

1 VINYL SQUARE

THE OLD VINYL FACTORY

Joseph
Homes.

THE OLD
VINYL FACTORY

CANEPARO
ASSOCIATES

RESIDENTIAL TRAVEL PLAN

NOVEMBER 2019



JH Veneer Limited

1 Vinyl Square, Hayes

Draft Residential Travel Plan

November 2019

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1 INTRODUCTION

1.1 This Residential Travel Plan has been prepared by Caneparo Associates on behalf of JH Veneer Limited ('the Applicant'), to accompany the planning application for the redevelopment of 1 Vinyl Square, Hayes ('the Development') located within the London Borough of Hillingdon (LBH).

1.2 The Site comprises an existing parcel of land located within a wider Site known as 'The Old Vinyl Factory' (TOVF), which has outline planning permission. The proposed development comprises the following:

"Full planning permission for the redevelopment of the site to provide a mixed-use development comprising residential dwellings (C3 Use Class) and commercial floorspace (flexible A1/A2/A3/A5/B1 Use Class), car parking, cycle parking and associated landscaping"

1.3 The development will provide 134 residential homes (11 x studios, 41 x 1-bed, 60 x 2-bed and 22 x 3-bed homes) and 395sqm (GIA) of flexible commercial space (A1/A2/A3/A5/B1 use class).

1.4 The main aim of this Residential Travel Plan is to put in place the management tools deemed necessary to enable the residents and visitors of the Development to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping residents and visitors from using sustainable modes which in effect can self-manage single-occupancy vehicle use and over-reliance on public transport where active modes could be used.

1.5 This Travel Plan has been prepared in accordance with the Travel Plan guidance issued by Transport for London (TfL) and information provided by the London Borough of Hillingdon (LBH).

Scope

1.6 This Residential Travel Plan is a strategy setting out the sustainable travel options and measures for all residential use on-site.

1.7 This is an evolving Plan and will change with input from LBH, the Applicant and other key stakeholders.



1.8 The remainder of this Plan is structured as follows:

- Section 2 - Outlines the accessibility of the Development and travel patterns;
- Section 3 - Sets out the objectives and targets of the Travel Plan;
- Section 4 - Outlines the Travel Plan strategy;
- Section 5 - Sets out the Measures that will be implemented;
- Section 6 - Outlines the Monitoring and Review programme; and
- Section 7 - Sets out the Action Plan.

2 ACCESSIBILITY AND EXISTING TRAVEL PATTERNS

Development Location

- 2.1 The Site is located on Blyth Road approximately 650m west of Hayes & Harlington Railway Station and 200m east of the roundabout junction with Dawley Road, Betam Road, and Kestrel Way. The location of the Site is shown within **Figure 2.1** below.

