurable, Achievable, Realistic and Time-bound (SMART). The indicators for the travel plan will be the results of staff travel surveys (as described in the Monitoring chapter)

5.2.2 Table 5.1 presents the proposed targets in relation to the objectives of the travel plan, which include an interim target at 3 years to assess progress towards the final 5 year target.

Table 5.1 Travel plan targets

#	Objectives	Target	Baseline (Year 1)	Target – Year 3	Target – Year 5	Mode shift over 5 years
1	2 & 5	Decrease the proportion of staff driving to the site	46%	43%	41%	-5%
2	1, 3 & 5	Increase the proportion of staff walking and cycling to the site as their main mode of transport	18%	19%	20%	+2%
3	2	Increase the proportion of staff travelling by public transport	29%	31%	32%	+3%

5.2.3 The headline target is a reduction in 'car driver' mode share of 10% over 5 years, translating to a mode shift away from car travel of 4.6% (rounded up to 5%).

- 5.2.4 A preliminary target of increasing the combined proportion of those walking and cycling from 18% to 20% has been set over the five year period, representing an increase of approximately 10% from the baseline (1.8% mode shift). In addition, a mode shift target of +3% is set for public transport mode share. These trips will be made up of those previously travelling in a car.

6. Travel Plan Management

6.1 Introduction

- 6.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by the facilities and estate management team, and will liaise and work with the individual occupants at the site. The TPC will facilitate the promotion and management of the framework travel plan and will act as a focus for information provision for the staff and visitors at the site.

6.2 Travel Plan Co-ordinator

- 6.2.1 The TPC will be in charge of the framework travel plan, with responsibility for raising awareness, liaising with stakeholders, monitoring and implementation of measures.
- 6.2.2 The role of TPC is expected to be a part-time role that can be incorporated into the role of an existing member of the facilities and estate management team. The TPC will assume these additional functions at least 3 months prior to the opening of the proposed buildings.
- 6.2.3 The TPC will also be responsible for liaising with LBH and the travel plan facilitators of any company specific travel plans within HPH5.

6.3 Working group

- 6.3.1 The TPC will set up a working group comprised of representatives from staff of the various occupiers of the buildings.
- 6.3.2 The working group would meet regularly (for example quarterly) to discuss:
- Progress on implementation of travel plan measures;
 - Changes in travel to and from the development;
 - Concerns from staff or visitors; and
 - Monitoring.
- 6.3.3 The presence of the working group will provide a valuable link between the TPC and staff of the occupying companies, helping to provide immediate feedback on the relative success of different travel plan measures and to guide potential future initiatives. The working group will also help with monitoring by promoting travel surveys in their own companies and distributing paper copies where necessary.

6.4 Funding

- 6.4.1 Following the construction period, the funding of the travel plan will be the responsibility of the building management company. It is expected that the travel plan budget, in addition to the TPC time, will not exceed £1,000 per annum.

6.4.2 Additional funding for any individual travel plans required for occupiers that exceed the travel plan thresholds will be the responsibility of the individual occupiers, but they will have the support of the Travel Plan Coordinator and access to site-wide measures so this is expected to be minimal.

6.5 **Securing the travel plan**

6.5.1 This framework travel plan and the requirement for full travel plans for occupiers that exceed the travel plan thresholds will be secured through planning condition(s).

7. Measures

7.1 Introduction

- 7.1.1 This chapter outlines the measures that will be introduced at the site. The measures focus on infrastructure, information provision and the promotion of primarily walking and cycling.
- 7.1.2 For longer distance trips, where walking and cycling are less viable, public transport is to be promoted as there are good existing public transport facilities in the vicinity of the site. Car sharing will also be promoted and facilitated as it helps reduce the level of car drivers to the site.

7.2 Marketing and Promotion

- 7.2.1 Marketing and promotion of the travel plan will begin with the marketing and sales of the floorspace areas. The sales and marketing team will be trained to promote the sustainable travel facilities as a key feature of the development, attracting potential businesses with the option to work in a development where staff will not need to rely on owning a private car to access the site and where key services and jobs can be accessed by healthy and environmentally-friendly travel modes.
- 7.2.2 Staff and visitors should be able to easily access sustainable travel information. The HPH website (www.hydeparkhayes.com) will include all relevant travel information for the site, along with contact details for the TPC. Notice boards in prominent locations will display public transport details such as timetables, maps and the location of stations/stops. Notice boards will also display contact information for the TPC and will also show links to useful websites:
- www.transportdirect.info (for journeys outside of London)
 - www.tfl.gov.uk/journeyplanner
 - www.tfl.gov.uk/traveltools (for bus maps, timetables, etc)
 - www.walkit.com
- 7.2.3 Providing travel information and raising awareness of the benefits of sustainable travel are key objectives of this travel plan. The TPC will be responsible for leading on the marketing and awareness component of the plan and ensuring that the occupying companies pass on this material to their staff and visitors via websites and intranet
- 7.2.4 As part of the marketing of the travel plan, the TPC will be responsible for developing a travel plan 'brand', with a simple name and logo that will be instantly recognisable, and will be used to label any travel plan material.

