



ttp consulting
transport planning specialists

RECORD STORE, PRESSING LANE, HAYES

Travel Plan

March 2026

TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

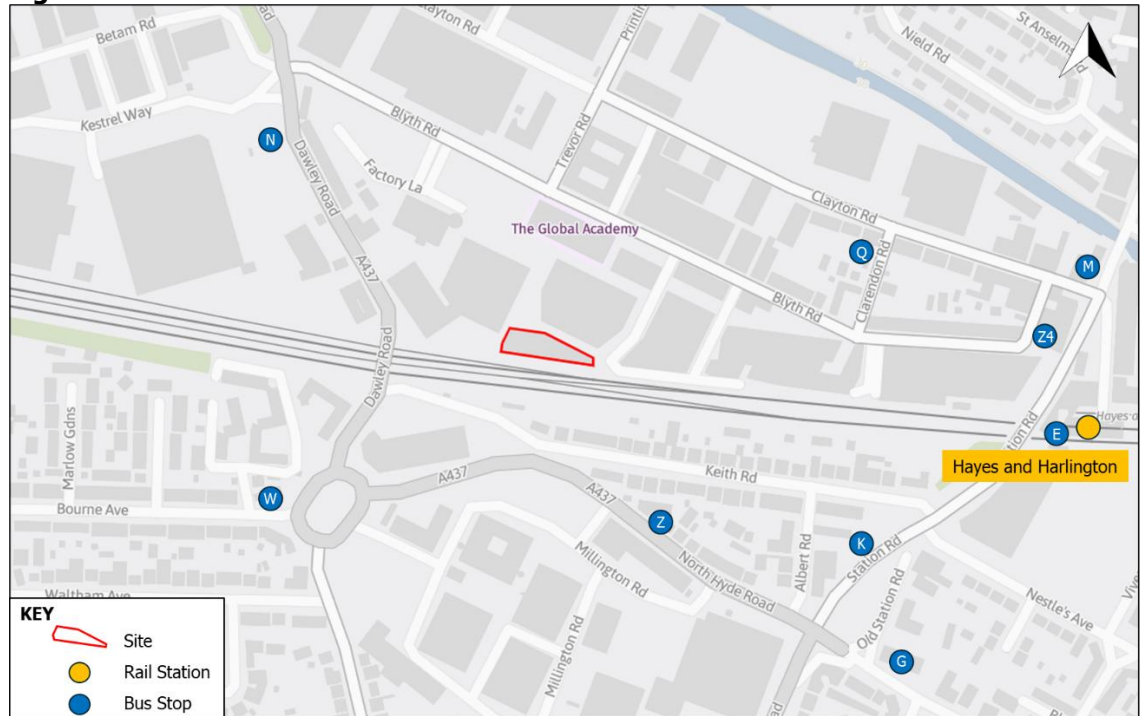
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1 INTRODUCTION

- 1.1 This Travel Plan has been prepared by TTP Consulting to accompany a planning application for the change of use from office to residential with roof extension and roof terrace at the Record Store building (the Site), located on Pressing Lane.

Figure 1.1: Location Plan

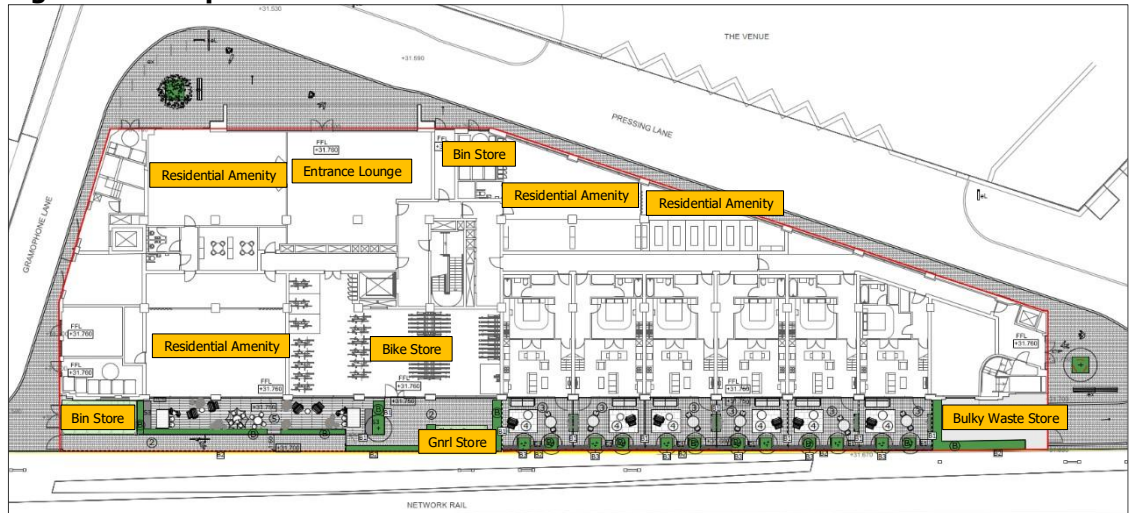


- 1.2 The Site achieves a PTAL of 2 albeit is close to areas with PTALS of 3 to the east and 4 to the west, with Hayes & Harlington Station served by the Elizabeth Line and Great Western Rail services approximately 650m to the east.
- 1.3 This Travel Plan has been prepared by reference to Travel Plan guidance issued by Transport for London (TfL). The main aim of the Travel Plan is to put in place the management tools deemed necessary to enable the residents 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 from using sustainable modes, which in effect promote car-free lifestyles.

The Site

- 1.4 The proposed Site comprises a 9-storey (ground plus 7) building with a mix of residential and amenity at ground along with apartments above. Associated ancillary facilities including a residents co-working lounge, gym, bike storage and refuse store is also included along with a rooftop terrace. The site forms part of an area of residential development, bordered at the north and east by new residential buildings along with the Old Vinyl Factory to the west.

Figure 1.2: Proposed Ground Floor Plan



Scope

- 1.5 This Travel Plan sets out the sustainable travel options available to residents of the development and the measures and initiatives that will be used to incentivise travel by sustainable modes. The remainder of this Travel Plan is structured as follows:
- Section 2 - Relevant national, regional and local policy guidance;
 - Section 3 - Describes the accessibility and travel patterns of the development;
 - Section 4 - Sets out the objectives and targets of the Travel Plan;
 - Section 5 - Outlines the Travel Plan strategy;
 - Section 6 - Identifies the measures and initiatives that will be implemented;
 - Section 7 - Details the review and monitoring programme;
 - Section 8 - Provides the Action Plan; and
 - Section 9 - Sets out securement and funding.

2 POLICY

- 2.1 This chapter reviews key national, regional and local transport policies. It is acknowledged that the Travel Plan will need to encompass measures that are consistent with the key policies outlined below and identifies objectives accordingly.

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 The NPPF states that a key tool to facilitate the use of sustainable transport modes is a Travel Plan and paragraph 118 states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

- 2.4 A Travel Plan is later defined as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."

London Plan

- 2.5 The London Plan which was published in March 2021 is a Spatial Development Strategy which sets out the framework for the development of London for a period of 20-25 years. The document strives to promote a healthier and more active London with improving air quality and reducing car parking provision at the forefront of the plan.

