217 High Street, Yiewsley

Framework Travel Plan

On behalf of **Taylor Wimpey West London**

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Appendix A Illustrative Masterplan

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1 Introduction

1.1 Background

1.1.1 Stantec have been commissioned by Taylor Wimpey West London (TWWL) to provide highways and transport advice in support of the redevelopment of 217 High Street, Yiewsley within the London Borough of Hillingdon. This Framework Travel Plan (FTP) has been prepared for the planning submission.

1.1.2 The site is currently in use as a retail warehouse of 33.072sqft of floor space with associated parking and a MOT testing and repair centre of 15,153sqft to the rear of the site. The proposed development comprises of 235 residential dwellings and a 10,000sqft D1 Health Facility.

1.1.3 The Client, Taylor Wimpey West London, will appoint a management company to oversee the implementation of the FTP for the proposed development and will be responsible for its implementation and further development until a Travel Plan Coordinator has been appointed. This FTP will provide the overarching Travel Plan for the site.

1.2 Site Location

1.2.1 The site is located immediately to the west of the A408 High Road as illustrated in **Figure 1.1**. The site is bound by the Grand Union Canal along the western boundary, the River Pinn to the north and petrol filling station to the south.

Figure 1.1: Site Location



1.3 Development Proposals

1.3.1 The proposals are for the erection of 5 and 6 storey buildings to provide a 10,000sqft D1 Health Facility and 235 residential apartments with associated parking, communal podium garden, landscaping, pedestrian and cycle canal link and external works following the demolition of the existing buildings on site at 217 High Street, Yiewsley.

1.3.2 The site will provide high quality homes maximising the sustainable location of the site with a pedestrian / cycle link through the site connecting the high street to the Grand Union Canal. Additionally, the proposals include green space through podium and play areas and create a healthy streets environment which maximise opportunities for pedestrian and cyclists

1.3.3 The illustrative masterplan is provided in **Appendix A**.

1.4 Requirement of a Framework Travel Plan

1.4.1 This FTP has been developed in accordance with the current TfL guidance, in addition to local and national policies and presents a comprehensive strategy to encourage sustainable travel at the development.

1.4.2 This Framework Travel Plan relates to the residential elements of the site. The D1 Health Facility on the site falls below the thresholds required by TfL and therefore no Travel Plan is thought to be required at this stage. Should a Travel Plan be required for the D1 Health Facility, this will be developed with the occupier and Travel Plan Coordinator (TPC) prior to occupation.

1.5 Travel Plan Context

1.5.1 This FTP aims to promote sustainable travel behaviour amongst residents, employees and visitors to the site. It is considered to be a 'live document'; therefore, not only will it be actively promoted amongst the residents, employees and visitors, but reviewed and revised over time and also post occupation of the site. This will ensure that the FTP is promoting relevant targets that are both suitable and appropriate for the site, at all stages of the implementation of the development.

1.6 Framework Travel Plan Structure

1.6.1 This FTP has been prepared based on the following structure:

- **Section 2** outlines how the Framework Travel Plan adheres to relevant national, regional and local policies;
- **Section 3** highlights the accessibility of the site in reference to sustainable travel modes;
- **Section 4** outline the proposals of the development and how these will assist in the promotion of sustainable travel;
- **Section 5** summarises the key objectives and targets of this TP which are in-line with the relevant Travel Plan guidance;
- **Section 6** outlines how these targets and objectives are to be delivered and achieved;
- **Section 7** documents the measures and promotional methods that will be used in order to reach the targets and objectives through the Action Plan; and
- **Section 8** highlights the monitoring and management plan to track progress against the objectives.

2 Policy and Guidance

2.1.1 This TP and the development proposals have been prepared in accordance with relevant overarching national, regional and local policies. By reviewing these polices will ensure that the TP is developed and implemented in accordance with established policy aims and objectives.

