



TRAVEL PLAN PROPOSED CHANGE OF USE TO ISLAMIC COMMUNITY CENTRE

**The Angel Public House, 697 Uxbridge Road,
Hayes**

March 2021

The Angel HMC

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Document Record

Document Ref.	P1303_20210323_Travel Plan			
	Issue 1	Revision 1	Revision 2	Revision 3
Date:	21/10/2020	13/11/2020	23/03/2021	
Prepared by:	GH	GH	GH	
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Authorised by:	JM	JM	JM	

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Contents

Chapter	Title	Page
1	BACKGROUND AND CONTEXT	2
	Introduction	2
	Site Location	2
	Development Proposals	2
	Commitment to Travel Planning	3
	Travel Plan Vision	3
	Travel Plan Aims and Objectives	3
	Travel Plan Management	3
	Travel Plan Format	4
2	POLICY REVIEW	5
	Introduction	5
	National Policy	5
	Local Policy	6
3	ACCESSIBILITY	11
	Introduction	11
	Active Travel	11
	Public Transport	15
	PTAL Assessment	17
4	TRAVEL PLAN MEASURES	19
	Introduction	19
	Marketing Strategy	19
	Walking Strategy	20
	Cycling Strategy	20
	Public Transport	21
	Sustainable Car Use	22
5	TARGETS, MONITORING AND REPORTING	23
	Proposed Use	23
	Targets	24

1. BACKGROUND AND CONTEXT

Introduction

- 1.1 TPS Transport Consultants Ltd (TPS) has been appointed on behalf of The Angel Hayes Muslim Centre to produce a Travel Plan to accompany a planning application for a change of use application which comprises change of use from a public house into a Place of Worship and Community Centre, located at 697 Uxbridge Road, Hayes.

Site Location

- 1.2 The site is located on A4020 Uxbridge Road, Hayes and is bound by A4020 Uxbridge Road to the north, Angel Lane to the east and residential properties to the south and west. The site location is illustrated in **Figure 1.1** below, whilst a site layout is provided at **Appendix A**.

Figure 1.1: Site Location



(Source: Google Maps)

Development Proposals

- 1.3 The site formerly was occupied by The Angel Public House, a Grade II listed Public House, which was sold in 2018. The development proposals seek to provide a Place of Worship and Community Centre on the site for the local Islamic Community. The proposed Centre will provide new facilities for the Islamic community in the area, by providing religious and educational programmes. As part of the proposals, multi-function general community



space will be provided; this will be used for work within the wider community. The existing parking and access arrangements to the site will be retained as part of the proposals.

Commitment to Travel Planning

- 1.4 The aims and objectives of this Travel Plan are set out below. The owners and managers of the proposed Islamic Centre recognise that there are many benefits a Travel Plan (TP) can deliver. The aims and objectives of this TP operate on two levels. The overall aim is focused upon the strategic level and states a longer-term aspiration to minimise the impact of the Centre on the surrounding road network and environment. Below this level the objectives are intended to provide a series of operational goals, which over a period of time will contribute to the achievement of the overall aim.

Travel Plan Vision

- 1.5 The vision for this Travel Plan is:

"To make The Angel HMC a destination where visitors are fully informed about all their travel options and in doing so can reduce the volume of single occupancy car trips generated by the Centre and the resultant impact upon the local environment."

Travel Plan Aims and Objectives

- 1.6 To achieve this vision, the aim of this document is to:

Minimise the impact the development has upon the environment and local highway network by promoting the use of sustainable travel options above less sustainable modes to all staff and visitors of the Centre.

- 1.7 Reflecting these aims, the objectives of this Travel Plan document are to:

- Determine the range of travel options available to visitors and staff;
- Maximise the use of sustainable travel modes amongst visitors and staff through effective promotion and engagement; and
- Use suitable monitoring and reporting mechanisms to assess, over time, the impact of the measures within this Travel Plan.

Travel Plan Management

- 1.8 The Centre will nominate a Travel Plan Coordinator to oversee the implementation of this TP and monitor the success of it.



- 1.9 The Travel Plan Coordinator will be responsible for the implementation of the TP including the introduction of measures detailed in this document.

Travel Plan Format

- 1.10 Following this introductory section, the National and Local Policy context for Travel Planning per se and this Plan in particular is explained in **Section 2**. The sustainable accessibility of the Centre by each mode (walking, cycling, public transport) is reviewed in **Section 3**.
- 1.11 Next, **Section 4** summarises what activities will take place and what measures will be implemented at the Centre. They will be realistic and practical initiatives that the Centre can fully commit to.
- 1.12 Finally, in **Section 5** a commitment is made to setting targets based on the aforementioned objectives after initial baseline travel surveys have been carried out. A monitoring regime of travel surveys, analysis and reporting is proposed, that will enable progress towards the aims, objectives and targets to be assessed on an annual basis moving forward.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Travel Plan identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy

Government White Paper: Creating Growth, Cutting Carbon - Making Sustainable Local Transport Happen (DfT, 2011)

- 2.2 In publishing this transport White Paper, the government recognised the need for radical change in transport policy, moving away from creating additional demand on the road network to a focus on encouraging and facilitating more sustainable alternatives. A wide range of measures to deal with congestion and transport-related pollution are identified. The White Paper highlights the need for action at both a country-wide and local level. It identifies the often-hidden costs of transport; including delay, pollution, health problems, and accidents all caused by local congestion. It recognises that access to sustainable travel modes and improving accessibility can 'make a significant contribution to public health and quality of life'.
- 2.3 In terms of public transport improvements, the White Paper stresses the need to make public transport more attractive, so that it provides a viable alternative to car journeys, especially for trips of less than five miles. It refers to innovations, including smart ticketing, as tools to achieve this.
- 2.4 It also acknowledges the need for positive influences upon travel behaviour, including 'nudge' theory, which relates to soft promotion of sustainable modes and identifying targets susceptible to changes in travel behaviour.

National Planning Policy Framework (NPPF – February 2019)

- 2.5 The revised National Planning Policy Framework was published on February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework, published in July 2018.



- 2.6 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.7 The NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (Paragraph 109). Whilst Paragraph 110 sets out what development proposals should seek to do:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 2.8 This Travel Plan has been developed alongside a Transport Statement and it sets out how the promotion of sustainable travel will be achieved which will help achieve the aspirations of the NPPF.

Local Policy

The London Plan – March 2021

- 2.9 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The Plan serves as a blueprint for the future development, growth and sustainable, inclusive growth of London.



2.10 There are a number of policies within the London Plan which are of relevance to the proposals, as set out below:

- **Policy GG2 - Making the Best Use of Land:** *"To create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:*
 - *prioritise sites which are well-connected by existing or planned public transport; and*
 - *plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth".*
- **Policy GG3 – Creating a Healthy City:** *"To improve Londoners' health and reduce health inequalities, those involved in planning and development must use the Healthy Streets Approach to prioritise health in all planning decisions".*
- **Policy D8 – Public Realm:** *"Development proposals should maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car and excessive on-street parking, which can obstruct people's safe enjoyment of the space".*
- **Policy T1 – Strategic Approach to Transport:**
 - *"Development Plans should support, and development proposals should facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and*
 - *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated".*
- **Policy T2 – Healthy Streets:** *"Development plans should:*
 - *promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street*



safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities ;

- *identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant".*
- "Development proposals should:
 - *demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
 - *reduce the dominance of vehicles on London's streets whether stationary or moving; and*
 - *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport".*
- **Policy T5 – Cycling:** *"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*
 - *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision".*

2.11 The development proposals comply with the policies outlined within the London Plan, as the Islamic Cultural and Community Centre is highly accessible on foot, bicycle and by public transport.

The Mayor's Transport Strategy (2018)

2.12 In March 2018, the Mayor of London published the 'Mayor's Transport Strategy'. The document contains several policies and proposals aimed at 're-shaping transport in London to 2041' and places particular emphasis on reducing car dependency and increasing active and sustainable travel.