- 2.6 Chapter 6 (Transport) states that:

"Shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, can help reduce the need to travel and the length of journeys, and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling."

- 2.7 With regards to Travel Plans the London Plan states that:

"The use of travel plans can help reduce emissions by promoting alternatives to the car."

2.8 Policy 6.3 states that:

"Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance."

TfL Guidance

2.9 Transport for London (TfL) Travel Plan Guidance, dated November 2013, sets out comprehensive advice in preparing and implementing development related travel plans across London. This guidance has been referred to in the preparation of this Travel Plan.

Hillingdon Local Plan 2012 – 2026

2.10 The Local Plan (part one adopted November 2012 and part two adopted January 2020) is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen and where / how it will be achieved. This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications. Within the supporting text of Policy DMT 1: 'Managing Transport Impacts' it is stated that:

"Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."

Travel Plan Objectives

2.11 The principle objectives of the Travel Plan have been drafted to reflect relevant policy and guidance. These are set out below:

- To reduce car dependency;
- To promote awareness of sustainable travel choices;
- To reduce traffic generated by the development from the predicted levels should there not be a Travel Plan in place;
- To promote walking and cycling as a health benefit to residents and visitors; and
- To promote greater participation in transport related projects throughout the site.

Means of Achieving Objectives

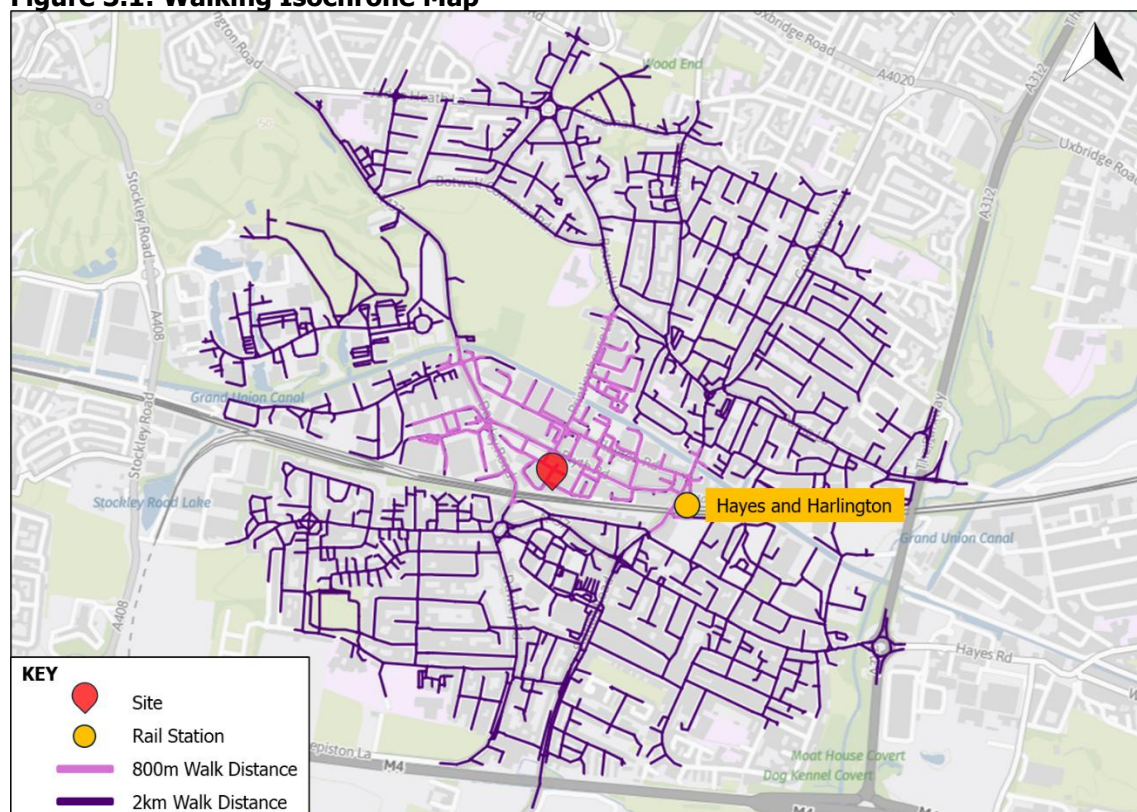
- 2.12 The Travel Plan is a strategy for implementing change in transport patterns for occupants and users of the site. The main objective of the Plan is to support a reduction in car ownership through the promotion of active travel modes in preference to, or as part of, longer public transport journeys. This objective reflects, and is intended to achieve, current Government and local policy in respect of travel, with developments such as this contributing significantly towards the Mayor of London's target that 80% of all journeys will be undertaken by walking, cycling or public transport by 2041.
- 2.13 This Travel Plan provides necessary guidelines for the Travel Plan Coordinator. The success of the strategy however will depend upon the co-operation and enthusiasm of the residents as much as on the tasks defined herein.

3 ACCESSIBILITY AND TRAVEL PATTERNS

Access on Foot

- 3.1 Pedestrian access is taken from Pressing Lane, with footways bordering both sides of the ride. Walking is considered a suitable mode to replace car and public transport journeys for distances up to 2km in length with factors such as health, weather and access to a car along with journey purpose all influencing a person's decision to walk. The Site benefits from being within a short walk of public transport services, local facilities and amenities as well as residential areas.
- 3.2 Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
- 3.3 **Figure 3.1** provides details of the 1km and 2km catchment zone surrounding the Site which shows that a number of retail and employment areas could be accessed on foot, as well as a number of bus stops and underground stations.

Figure 3.1: Walking Isochrone Map



3.4 The walking environment in the vicinity of the Site is such that footways are provided on the south side of pressing lane in the vicinity of the site and both side further east. The Site is well connected to the main pedestrian routes that serve public transport facilities and local amenities. This includes a pedestrian underpass to Hayes and Harlington Station that is accessible from Blyth Road.

3.5 **Table 3.1** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 3.1: Approximate Distances to Local Public Transport Services			
Stop / Station	Location	Distance	Approximate Walk Time*
Clarendon Road (Stop Q)	Clarendon Road	450m	5-6 minutes
Hayes & Harlington	Station Road	650m	8 minutes
Hayes & Harlington (Stop E)	Station Road	650m	8 minutes
*Based on 80m per minute			