Travel Options Guide

- 7.2.5 A Travel Options Guide will be developed and be distributed to all staff on occupation of the buildings and to new staff thereafter on appointment. The Travel Options Guide will be the primary initial means of informing staff about their travel options. The guide will include the following:

- Information on the sustainable travel facilities available at the site, including cycle parking, showers and locker/changing facilities
- Information on walking, including local walking maps to local destinations with the walking times listed in minutes as well as by distance
- Information on cycling, including information about local cycle shops and cycle hire stations, information on cycle training and cycle safety and cycling maps
- Information on local public transport, including route information, timetables and ticket information
- Information on national and local campaigns
- HPH website details

7.2.6 The guide will also include contact information for the TPC and the **offer of a personalised travel planning session** with the TPC, to help explore travel options and alternatives to driving to work. The Travel Options Guides will be sent to each organisation upon occupation to help staff make sustainable travel options from the off-set.

Events and ongoing awareness

7.2.7 The TPC will host regular events (at least one per year) to promote sustainable travel initiatives across the site. Events may be bespoke or in support of local and national campaigns, such as Walk to Work Week, TfL's Cycle Challenge or Bike Week.

7.2.8 Regular events should be promoted through the website and email bulletins. The bulletins will focus on promoting any upcoming events, discuss any new measures introduced on site and inform staff about any changes in travel options in the local area. The bulletins will be prepared by the TPC and distributed to occupiers.

7.2.9 The TPC will also set up an email group for interested staff to keep them up to date on travel at the site.

7.3 **National Events and Campaigns**

7.3.1 Notice boards and the Travel Options Guides will provide information on national and local campaigns and travel awareness events. The following will be promoted as a minimum:

- Walk to Work Week – challenging staff to walk all or part of the way to work, using pedometers to record their progress and quantify the health benefits in terms of calorie consumption.
- Bike Week – encouraging staff to cycle to work for one week in June, with the hope that once staff realise that cycling is a realistic travel mode, they will continue to use it.
- National LiftShare Week – encouraging staff to try car sharing for a week and promoting the considerable financial savings that can be made through regularly carsharing.

7.4 Walking and Cycling

- 7.4.1 Walking and cycling are healthy, cheap and convenient methods of transport and are therefore strongly promoted as part of this framework travel plan.
- 7.4.2 As previously mentioned 94 bicycle parking spaces are being provided within the basement of HPH5, both with associated showers, changing and locker facilities. The promotion of these facilities as well as wider walking and cycling facilities will be promoted through the Travel Options Guides and on notice boards, where maps and locational information will be provided.
- 7.4.3 The TPC will encourage all occupiers to take part in the Cycle to Work Scheme, enabling their staff to purchase bicycles and related equipment at a discount rate.
- 7.4.4 The Working Group will discuss establishing a Bicycle User Group (BUG). This would give cyclists a group identity and allow them to work together to discuss and confront issues that make cycling more difficult in the area.
- 7.4.5 Following the introduction of these facilities and initiatives, promotion and awareness-raising will be key in encouraging staff to walk and cycle to/from the site.
- 7.4.6 Information on the relative costs of walking or cycling versus car travel and public transport will also be highlighted.
- 7.4.7 The TPC will advertise annual events to encourage staff to try walking and cycling over a short period of time, in particular 'Walk to Work Week' in May and 'Bike Week' in June. Dr Bike sessions will be held every year in conjunction with Bike Week to provide basic maintenance and repairs, helping to encourage staff to use older bikes that they may already own.

7.5 Public Transport

- 7.5.1 Where walking and cycling are not suitable modes, public transport is the next best option.
- 7.5.2 Bus, underground and train route maps and timetable information will be provided in the Travel Options Guide and information will also be provided on notice boards and on the site website.

7.6 Car sharing

- 7.6.1 Car sharing websites sites as www.liftshare.com will be promoted to staff and financial savings calculations publicised. If the eventual occupiers are suitable for their own car sharing databases (in terms of size and business type) then the TPC will look to set up a car sharing database for the development and look into implementing associated measures such as priority car sharing bays and help the individual companies set up Guaranteed Ride Home policies.

