



9 Nestles Avenue, Hayes

Framework Travel Plan

Client: Healey Development Solutions (Hayes) Ltd

i-Transport Ref: PH/JN/LC/ITL14154-018a

Date: 30 July 2020

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Quality Management

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SECTION 1 INTRODUCTION

1.1 Overview

- 1.1.1 Healey Development Solutions (Hayes) Limited has appointed i-Transport LLP to provide transport and highway advice with regard to a planning application for a residential redevelopment at 9 Nestles Avenue, Hayes, within the London Borough of Hillingdon (LBH).
- 1.1.2 This Framework Travel Plan (FTP) has been prepared by i-Transport LLP as part of a planning application for redevelopment of the site. It should be read in conjunction with the Transport Assessment (TA) and Delivery and Service Plan (DSP) also accompanying the application.
- 1.1.3 The site is located on the north side of Nestles Avenue. It is bordered by the former Nestle Factory site to the east, Nestles Avenue to the south, the former Tarbiyyah Primary School to the west and Squirrels Trading Estate to the north.
- 1.1.4 The application site currently comprises a single building, totalling some 1,718sqm of B1c/B2 commercial floorspace. The remainder of the site is taken up by open space used as forecourt parking. Access is taken directly from Nestles Avenue.
- 1.1.5 In terms of transport accessibility, the site is within walking distance of bus stops and Hayes and Harlington railway station, providing a number of services to local destinations and further afield. The public transport accessibility level (PTAL) of the local area is 4, which will increase to 5 with the introduction of the Elizabeth Line in December 2022, indicating very good public transport within the vicinity of the site.
- 1.1.6 The proposed development is a residential scheme comprising 103 residential units over 11 floors. The development is proposed to be car-lite, with the provision of 14 car parking spaces and associated cycle parking, refuse and recycling, landscaping and communal residential amenity space.
- 1.1.7 The author and contact with regard to this Framework Travel Plan is:

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1.1.8 This document is Version 1 of the Framework Travel Plan and is dated July 2020.

1.1.9 The Travel Plan will cover a five-year period from first occupation of the site.

1.2 **Structure**

1.2.1 The remainder of this Framework Travel Plan is structured as follows:

- Section 2 – Policy Context;
- Section 3 – Site Assessment;
- Section 4 – Travel Survey and Trip Generation;
- Section 5 – Aims, Objectives and Benefits;
- Section 6 – Targets;
- Section 7 – Measures;
- Section 8 – Management;
- Section 9 – Monitoring;
- Section 10 – Action Plan; and
- Section 11 – Securing, Enforcement and Funding.

SECTION 2 POLICY CONTEXT

2.1 Definition

2.1.1 Transport for London (TfL) defines a Travel Plan as being:

'...a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site. It is based on evidence in the transport assessment of the anticipated transport impacts of the proposal and involves the development of agreed and specific outcomes, linked to an appropriate package of measures aimed at encouraging sustainable travel.' (TfL Travel Planning Guidance 2013, Page 1).

2.2 Policy Context

2.2.1 The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which recognises that a Travel Plan is a key tool to protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. It states (at Paragraph 90) that:

'All developments which generate significant amounts of movement, as determined by local criteria, should be required to provide a Travel Plan.'

2.2.2 Planning Practice Guidance (2014) states that travel plans should be considered in parallel with development proposals and readily integrated into the design and occupation of a new site. The same guidance also states that Travel Plans should support Transport Assessments in taking forward the identified mitigation measures which relate to on-going occupation and operation of the development.

2.2.3 The London Plan and Mayor's Transport Strategy (March 2018) (MTS) also require use of travel plans to help deliver sustainable development in London. Both the adopted London Plan and the emerging London Plan support use of travel plans and require them to be in accordance with relevant TfL guidance.

2.2.4 The MTS sets the following pan-London outcomes that are expected to have been delivered by 2041 which are relevant to the preparation of Travel Plans in London:

- 80% of all trips in London to be made on foot, by cycle or using public transport;
- At least 3 million fewer daily car trips and ¼ million fewer cars owned in London;

- A 75% reduction in CO₂ emissions from transport (excluding aviation, 2013 base) in London, with road and rail transport on track to reach zero carbon by 2050; and
- Public transport to be safe, affordable and accessible to all and for journeys to be pleasant, fast and reliable.