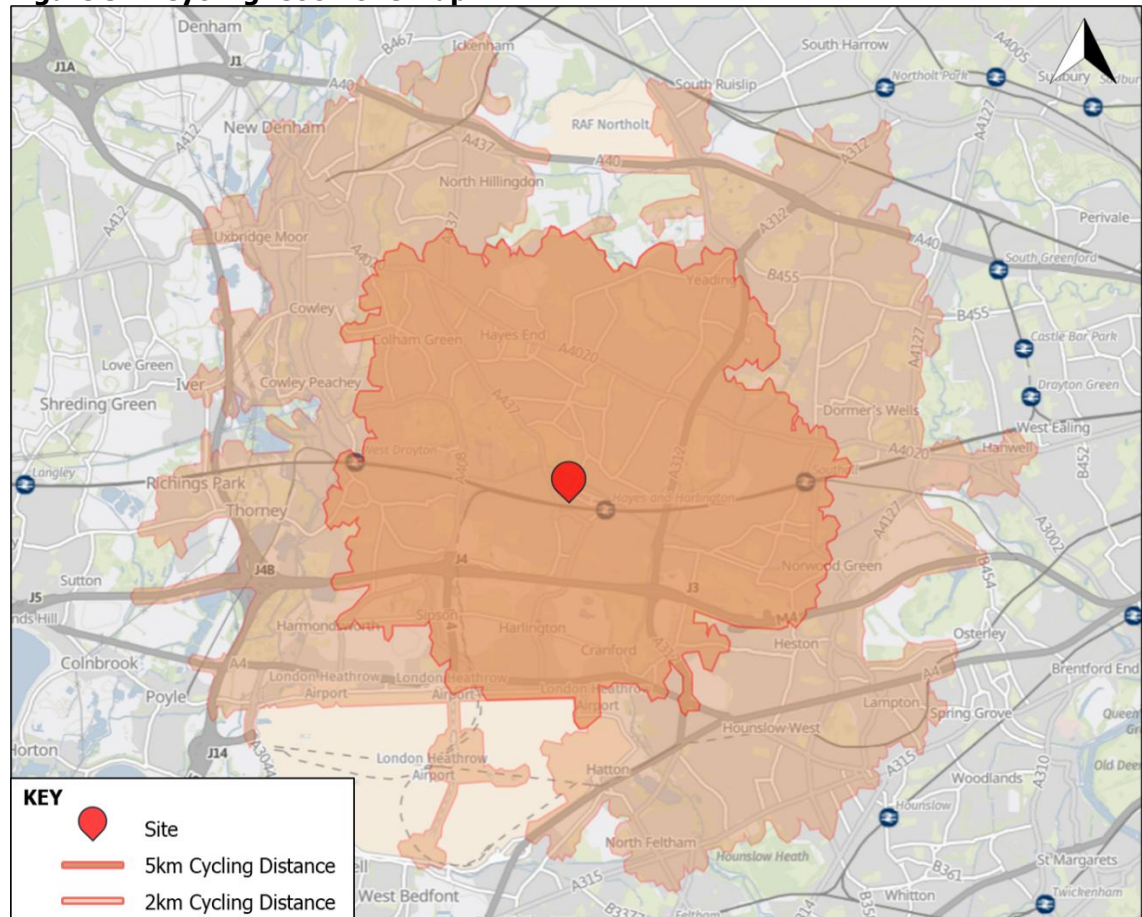
3.6 Local facilities and amenities including schools, banks, a post office, convenience stores, pharmacies, cafes and green spaces are located a short walking distance from the Site, a summary of which is shown in **Table 3.2**.

Table 3.2: Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walk Time*
Schools			
Global Academy Secondary School	Blyth Road	85m	1 minute
Wonderland Nursery	Clayton Road	250m	3 minutes
Botwell House Primary School	Botwell Lane	1.2km	15 minutes
Supermarkets & Convenience Stores			
Tesco Express	Station Road	700m	8-9 minutes
Iceland Supermarket	Station Road	900m	11 minutes
Post Office	Station Road	1km	12-13 minutes
Restaurants & Cafés			
Momo Rendezvous Restaurant	Station Approach	850m	10-11 minutes
Yangs Restauarant	Clayton Road	850m	10-11 minutes
Chaiiwala Café	Station Road	950m	12 minutes
Medical			
HESA Medical Centre	Station Road	850m	10-11 minutes
Boots Pharmacy	Station Road	900m	11 minutes
Banking			
Nationwide Building Society	Station Road	1km	12-13 minutes
Natwest	Coldharbour Lane	1km	12-13 minutes
Green Space			
Lake Farm Country Park	Botwell Lane	850m	10-11 minutes
*Based on 80m per minute			

Access by Bicycle

- 3.7 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace, with similar factors to walking influencing a person's choice to cycle. **Figure 3.2** shows the 5km and 8km cycling catchments from the Site with much of Hayes and Harlington within 5km whilst Hounslow West and Denham are within 8km.
- 3.8 There are limited formal cycle routes in the immediate vicinity albeit the streets within the wider estate are considered suitable for cycling being traffic calmed with relatively low traffic volumes. Cycle Quietway 16 runs along the Grand Union Canal to the north of the site and connects West Drayton to Kensal Town.

Figure 3.2: Cycling Isochrone Map



3.9 TfL's Journey Planner tool allows for cycle route planning dependent on the difficulty of the route, being fast, moderate or easy. An example of distance / time is provided for fast, moderate and easy routes to the following:

- Harlington (2.8km – 8 min / 2.8km – 10 minutes / 2.9km – 14 minutes)
- West Drayton (4.2km – 12 minutes / 4.9km – 18 minutes / 4.9km / 24 minutes)
- Southall (5.0km – 14 minutes / 5.8km – 21 minutes / 5.8km / 29 minutes)
- Hillingdon Underground Station (6.5km – 19 min / 6.5km – 24 min / 6.8km – 33 min)
- Uxbridge (7.0km – 21 minutes / 7.0km – 26 minutes / 7.5km – 37 minutes)
- Hounslow (7.7km - 22 minutes / 7.7km - 28 minutes / 7.8km – 38 minutes)

Access by Public Transport

Bus Services

- 3.10 The closest bus stop which is located approximately 450m (5-6 minutes) to the north-east of the Site on Clarendon Road is served by buses on Route U5, with further services available from the stop outside the Hayes & Harlington Station. **Table 3.3** provides a summary of the local bus routes with a copy of the relevant TfL bus spider map included at **Appendix B**.

Table 3.3: Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
Clarendon Road (Stop Q)	U5	Clarendon Road – York Road	10-12	12-12	20
Hayes and Harlington (Stop E/L)	90	Northolt Station – Feltham Leisure West	9-13	10-13	13-15
	140	Millington Road – Long Elmes	7-11	8-11	11-13
	195	Romney Road – Half Acre	11-13	11-14	16-17
	278	Heathrow Central Bus Station – Ruislip Station	15	15	15
	350	Millington Road – Heathrow Terminal 5	17-20	18-20	17-20
	696	Conway Drive – Highgrove Pool & Fitness Centre	School Service		
	698	Conway Drive – Swakeleys Drive	School Service		
	E6	Rockware Avenue – Bulls Bridge Teso	11-14	12-14	15-16
	H98	School Road – Wood End Green Road	9-13	9-13	10-14
	N140	Heathrow Central Bus Station – Long Elmes	Late Night Service		
	SL9	Heathrow Central Bus Station – Harrow Bus Station	12-14	12-14	17-18
	U4	Prologis Park – Belmont Road	8-11	9-12	11-13