2.2 National

National Planning Policy Framework (NPPF), 2019

2.2.1 The NPPF defines a Travel Plan as;

- *'A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed'.*

2.2.2 Moreover, Paragraph 111 of the NPPF states that:

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

National Planning Practice Guidance (NPPG), 2014

2.2.3 The NPPG stipulates that Travel Plans can contribute positively to:

- *'encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads'.*

2.3 Regional

Mayor's Transport Strategy, 2018

2.3.1 The Mayor's Transport Strategy, 2018 places great emphasis upon prioritising walking and cycling within London.

2.3.2 The Strategy builds upon the definition of a Travel Plan as set out in the NPPF, stating that a Travel Plan is:

- *'A long-term management strategy that encourages active, efficient and sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies the package of measures needed for improvement'.*

2.3.3 Policies within the Mayor's Transport Strategy, 2018 makes reference to active travel modes. Policy 2 states that the Mayor:

- *'Will seek to 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 by foot and by cycle, and promoting the benefits of active travel'.*

Healthy Streets for London, 2018

2.3.4 The Mayor's Transport Strategy (2018) set out the concept of Healthy Streets, which has its own guidance and approach.

2.3.5 The Healthy Streets Approach provides a framework of policies and strategies that seeks to encourage and promote cycling, walking and public transport use in and around London. It aims to do this by achieving the following;

- *'Enabling active, inclusive and safe travel, by providing accessible, well-designed space for walking and cycling, the healthiest means of moving around London's streets;*
- *Using street space more efficiently – reducing traffic levels through better-managed freight and fewer car trips; and*
- *Improving air quality and the environment, an ensuring London's transport system is resilient to the impacts of severe weather and climate change'.*

2.3.6 **Figure 2.1** illustrates the Healthy Streets indicators.

Figure 2.1: Healthy Streets Indicators



Source: Healthy Streets for London, 2018

Transport for London (TfL) Travel Plan Guidance

2.3.7 TfL's guidance highlights that the implementation of Travel Plan ca achieve the following benefits:

- *'Less congestion and therefore improved safety on local roads by promoting alternatives to the car;*
- *Reduced highway capacity problems by promoting sustainable travel choices;*
- *Local environmental improvements from reduced congestion, carbon emissions, pollution and noise;*
- *Making the site more attractive to potential occupiers / users;*
- *Increased opportunities for active healthy travel, such as walking and cycling;*
- *Reduced demand for parking spaces enabling land to be put to more cost-effective or commercially beneficial use and freeing space for active initiatives;*
- *Improved travel choice, quality and affordable access to services for all users; and*
- *Increased opportunities for employers to feed into corporate social responsibility or sustainability initiatives'.*

2.4 Local

London Borough of Hillingdon Local Plan Part 2 – Adopted January 2020

2.4.1 The Local Plan further highlights that Travel Plans:

- *'…should follow the guidelines and good practice issued by Transport for London. The plans should demonstrate how measures will be implemented, such as new local bus stops and cycle ways with cycle storage, and soft measures such as discounts on season tickets or by providing advice on individual journey planning. These measures should be integrated into the marketing and occupation of the development, with remedial measures implemented if outcomes are not achieved'.*

London Borough of Hillingdon – Supplementary Planning Document SPD) – Planning Obligations, July 2014

2.4.2 The SPD stipulates that Travel Plans are to be prepared in parallel to reflect the information below, to ensure that provision of information and measures for mitigation are implemented, the SPD states that;

- *'All new development should make provisions to encourage cycling and walking and for places of employment to encourage staff and visitors to use more sustainable modes of transport rather than rely on car use'.*

2.4.3 Moreover, the SPD provides the following examples of measures that can be included within a Travel Plan:

- *'Secure cycle parking and changing facilities;*
- *Safe pedestrian routes;*
- *Facilities for public transport, such as bus stops and lay-bys;*

- *Management and use of parking spaces, so that priority is given to certain categories of people, e.g. disabled people, people with children, visitors, or cars with more than one occupant, electric or low emission vehicles;*

- *The removal of parking spaces after a specified period, or when access to the site is improved (e.g. new public transport routes, cycle lanes);*

- *The provision of information on public transport, walking and cycling access to the site;*

- *Details on deliveries to the site, covering specification of vehicles and hours of operation, and specifications for lorry parking and turning spaces; and junction and road layouts;*

- *Employment of a Travel Plan Coordinator (TPC) for the site with responsibility for monitoring;*

- *Setting targets on the proportion of trips made by public transport and other alternative modes of transport; and*

- *Setting up or participating in City Car Clubs for residents or employers'.*

2.4.4 Adhering to both national and local policy, this Framework Travel Plan will promote and implement a range of measures to encourage the use of sustainable modes of travel to and from the site and help achieve a sustainable and integrated transport network across Hillingdon.