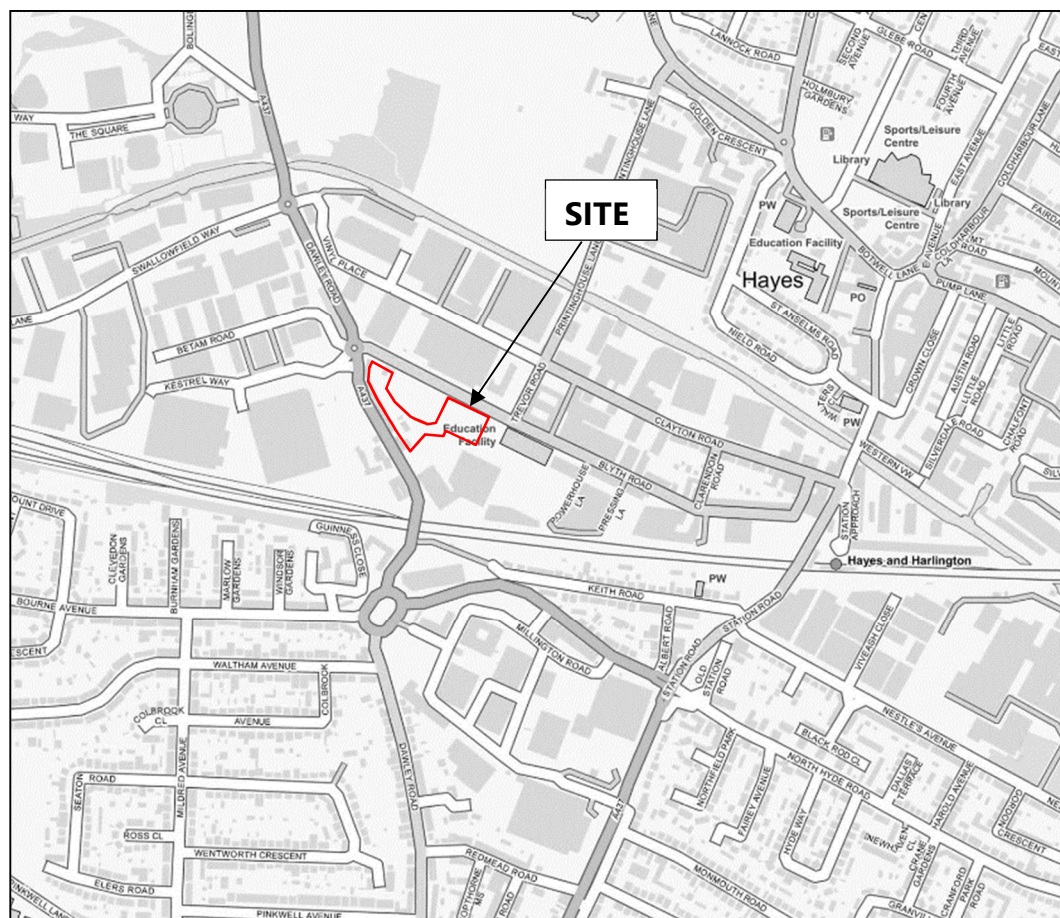


Figure 2.1: Site Location Plan

- 2.2 The Site forms part of the wider TOVF masterplan Site and currently comprises a vacant brownfield site, which is bound by the Global Academy UTC education centre and proposed 'Vinyl Square' (public realm) to the east, a multi-storey car park and office buildings to the south, a car park to the west and Blyth Road to the north.



- 2.1 The surrounding area comprises of a mixture of residential, commercial and office uses situated along Blyth Road. The Site is situated approximately 550m from Station Road, which provides a variety of amenities such as shops, restaurants, services and leisure facilities leading into Hayes Town Centre to the north.

Local Highway Network

Blyth Road

- 2.2 Blyth Road operates in an east-west direction between Clayton Road at its eastern end and the Dawley Road roundabout junction to the west. Blyth Road is two-way between Trevor Road and Dawley Road, while the eastern section between Trevor Road and Clayton Road is one-way westbound only.
- 2.3 The easternmost one-way section of Blyth Road is located within Controlled Parking Zone (CPZ) HY1, which restricts use of spaces to permit holders only during the hours 09:00 – 22:00. To the west, unrestricted parking is located on both sides of the road, including adjacent to the Global Academy building.
- 2.4 The western section of Blyth Road between Trevor Road and Dawley Road is subject to a combination of single and double yellow lines which prohibit waiting Monday-Saturday during the hours 08:00-18:30.
- 2.5 'Pay & Display' parking bays are located in the vicinity of the junction with Clayton Road, which are operational Monday-Saturday 09:00-17:00.

TOVF Estate Roads

- 2.6 The estate roads associated with the wider TOVF masterplan plots surrounding the Site have largely been built; these roads remain within the ownership of U+I, however, have been built to adoptable standards.
- 2.7 These roads include an internal access road along the southern boundary of the site, where a loading bay is located to serve the Site and the nearby Cabinet Building. In addition, the access road at the Site's western boundary has been largely built out, however is not currently in use and the original access to the surrounding parking is retained.

Accessing the Development by Non-Car Modes

Walking

- 2.8 A person's willingness to walk is dependent on many factors, including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey.
- 2.9 Chartered Institution of Highways and Transportation (CIHT) guidance suggests that 80 per cent of trips under 1 mile (1.6km) are undertaken on foot (*Planning for Walking*, April 2015) while TfL's Healthy Streets approach aims to have all Londoners undertake 20 minutes of active travel each day.
- 2.10 **Table 2.1** identifies and provides details of approximate distances between the Site and local amenities, within a reasonable walking distance of the Site, assuming an average walk speed of 80 metres per minute.

Table 2.1: Approximate Distances to local amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time
Public Transport Opportunities			
Blyth Road Bus Stop	Dawley Road	300m	4 minutes
Hayes & Harlington Bus Stop L	Station Road	635m	8 minutes
Hayes & Harlington Station	Station Road	650m	8 minutes
Facilities and Amenities			
Global Academy	Blyth Road	110m	1-2 minutes
Tesco Express	Station Approach	700m	9 minutes
Bank	Station Road	750m	9 minutes
Medical Centre	Station Road	850m	11 minutes
Botwell Leisure Centre	East Avenue	1,200m	15 minutes

- 2.11 The walking environment in the vicinity of the Site is of a good standard, with wide footways present adjacent to the Site along Blyth Road and along expected walking routes. Some of the footways are temporarily suspended or in poor condition, however this is to be improved by the wider development programme which is currently occurring along Blyth Road.

- 2.12 There is a pedestrian step-free underpass from Blyth Road which provides access to Hayes & Harlington Station and Station Approach. Additionally, the underpass provides stepped access to Station Road where a variety of bus services are provided at Stops L and E, located directly outside Hayes & Harlington Station.