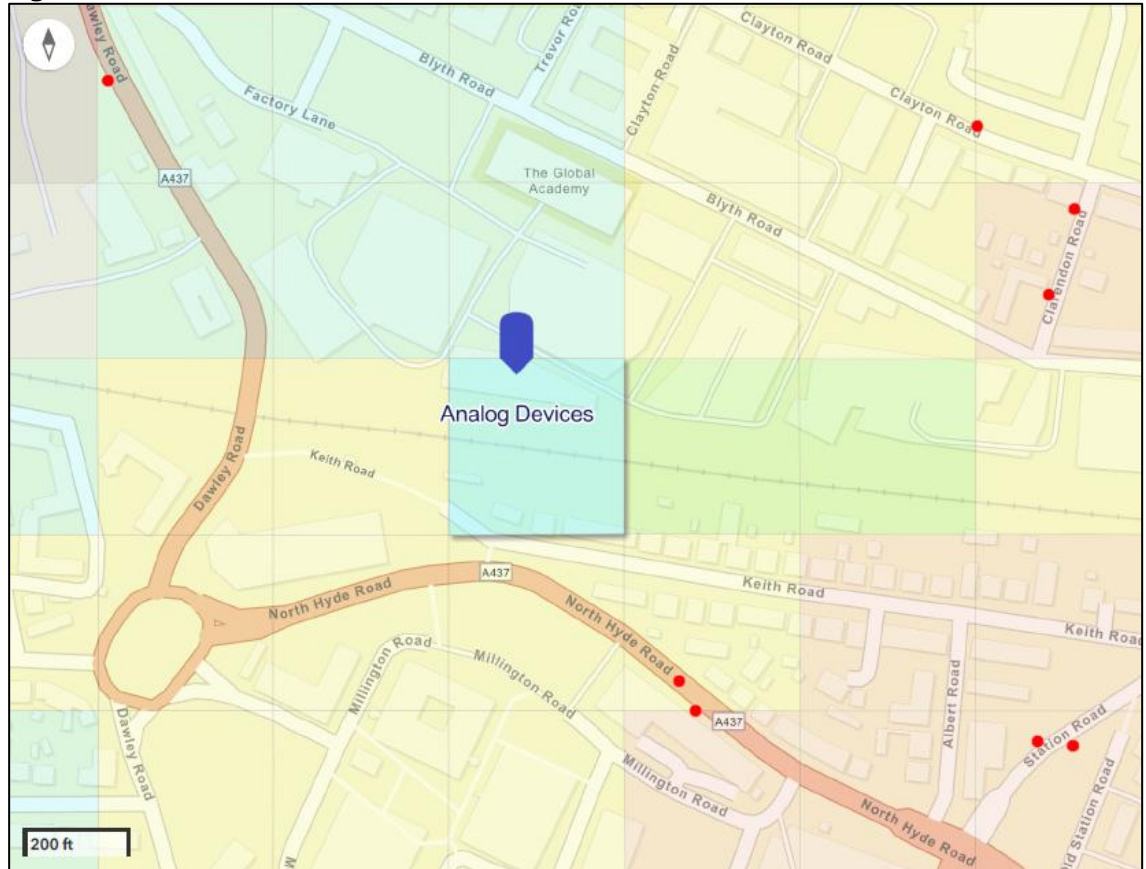
Rail

- 3.11 Hayes & Harlington which is located approximately 650m (8 minute) to the east of the Site is served by the Elizabeth Line and Great Western Rail services with connections to:
- Abbey Wood via London, every 7-10 minutes;
 - Heathrow Terminal 4, every 15-18 minutes;
 - Shenfield via London, every 30 minutes;
 - Reading, every 14-16 minutes.

Public Transport Accessibility Level (PTAL)

- 3.12 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high level of accessibility.
- 3.13 The Site has a PTAL level of 2 which suggests that it has an 'low' level of accessibility to public transport with a copy of the report included at **Appendix C**. The measure is however not considered a true reflection of the accessibility of the Site which is close to areas with PTALS of 3 (to the east) and 4 (to the west). The measure is influenced by the maximum walk distance to a bus stop with the PTAL measure restricted to a distance of 640m, with the bus stop outside the station which provides access to 12 services approximately 650m away.

Figure 3.3: PTAL Extract



Travel Patterns

- 3.14 **Table 3.4** provides a summary of the travel to work for the residential population for the local area based on the 2011 Census. Although data from the 2021 Census is now available, it is not considered representative on the grounds that it was undertaken at a time when more people than normal were either not working or working from home due to the COVID-19 pandemic travel restrictions.
- 3.15 The census data suggests that approximately 1/3rd of people living in the area travelled by car including 30% as car driver, with 9% travelling by active modes and 56% by public transport. The census data are prior to the Elizabeth Line operating. The assumed Mode Share take into account the car-free nature of the residential.

Table 2.4: Method of Travel to Work		
Mode	Percentage (%)	
	2011 Census	Assumed Mode Share
Underground / Overground	11.3%	16%
Rail	13.8%	19%
Bus	31.0%	43%
Taxi	0.5%	1%
Motorcycle	1.0%	1%
Car Driver	30.0%	2%
Car Passenger	2.0%	3%
Bicycle	2.5%	4%
Walking	6.9%	10%
Other	1.0%	1%
Total	100%	100%

4 OBJECTIVES AND TARGETS

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

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

Objectives

4.2 The Travel Plan's overriding objective is:

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

4.3 The sub-objectives are:

- Sub-objective 1: To increase resident awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all users;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes; and therefore,
- Sub-objective 4: To reduce unnecessary use of the car for the journey to and from the development by residents and visitors.

Targets

4.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.5 Targets come in two forms – Action and Aim targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan related to the degree of modal shift the plan is seeking to achieve.

Action Targets

4.6 Targets are essential for the success of the Travel Plan. The key Action Targets are set out below (to be confirmed at Reserved Matters Stage):

- A Travel Plan Co-ordinator (TPC) will be appointed at least one month before the first residential dwelling is occupied and will remain in place for the duration of this Travel Plan (5-years maximum).
- Residents will be provided with a Travel Welcome Pack, detailing the measures set out in this document, prior to occupation of their flat.
- A baseline travel survey (Year 0) will be undertaken within 6 months of occupation of the first dwelling;
- The TPC will implement measures to encourage sustainable and active travel by residents and visitors;
- Monitor the use of cycle parking and provide more spaces if stands are frequently at capacity; and
- Carry out a monitoring travel surveys.

Aim Targets

4.7 **Table 4.1** outlines the Aim Targets set out for the development. The targets are set to measure progress towards the main objectives over five years. The interim targets are defined as those which the Travel Plan will seek to achieve within 1 and 3 years of the launch of the Travel Plan and the final targets those sought after 5 years of the launch of the Travel Plan.

4.8 The Baseline figures are taken from the modified Census Data 2011 (see also **Table 3.4**). These baseline figures will be revised following completion of the initial travel survey.