2.2.5 Transport for London (TfL) published updated 'Travel Plan Guidance' in September 2013. This Travel Plan document has been prepared in accordance with the updated guidance, which requires that all large-scale developments and applications referred to the Greater London Authority (GLA) must be accompanied by a Full Travel Plan.

2.2.6 The Hillingdon Local Plan – Part 1 – Strategic Policies notes that all developments must demonstrate access by any sustainable modes within a site Travel Plan. These can include electric vehicle charging points and providing priority parking for these and contributions towards walking and cycling.

2.3 Travel Plan Benefits

2.3.1 A travel plan can bring a number of benefits to a new development for the Applicant, the local authority and the users of the site. The key benefits of the Travel Plan are summarised in Table 2.1.

Table 2.1: Benefits of a Travel Plan

Benefits to:	Applicant	Residents	Suppliers	Local residents	LBH
Improved travel choice (including opportunity for financial savings)	✓	✓		✓	✓
Help to meet an organisation's environmental objectives, for example reduced emissions contribute towards carbon dioxide reduction targets	✓		✓		✓
Local environmental improvements from reduced congestion, pollution and noise				✓	✓

2.4 Proposed Development

2.4.1 The proposed development is a residential scheme comprising 103 residential units over 11 floors.

2.4.2 The development comprises:

- 1-bed – 59 units;
- 2-bed – 32 units; and
- 3-bed – 12 units.

2.4.3 Pedestrian and vehicular access to the site is taken from Nestles Avenue, with a shared surface providing access to the residential car parking and a car-free route to the residential cores.

2.5 Scope of the Travel Plan

2.5.1 The Travel Plan is applicable to all future residents and their visitors.

2.5.2 The scale of the proposed commercial unit does not require a Travel Plan and so this Travel Plan relates to the residential element only.

2.6 Timescales

2.6.1 The planning application is due to be submitted at the end of July 2020. Should planning consent be granted, the anticipated Year of Opening is 2022.

SECTION 3 SITE ASSESSMENT

3.1 **Site Accessibility**

- 3.1.1 The site is highly accessible by all sustainable modes. The area is rated PTAL 4, demonstrated by the close proximity to Hayes and Harlington rail station and a number of bus stops providing services to both local and further afield destinations. With the introduction of the Elizabeth Line, the PTAL rating will increase to 5, which will further increase the site's accessibility by public transport. In addition, there is good accessibility to local facilities and services, with the vast majority of key destinations within a distance most people will walk to (1,600m) and the remaining still within a realistic distance where some people will walk (3,200m), indicating that future occupiers of the site will have significant opportunities to utilise sustainable travel modes, reducing dependence on the private vehicle.

3.2 **Opportunities to Travel on Foot or by Bicycle**

- 3.2.1 Wide, good quality footways are provided on both sides of Nestles Avenue along with street lighting on both sides of the carriageway. There are dropped kerbs and tactile paving at all vehicle crossovers to allow for safe and easy crossing for all pedestrians. There is an informal crossing point, also with dropped kerbs and tactile paving, with a refuge island to the west of the site at the junction with Station Road.
- 3.2.1.1 Hayes High Street has undergone significant improvements to the pedestrian environment, due to a successful bid to Transport for London (TfL) for Major Scheme Funding towards regeneration of the town centre. The council were awarded £4.5 million towards the improvements to Hayes Town Centre, including enhancing the appearance of local shop fronts and new paving in front of stores. Additional improvements have also been made to Station Road including the junction of Station Road/Nestles Avenue as a result of investment associated with the Elizabeth Line calling at Hayes and Harlington station.

3.2.1.2 The local area surrounding the site benefits from a widespread network of cycle routes (consisting designated off-road, marked and undesignated recommended routes) which provide convenient routes to local facilities within Hayes, including Cranford Primary School and Heathpark Golf Course, as well as train, London Underground stations and Heathrow Airport. Additionally, locations such as Greenford, Hounslow and West Drayton, among others, can be directly accessed via the extensive cycle network. The TfL Local Cycling Guide 6 contains useful maps of all marked and designated cycle routes.