7.7 Deliveries and Servicing

- 7.7.1 HPH5's service entry will be off the access road to the east of the building. Located towards the north east corner of the site is a designated service drop-off zone for fixed axle trucks which is located in close proximity to the service/fire escape access. Deliveries can be brought into the

building at this point or through the basement. Also located at this point will be the refuse area which will accommodate an 8 yard FEL for general waste and 1,100 litre bin for recycling.

- 7.7.2 Where possible, deliveries and servicing times will be arranged to fall outside of peak times in order to reduce the impact on the local highways.

8. Monitoring

8.1 Introduction

8.1.1 This framework travel plan will involve improvement, monitoring, review and revision to ensure it remains relevant to all staff and visitors. This chapter sets out the proposals for monitoring and review of the framework travel plan.

8.1.2 Monitoring and reporting of the framework travel plan will be led by the TPC with support from the Working Group and TPCs in the individual companies.

8.2 Monitoring

8.2.1 All development-related travel plans in London must be monitored in accordance with TfL's standardised approach. The monitoring for this travel plan will follow the most up-to-date TfL guidance, for example using a TRAVL-compliant survey methodology.

8.2.2 A monitoring survey will be undertaken at 75% occupation; this will be Year 1 of the monitoring process. The results of the Year 1 surveys will be used to ratify the baseline mode split, which will be adjusted if necessary (in agreement with LBH) to ensure targets are SMART.

8.2.3 Further monitoring surveys in years 3 and 5 to assess progress towards travel plan targets. In year 5, the modal-split determined from the results of the multi-modal travel survey will determine whether the travel plan targets have been met. If the targets have been met, the travel plan will be implemented on a voluntary basis.

8.2.4 If after 5 years the travel plan targets have not been met, then remedial measures will need to be discussed with LBH and implemented by the TPC, and monitoring will continue until targets are met.

8.3 Reporting

8.3.1 The results of each of the monitoring surveys will be compiled into monitoring reports submitted to LBH at the end of years 1, 3 and 5 of the framework travel plan. The reports will detail progress towards meeting travel plan targets, provide details on measures that have been introduced and provide an updated action plan on how the travel plan will be taken forward.

8.4 Remedial measures

8.4.1 Should the framework travel plan fail to meet its targets by year 5, the introduction of remedial measures will be pursued by the TPC. Remedial measures will be particular to the results of the travel survey and seek to address any problems on a mode-specific basis, however they may be likely to consist of:

- Re-launching marketing information;
- Further encourage occupiers to promote sustainable travel to their staff;
- Holding further information days; and

- Reminding staff of the many available options for sustainable travel.

9. Action plan

9.1 Action plan

9.1.1 An action plan has been prepared to aid the implementation of the travel plan, ensuring that the objectives and targets are achieved. Implementation of the framework travel plan will begin with promotional activities following the approval of the framework travel plan. Many of the promotional measures will then continue to be updated and implemented annually.

9.1.2 The action plan is shown in **Table 10.1**.

Table.10.1 Action plan

Action	Responsibility	Timescale
Implementation of infrastructure measures (cycle parking, showers etc.)	Hyde Park Hayes Ltd	Throughout construction phase
Appointment of TPC	Facilities Estate and Management Team	Prior to first occupation of HPH5
Preparation of Travel Options Guide and information on HPH website	TPC	Prior to first occupation of HPH5
Appointment of TPCs by occupying organisations (if necessary)	Occupying organisations	By occupation of organisation
Development of TPs and TP statements by occupying organisations (if necessary)	Occupying organisations & their TPC	Within 3 months of occupation by the organisation
Establish Working Group	TPC	75% occupation (prior to initial travel survey)
Working Group Meetings	TPC and representatives from each company	4 times a year
Initial monitoring survey (Year 1)	TPC	75% occupation
On-site events including Dr Bike events, travel information days and Walk to Work Week promotions	TPC	At least once a year (likely May/June)
Email bulletins and update of Travel Options information for new starters	TPC	2-4 times a year

Ongoing monitoring surveys (Years 3 and 5) and report submitted to LBH	TPC	Years 3 and 5 (at same time of year as Year 1 survey)
Conclusion of FTP	TPC	5 years after first occupation, assuming targets are met

Appendix A

National Policy

National Planning Policy Framework – Chapter 4 Promoting Sustainable Transport

This document states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. New developments should take the following into account:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

The guidance states that new development 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;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

The guidance states that key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

The London Plan (2004, updated 2011)

The London Plan was formally published in February 2004 and was updated in 2011 and sets out the Spatial Development Strategy for London. The location of SQSC follows the requirements of the London Plan, as demonstrated through the following policy extracts.