Table 4.1: Travel Plan AIM Targets					
Target	Indicator	Baseline	Year 1	Year 3	Year 5
Achieve a 10 percentage point reduction in public transport in favour of active travel modes	Modal Split monitoring from travel survey	78%	76%	71%	68%
Achieve an increase in cycling by 6 percentage points	Modal Split monitoring from travel survey	4%	5%	8%	10%
Achieve an increase in walking by 4 percentage points	Modal Split monitoring from travel survey	10%	11%	13%	14%

5 TRAVEL PLAN STRATEGY

Travel Plan Management

- 5.1 A Travel Plan Coordinator (TPC) will be appointed at least one month before the occupation of the first dwelling and hold responsibility for overseeing the management, development, implementation and review of this Travel Plan.
- 5.2 The primary responsibilities of this role include:
- The implementation of measures as set out in the Travel Plan (including reviewing the Travel Pack to ensure it is up to date).
 - To undertake travel surveys;
 - To oversee the development and implementation of the Travel Plan;
 - Promoting the objectives and benefits of the Travel Plan;
 - To ensure the travel information available is up to date;
 - Liaison with LBH; and
 - Act as the point of contact for information with residents.
- 5.3 Regular updating of this Travel Plan document is part of the responsibility of the nominated person.

Marketing Strategy

- 5.4 Each resident will be provided with a Travel Pack on first occupation. The Travel Pack will include information on public transport, the local walking and cycling network, contact details for taxi operators, relevant smartphone apps and car club operators and membership details.
- 5.5 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 on-site cycle parking. In addition, opportunities will be taken where possible to promote the Travel Plan, its objectives and benefits to future residents through marketing material.

6 MEASURES AND INITIATIVES

Introduction

- 6.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan which will help achieve the set targets. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

Travel Packs

- 6.2 The Travel Pack provides a sustainable travel guide for new residents. The purpose of the pack is to increase awareness of the advantages and potential for travel by more environmentally friendly modes of transport.
- 6.3 Experience shows that clear simple messages work best, for example: cost savings, health benefits, and identifying alternatives, within the context of lifestyle choice, alongside practical information about local bus services, and walking / cycle routes to key locations.
- 6.4 A key role of the Travel Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- Sets out the purpose and benefits;
- A map of the neighbourhood, showing cycling, walking and public transport routes to key local facilities;
- Details of live travel information applications;
- Cycling and walking maps for the local area; and
- Promote membership to the London Cycling Campaign (LCC) which is a cyclists' organisation with local groups throughout London.
- Web details for any community travel sites and community forum sites; and
- Details of cycle hire schemes.



Measures to Encourage Walking

Walking Strategy 1: Promoting Benefits of Walking

- 6.5 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits. The Travel Plan Coordinator will encourage

residents to walk whenever possible highlighting the environmental, economic and health benefits and provide information and advice to residents concerning safe, suitable routes. The proposed development will resurface the existing footways in the vicinity of the Site, providing a smooth and level surface for those who wish to travel on foot.

6.6 The Travel Plan Coordinator will ensure residents are aware of 'walking' initiatives set up by non-profit organisations, including:

- Walking Works – A website providing tips on how to get friends and colleagues walking;
- 10,000 steps a day campaign – Part of the NHS Live Well campaign to improve health and fitness; and
- National Walking Month – May is National Walking Month and is promoted by Living Streets.

Measures to Encourage Cycling

Cycling Strategy 1: Cycle Parking

6.7 Cycle parking is proposed for up to 114 bicycles which includes 108 long-stay spaces for residents and 6 short-stay spaces for visitors.

6.8 Long-stay cycle parking is provided at ground floor in a dedicated cycle store with a mix of stands including 20% of spaces in the form of Sheffield stands, 5% in the form of wider/adapted Sheffield stands, with the remaining 75% of spaces provided via two-tier stands.

6.9 The Short-stay cycle parking spaces are located in front of reception and provided in the form of Sheffield stands.

6.10 The Travel Plan Coordinator will monitor the condition and use of the cycle parking to ensure that it is maintained to an appropriate level, with estate management team responsible for maintenance.

Cycling Strategy 2: Promoting Cycling

6.11 Cycling is generally accepted as a mode of transport to replace car journeys to up to 8km or replace short public transport journeys. It is also free (excluding the purchase and maintenance of the bicycle) and would form part of a person's daily exercise. Residents will be provided with information of local cycling routes and the Travel Plan Coordinator will ensure residents are aware of cycling initiatives set up by London Borough of Hillingdon and non-profit organisations, including:

- Bike Week (www.bikeweek.org.uk), the biggest nationwide cycling event in the UK which usually takes place in June each year;
- Bike 2 Work (www.bike2workscheme.co.uk) enables residents to be able to obtain a voucher to purchase a bicycle / equipment for a reduced amount of money. The Travel Plan Coordinator will discuss with management the possibility of offering the scheme to residents;
- Setting up a Bicycle User Group; and
- Promote the Council's free cycle training for adults and children who live, work or study in Hillingdon. Further detail can be found at: <https://www.hillingdon.gov.uk/cycle-skills-training>

Public Transport Use

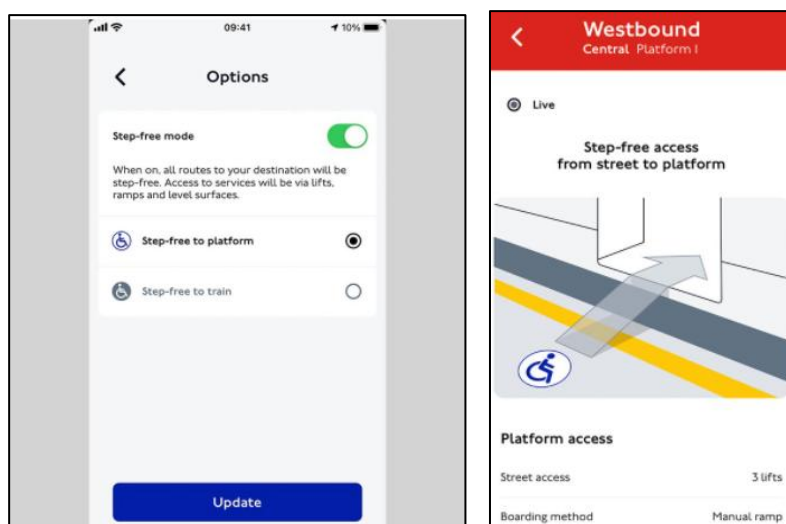
6.12 The use of public transport is a fundamental aspect of the Government's sustainable transport strategy and is particularly important in London where the greatest levels of sustainable transport provision are available in the country.

6.13 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be made available to residents. National Rail, TfL Journey Planner and Traveline websites and enquiry phone numbers will also be promoted through all relevant means, as well as live transport applications such as City Mapper.

Measures for People with Disabilities and Impairments

Disabled Persons Strategy 1: Journey Planning

- 6.14 The Travel Plan Coordinator will provide advice regarding accessible public transport and provision for disabled people in the local vicinity and will discuss with them the most appropriate routes to provisions within the local area including bus stops and rail / underground stations.
- 6.15 AccessAble (<https://www.accessable.co.uk/>) offers an accessibility guide to various locations, including shops and cafes in the vicinity of the Site.
- 6.16 The TfL Go App enables people to plan a step-free journey (https://tfl.gov.uk/maps_/using-tfl-go). It offers detail on whether step-free access from street to train is offered, or whether a ramp is provided / necessary, as well as if there are lift disruptions. Options can be set within the app. Extracts from the app follow:



Disabled Persons Strategy 2: Initiatives / Design Features / Measures

- 6.17 There are a total of 4 parking spaces reserved for Blue Badge holders which are located to the west of the building. Residents requiring use of the spaces will need to liaise with the Estate Management Team in order to secure a space and will need to display a Blue Badge whilst parked.
- 6.18 The Travel Plan Coordinator will, through dialogue with the local Council (if necessary / appropriate), seek to ensure that routes to/from public transport access points have appropriate provision for people with disabilities and people with visual impairment.