2.13 The following policies have been noted as of relevance to this application:



- **Policy 1:** Reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel;
- **Policy 2:** Make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel; and
- **Policy 10:** Use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.

2.14 The application complies with the Mayor's Transport Strategy as the site is located in a highly sustainable location, which will ensure that all opportunities to travel sustainably will be maximised by users of the Centre.

Hillingdon Local Plan Part 2 – Development Management Policies (Adopted January 2020)

2.15 The Hillingdon Local Plan is a key strategic planning document which supports the delivery of the spatial elements of the sustainable community strategy. It sets out the long-term vision for the borough of Hillingdon, including what is planned to happen, where and how it will be achieved.

2.16 The Development Management Policies document forms part 2 of the Hillingdon Local Plan. The purpose of the document is to provide detailed policies that form the basis of Hillingdon Council's decisions on individual planning applications.

2.17 The following policies and strategic objectives have been identified as relevant to this Transport Statement and to the development proposals. These can be summarised as:

- **Policy DMT1: Managing Transport Impacts** – *“Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*
 - *be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
 - *maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
 - *provide equal access for all people, including inclusive access for disabled people; and*



- *adequately address delivery, servicing and drop-off requirements.*
- *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".*
- **Policy DMT5: Pedestrians and Cyclists:** "Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
 - *the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*
 - *the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists; and*
 - *the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council".*
- *".*

2.18 It is considered that the development proposals will meet the policy aspirations outlined within the development management policies document of the Hillingdon Local Plan. The development proposals seek to provide new community facilities within Hayes, which are accessible by all modes of transport; with pedestrian and cycle access connecting into existing networks. **Section 3** of this Transport Statement details all opportunities for travel by sustainable modes to the site which could be utilised by staff and visitors.

3. ACCESSIBILITY

Introduction

- 3.1 This section of the Travel Plan describes the existing amenities and infrastructure that will facilitate and encourage visitors to walk, cycle or use public transport.

Active Travel

Pedestrian Access

- 3.2 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those under two kilometers. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose and this is summarised in **Table 3.1** below.

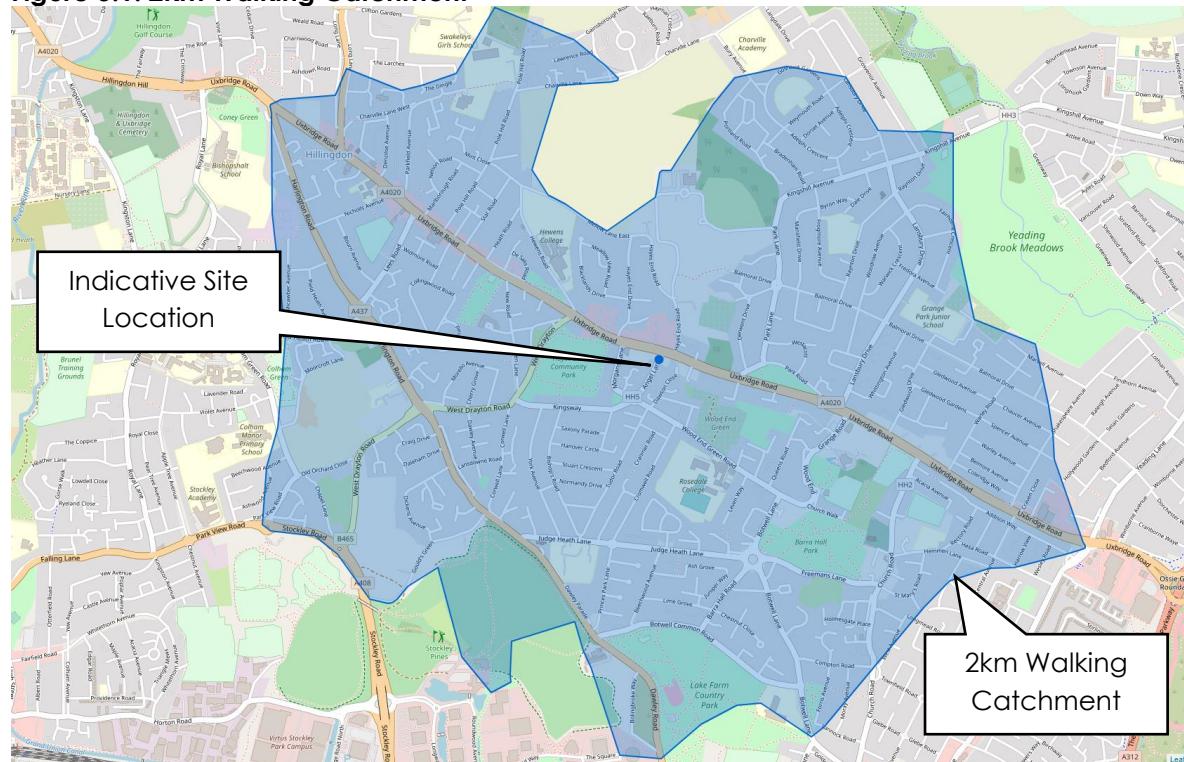
Table 3.1: Walking Distances by Type

Criteria	Town Centres	Commuting / School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT, 2000)

- 3.3 Guidelines provided by IHT suggest that the maximum preferred walking distance for 'commuting / school' would be 2km. The walking guidelines provided **Figure 3.1** below, therefore, illustrates 2km walking catchment of the site. A 2km catchment from the site includes Hayes End, Hayes, and Hillingdon Heath, based on data provided from the travel survey undertaken at Hayes Muslim Centre it is likely the catchment of the centre will live within this catchment; as 70% of the attendants to Hayes Muslim Centre live within 1 mile (1.6km).

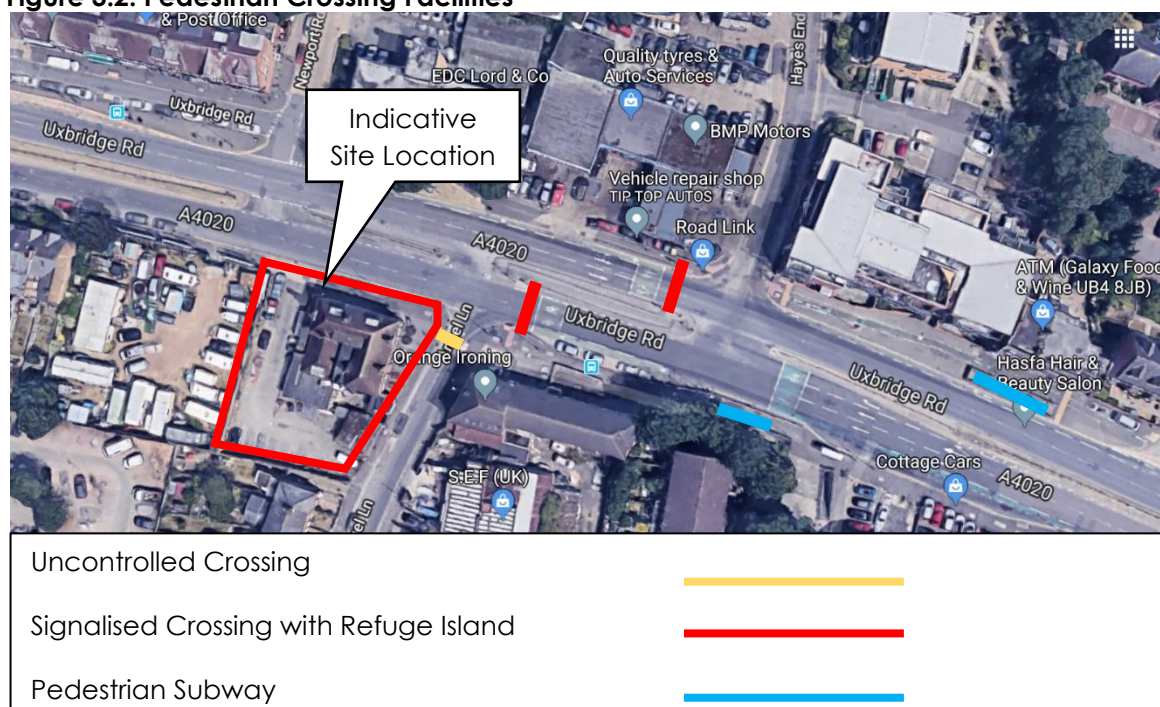
Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