Cycling

- 2.13 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km), of which 60% are undertaken by private cars.
- 2.14 The guidelines highlight that there is a '*substantial potential*' for substituting cycling for driving for distances up to 5 miles.
- 2.15 **Figure 2.2** indicates the Active Travel Zone for the Site based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distances up to 5 miles (8 kilometres) which would include areas such as West Drayton, Harmondsworth, Hillingdon, Southall and Harlington.

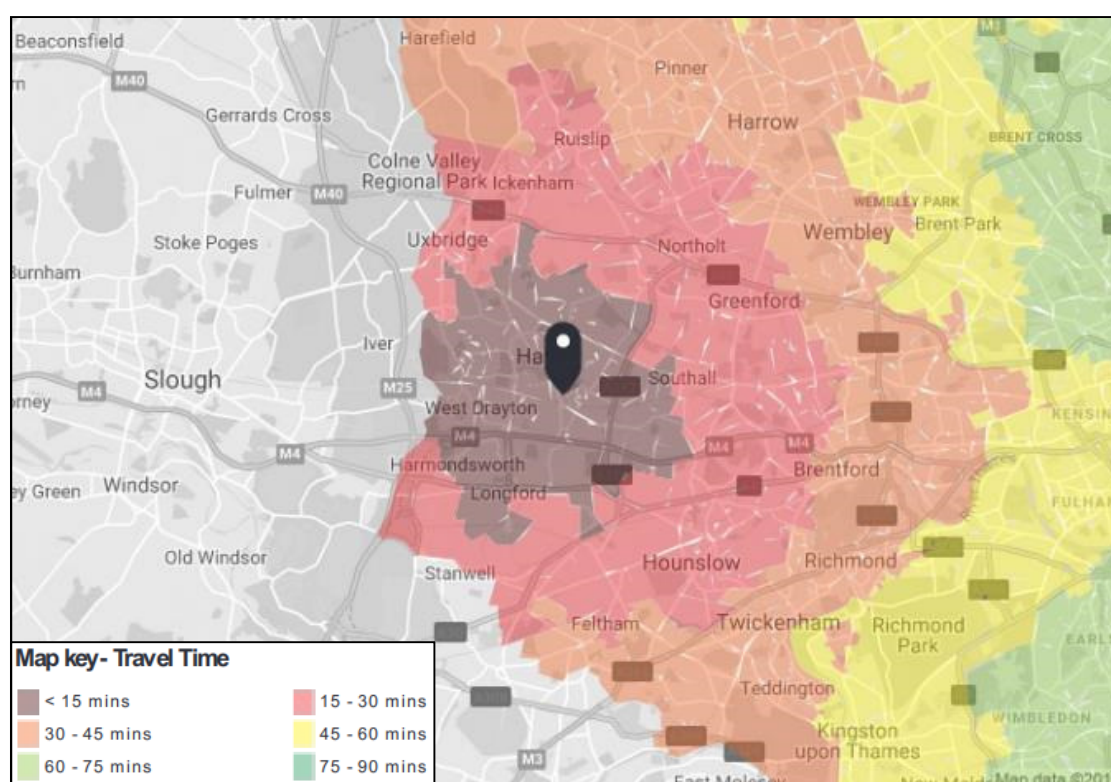


Figure 2.2: Active Travel Zone (Cycling) (Source: TfL)

2.16 There are several local roads which have been designated by TfL as roads which are appropriate for use by cyclists. Roads are allocated into different categories based on the degree of cycle provision and a rating of cycle friendliness.

2.17 Nearby '*routes signed or marked for use by cyclists*' include parts of Station Road and Keith Road. There are '*quieter roads that have been recommended by other cyclists*' which are located on Printing House Lane, Nestles Avenue and Old Station Road. The Site is surrounded by a number of '*off-road routes*' which operate along the Grand Union Canal, providing access in the west towards West Drayton and east towards the A312 The Parkway. In addition, the Grand Union Canal is currently being upgraded to be a Quietway between West Drayton and Paddington, expected to be completed by 2021.

Public Transport

Bus Services

2.18 There are numerous regular bus services that operate in the vicinity of the Site, with the closest bus stop located 300m west of the Site on Dawley Road and additional bus stops located 635m east on Station Road, which offer a wider variety of services.

2.19 **Table 2.2** summarises the services and frequencies of buses available within a short walking distance from the site. A copy of the local TfL Bus Spider Map is included at **Appendix A**.