6.19 Specifically, provision should include:

- Dropped kerbs to contain tactile paving of the appropriate colour and to be flush with the carriageway; and
- Rotating cones on signalised pedestrian crossings.

Visitor Travel

6.20 Residents will be provided with advice to ensure that visitors are able to travel by active modes wherever possible.

7 MONITORING AND REVIEW

- 7.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring

- 7.2 All monitoring will follow up to date TfL best practice guidance and will be the responsibility of the Travel Plan Coordinator.
- 7.3 It is likely that monitoring programme begins with the Initial (Year 0) Travel Survey which shall occur within six months of the occupation of the first residential dwelling. Travel Surveys will then be undertaken annually on the anniversary of the Initial Travel Survey through to 5 years after practical completion of the development.
- 7.4 An example Travel Plan survey is contained in **Appendix D**.
- 7.5 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a regular basis:
- The level of usage of the cycle parking;
 - The level of usage for the blue badge car parking; and
 - Comments received from residents relating to the operation and implications of the Travel Plan.
- 7.6 The Travel Plan Coordinator will update the Travel Plan annually following the Travel Surveys to include the results of travel surveys and to review progress towards meeting the targets.

Reporting

- 7.7 The TPC will compile a report that will include the results of any monitoring that has been undertaken, including the results of the travel surveys. The frequency of these reports will be confirmed at the Reserved Matters Application Stage. The report will be issued to LBH for information to enable consideration to be given to the following;
- The effectiveness of the measures since the previous review;
 - The need to amend or introduce new targets; and
 - The need to change or introduce new measures if targets are not met.

8 OUTLINE ACTION PLAN

8.1 **Table 8.1** provides an Outline 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.

Table 8.1: Action Plan			
Action	Target	Measure	Responsibility
Production of Travel Plan	The Developer / TTP Consulting	Travel Plan	Developer
Appointment of Travel Plan Co-ordinator	Prior to first occupation	Appointment of Travel Plan Co-ordinator	Developer
Launch of Travel Plan	Upon first Occupation	-	TPC
Provision of Cycle and Car Parking	Prior to first occupation	On completion of the development	Developer
Production & distribution of Travel Pack	Given to all new residents upon occupation	Completed Travel Pack	TPC
Implementation of measures	Such as the promotion of walk-to-work schemes	Ongoing implementation	TPC
Baseline Travel	A baseline travel survey (Year 0) will be undertaken within 6 months of occupation of the first dwelling	Receipt of survey results	TPC
Interim Surveys	Travel surveys will take place one, three and five years after the baseline travel survey.	Receipt of survey results	TPC
Full Review at end of Year 5	5 years after Baseline Survey	Receipt of survey results	TPC

9 SECUREMENT AND FUNDING

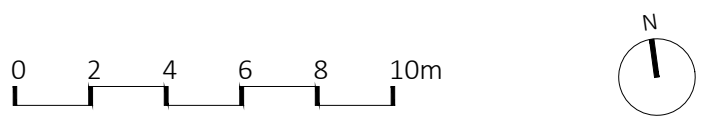
- 9.1 It is envisaged that Travel Plan will be secured and implemented through a S106 agreement or planning condition.
- 9.2 The Applicant is fully committed to the implementation of the Travel Plan and will provide the necessary support to the Travel Plan Co-ordinator, for undertaking the travel surveys and implementing the reasonable and necessary measures recommended in the Travel Plan.

Appendix A

(Ground Floor Plan)

PROPOSED GA LEGEND
GROUND FLOOR LEGEND

1. Large railway pylon
2. Small railway pylon

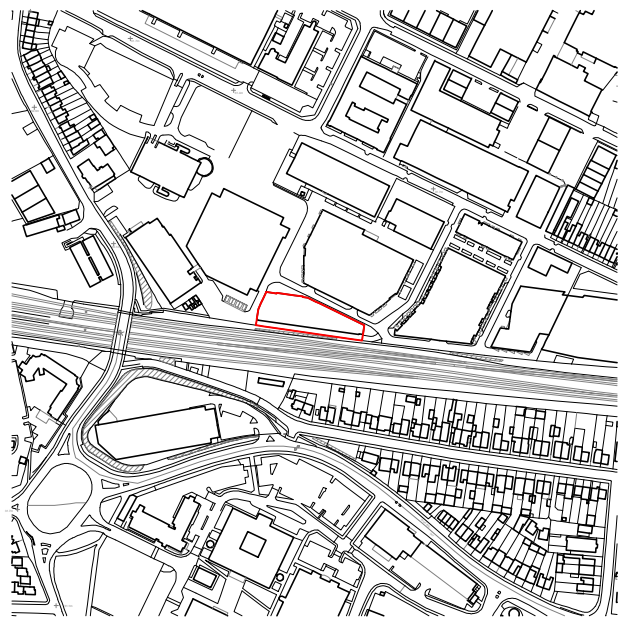


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Key Plan



Further Notes

-

Date	Rev	Reason for issue
16.01.26	X	Issued for Information
20.01.26	A	Issued for Information
23.01.26	B	Issued for Planning Coordination
19.02.26	C	Issued for Planning

Legend:

- Site Boundary
- Existing Building
- Proposed Extension
- 1B1P Apartment
- 1B2P Apartment
- 1B2P M4(3) Apartment
- 2B4P Apartment
- 3B6P Apartment

dMFK
76 Charlotte Street, London W1T 4QS
t: 0207 435 1144 e: info@dmfk.co.uk w: www.dmfk.co.uk