3 Site Accessibility

3.1 Introduction

3.1.1 This section describes site accessibility, and the existing sustainable travel opportunities serving the site including walk, cycle and public transport provision.

3.2 Pedestrian Network

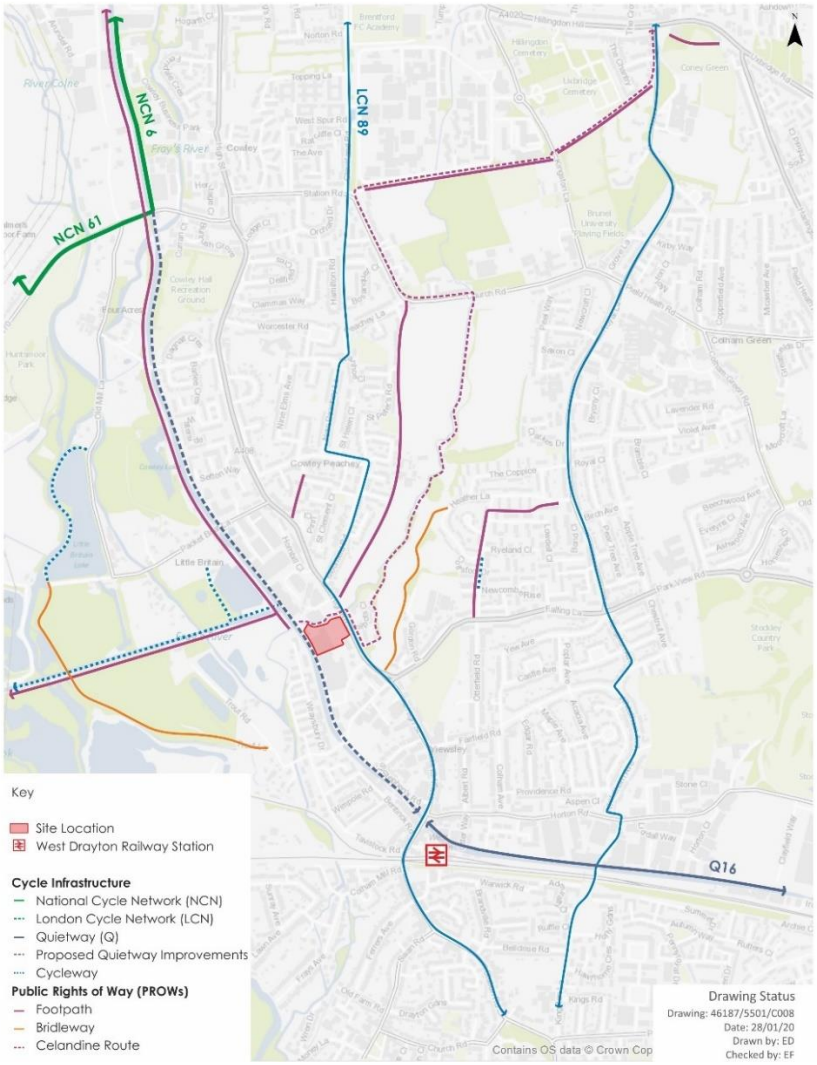
3.2.1 There are a range of existing pedestrian facilities provided on the local highway network in the vicinity of the site. Footways are provided on both sides of the A408 High Street. Signal controlled pedestrian crossing facilities are present at the junctions with the Tesco superstore and Falling Lane to the south in addition to safety measures such as guardrail and tactile paving. Several informal crossing points are present within the vicinity of the site, including one directly outside the site on the A408 High Street.

3.2.2 The west of the site is bound by the Grand Union Canal. This is designated as a public footpath and provides a traffic-free route for pedestrians and cyclists. Locally to the site the route provides access to Uxbridge to the north and West Drayton to the south. Current access to the canal is provided to the rear of the Argos warehouse to the north of the site. However, this connection lacks natural surveillance and anti-social behaviour is evident.