Table 2.2 Bus Service Summary				
Route Number	Route	Frequency (in minutes)		
		Weekdays	Saturday	Sunday
350	Heathrow Terminal 5 / Fairey Corner	20	20	20
U4	Uxbridge Stn / Prologis Park	9 - 11	9 - 12	15 - 16
E6	Bulls Bridge Tesco / Greenford Stn	11 - 14	12 - 13	15 - 16
U5	York Road / Blyth Road	10 - 14	12	20
90	Browells Lane / Northolt Stn	9 - 12	11 - 12	15 - 16
H98	School Road / Wood End Green Road	8 - 11	-	-
195	Brentford County Court / Romney Road	11 - 13	11 - 14	15 - 16
140	Heathrow Central Bus Stn / Long Elmes	5 - 8	6 - 10	8 - 13

2.20 The number 696 and 698 school buses run from Hayes and Harlington Station Monday – Friday with the first bus at 07:11am and last bus at 07:14am. In addition, bus services are expected to operate to Ruislip from December 2019.

Rail Services

- 2.21 Hayes & Harlington Rail Station is located 650m to the east of the Site on Station Road and provides access to national rail services offering 15 services an hour to the following destinations: London Paddington, Reading, Heathrow and Didcot Parkway.
- 2.22 The Site will benefit from the addition of Crossrail services in the future at Hayes and Harlington Station, which will provide 10 services an hour enabling access to destinations such as Heathrow, Reading, central and southeast London, and Essex. Services are expected to begin as early as October 2020 and no later than March 2021.

Public Transport Accessibility Level

- 2.23 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 2.24 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.
- 2.25 The Site has a PTAL of 2 according to the WebPTAL website, however the 100m grid-based methodology of measuring walking distance for the PTAL calculation fails to take account of a range of bus services that are accessible from the High Street, within the walking threshold of 640 metres.
- 2.26 A manual calculation has been undertaken to review the PTAL rating of the Site taking into account the specific walking distances to rail and bus services, and confirmed that the existing PTAL rating of the Site is 3 'moderate'. A further manual calculation has confirmed that, following the future introduction of Elizabeth Line (Crossrail) services, the Site will achieve a PTAL rating of 4 'good'. A copy of the manual PTAL calculation is included at **Appendix B**.

Car Clubs

- 2.27 The Site benefits from being within walking distance of two car club bays, both operate by Enterprise Car Club and located within TOVF masterplan area. TOVF site-wide Car Park Management Plan includes an allocation of a further two car club spaces within the Veneer Store surface level car park to the west of the Site. A total of four car club spaces will therefore be available as part of the wider TOVF development, which can be used by residents of the Site.

Predicted Travel Patterns

- 2.28 To determine the likely travel patterns of future residents of the Development, method of Travel to Work 2011 Census data has been obtained and reviewed for the resident population for the super output area middle layer: 'Hillingdon 027' (in which the Development is located).

- 2.29 **Table 2.3** presents the 2011 Census modal split, as presented within the Transport Assessment.

Table 2.3 – Mode Share for Residential	
Travel Mode	Percentage
Car Driver	49.9%
Car Passenger	3.4%
Taxi	0.2%
Motorcycle	0.5%
Bus	22.9%
Underground	6.9%
Rail	7.3%
Walking	7.4%
Cycling	1.5%
Total	100%

Baseline Travel Patterns

- 2.30 For the purpose of this Residential Travel Plan, the mode splits as shown in **Table 2.3** will be used for monitoring and target setting purposes until Baseline Travel Surveys can be undertaken.
- 2.31 This survey will accurately identify how residents travel to the Development and the results will be known as Year 0. The surveys will be undertaken once the Development is occupied. Occupation is defined as once 75% of the residential units are occupied.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the objectives for the Travel Plan, as well as targets for the short and medium term.

- **Objectives** are the means by which the aims of the Travel Plan will be met. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the goals by which progress will be assessed in achieving the objectives.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage residents and visitors to use more sustainable ways of travelling to / from the Development through more effective promotion of public transport / active modes. This will minimise the impact of the development on the surrounding highway network.

3.3 The sub-objectives are:

- Sub-objective 1: To encourage a modal shift from car driver trips to sustainable modes such as public transport, walking and cycling;
- Sub-objective 2: To increase resident and visitor awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 3: To promote the health and fitness benefits of active travel to all users;
- Sub-objective 4: To introduce a package of physical and management measures that will facilitate resident and visitor travel by sustainable modes; and therefore,
- Sub-objective 4: To reduce unnecessary use of the car for journeys to and from the Development by residents and visitors.

Targets

- 3.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-related.
- 3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the Travel Plan is seeking to achieve.

Action Targets

- 3.6 The key action targets are set out below:
- A Residential Travel Plan Coordinator (RTPC) will be appointed 3 months before first occupation;
 - Baseline travel surveys will be undertaken once the residential units are 75% occupied; and
 - Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (as detailed in the Monitoring section).