3.3 Opportunities to use Public Transport

National Rail

3.3.1 National Rail services can be accessed from Hayes & Harlington railway station, operated by TfL Rail and located within Travelcard Zone 5. Approximately eight trains per hour operate between London Paddington and Reading/Didcot/Heathrow Airport.

3.3.2 With the introduction of the Elizabeth Line, up to ten services an hour will allow passengers from Hayes & Harlington to travel to Reading or Heathrow in the west or to Essex and southeast London, via Liverpool Street and Canary Wharf.

Buses

3.3.3 The nearest bus stop is circa 350m from the site on Station Road (Stop K) and is served by 8 different northbound bus services to a range of destinations, including Northolt, Uxbridge and Heathrow Airport Terminal 5. The bus stop outside Hayes & Harlington railway station (Stop E), circa 400m from the site, is the closest stop providing southbound services. A summary of the buses that serve these stops is provided in Table 3.1, as presented in the TA.

Table 3.1: Local Bus Services

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon – Fri	Sat	Sun
90	Feltham – Hayes – Northolt	6 buses per hour	6 buses per hour	4 buses per hour
140 (24 hr)	Harrow – Northolt – Hayes	8 buses per hour	8 buses per hour	6 buses per hour
195	Wood End – Hayes – Southall – Brentford	5 buses per hour	5 buses per hour	4 buses per hour
278	Ruislip – Hillingdon – Hayes – Heathrow	4 buses per hour	4 buses per hour	3 buses per hour
350	Hayes – West Drayton – Heathrow (T5)	3 buses per hour	3 buses per hour	3 buses per hour
E6	Bulls Bridge – Hayes – Greenford	5 buses per hour	5 buses per hour	4 buses per hour
H98	Hayes – Hounslow West – Hounslow	6 buses per hour	6 buses per hour	4 buses per hour
U4	Hayes – Hillingdon Hospital – Uxbridge	6 buses per hour	6 buses per hour	4 buses per hour
U5	Hayes – West Drayton – Hillingdon Hospital – Uxbridge	5 buses per hour	5 buses per hour	3 buses per hour
X140 (express)	Harrow – Hayes – Heathrow	5 buses per hour	5 buses per hour	4 buses per hour

Source: TA Table 3.2

- 3.3.4 The table above demonstrates there are in excess of 40 buses per hour in each direction are accessible from the site, equivalent to approximately one to two buses every two minutes, within an approximately four-minute walk of the site (350m). This provision will clearly provide future residents and visitors of the site with excellent travel opportunities by bus.

3.4 Accessible Public Transport

- 3.4.1 Where car-free and/or car limited development is proposed, it is important to recognise how accessible particular modes of transport available in the surrounding area are to different possible users, i.e. disabled, elderly, pregnant. This is considered within the following paragraphs with respect to buses, dial-a-ride services, the 'Taxicard', and the '60+ or Freedom Pass'.

- 3.4.2 In general, all London Bus routes are served by low-floor vehicles with at least one dedicated wheelchair space and an access ramp per bus, although bus stops themselves must be accessible

for a ramp to be deployed. As per the review of bus services above, a number of routes are accessible within 500m of the site. Site visits have confirmed that the nearest stops, in each direction, are provided with suitable kerb heights to allow bus boarding ramps to deploy. In addition, all London buses make use of the 'iBus' system providing audio and visual updates as to the bus route and stop information for deaf/blind users.

3.4.3 Dial-a-Ride is a free door-to-door transport service for people with a permanent or long-term disability or health problem who are unable, or virtually unable, to use public transport. Eligibility for membership of dial-a-ride is assessed on the level of Disability Living Allowance received by the user or if they are registered blind or partially sighted. The service is offered to members on a pre-booked basis and can be booked up to two weeks in advance. This will be available to any eligible residents and visitors of the site.