3.2.3 Just north of the site, where the River Pinn merges with the Grand Union Canal, marks the beginning of the Celandine Route. This 12-mile route provides a scenic walk towards Uxbridge and Ruislip.

3.2.4 An overview of the local walking and cycling network within the vicinity of the site is illustrated in **Figure 3.1**.

Figure 3.1: Local Pedestrian and Cycle Network



3.3 Cycle Network

3.3.1 London Cycle Network Route 89 runs along the High Street and past the front of the site, before heading east along Moorfield Road. The route includes on road and off road sections in addition to a designated cycle path before reaching Uxbridge. Route 89 provides cyclists with a link between West Drayton to the south of the site and Uxbridge to the north. Travelling further north, access to Ruislip can be achieved.

3.3.2 Just to the north of Uxbridge at Western Avenue, Route 89 merges with London Cycle Route 40 which travels eastwards and joins with a series of routes providing access onto the wider London Cycle Network.

3.3.3 Running along the western side of the site is the Grand Union Canal Quietway. This 28km long Quietway commences at Brentford Lock, before passing alongside West Drayton and Yiewsley. Approximately 1.7km north of the site, this Quietway merges with National Cycle Route 6, which continues north to Uxbridge. Areas on the periphery of London can be accessed from this route such as St Albans. National Cycle Route 61 branches off from Route 6 at Cowley near Brunel University. Route 61 travels west out of London towards Slough. The Quietway travels through the Boroughs of Hounslow, Ealing and Hillingdon.

3.3.4 The Grand Union Canal Quietway has been identified by TfL, in partnership with the London Boroughs and the Canal and River Trust, as a route that is to undergo significant improvements. These improvements will comprise of better-quality surfaces, wider paths, improved access points and new signage. Work is currently ongoing on Section 12 between West Drayton High Street and Trout Road with completion of work anticipated in March 2020.

3.3.5 Implementing improvements such as these will enhance the appeal of the Grand Union Canal further and will provide a comprehensive link between the north and south of Hillingdon.

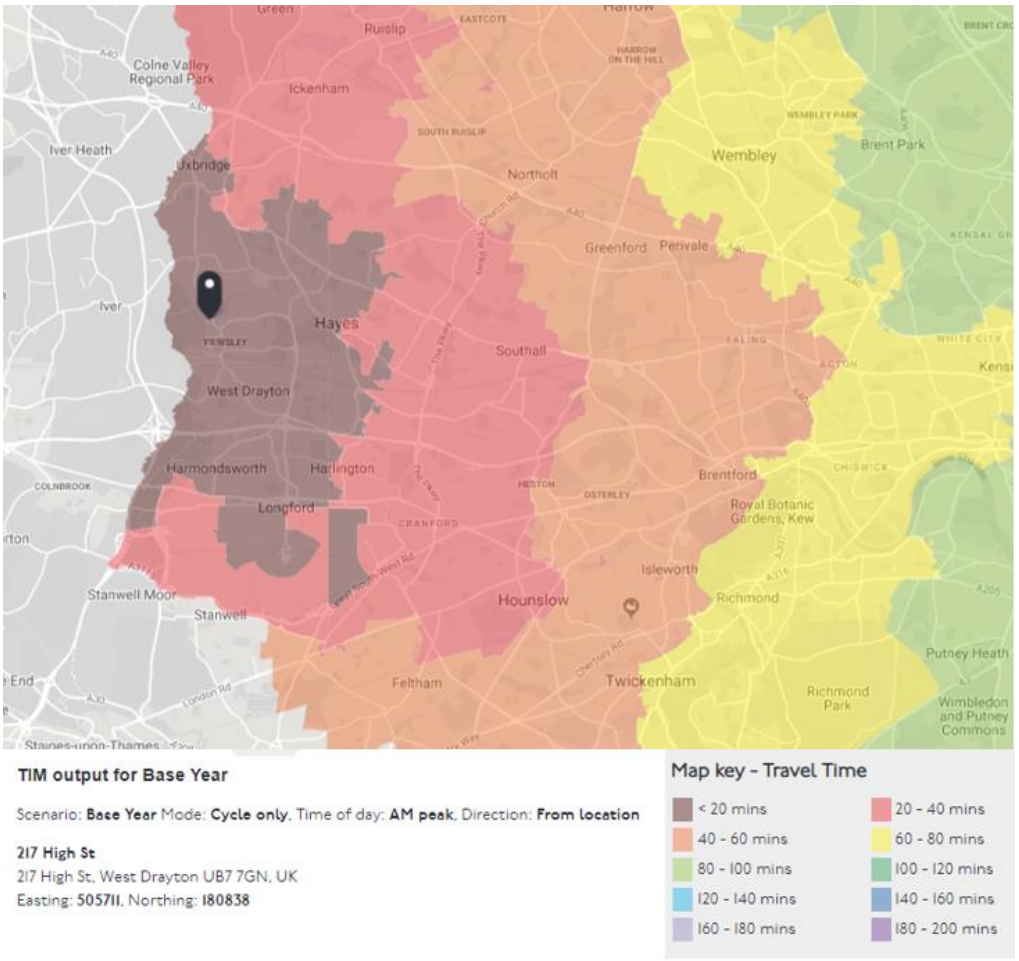
3.3.6 Future residents will therefore benefit from a well-connected cycle network surrounding the site.