Aim Targets

- 3.7 The aim targets of this Travel Plan are focused on the residents and visitors who will be based at the site. TfL's Travel Planning Guidance outlines "London wide" targets, as set out in the Mayor's Transport Strategy, in order to help set targets for mode shift. Those relevant to this Travel Plan are to:
- Achieve a reduction in private car trips by 10% from a base of 50% for residents;
 - Achieve a 5% modal share increase for public transport trips; and
 - Achieve a 5% modal share increase for active modes.
- 3.8 **Table 3.1** outlines the Aim Targets set out for the Development. The targets are set to measure progress towards the main objectives over five years once the Development has been fully built out.

3.9 The baseline figures are taken from the expected mode split, as detailed in Section 2. This Travel Plan recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. when the baseline survey has been undertaken). Given this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

Table 3.1: Travel Plan Aim Targets				
Target	Indicator	Mode Split		
		Baseline	Year 3	Year 5
Residents				
Achieve an 10% decrease in private car journeys	Modal split monitoring surveys for PT use	50%	45%	40%
Achieve a 5% increase in the mode share for public transport modes	Modal split monitoring surveys for walking	37%	40%	42%
Achieve an 5% increase in the mode share for active modes (walking and cycling)	Modal split monitoring surveys for cycling	9%	11%	14%
Visitors				
Increase the awareness of sustainable modes as viable options available to access the Development	No Monitoring Necessary	-	-	-

3.10 The baseline modal split will be verified and adjusted if necessary, once the initial travel survey has been undertaken. The targets listed are based on preliminary data and therefore may need to be adjusted once an accurate baseline modal share has been established from the baseline (Year 0) survey. Any adjustments to the targets will be discussed and agreed with LBH.

4 TRAVEL PLAN STRATEGY

Travel Plan Management

4.1 The residential developer will appoint a Residential Travel Plan Coordinator (RTPC) at least three months prior to the initial occupation of any of the residential units. The RTPC will be responsible for overseeing the management, development, implementation, monitoring and review of the residential units, as set out in this Travel Plan.

4.2 The RTPC will be fully funded by the use of a management service charge.

Travel Plan Coordinator Responsibilities

4.3 The RTPC will be responsible for overseeing the Travel Plan for the residential units. The contact details for the RTPC will be updated below once they are appointed.

Name: TBC

Address: TBC

Telephone: TBC

Email: TBC

4.4 The primary responsibilities of this role include:

- The implementation of measures as set out in the Travel Plan.
- Reporting to and consultation with other involved stakeholders such as residents' associations (if applicable) and LBH, regarding the implementation and progression of the Travel Plan.
- Managing the development and implementation of the Travel Plan measures;
- Promoting the objectives and benefits of the Travel Plan;
- Monitoring the success of the Travel Plan against the agreed targets;
- Reporting the results of the Travel Plan to the stakeholders especially LBH Travel Plan Officers;
- Acting as a point of contact for all residents regarding travel and the Travel Plan; and
- Regular updating of the Travel Plan document as necessary.



Marketing Strategy

- 4.5 Each home will be provided with a branded Welcome Pack on first occupation. The Welcome Pack will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network and contact details for taxi operators.
- 4.6 Residents will, as a consequence, be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as the cycle parking. In conjunction with the Welcome Pack, marketing activity will be undertaken at the point of sale (where possible).

5 MEASURES AND INITIATIVES

Introduction

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.
- 5.2 The list of measures described below is by no means exhaustive and it will be the responsibility of the appointed RTPC to investigate other potential measures. It is important to add that in the longer term other measures may be more suitable for the users depending on their needs and demands. This will be evident from the proposed regular monitoring results and measures will be implemented and / or altered accordingly.

Resident Welcome Pack and Travel Information Provision

- 5.3 New residents will be provided with a Welcome Pack containing information on public transport services which serve the Development, local walking and cycling routes and useful information aimed at encouraging sustainable travel.
- 5.4 The provision of information on alternatives to the car is an important aspect of the Residential Travel Plans. It is recommended that the packs contain the following information:
- A summary version of the Travel Plan setting out the purpose, benefits etc.;
 - Timetables and route maps for public transport, particularly buses;
 - Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries;
 - Local taxi company details;
 - Car Club information;
 - Cycling and walking maps for the local area;
 - Web details for any community travel sites and community forum sites; and
 - Web and other contact details for major retailers offering home shopping facilities.
- 5.5 A dedicated travel notice board will be set up in logical common areas such as reception and communal areas, accessible by residents. This will include not only public transport, walking, and cycling information but also details of the Travel Plan itself and the contact details of the RTPC.
- 5.6 A list of useful contact details will be included within the Welcome Pack.