- 3.4 The site fronts onto the A4020 Uxbridge Road there are continuous footways provided along both sides of the carriageway. A pedestrian guard rail is provided to the immediate north of the main entrance to the site, minimising potential pedestrian conflicts with vehicles travelling westbound on the A4020 Uxbridge Road.
- 3.5 There is a signalised pedestrian crossing, located some 30m to the east of the site. The signalised crossing benefits from a pedestrian refuge island, guard rails, tactile paving and dropped kerbs. In addition to the signalised crossing, there is also a subway, located some 85m east of the site, facilitating a traffic free route under the A4020.
- 3.6 To the east of the site, footways on A4020 Uxbridge Road connect with those on Angel Lane, which facilitate pedestrian access to the residential areas south of the site. At the junction of A4020 Uxbridge Road and Angel Lane, to the immediate east of the site, an uncontrolled crossing is provided which benefits from tactile paving and dropped kerbs.
- 3.7 **Figure 3.2**, overleaf, identifies the locations of the pedestrian crossings close to the site location.

Figure 3.2: Pedestrian Crossing Facilities

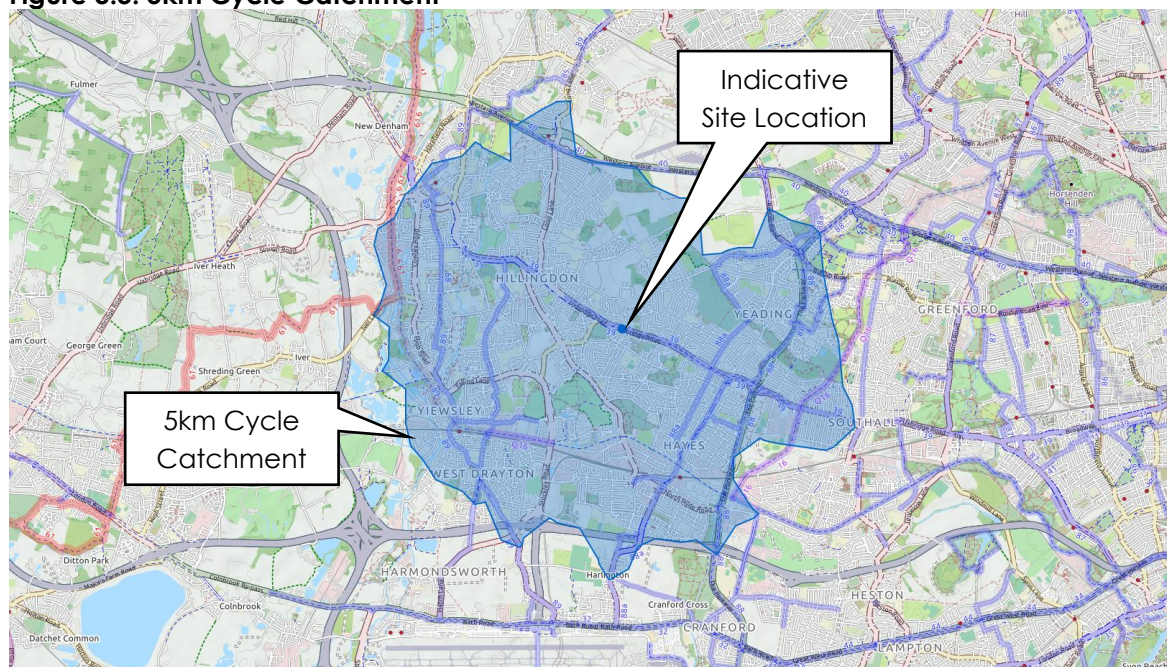


(Source: Google Maps)

Cycling

- 3.8 Cycling can substitute for short car trips, particularly those of up to 5km, as well as, forming part of a longer journey by public transport. A 5km cycle catchment from the site includes the areas of Hayes, Yeading, Hillingdon, Yiewsley and West Drayton. **Figure 3.3**, overleaf, illustrates a 5km cycle catchment from the site.

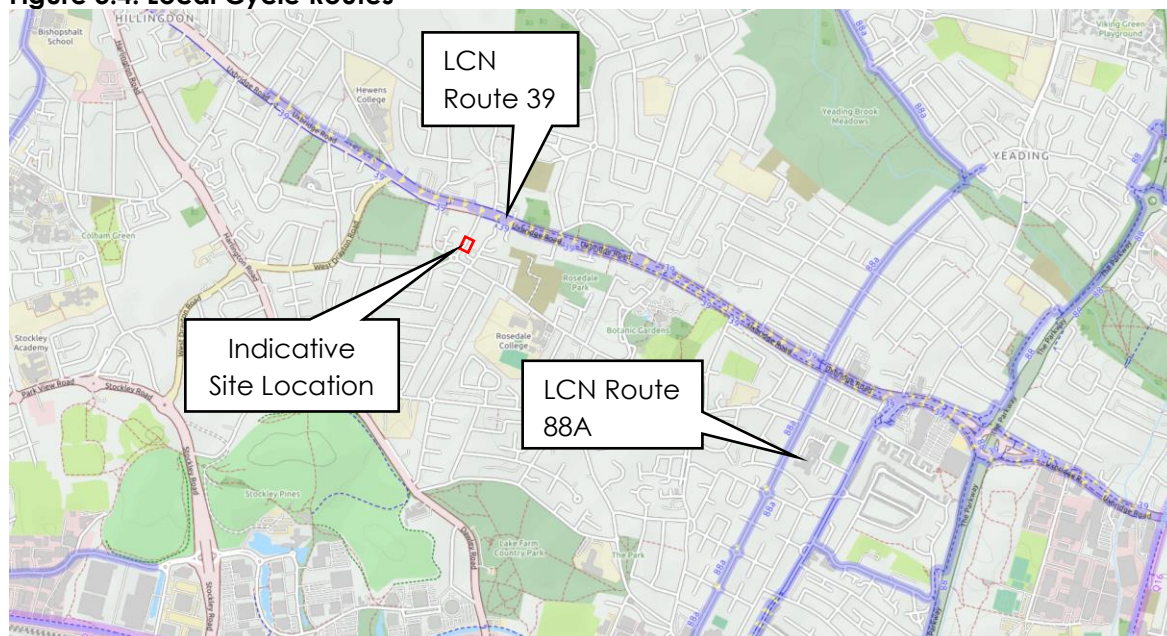
Figure 3.3: 5km Cycle Catchment



(Source: Open Street Map)

- 3.9 As can be seen in **Figure 3.3**, there are a number of formal cycle routes within the immediate vicinity of the site. **Figure 3.4** illustrates the formal cycle routes within the immediate vicinity of the site.

Figure 3.4: Local Cycle Routes



(Source: Open Cycle Map)



- 3.10 As can be seen in **Figure 3.4**, there is an on-road cycle route is provided along the A4020 Uxbridge Road, which forms part of the London Cycle Network (LCN) Route 39. LCN Route 39 facilitates travel east – west along A4020 Uxbridge Road, in the vicinity of the site, via marked on-road cycle lanes. More broadly LCN Route 39 facilitates travel between Hillingdon in the west and Bank in the east.
- 3.11 LCN Route 39 can be used to access LCN Route 88a, which is located approximately 2km (5-minute cycle) east of the site on Shakespeare Avenue (to the north) and Central Avenue (to the south). LCN Route 88a broadly runs north – south, to Northolt Park in the north, to Harlington (Heathrow Airport) in the south.
- 3.12 As the site is located within close proximity to several major cycle routes, it is considered that cycling would be an attractive option for visitors travelling to the site. To further encourage this, , 10 secure cycle parking spaces and a shower facility are to be provided within the building footprint.