3.4.4 The Taxicard is a fully-funded scheme (via London Councils) and provides subsidised door-to-door transport for people who have serious mobility impairment and experience difficulty in using public transport. Up to £12.80 per trip can apply directly to each journey made in a licensed London taxi. The taxi must be pre-booked via a specific contractor who will then search for available vehicles with appropriate features for the Taxicard holder, including wheelchair accessible vehicles. This will be available to any eligible residents and visitors of the site.

3.4.5 A 60+ or Freedom Pass is available to people who live within the boroughs of London and are either over the age of 60 or meet the disability eligibility criteria. A Freedom Pass allows the holder to travel free on most public transport services in London, including London Buses, London Underground, London Overground, London Trams, the Docklands Light Railway and most National Rail services within London (after 09:30). This will be available to any eligible residents and visitors of the site.

3.5 Local Facilities

3.5.1 A key aim of regional and local policy is delivery of sustainable development. This, in part, is achieved by a site's accessibility to a good range of everyday services and facilities.

3.5.2 In general, Manual for Streets states that a range of facilities within 800m (or a 10 minute walk) of a residential area characterises a 'walkable neighbourhood', whilst, the National Travel Survey (2017) has found walking to be the most frequent mode of travel for short trips of 1.6km and 3.2km was identified as a distance where walking is a realistic alternative to car use. A summary

of local facilities and services within these distances is provided in the TA (Table 3.1). This demonstrates that a very good range of facilities and services will be accessible to future occupiers of the site, on foot or by bicycle.

SECTION 4 TRAVEL SURVEY AND TRIP GENERATION

4.1 Travel Survey

- 4.1.1** The Applicant will undertake the first travel survey, i.e. the baseline travel survey, either within six months of first occupation (provided at least 50% of units are occupied) or at 75 percent occupancy of the development, whichever occurs first. Surveys will be TRICS SAM (standard assessment methodology) compliant, as specified in TfL's Travel Planning guidance for referable schemes where a TA is required.
- 4.1.2** In advance of this, likely travel patterns associated with the development have been estimated based on the analysis set out within the TA.
- 4.1.3** With respect to vehicle trips, nine and 24 cars are expected in the respective morning and evening peak hours. Trips undertaken by active modes are summarised in Table 4.1. below. This mode split has been used as a proxy baseline to assist with setting interim targets.

Table 5.4: Residential Trip Generation – Active Travel

Mode and Modal Split		Trip Generated					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		In	Out	Two-Way	In	Out	Two-Way
Bus, minibus or coach	49%	3	21	24	8	4	12
Train, underground, metro, light rail or tram	35%	2	15	17	6	3	8
On foot	11%	1	5	5	2	1	3
Bicycle	3%	0	1	1	0	0	1
Motorcycle, scooter or moped	1%	0	0	0	0	0	0
Other	1%	0	0	0	0	0	0
Taxi	0%	0	0	0	0	0	0
Total	100%	7	42	48	16	9	24

Source: TA Table 5.4.

SECTION 5 AIMS, OBJECTIVES AND BENEFITS

5.1 **Aim**

- 5.1.1 The overarching purpose of a Travel Plan is to influence behaviour change towards sustainable modes of travel and active travel. In this context, the primary aim is to encourage, support and promote the use of active modes of travel such as walking and cycling and maximise use of public transport.

5.2 **Objectives**

- 5.2.1 In addition, the following objectives are identified:

- Implement a range of measures to encourage and support use of sustainable modes of travel (e.g. walking, cycling, public transport);
- Inform residents and visitors of local public transport facilities available;
- Promote sustainability of the site using a range of promotional measures, including a Travel Plan Pack to be handed out to residents at the beginning of their occupation and an information board and leaflets for sales/management staff; and
- Monitor performance of the Travel Plan against its targets by collecting accurate travel information from residents through SAM compliant surveys.

5.3 **Benefits**

- 5.3.1 It is anticipated that the Travel Plan will deliver the following benefits:

- Improved opportunities for active, healthy travel;
- Improved travel choices and quality access to key services;
- Reduced demand for use of the private car; and
- Local environmental improvements consisting of lower levels of pollution and noise.