3.4 Active Travel Zone (ATZ) and Local Amenity Provision

3.4.1 The active travel zone provides a designated area in which people are encouraged to travel to via active modes (walking or cycling). The catchment area used is based on the TfL methodology consisting of a 20-minute cycle isochrone from the development location to the surrounding areas and points of interest. The purpose of the ATZ is to identify key amenities that are located within catchment area, in which people are able to actively travel to in an attempt to promote sustainable travel modes and reduce car dependency.

3.4.2 The extent of this catchment area is depicted in **Figure 3.2**.

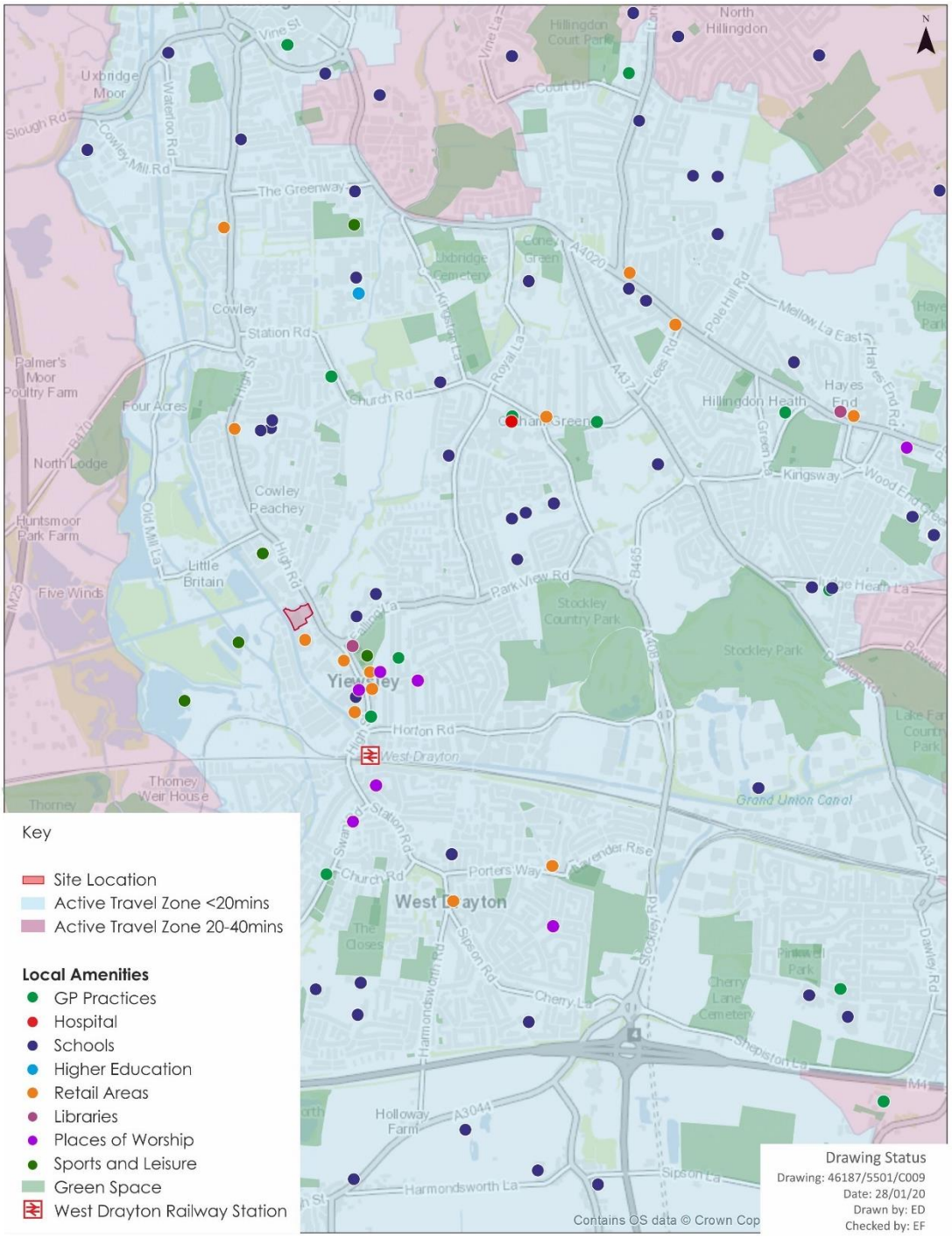
Figure 3.2: ATZ Extent – 20-minute Cycle Catchment from Site Location