Public Transport

Bus

- 3.13 The nearest bus stops are located along A4020 Uxbridge Road. The west-bound stop is located 60m east of the site and the east-bound stop is located 110m from the site, both stops are within a 1-minute walk. The bus stops on A4020 Uxbridge Road benefit from a bus layby, waiting shelter, timetable information and flag.
- 3.14 Further stops are located on Kingsway, the east-bound stop is located 350m (4-minute walk) southwest of the site and the westbound stop located 500m southwest of the site (6-minute walk). The west-bound stops on Kingsway benefit from a bus cage, flag and timetable information, whilst the eastbound stop also benefits from a shelter.
- 3.15 The location of the nearest bus stops to the site are shown in **Figure 3.5**, whilst **Table 3.2** summarises the services and frequencies that can be accessed from the stops.

Figure 3.5: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Services and Frequency

No	Route	Monday - Saturday	Sunday
A4020 Uxbridge Road			
278	Heathrow Central – Hayes & Harlington – Hillingdon – Ickenham – West Ruislip – Ruislip	15 mins	20 mins
427	Uxbridge – Hayes End – Southall – Ealing Hospital – Hanwell – West Ealing – Ealing Broadway – Ealing Common – Acton High Street	8 mins	10 mins
607	Uxbridge – Hayes End – Southall – Ealing Broadway – Acton – White City	10 mins	12 mins
697	Hayes End – Lansbury Drive – Yeading – Uxbridge Road – Long Lane – Hillingdon Station – Ickenham	7 services	-
698	West Drayton – Hayes – Ickenham	8 services	-
N207	Uxbridge – Hayes – Ealing – Shepherds Bush – Holborn (Night Bus)	30 mins	20 mins
A4020 and Kingsway			
H98	Hounslow Bus Station – Hounslow West – Harlington – Hayes – Church Road – Hayes End	10 mins	15 mins

(Source: Public Transport Operators)

- 3.16 It has been demonstrated that the site is accessible by a number of high frequency bus services, as such, it is considered that visitors would be able to easily travel to the site by bus.

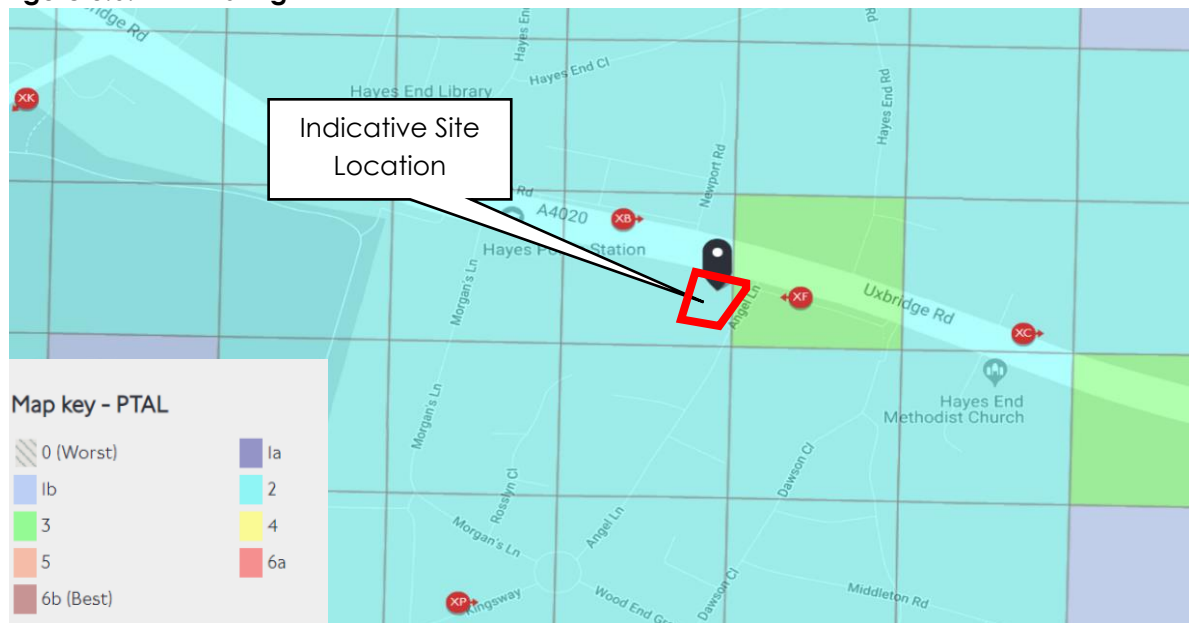
Rail

- 3.17 The nearest train station to the site is Hayes & Harlington Station, which is located 2.9km southeast of the site. The station can be accessed within 12-minutes on the H98 bus, an 11-minute cycle or a 38-minute walk.
- 3.18 Hayes & Harlington station is located along the Great Western Main Line, it benefits from regular services to local destinations including; Southall, Ealing Broadway and Royal Oak and to regional destinations including London Paddington, Slough, Bath and Bristol Temple Meads.
- 3.19 The station will also benefit from services between Reading and Heathrow Airport with the opening of Crossrail (known as the Elizabeth Line) which will begin in 2021. Currently, a similar service operates between London Paddington and Heathrow as part of TfL Rail.

PTAL Assessment

- 3.20 Transport for London (TfL) has produced a method of assessing access to public transport, which provides a comparison of accessibility relative to areas within London. The assessment provides a rating between 0-6B, with 6B being the most accessible rating.
- 3.21 The results of the PTAL assessment have established that the site location sits on the boundary of ratings of 2 and 3. **Figure 3.6** below shows the relative PTAL rating for the site and its surrounding areas, whilst the full PTAL output is provided at **Appendix B**.

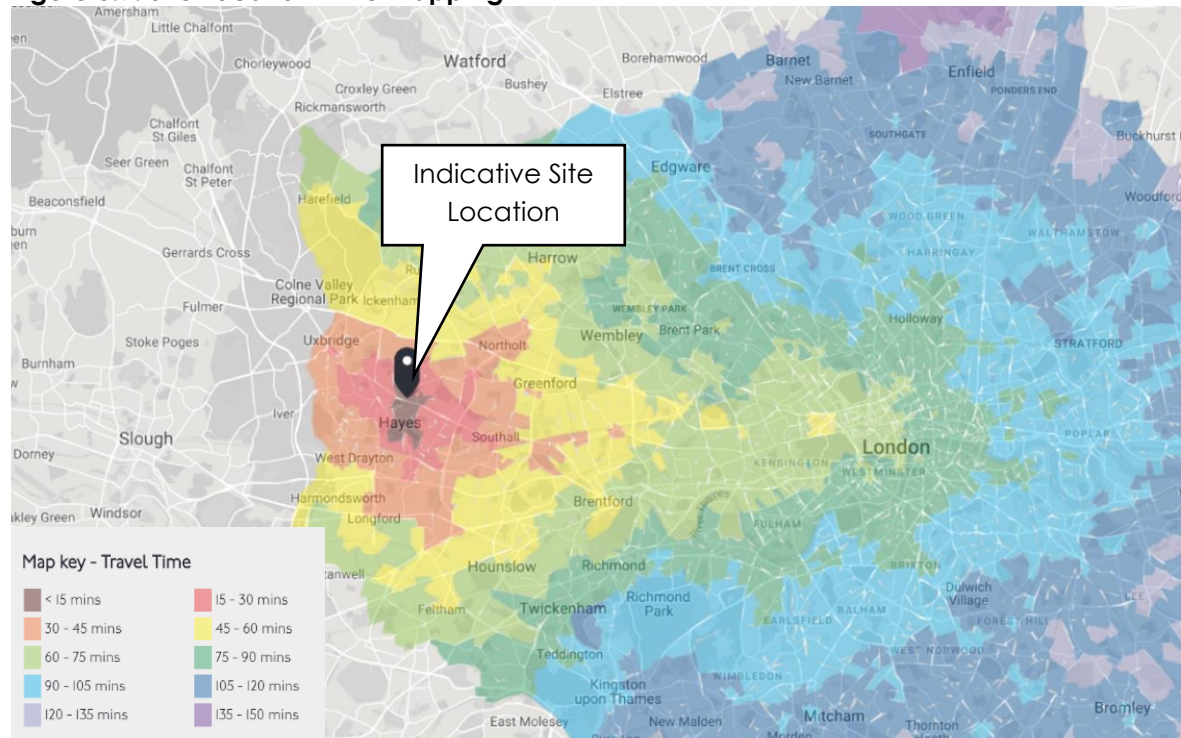
Figure 3.6: PTAL Rating



(Source: Transport for London)

- 3.22 In addition to the PTAL assessment, time mapping (TIM) of the site location for public transport journeys has been undertaken, this is shown in **Figure 3.7**, whilst the full TIM output is provided at **Appendix B**.