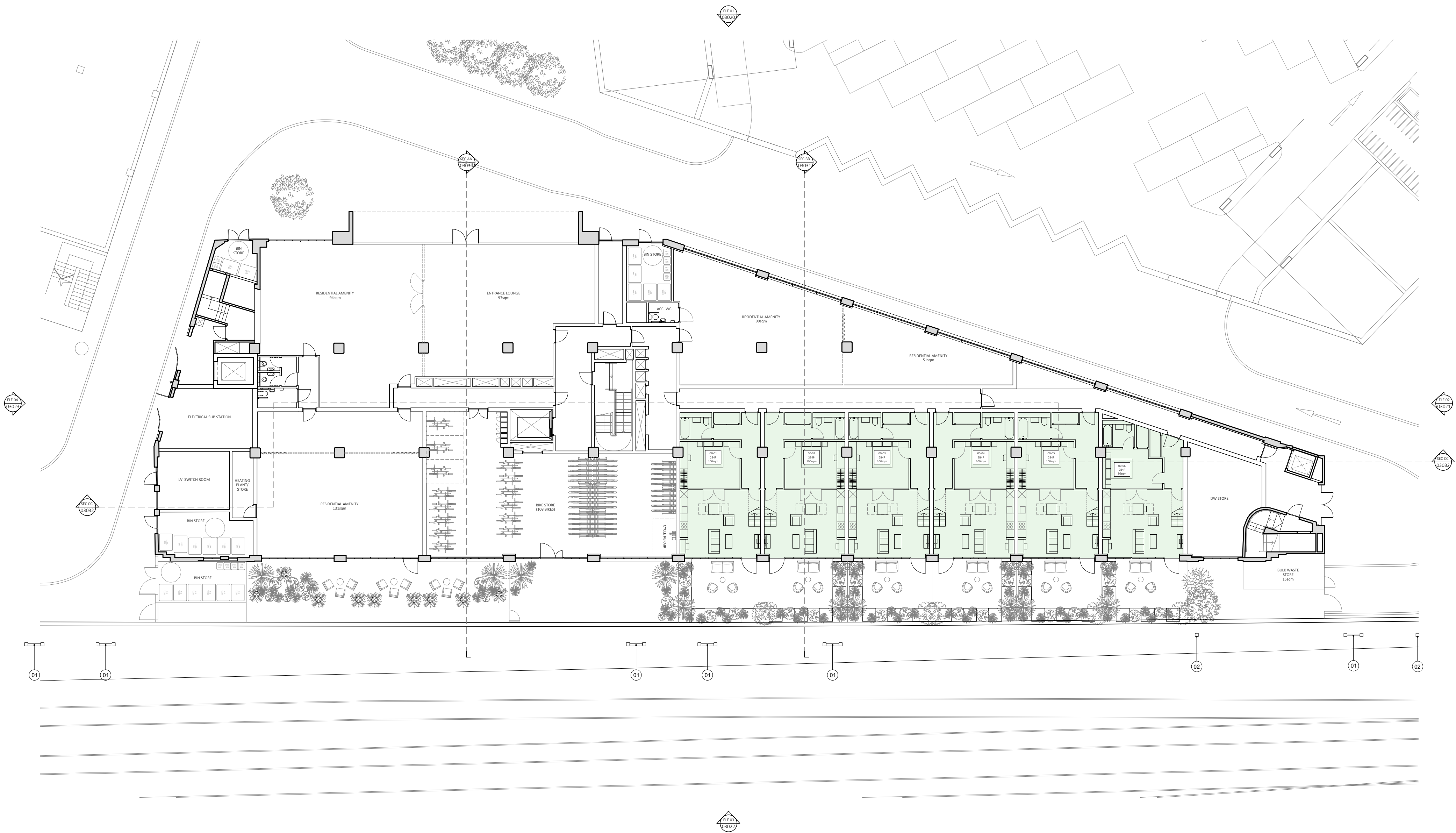
Client
EAGLE STREET PARTNERS

Project
THE RECORD STORE

Drawing Title
PROPOSED GA DRAWINGS
GROUND FLOOR PLAN

Drawn By	Checked By	Scale @ A1	Scale @ A3
RC	JW	1:200	1:400

Project	Vol	Lvl	Typ	Role	Drawing No
2358-dMFK-XX	-	00	DR	-	A - 03010

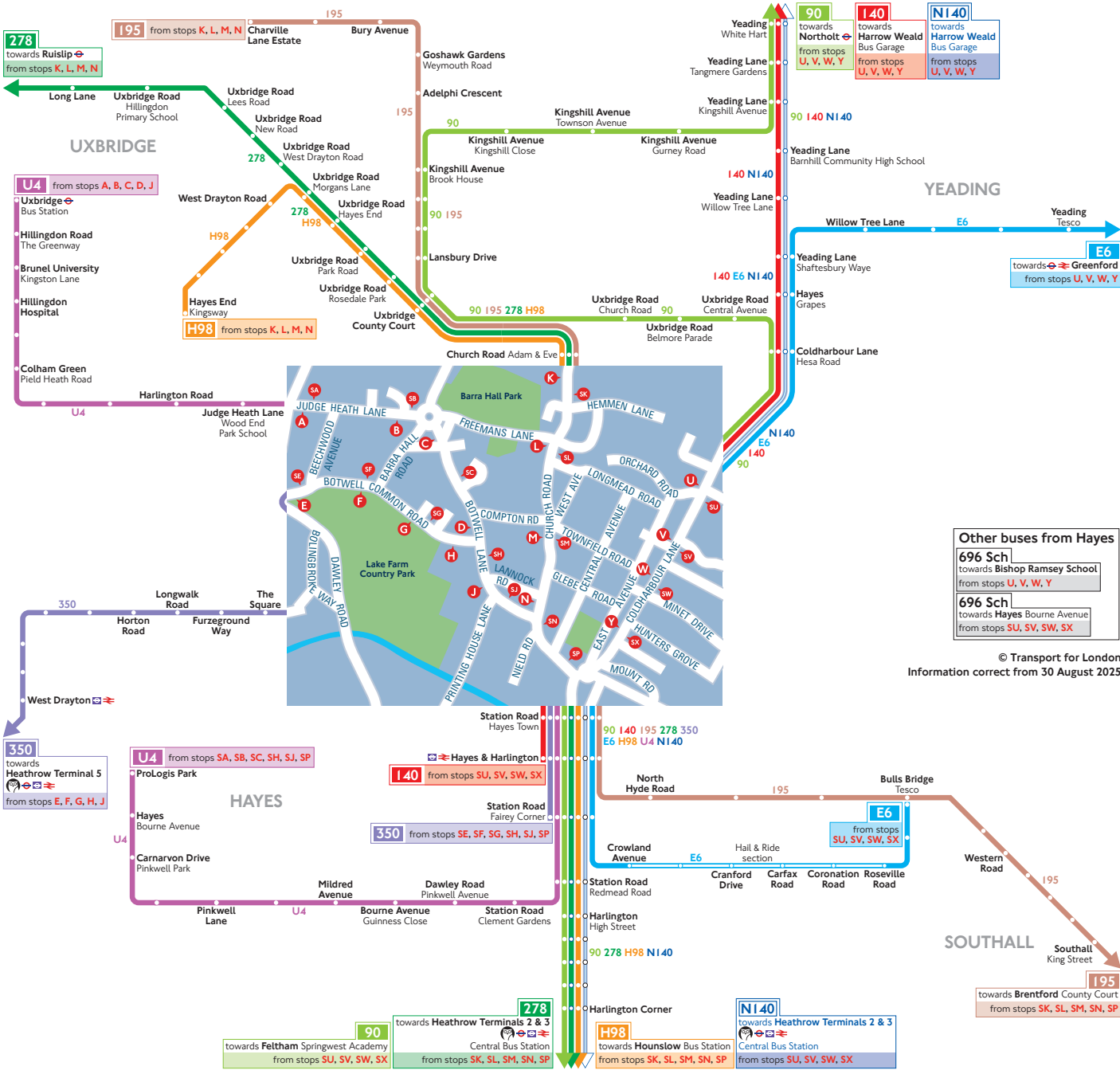


01 PROPOSED GROUND FLOOR PLAN
1:200 @ A1

Appendix B

(Bus Map)