Walking Initiatives

- 5.7 Walking provides a healthy alternative to the private car for journeys under 2km, and also typically forms a minor component of many journeys made by public transport and car. The RTPC will encourage walking by providing information about the most suitable / appropriate pedestrian routes to / from the Development and also to local amenities.
- 5.8 To ensure walking is a viable transport option to the Development, the RTPC will liaise with the relevant local authority Officer to report any areas of sub-standard footway / pedestrian environment to allow the Council to undertake timely maintenance and improvements.
- 5.9 Initiatives to help promote walking to residents and visitors of the Development are as follows:
- Residents will be provided with information and advice on safe pedestrian routes to and from the site. Information will be provided within Welcome Packs and will also be displayed within public areas.
 - Health benefits of walking to be promoted e.g. '10,000 steps a day campaign.'
- 5.10 The RTPC will report the results of the travel survey to the relevant Officer at LBH.

Cycling Initiatives

- 5.11 In total, 238 long-stay cycle parking spaces as a mix of two-tier (222 spaces) and Sheffield stands (16 spaces) will be provided to serve the residential development. The cycle store will include 6 cycle parking spaces which are suitable for use by accessible cycles (6 of the Sheffield stands). Access to the residential cycle store will be provided directly from the ground floor entrance along the southern frontage, which will provide level access for cyclists. A total of 8 Sheffield stands will be provided for visitors at the northeast corner of the site, at the Blyth Road frontage.
- 5.12 In addition, a cycle repair hub will be provided directly adjacent to the cycle store at ground floor, and will include a cycle stand, tools and bike pump. The repair hub is provided with the intention of removing barriers to cycle use and keeping cyclists on the road.
- 5.13 The RTPC will administer and promote travel by bicycle primarily through information provision, however, the following measures will also be considered:



- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations / companies that offer 'Dr Bike' services.
- Promote participation in cycle-related events such as the London to Brighton bike ride;
- Creation of a 'Cycle Buddy' system whereby those who are nervous or concerned about cycling in London can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling; and,
- Provision of information about cycle training available in the borough. The Council provide free cycle training to over 16's and adults living within the borough, which can be applied for at <https://archive.hillingdon.gov.uk/adult-cycle-skills-form>.

5.14 The RTPC will provide information on the safest cycle routes in the area and promote the use of cycling from the Development. They will identify, through liaison with staff, any problems experienced with cycle routes and discuss possible improvements with the highway authority.

Public Transport Initiatives

5.15 Up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be permanently on display in prominent locations and will be provided within Welcome Packs. National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted.

Personalised Travel Planning

5.16 The RTPC will offer a Personalised Travel Planning service for all new residents, if requested. The RTPC and will be able to draw on advice from, and promote the use of, journey planning websites such as City Mapper <https://citymapper.com/london> and TfL's Journey Planner <https://tfl.gov.uk>.

Visitor Travel

5.17 Residents will be provided with advice to ensure that visitors are advised to travel by modes other than the private car wherever possible. Where travel by private car is required, advice will be provided so that visitors can be directed to the nearest appropriate on-street spaces, and the use of car clubs will also be encouraged.

6 MONITORING AND REVIEW

- 6.1 This Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant and effective. This section sets out the proposals for monitoring and review of the Travel Plan.
- 6.2 An initial travel survey will be undertaken once there is 75% occupation of the Development. This will provide the baseline mode split information. It is envisaged that the surveys will be completed in-house and as a minimum should include the core TRICS (SAM) / iTRACE questions.
- 6.3 Further surveys will then be undertaken in years 1, 3 and 5 at the same time annually as the baseline survey in order to monitor the progress of the Travel Plan towards achieving its aims.
- 6.4 The Travel Plan recognises that it is not possible to force people to complete surveys, but possible incentives could be put forward to increase response rates. The travel surveys will be marketed by the RTPC to encourage a high response rate.
- 6.5 In addition, the following will be monitored by the RTPC on a regular basis:
- The level of usage and condition of cycle parking facilities;
 - The detail and information provided in the Welcome Packs;
 - The number of residents utilising the personalised travel planning measure.
- 6.6 The RTPC will compile a report each year (Annual Monitoring) within the 5-year monitoring period, that will include the results of any monitoring. This will include the survey results from baseline survey and the interim surveys at years 1, 3 and 5, as well as monitoring of the uptake of the measures and initiatives to encourage use of sustainable modes of travel by residents. The reports for years 1, 3 and 5 will be issued to the relevant Travel Plan Officer at the Council.

Securing and Funding the Travel Plan

- 6.7 It is anticipated that this Travel Plan will be secured and implemented through an appropriate planning condition or the Section 106 agreement. The Applicant is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that the agreed targets are achieved. This will include funding the RTPC, travel surveys and implementation of all reasonable necessary measures.