Figure 3.7: Site Location Time Mapping



(Source: Transport for London)

- 3.23 As can be seen in **Figure 3.7**, Hayes, Uxbridge, Southall, Northolt, and West Drayton are all within a 30-minute journey of the site location. Much of west London including Greenford, Hounslow and Wembley is located within a 60-minute journey of the site.

Summary

- 3.24 The site is located in a highly accessible location for walking and cycling and is also well located to access a range of public transport options which provide both local and national services, which could be utilised by visitors to the Centre.



4. TRAVEL PLAN MEASURES

Introduction

- 4.1 The key to successful travel planning is to identify which transport alternatives individuals will be prepared to use, before making these measures as attractive as possible, especially in comparison to travelling alone by car. There is no single solution to any one person's transport needs and different people will respond to different measures, indeed, some may not react to any.
- 4.2 This section sets out the range of measures that will be delivered at the Centre, together with an explanation as to how the various travel modes will be promoted. These measures are also outlined on the Action Plan, provided at **Appendix C**.

Marketing Strategy

- 4.3 The principle task of the TPC will be to ensure the existing range of travel options are effectively promoted to all Centre visitors and staff. This will be achieved via the techniques set out below.

Marketing Strategy 1: Preparation of a travel guide for the Centre

- 4.4 The TPC will arrange for the preparation of a travel guide, which will subsequently be available to all Centre visitors in the following ways:
- When first produced, all staff and regular visitors will be provided with a copy of the guide; and
 - Any future visitors can collect a copy from the Centre's reception.
- 4.5 The guide will contain a summary of all travel options, along with details of where further information can be obtained.

Marketing Strategy 2: Travel Noticeboard

- 4.6 Travel information for all modes will be displayed in a prominent position in the building reception areas. This will include the aforementioned guides as well as additional travel information leaflets provided by the local authorities and/or bus operators. For example, bus timetable or route changes could be promoted, as could any local or national sustainable travel campaigns.



Marketing Strategy 3: Promotion of Sustainable Travel Choices on the Centre's Website

- 4.7 The above information will be summarised and provided on the Centre's website so that when existing and new visitors are finding out how to travel to the Centre, they will be presented with sustainable travel options first, including links to local car share schemes, bus timetables etc.

Walking Strategy

- 4.8 Walking contributes towards maintaining fitness levels and research indicates that 30 minutes brisk walking per day could halve the risk of heart disease. The TPC will promote walking, wherever possible, through the TP as a primary mode of travel for trips to the Centre.

Walking Strategy 1: Promote and encourage walking through the distribution or displaying of promotional material, which outlines its benefits, through different media.

- 4.9 The online walking journey planner walkit.com will be promoted to Centre visitors and staff:
http://walkit.com/themed-walks/?pr_city=london
- 4.10 In particular this information will include:
- Promotion of benefits to health, financial, social etc;
 - Promotion of national schemes and initiatives; and
 - Promotion of local walking routes within the town.

Cycling Strategy

- 4.11 Cycling has many benefits in terms of health and fitness, mental wellbeing and reliability. In periods of traffic congestion and over short distances cycling offers competitive journey times with motorised transport. Furthermore, cycling is recognised as having the potential to significantly contribute towards reducing car parking demand and peak hour congestion. Support and maps from the Centre website will be promoted.

Cycle Strategy 1: Promote and encourage cycling by distributing or displaying promotional material, which outlines its benefits, through a variety of media.

- 4.12 In particular the information will include:
- Copies of the local cycle maps, including the Sustrans cycle maps and Transport for London routes & maps: <https://tfl.gov.uk/modes/cycling/routes-and-maps> ;
 - The benefits of cycling (health, financial, environmental etc); and
 - Promotion of local and national schemes such as Bike Week and Love to Ride.



Cycle Strategy 2: Provision and promotion of cycle parking facilities.

- 4.13 To encourage users of the centre to cycle, 10 secure cycle parking spaces are to be provided on the ground floor of the Centre and will be promoted to users. In addition, a shower facility will be provided for the use of cyclists to the site.

Public Transport

- 4.14 The public transport opportunities afforded by the location of the Centre have been outlined earlier in this document. There are a range of public transport choices available to both staff and visitors to the Centre, which will be promoted as much as possible.

Public Transport Strategy 1: Public Transport will be marketed as a sustainable and practical method of transport by distributing or displaying promotional material, which outlines its benefits, through a variety of media.

- 4.15 Travel by public transport will therefore be promoted and in particular will include the following:
- Walking / cycling routes to the nearest bus and rail stations;
 - Access to relevant bus timetables and maps;
 - Promotion of online journey planning tools; and
 - Promotion of discounted ticket options.
- 4.16 The following resources will be utilised:
- Online route and journey planners, including:
 - Transport for London (TfL): <https://tfl.gov.uk/#jp-new> ; and
 - National Rail: ojp.nationalrail.co.uk/service/planjourney/search .
 - Live arrival and departure information, including:
 - Real-time rail information: nationalrail.co.uk/times_fares/ldb.aspx ; and
 - Real-time bus information: www.nextbus.travel .
 - Public transport network and route maps, including:
 - Bus Timetables: <https://tfl.gov.uk/travel-information/timetables/> ; and
 - Transport For London Bus Operator: <https://tfl.gov.uk/modes/buses/> .
 - Handy apps and travel tools:
 - nationalrail.co.uk/times_fares/84874.aspx .



Sustainable Car Use

- 4.17 It is anticipated that whilst some visitors to the centre will drive, most vehicles are likely to be shared with two or often more people in each vehicle. Car sharing will provide opportunities to save money whilst at the same time reducing car parking demand and helping the environment.

Sustainable Car Use Strategy 1: Promote Car Sharing

- 4.18 In the first instance the TPC will promote car sharing by informal contact, amongst visitors to the Centre. They will inform visitors of the benefits that it offers in terms of reducing parking demands and reducing travel costs.
- 4.19 Where a visitor or member of staff is unable to find a suitable car share companion, the London Car Share scheme will be promoted. The scheme, which can be accessed at <https://liftshare.com/uk/community/london-liftshare> allows an individual to search for others that undertake a similar trip. Contact can be made securely through the system, with potential matches displayed on a user friendly map.

5. TARGETS, MONITORING AND REPORTING

- 5.1 In this section, the current and future operation of the Centre is considered, before proposing how the success of the Travel Plan can be measured and monitored moving forwards.

Proposed Use

- 5.2 In order to determine the level of trip generation anticipated as a result of the change of use into the Islamic Community Centre, information supplied by the client has been used to determine the likely programme of events and attendances, which are based on those at the established Hayes Muslim Centre, which are provided at **Appendix D. Table 5.1** summarises the intended community activities hosted at the Centre, identifying time, day and number of attendees.