Source: TfL TIM Model

3.4.3 **Figure 3.3** provides an overview of the local amenities that are located within this 20-minute cycle catchment area in relation to the site.

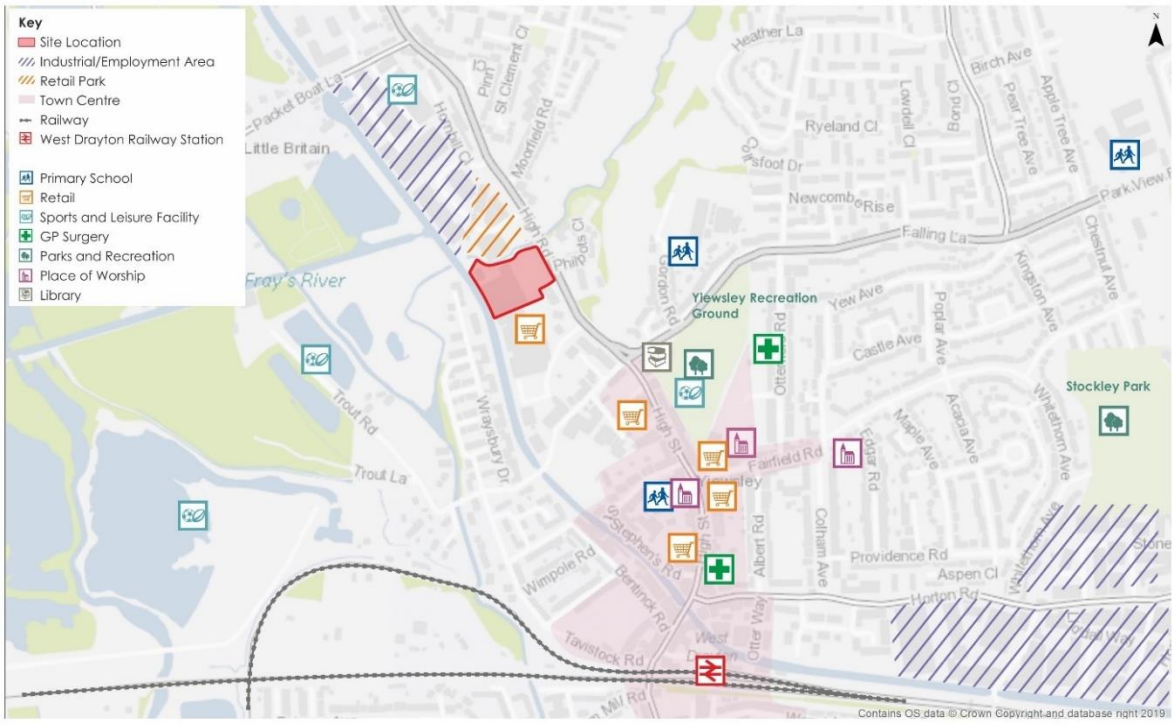
Figure 3.3: Key Amenities within 20-Minute Cycle Catchment Area