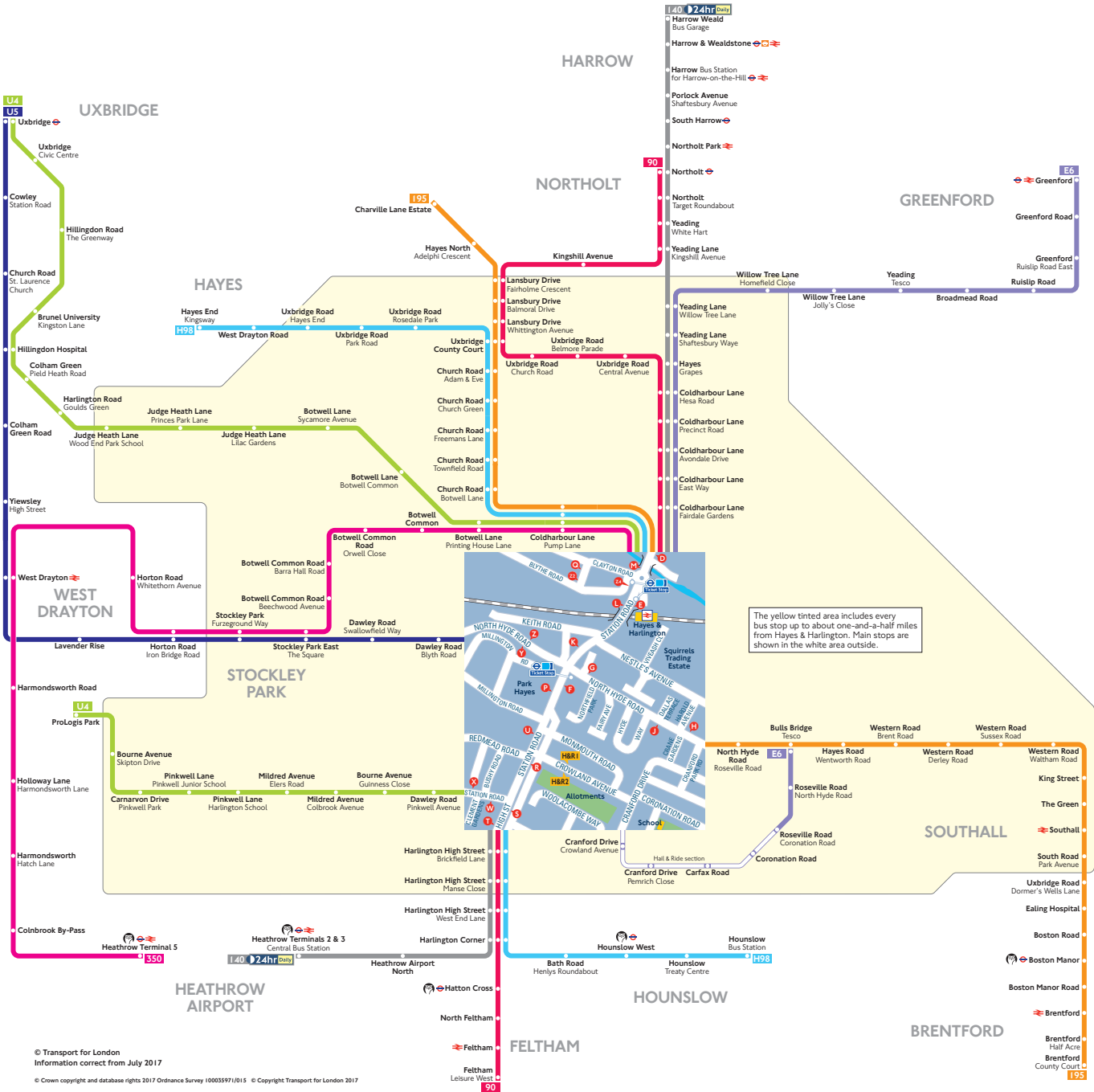
7 ACTION PLAN

7.1 **Table 7.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured. The Action Plan will be reviewed annually by the RTPC.

Table 7.1: Travel Plan Action Plan				
Action	Target	Funding	Measure	Responsibility
Appointment of Residential Travel Plan Co-ordinator	To be appointed prior to occupation	Service Charge	Appointment of Travel Plan Co-ordinator	Developer
Provision of Cycle Parking and Repair Hub	Before occupation	Developer	On completion of the site	Developer
Erection of Noticeboards	Before occupation	Service Charge	On completion of fit out	Developer
Production of Welcome Pack	Before occupation	Service Charge	Completed Welcome Pack	RTPC
Baseline Surveys	At 75% Occupation	Service Charge	Receipt of survey results	RTPC
Set Targets	Within 1 month of Baseline Surveys	Service Charge	Receipt of survey results	RTPC
Promote Active Modes	On-going	Service Charge	On-going	RTPC
Interim Surveys	At years 1, 3 and 5 following the Baseline Survey	Service Charge	Receipt of survey results	RTPC
Review of Travel Plan	Within 1 month of the Interim Surveys	Service Charge	Receipt of survey results	RTPC
Achieve Targets	5 years after Baseline Survey	-	Receipt of survey results	RTPC