Table 5.1: Intended Community Events

Days Held	Activity	Numbers Attending	Duration
Monday – Friday	Children's Classes	60 – 80	17:00 – 19:00
Monday – Friday	Drop in Surgery Health and Fitness	20 – 30	09:00 – 14:00 09:00 – 12:00 (Friday)
Monday – Friday	Counselling / Knit and Natter	20 – 25	15:00 – 17:00
Monday	Men's Study Circle	15 – 20	18:00 – 21:00
Tuesday	Women's Study Circle	15 – 20	10:00 – 12:00
Tuesday	Elderly People's Lunch Club / Meeting Outreach	15 – 20	13:00 – 15:00
Tuesday – Wednesday	Adult Classes	20 – 25	10:00 – 12:00
Wednesday	Guest Speakers	50+	20:00 – 22:00
Thursday	Sister's Circle	25	19:00 – 22:00
Friday	Interfaith / Community Meetings	30 – 40	14:00 – 16:00
Saturday	Homework Club / Youth Club / Tutoring & Training / Mentoring	50+ (each day)	10:00 – 23:00
Sunday			10:00 – 22:00

(Source: Design and Access Statement)

- 5.3 In addition to the community events, **Table 5.2** summarises the intended prayer times at the centre.

Table 5.2: Intended Prayer Activities

Prayer Times	Duration (Monday – Sunday)	Likely Attendance
Dawn (Fajr)	10 mins (time varies)	15
Mid-day (Zuhr)	15 mins (13:30)	50 – 85
Mid-afternoon (Asr)	10 mins (time varies)	60 – 85
Sunset (Maghrib)	20 mins (time varies)	60 – 85
Evening (Isha)	25 mins (time varies)	75+
Friday (Jummah)	60 mins (13:00 – 14:00)	220+ *

(Source: Design and Access Statement)

- 5.4 As can be seen in **Table 5.1** and **5.2**, there only are two events for which attendants will arrive and depart within the AM and PM peak periods. It is anticipated that 20 – 30 attendants will arrive Monday – Friday in the AM peak for the drop in surgery health and fitness session; whilst 15 – 20 attendants are anticipated for the men's study circle which occurs on Monday 18:00 – 21:00. Furthermore, dependent on the time of year, the Maghrib prayer (which occurs at sunset) would likely have 60 – 85 attendants; at the time of writing this report (October) the prayer occurs at approximately 18:00, meaning attendants would arrive within the PM peak period.

Targets

- 5.5 Mode split data has been taken from the design and access statement, the mode split is a reflection of a similar site known as Hayes Muslim Centre and has been used to provide a basis for expected mode split to the site. **Table 5.3** shows this mode split and an applied target to reduce car journeys by 5%.

Table 5.3: Expected and Target Mode Split

Mode	Expected	Target
Walk	42%	75%
Cycle	5%	
Bus	23%	
Car Driver	30%	25%

(Source: Design and Access Statement)

Monitoring and Review Strategy 1: Annual Staff and Visitor Travel Survey

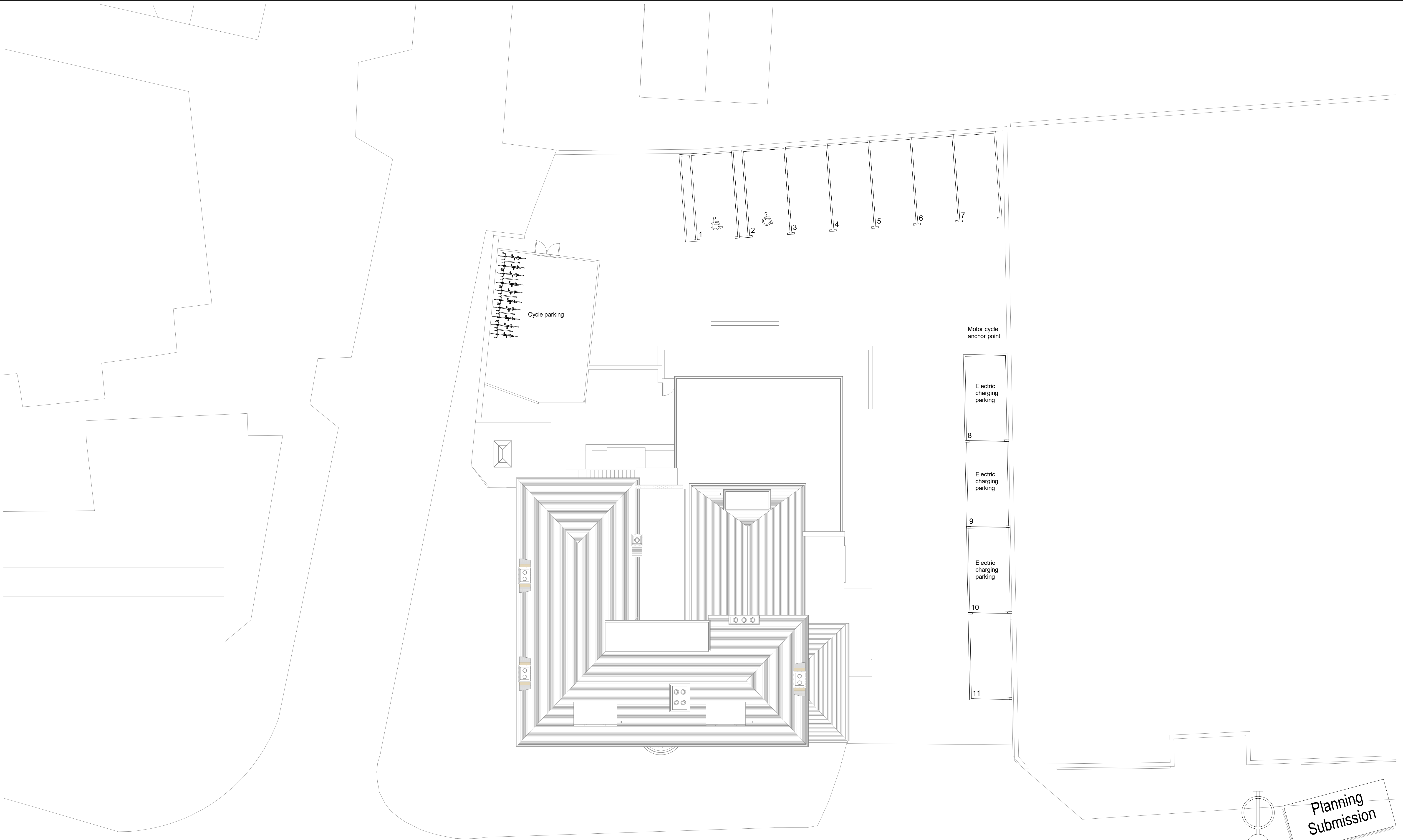
- 5.6 An initial baseline travel survey will be undertaken within three months of the proposed opening. Further surveys will be conducted annually for 3 years. After each survey a brief report of the findings will be submitted to local council including a section that tracks progress towards the Travel Plan targets.



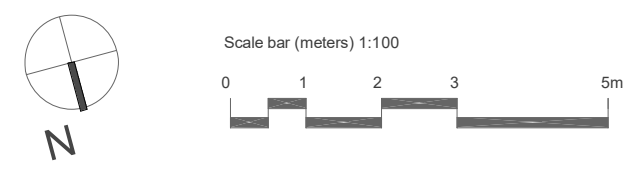


Appendix A

Site Layout



1 Proposed Site Plan
1 : 100



No.	Description	Date	Issued by

Planning Submission

Alter: U W A

THE TRUSTEES HMC

For:

Chartered Architects

Project: THE ANGEL HMC

Address: 697 UXBRIDGE ROAD, HAYES UB4 8HX

Drawing title: Proposed Site plan

Scale: 1 : 100 @ A1

Date: 09/04/2021

Drawn by: YB

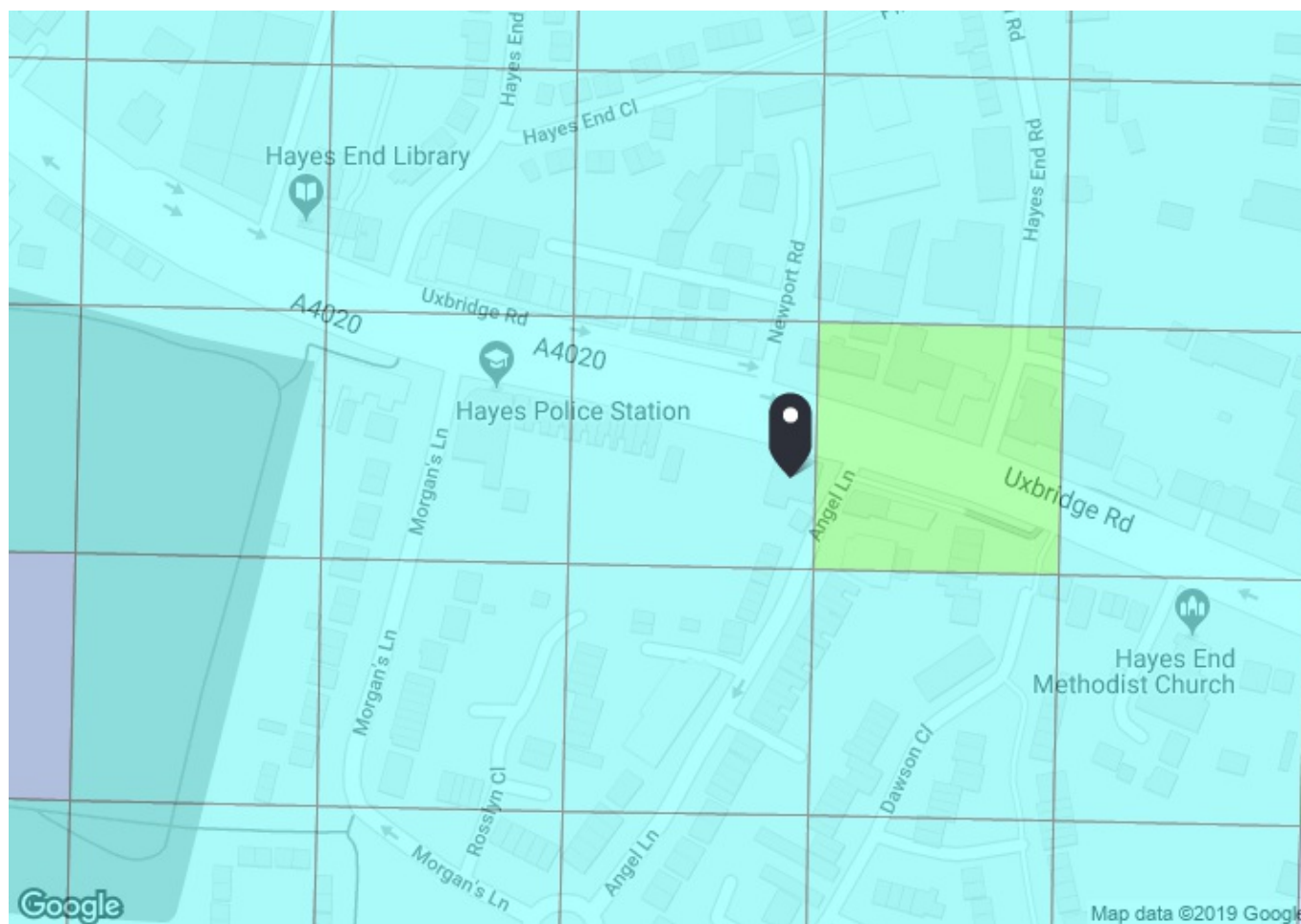
Drawing num: 786/HMC/ PP-210

Rev:



Appendix B

PTAL / TIM Output



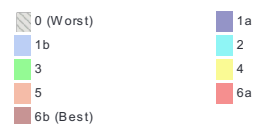
PTAL output for Base Year 2

697 Uxbridge Rd
697 Uxbridge Rd, Hayes UB4 8HX, UK
Easting: 508786, Northing: 181830

Grid Cell: 87156

Report generated: 08/05/2019

Map key - PTAL



Map layers

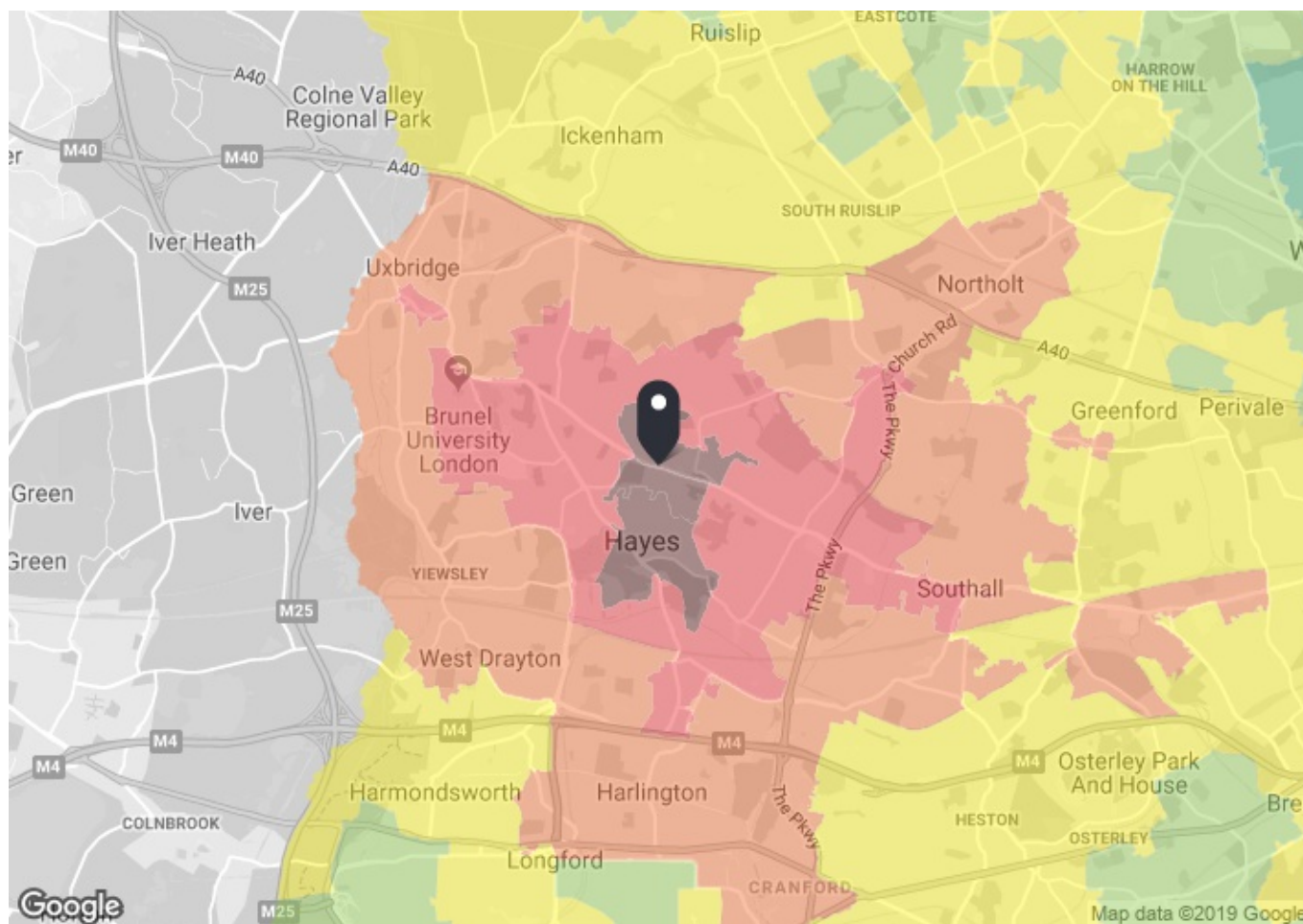
 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES POLICE STATION	H98	111.96	7.5	1.4	6	7.4	4.05	0.5	2.03
Bus	HAYES POLICE STATION	427	111.96	7.5	1.4	6	7.4	4.05	1	4.05
Bus	HAYES POLICE STATION	607	111.96	6	1.4	7	8.4	3.57	0.5	1.79
Bus	HEWENS RD UXBRIDGE RD	U7	422.43	2	5.28	17	22.28	1.35	0.5	0.67
Total Grid Cell AI:										8.54