3.4.4 **Figure 3.3** clearly demonstrates that a large number of amenities can be accessed from the site within the 20-minute cycle catchment area. This includes key locations within Hillingdon, such as Brunel University (1.9km), and Hillingdon Hospital (1.6km).

3.4.5 **Figure 3.4** maps out the key local amenities that are considered as being accessible within a comfortable walking distance.

Figure 3.4: Local Amenities within Comfortable Walking Distance from the Site



3.4.6 **Table 3.1** lists the details of the amenities that are mapped in **Figure 3.4**, including the walking distance to these.

Table 3.1: Walking Distance from Development Site to Local Amenities

Amenity Category	Name	Walking Distance from Site
Retail	Tesco Superstore	220m
	Aldi	300m
	Iceland	500m
	Wilko	500m
	Morrisons	600m
Primary School	Rabbsfarm Primary School	500m
	St Matthew's C of E Primary School	550m
	Park Academy	1.3km
GP Practice	Yiewsley Health Centre	700m
	Otterfield Medical Centre	750m
Sports and Leisure	Panthers Gym	700m

Green Space	Yiewsley Recreation Ground	750m
Places of Worship	St. Matthew's C of E Church	500m
	Yiewsley Baptist Church	750m
	Yiewsley Methodist Church	550m
Rail Station	West Drayton Railway Station	950m

3.4.7 Based on information provided in **Figure 3.4** and **Table 3.1**, it is clear that residents of the site will be able to access a range of services and facilities to meet their everyday requirements. These services are located within close proximity to the site, and therefore it is anticipated that travelling to and from these facilities will be done so via active modes such as walking and cycling.

3.4.8 It is therefore envisaged that sustainable travel modes such as walking and cycling will be adopted by residents of the development in order to access these amenities.

3.5 London Buses

3.5.1 The closest bus stops to the site are situated to the south of the site on High Street and Falling Lane. Falling Lane (Stop B), is located 200m (2-minute walk) south of the site and is served by the 222 service. Yiewsley Library (Stop W) is served by the U3 and U5 services and is located 220m (3-minute walk) away from the development site. Yiewsley Library (Stop U) is served by the U1 service and this stop is located 250m (4-minute walk) south of the site. These bus stops are located well within the 400m threshold that is highlighted within the CIHT's 'Buses in Urban Developments' (2018).

3.5.2 These services provide connections to Ruislip, Uxbridge, West Drayton and Hayes and Harlington. On a weekday, these services provide a typical daytime frequency of 4 – 6 buses per hour.

A summary of these local bus services is provided in **Table 3.2**.