SECTION 6 TARGETS

6.1 Overview

- 6.1.1 Targets are measurable goals against which progress of the Travel Plan can be assessed. Best Practice guidance places emphasis on targets being 'SMART', that is: Specific, Measurable, Achievable, Realistic and Time Bound. Targets should be linked to Travel Plan objectives.
- 6.1.2 At this stage, i.e. prior to first occupation of the site, it is accepted practice to provide initial targets that are based on calculations in the TA.
- 6.1.3 The indicative targets set out below can be updated and refined following baseline travel surveys which will be undertaken in 'Year 1' (within the first six months of occupation of the site (as long as it is at least 50 occupied) or at 75% occupancy rate, whichever is first).

6.2 Residential Targets

- 6.2.1 As set out in Section 4, the Travel Plan focuses specifically on encouraging residential trips within the existing sustainable transport infrastructure available to initial occupiers, acknowledging this site will see significant changes with regards to the Elizabeth Line, bus services and introduction of the Nestles Avenue Sustainable Transport Corridor. As such, targets are identified as follows:

Target #1 – Increase in Cycle Trips

- 6.2.2 Given introduction of the Nestles Avenue Sustainability Corridor will deliver significant enhancements in cycle infrastructure, Target 1 seeks to increase the proportion of cycling trips (proportion of total daily trips) made to and from the site by seven percentage points over the five-year lifetime of the Travel Plan, as follows:
- Year 1: Establish the baseline position – using Table 4.1 it is assumed that the baseline position will be circa 3%;
 - Year 3: Achieve an increase from 3% (Y1 baseline) to 5%; and
 - Year 5: Achieve an increase from 5% (Y3) to 10% (by which point the sustainability corridor should be introduced).

Target #2 – Travel Plan Awareness

- Year 1: Achieve 85% awareness of the Travel Plan amongst residents at the time of the baseline survey;
- Year 3: Maintain 87% awareness of the Travel Plan; and
- Year 5: Maintain 90% awareness of the Travel Plan.

6.2.3 The targets will be reviewed in Year 1, following collection of baseline travel survey data, and thereafter in the monitoring reports at Year 3 and 5.

SECTION 7 MEASURES

7.1 Introduction

- 7.1.1 The key Travel Plan measures for the development are provision of infrastructure to facilitate the use of non-car modes of transport and promotion of these modes. This section provides details of infrastructure to be provided, 'soft-measures' to be implemented, and publicity and promotion of these. These measures will collectively contribute to achieving targets and meeting the objectives of the Travel Plan.

7.2 Infrastructure

- 7.2.1 The following infrastructure elements have been included in the site design to encourage use of sustainable travel modes.

Pedestrian Access

- 7.2.2 Pedestrian access is to be taken directly from Nestles Avenue. The site is within 400m of Hayes and Harlington Railway Station and bus stops which are served by eight different bus services.

Cycle Infrastructure

- 7.2.3 Cycle parking for 178 cycles is provided in ground level stores to accommodate the residential long-stay demand. A further four short-stay spaces are provided in the public realm. In accordance with the London Cycling Design Standards, 5% of spaces are provided by Sheffield Stand, spaced 1.8m apart, to allow for the fixing of large/adapted/cargo bicycles.

Car Parking

- 7.2.4 14 parking spaces are to be provided. All spaces will be provided with active or passive electric vehicle charging points (the passive spaces activated in due course when requested).

Site Design

- 7.2.5 Provision of connection to 'high-speed' broadband in each apartment to enable access to online travel planning tools or foster the ability to adequately 'work from home', i.e. be able to participate in teleconferencing, etc.

7.3 Soft Measures

7.3.1 A range of measures will be used to encourage uptake of active travel and use of public transport by residents or to reduce the need to travel wholly. The 'soft measures' are set out below.

Walking Measures

7.3.2 Walking is the most sustainable method of travel, has a number of proven health benefits, and is an important source of personal freedom. It potentially has an important role to play in journeys to work, particularly for those living within two kilometres of their workplace. Walking is free and offers a predictable journey time. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc.).