TIM output for Base Year

Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

697 Uxbridge Rd
697 Uxbridge Rd, Hayes UB4 8HX, UK
Easting: 508786, Northing: 181830

Report generated: 08/05/2019

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

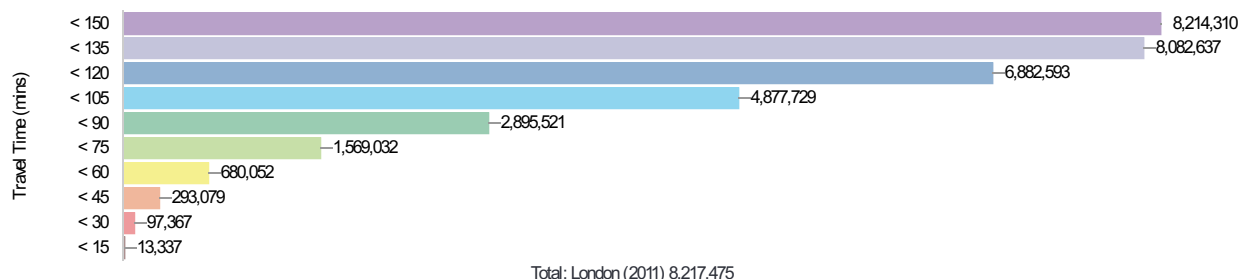
< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

 Travel Times

Catchment data for your current selection

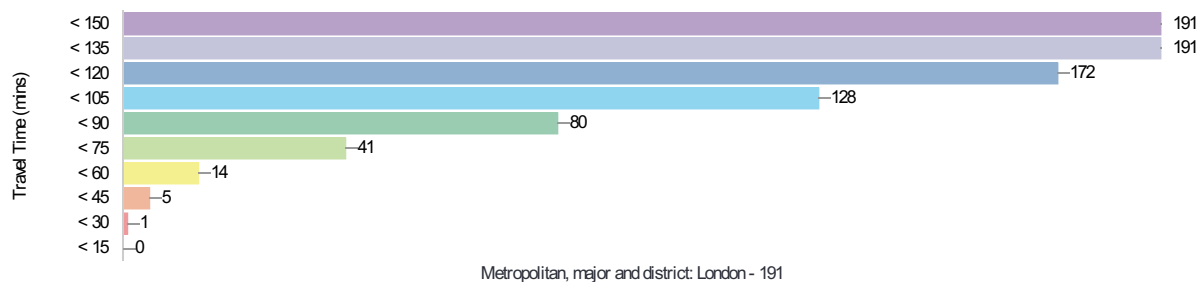
Population - Total: London 2011



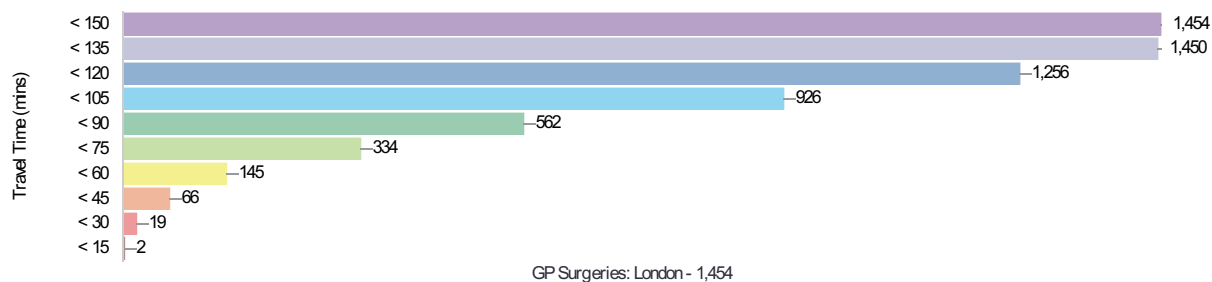
Employment - Jobs: London 2011



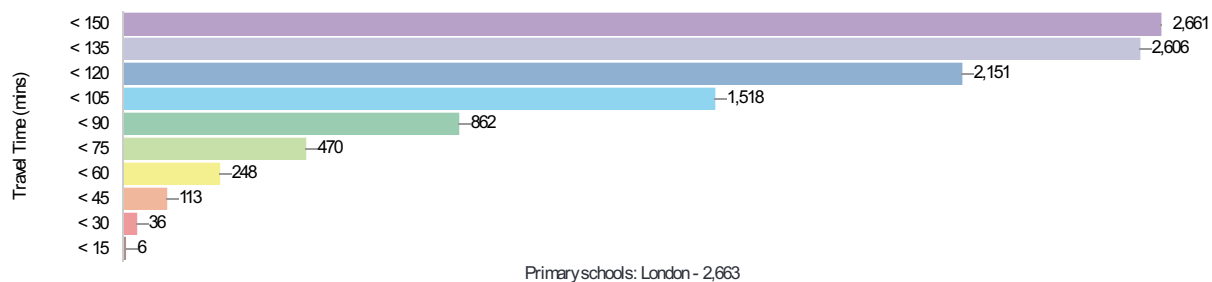
Town centres - Metropolitan, major and district: London



Health services - GP Surgeries: London



Education establishments - Primary schools: London





Appendix C

Action Plan

	Action	Responsibility	Target Delivery Date
Travel Plan Management	Appoint a Travel Plan Coordinator	The Angel HMC	Achieved
Travel Plan Marketing			
Marketing Strategy 1:	Preparation of a travel guide for the Centre: A sustainable travel guide will be prepared; this will provide a summary of the range of travel options available to visitors and will direct people to online sources of further information and tools. It will also contain a handy map, illustrating the location of the centre in relation to nearby bus stops.	TPC	From first opening; the guide will be distributed to new visitors.
Marketing Strategy 2:	Travel Noticeboard: Travel information for all modes will be displayed in a prominent position in the building reception areas. This will include the aforementioned guides as well as additional travel information leaflets provided by the local authorities and/or bus operators.	TPC	From first opening.
Marketing Strategy 3:	Promotion of Sustainable Travel Choices on the Centre's Website: Travel information will be summarised and provided on the Centre's website so that when existing and new visitors are finding out how to travel to the Centre they will be presented with sustainable travel options first, including links to local car share schemes, bus timetables etc.	TPC	From first opening.
Walking Strategy			
Walking Strategy 1:	Promote and encourage walking, including the benefits of doing so, through the marketing steps above; In particular this marketing material will include:	TPC	From first opening and ongoing via travel guide and webpage
Cycling Strategy			
Cycle Strategy 1:	Promote and encourage cycling by distributing or displaying promotional material, which outlines its benefits, through a variety of media.	TPC	From first opening and ongoing via travel guide and webpage
Cycling Strategy 2:	Provision and promotion of cycle parking facilities.	Islamic Community Centre	From first opening
Public Transport Strategy			
Public Transport Strategy 1:	Public Transport will be marketed as a sustainable and practical method of transport by distributing or displaying promotional material, which outlines its benefits, through a variety of media.	TPC	From first opening and ongoing via travel guide and webpage
Sustainable Car Use			
Sustainable Car Use Strategy 1:	Promote Car Sharing: The TPC will promote car sharing by informal contact, amongst visitors to the Centre. They will inform visitors of the benefits that it offers in terms of reducing parking demands and reducing travel costs.	TPC	From first opening via travel guide and webpage
Travel Plan Monitoring			
Monitoring and Review Strategy 1:	An initial baseline travel survey will be undertaken within three months of the proposed opening. Further surveys will be conducted annually for 3 years. After each survey a brief report of the findings will be submitted to local council including a section that tracks progress towards the Travel Plan targets.	TPC / staff	Within the first 3 months following the opening



Appendix D

Hayes Muslim Centre – Travel Survey Results