Objective five of the London Plan is concerned with the improvement of London's accessibility. The key policy directions for achieving this objective relevant to this development are to:

- Minimise the need to travel and the growth of journey lengths.
- Integrate development with public transport to ensure that there is a proper fit between development and the capacity of the public transport network to service it over the period of the plan.

- Tackle congestion through levels of restraint of car use appropriate to different parts of London and the provision of alternatives, including the improvement of access on foot and cycling and better and safer facilities for pedestrians and cyclists.

Policy 3C.1 of the London Plan identifies the importance of integrating transport with development. It states: 'The Mayor will work with TfL, the Strategic Rail Authority, the Government, boroughs and other partners to ensure the integration of transport and development by:

- encouraging patterns and forms of development that reduce the need to travel especially by car...
- ... in general, supporting high trip generating development only at locations with both high levels of public transport accessibility and capacity, sufficient to meet the transport requirements of the development. Parking provision should reflect levels of public transport accessibility.'

Policy 3C.3, Sustainable Transport in London, states how the Mayor and strategic partners should support 'measures that encourage shifts to more sustainable modes' and 'measures that promote greater use of low carbon technologies...'

The London Plan states that parking standards are not the only method to reduce car use and that other measures, including travel plans, should be used in conjunction with parking policy.

Furthermore, Annex 9 of the Plan lists the implementation tools that will be used to deliver the London Plan. The London Plan describes a travel plan as an integral part of a transport assessment and takes the form of 'a comprehensive and integrated package of measures designed to reduce journeys by car, especially single occupancy, and encourage greater use of alternatives.'

LBH Core Strategy

The LBH Core Strategy was submitted to the Secretary of State on 31 October 2011. An independent Inspector was appointed to conduct the Examination in Public and hearings took place between 13-15 March and on 30 May 2012. The Inspector's Report is scheduled for delivery to the Council by end of July 2012 (at the time of writing this was not available).

Appendix B

TRAVL - Daily Trip Rate by Mode

Report ID 7

Surveys in Selection

Address	Hounslow Civic Centre Lampton Road Hounslow TW3 4DN	Business Class Location Gross Floor Area (sq m) PTAL Parking Total	Local Authority/Council Office B1 - Office Outer	24,120 2 647
SurveyCode	408			
Survey Date	30/11/2004			
Survey Hours	07:00-19:00			
Address	Sky Headquarters Grant Way, Osterley, Middlesex Osterley TW7 5QD	Business Class Location Gross Floor Area (sq m) PTAL Parking Total	Office B1 - Office Outer	69,515 2 2000
SurveyCode	715			
Survey Date	09/07/2009			
Survey Hours	0700-1900			
Address	Tearfund Head Office 100 Church Road Teddington TW11 8QE	Business Class Location Gross Floor Area (sq m) PTAL Parking Total	Christian Charity Organisation B1 - Office Outer	3,716 2 34
SurveyCode	461			
Survey Date	16/03/2006			
Survey Hours	07:00-19:00			

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Predictor Type : Gross Floor Area (100 sq m) TRAVL Version : 8.16

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TRAVL - Daily Trip Rate by Mode

Report ID 7

Final Mode

Mode	ModeTrips	Trip Rate	Percent	Predicted Trips
All Car Drivers	2,272	2.33	22	0.00
Bus	243	0.25	2	0.00
Car Driver (alone)	2,037	2.09	20	0.00
Car Driver (with pass)	180	0.18	2	0.00
Car Passenger	502	0.52	5	0.00
Coach	438	0.45	4	0.00
Motor Cycle	141	0.14	1	0.00
Other	49	0.05	0	0.00
Pedal Cycle	306	0.31	3	0.00
Rail	7	0.01	0	0.00
Taxi	71	0.07	1	0.00
Underground	62	0.06	1	0.00
Walk	3,825	3.93	38	0.00
Total	10133	10.41	100.00	0.00

Main Mode

Mode	Mode Trips	Trip Rate	Percent	Predicted Trips
All Car Drivers	2,082	2.14	21	0.00
Bus	497	0.51	5	0.00
Car Driver (alone)	2,237	2.30	23	0.00
Car Driver (with pass)	180	0.18	2	0.00
Car Passenger	508	0.52	5	0.00
Coach	153	0.16	2	0.00
Motor Cycle	193	0.20	2	0.00
Other	49	0.05	0	0.00
Pedal Cycle	306	0.31	3	0.00
Rail	1,480	1.52	15	0.00
Taxi	47	0.05	0	0.00
Underground	688	0.71	7	0.00
Walk	1,462	1.50	15	0.00
Total	9,882	10.15	100.00	0.00

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)
2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination
3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips.

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