7.3.3 As such, walking will be encouraged, supported and facilitated through the following measures:

- Provision of information about walking routes between the site and key local destinations on a dedicated social media Travel Plan page for residents to view;
- Development of walking route maps identifying routes between the site and transport hubs, local services and amenities, including walking times, calories burned and carbon saved compared to driving. These can be delivered door to door, made available on the dedicated social media page / website or provided within information packs at property occupation; and
- Promotion of the health and other benefits of walking, including participation in the annual 'walk to work' campaign.

Cycling Measures

7.3.4 Cycling is comparatively cheap, offers reliable journey times and is environmentally friendly.

7.3.5 Cycling will be encouraged, supported and facilitated through the following measures:

- Regular monitoring of cycle parking use and, if necessary, installing additional cycle parking where practicable;
- Procure up to date cycle maps from TfL covering the local area and provide links to cycle mapping on resident web portals / intranet, Facebook pages, or via door to door leaflet drop;
- Promote awareness of the London Cycling Campaign; and

- Promote the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week.

Public Transport

7.3.6 Increased use of public transport is important to reducing car dependency. Travel by public transport modes will be encouraged, supported and facilitated through the following measures:

- Reviewing and updating the provision of public transport information on a dedicated social media page / website and door to door leaflet drops; and
- Maintaining regular contact with TfL to ensure that the site management team and local residents are kept up to date on service improvements, including forthcoming changes as part of the general aspirations for the wider area.

7.4 Publicity and Promotion

7.4.1 The soft measures identified above will be publicised and promoted to residents through an Information Pack that will be provided to the ongoing occupants of each unit.

7.4.2 A Travel Information Pack for new residents will provide detailed public transport route and timetable information together with cycle and walking route maps identifying key local facilities and amenities. The Information Pack will be available in both a hard copy and electronic (PDF) formats.

7.4.3 In addition to this, the marketing team will be made aware of the public transport provision of the local area to encourage prospective residents to make use of sustainable transport modes.

SECTION 8 MANAGEMENT

8.1 Overview

- 8.1.1 The Applicant is responsible for implementation of the Travel Plan as set out in this document. The Applicant will nominate an individual from the Site Management Company to act as the Travel Plan Coordinator (TPC) for the site, part of whose role will be to ensure that measures identified in this document are in place. The TPC will be nominated three months prior to first occupation and will remain in place for a period of five years. Contact details for the TPC will be supplied to LBH prior to occupation of the development.

8.2 Travel Plan Co-Ordinator Role

- 8.2.1 The TPC will carry out the following functions:
- Take responsibility for delivery of the Travel Plan;
 - Give a 'human face' to the Travel Plan;
 - Train those letting residential properties in respect of the Travel Plan;
 - Oversee implementation of the 'soft' measures outlined in Section 7;
 - Organise Standard Assessment Methodology (SAM) compliant baseline travel surveys (within six months of first occupation);
 - Raise awareness of the Travel Plan amongst residents;
 - Oversee monitoring and review procedure for the Travel Plan, ensuring that deadlines are adhered to;
 - Report results on progress of the Travel Plan to LBH and/or TfL as required.
- 8.2.2 The TPC position will be funded by the Applicant (or any successor in title) for the first five years of development after first occupation. The TPC will be allocated an appropriate amount of time to perform this role.

SECTION 9 MONITORING

9.1 Introduction

- 9.1.1 The Travel Plan is a continuous process requiring monitoring, review and revision to ensure it remains relevant in light of changing transport provision within the wider area. This section sets out the strategy for monitoring and review over a five-year period from first occupation.

9.2 Monitoring

- 9.2.1 The travel plan will be monitored and reviewed in accordance with TfL's standardised approach to monitoring. Officers at TfL have confirmed that since the TRAVL database was subsumed into the national TRICS database, the TRICS SAM¹ should be used.

Initial Baseline Survey

- 9.2.2 TfL guidelines require that an initial Year 1 'baseline' survey be undertaken for each of the constituent parts of the development within six months of occupation (assuming at least 50% are occupied) or at 75 per cent occupancy (whichever is sooner).

- 9.2.3 Surveys will be conducted by an accredited independent survey company in line with TfL guidelines.

Follow-up Surveys

- 9.2.4 In line with TfL guidance, follow-up travel surveys will be undertaken at Years 3 and 5 following occupation.