Buses from Hayes



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

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

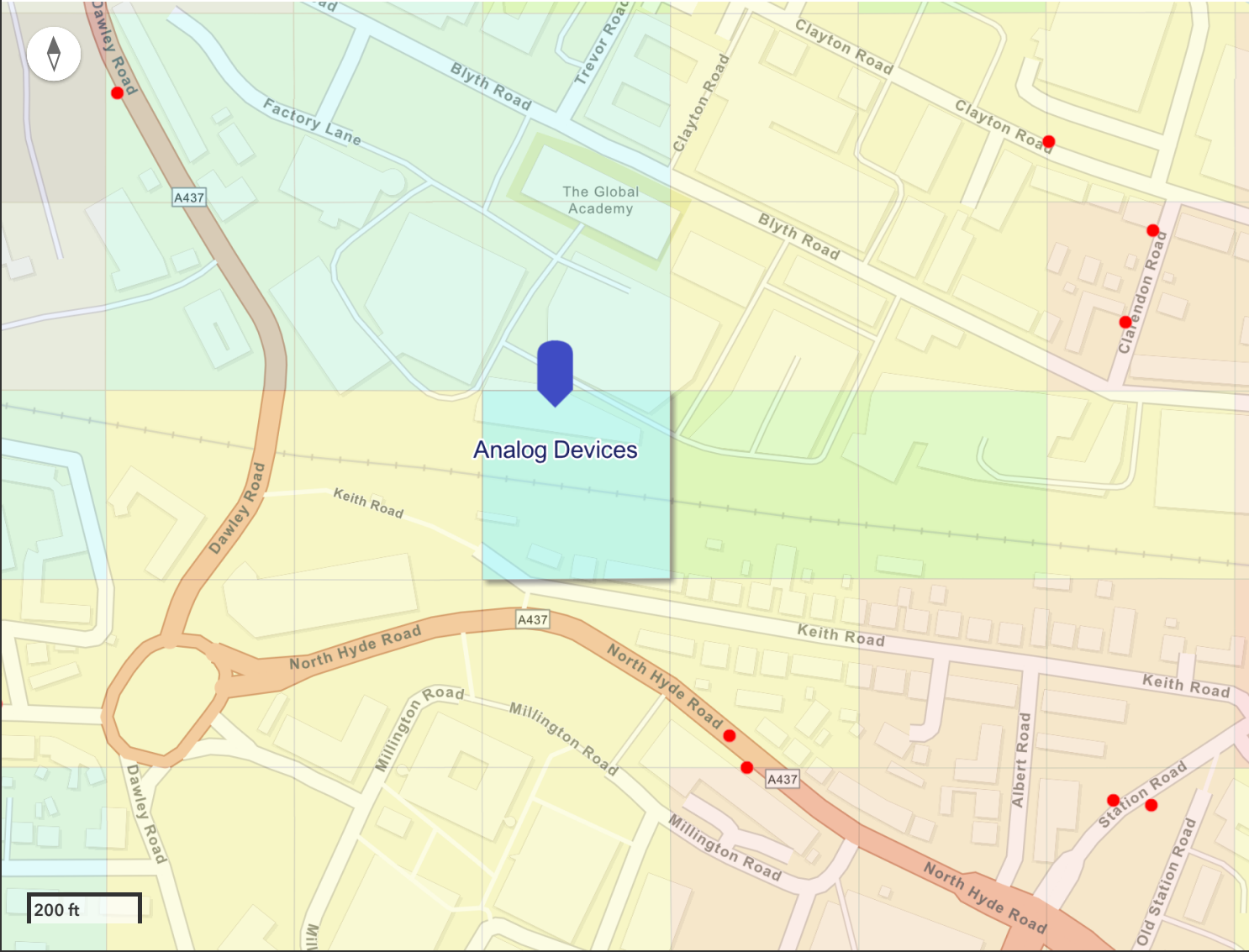
Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix C

(PTAL Output)

PTAL Report



TfL Stations
Underground Stations



National Rail Stations Bus Stops



Elizabeth Line Stations



DLR Stations



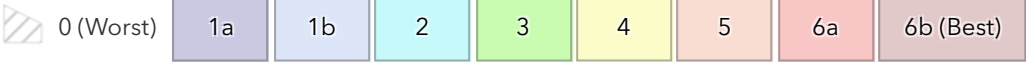
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

2

Grid ID: 75198
Coordinates: 509245,179452 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Clarendon Road	U5	5.00	472.87

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	3.67	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	2.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Maidenhead-Abbey	1.67	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Heathrow	1.67	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	1.00	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	0.67	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Paddington	0.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Paddington	0.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Heathrow	0.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Reading-Liverpool	0.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Heathrow	0.33	819.58

Appendix D

(Travel Questionnaire)

Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Thank you in advance for your help.

1. What time do you normally leave to travel to work?

☐ Before 07:00 (01)	☐ 07:00-08:00 (02)	☐ 08:00-09:00 (03)	☐ 09:00-10:00 (04)
☐ 10:00-16:00 (05)	☐ 16:00-17:00 (06)	☐ 17:00-18:00 (07)	☐ 18:00-19:00 (08)
☐ 19:00-20:00 (09)	☐ 20:00-21:00 (10)	☐ After 21:00 (11)	

2. What time do you normally arrive home after work?

☐ Before 07:00 (01)	☐ 07:00-10:00 (02)	☐ 10:00-14:00 (03)	☐ 14:00-17:00 (04)
☐ 17:00-18:00 (05)	☐ 18:00-19:00 (06)	☐ 19:00-20:00 (07)	☐ 20:00-21:00 (08)
☐ 21:00-22:00 (09)	☐ 22:00-23:00 (10)	☐ 23:00-24:00 (11)	☐ After 24:00 (12)

3. On average how long does your journey take?

☐ 0-15min (01)	☐ 16-30min (02)	☐ 31-45min (03)	☐ 46-60min (04)
☐ 61-75min (05)	☐ 76-90min (06)	☐ Over 90min (07)	

4. Approximately how far is your journey?

☐ 0-1 Mile (01)	☐ 2-3 Miles (02)	☐ 4-5 Miles (03)	☐ 6-10 Miles (04)
☐ >10 Miles (05)			

5. What mode of transport do you use for the LONGEST part of your journey to work?

☐ Drive Alone (01)	☐ Car Passenger (02)	☐ Bus (03)	☐ Train / Light Rail (04)
☐ Car Share (05)	☐ Walk (06)	☐ Cycle (07)	☐ Motorbike (08)
☐ Taxi (09)	☐ Other (10)		

6. What alternative mode of transport would you consider if your usual mode wasn't available?

☐ Drive Alone (01)	☐ Car Passenger (02)	☐ Bus (03)	☐ Train / Light Rail (04)
☐ Underground (05)	☐ Walk (06)	☐ Cycle (07)	☐ Motorbike (08)
☐ Taxi (09)	☐ Car Share (10)	☐ Other (11)	

7. What would encourage you to use an alternative mode of travel?

☐ More frequent bus services (01)	☐ Better pedestrian / cycle routes (02)
☐ A cleaner walking / cycling environment (03)	☐ A friend to walk / cycle with (04)
☐ A safer walking / cycling environment (05)	☐ Nothing (08)
☐ Better information on alternatives (07)	

8. In what age category do you fall?

☐ 25 and under (01)	☐ 26 to 40 (02)	☐ 41 to 60 (03)	☐ Over 61 (04)
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