Appendix A

Buses from Hayes & Harlington



Route finder

Bus route	Towards	Bus stops
90	Feltham	E F R S
	Northolt	K L M P T U
140 24hr Daily	Harrow Weald	K L M P T U
	Heathrow Terminals 2 & 3	E F R S
195	Brentford	E G H
	Charville Lane Estate	J K L M
350	Heathrow Terminal 5	P K L M
E6	Bulls Bridge	E F H&R1
	Greenford	K L M P U H&R2
H98	Hayes End	K L M P T U
	Hounslow	E F R S
U4	Hayes ProLogis Park	E F R W
	Uxbridge	K L M P U X
U5	Uxbridge	E O Y

Other buses

Bus route	Towards	Bus stops
696	Bourne Avenue	E F R W
School journey	Bishop Ramsey School	K L M P U X

Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Tube station with 24-hour service Friday and Saturday nights

Route E6 operates as Hail & Ride on the sections of roads marked H&R1 and H&R2 on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

Ways to pay

- Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
- Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
- Sign up for an online account to top up online and see your travel history and spending.

Appendix B

Manual PTAL Calculation - December 2019 with Crossrail

Mode Bus (Green) and Rail (Yellow)	Route	Frequency (mins)	Frequency (Services per Hour)	Walk Distance (metres)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
E6	Greenford Station - Bulls Bridge Tesco	10.0	6.00	634.67	5.0	7.93	14.9	2.01	0.50	1.00
U5	York Road - Blyth Road	12.0	5.00	634.67	6.0	7.93	15.9	1.88	0.50	0.94
90	Northolt Station - Springwest Academy	10.0	6.00	634.67	5.0	7.9	14.9	2.01	0.50	1.00
H98	School Road - Wood End Green Road	8.0	7.50	634.67	4.0	7.9	13.9	2.15	0.50	1.08
195	Romney Road - Brentford County Court	12.0	5.00	634.67	6.0	7.9	15.9	1.88	0.50	0.94
140	Heathrow Central Bus Station - Long Elme	7.1	8.50	634.67	3.5	7.9	13.5	2.23	0.50	1.11
U4	Prologis Park - Belmont Road	8.0	7.50	634.67	4.0	7.9	13.9	2.15	0.50	1.08
350	Millington Road - Heathrow T5	12.0	5.00	257.28	6.0	3.2	11.2	2.67	1.00	2.67
Rail	'ABBEYW-HTRW4 '	18.0	3.33	700.35	9.0	8.8	19.8	1.52	1.00	1.52
Rail	'SHENFLD-RDNGSTN '	30.0	2.00	700.35	15.0	8.8	25.8	1.16	0.50	0.58
Rail	'MDNHEAD-SHENFLD '	45.1	1.33	700.35	22.6	8.8	33.3	0.90	0.50	0.45
Rail	'HTRW4-SHENFLD '	60.0	1.00	700.35	30.0	8.8	40.8	0.74	0.50	0.37
Rail	'ABBEYW-MDNHEAD '	89.6	0.67	700.35	44.8	8.8	55.5	0.54	0.50	0.27
Rail	'WDRAYTN-ABBEYW '	45.1	1.33	700.35	22.6	8.8	33.3	0.90	0.50	0.45
Rail	'WDRAYTN-SHENFLD '	89.6	0.67	700.35	44.8	8.8	55.5	0.54	0.50	0.27
Rail	'RDNGSTN-ABBEYW '	181.8	0.33	700.35	90.9	8.8	101.7	0.30	0.50	0.15
Rail	'HTRW4-WWARSL '	181.8	0.33	700.35	90.9	8.8	101.7	0.30	0.50	0.15
Rail	'RDNGSTN-PADTON 2P11 '	30.0	2.00	700.35	15.0	8.8	25.8	1.16	0.50	0.58
Rail	'PADTON-RDNGSTN 2R13 '	30.0	2.00	700.35	15.0	8.8	25.8	1.16	0.55	0.64

Calculation Parameters:

Assumes Average Walking Speed of 4.8 km/h (80 m/min)

Reliability factor k = 2 for Bus, 0.75 for Rail

Access Time = Scheduled Wait Time + Walk Time + k

EDF = Equivalent Doorstop Frequency = 30/Access Time

AI = Accessibility Indices

Source of Methodology:

Measuring Public Transport Accessibility Levels, Transport for London (February 2003 & April 2010)

Total AI = 15.26

PTAL = 4

Public Transport Accessibility Levels

PTAL	AI	Description
1a (low)	>0.01-2.50	Very poor
1b	>2.51-5.00	Very poor
2	>5.01-10.00	Poor
3	>10.01-15.00	Moderate
4	>15.01-20.00	Good
5	>20.01-25.00	Very Good
6a	>25.01-40.00	Excellent
6b	>40.01	Excellent