¹ TRICS is a nationally recognised source of travel survey data. It allows users to retrieve survey data using filter options to select suitable and comparable sites for a development proposal, and then to use this data to predict the number of trips that will be generated by the development. All survey data included in the database is collected using the standardised SAM methodology.

9.3 Reporting and Review

- 9.3.1 The TPC will be responsible for preparing monitoring reports on receipt of survey results from the survey company. Monitoring reports will compare travel survey data with targets and, if necessary, will identify new targets and measures to ensure on-going success of the Travel Plan or via the site website/social media page.
- 9.3.2 Residents will also be informed of survey results via newsletters/community notice boards.
- 9.3.3 The Applicant (or any successor in title) will cover the cost of surveys for the first five years of the travel plan.
- 9.3.4 The obligation to report to LBH and TfL shall cease if targets have been met by the end of Year 5.
- 9.3.5 If required, the TPC will meet with the Travel Plan Officer at LBH/TfL to assess effectiveness of the Travel Plan measures and to review the need for introduction of further measures if necessary.

9.4 Remedial Measures

- 9.4.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the Applicant will use reasonable endeavours to work with LBH and TfL to identify a strategy and to agree further reasonable actions to achieve success.
- 9.4.2 Notwithstanding, the development is car-free (except for three spaces for Blue Badge holders). On this basis, the development is not dependent on the success of the Travel Plan in making it acceptable in terms of traffic impact on the local highway network.

SECTION 10 ACTION PLAN

10.1.1 An indicative Action Plan is presented in Table 10.1 which provides a programme for delivering the measures. This will be refined in due course as more details are confirmed.

Table 10.1: Action Plan of Measures

Measures	Summary of Measures	Responsibility	Timescale
Travel Plan Co-Ordinator	Nominate Travel Plan Co-Ordinator	Applicant	Three months prior to first occupation
Cycle Facilities	Provision of secure and covered cycle parking on site	Applicant	Prior to first occupation
Travel Plan Promotion	Information pack about the Travel Plan and local and national transport events and options available	Applicant / TPC	Prior to first occupation
Promoting Public Transport	Information on public transport routes and timetables to be made available within the Travel Plan Information Pack and Information Board	Applicant / TPC	Prior to first occupation
Promoting Cycling	Promotion of cycle training courses for residents with dates and contact details to book sessions	Applicant / TPC	Within six months of first occupation or at 75 per cent occupancy
	Set up Bicycle User Groups for residents	Applicant / TPC	Within six months of first occupation or at 75 per cent occupancy
Promotion of National and Local Events	Information to be made available about upcoming national and local events such as 'Bike Week' and 'Walk to Work' week	Applicant / TPC	Introduced within three months of occupation and updated regularly (at least every three months)
Travel Plan Monitoring and Review	Monitor modal split and review the Travel Plan measures in line with the Travel Plan and modal split	Applicant / TPC	The baseline travel survey will be undertaken either within six months of first occupation or at 75 per cent occupancy. Follow up surveys in Years 3 and 5.

SECTION 11 SECURING, ENFORCEMENT AND FUNDING

11.1 **Securing and Enforcement**

11.1.1 The Travel Plan will be secured via a S106 obligation in accordance with TfL's guidance.

11.1.2 The S106 obligation will require the Travel Plan to be implemented in accordance with these details set out in this document (i.e. it is a requirement of any planning consent that the Travel Plan is implemented).

11.1.3 On this basis, a) the Travel Plan is secured; and b) enforcement action can be taken if for any reason it is not implemented.

11.2 **Funding**

11.2.1 The Applicant (or any successor in title) will fund the following items for the first five years of the Travel Plan's lifetime:

- Soft measures identified above;
- Marketing and promotion of the Travel Plan;
- The TPC role; and
- The monitoring surveys.

11.2.2 Beyond the initial five-year period the on-going financing of the Travel Plan is anticipated to come from any of, or a mixture of, the following funding sources, if necessary:

- The use of property management service charges;
- Establishing a trust fund from a proportion of the income derived from leases; and/or
- The redirection of unused funding allocated to other supporting services.