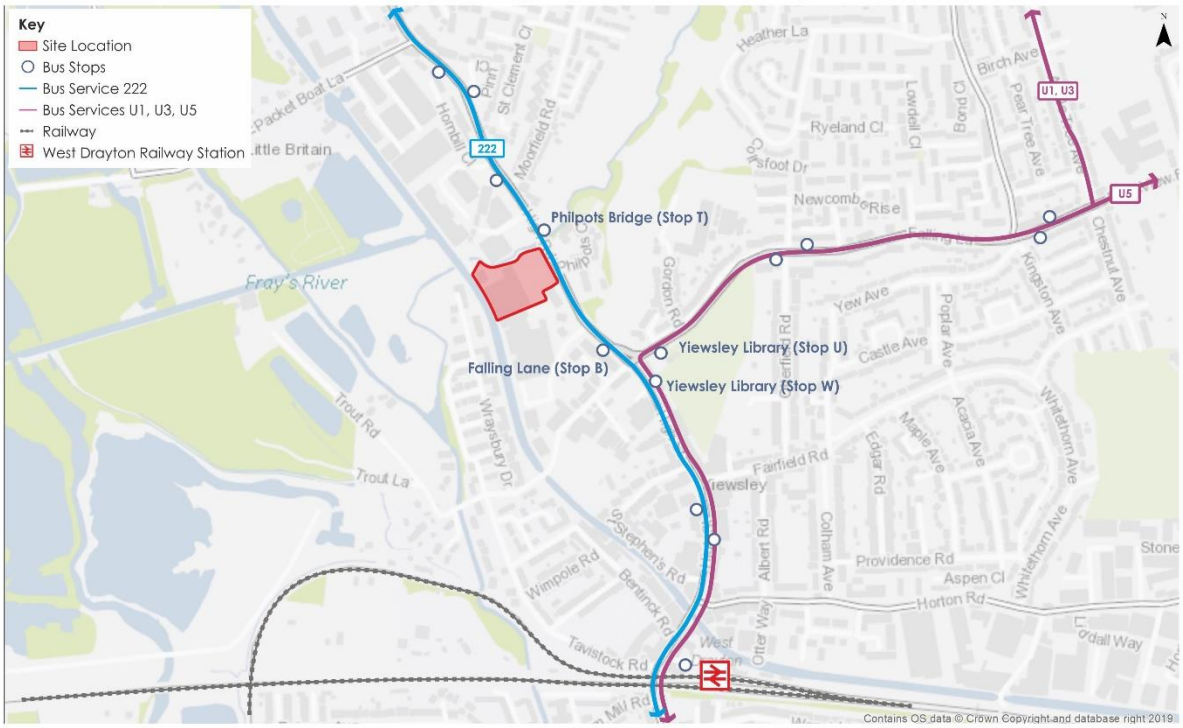
Table 3.2: Summary of Bus Services

Service	Route	Closest Bus Stop	Frequency (Weekday – per hour)	Frequency (Saturday – per hour)	Frequency (Sunday - per hour)
222	West Drayton > Yiewsley > Cowley > Uxbridge	Falling Lane (200m)	4 – 5	4 – 5	4 – 5
U1	West Drayton > Yiewsley > Hillingdon Hospital > Uxbridge > Ruislip	Yiewsley Library Stop U (250m)	4 – 5	3 - 4	2
U3	Uxbridge > Yiewsley > West Drayton > Heathrow	Yiewsley Library Stop W (220m)	5 – 6	5	3
U5	Uxbridge > Yiewsley > West Drayton > Hayes and Harlington	Yiewsley Library Stop W (220m)	5 – 6	4 – 5	3

Source: Transport for London (TfL)

3.5.3 **Figure 3.5** illustrates the bus stops and routes within the vicinity of the site. Route 222 directly passes the site and provides a connection to Uxbridge and West Drayton railway stations and also to Hounslow bus station. The U1,3 and 5 services provide further services from Falling Lane.

Figure 3.5: Local Public Transport Network



3.5.4 A combination of frequent hourly services and the close proximity of the bus stops serving these routes highlights that the bus network surrounding the site is of a good standard and is of a sufficient level that will encourage residents of the development adopt this travel mode.

3.6 National Rail

3.6.1 The closest railway station to the site is West Drayton, located approximately 950m to the south, an approximate journey time of 12 minutes by foot and less than 5 minutes by cycle. Nine Sheffield cycle stands are provided at the station.

3.6.2 West Drayton Railway Station has recently benefitted from the commencement of Crossrail services between Reading and London Paddington, enhancing the connectivity between West Drayton and these locations. The Elizabeth Line is scheduled to be fully operational during the summer of 2021. West Drayton will have a direct link onto the London Underground network, offering connectivity to Central London, as well as locations in East London and Essex.

3.6.3 **Table 3.2** provides an overview of the overground rail services offered at West Drayton Station.

Table 3.2: Summary of Rail Services

Operator	Route	Frequency	Duration
TfL Rail / GWR	West Drayton > Slough > Maidenhead > Reading	4 – 5 per hour	26 – 35 minutes
TfL Rail / GWR	West Drayton > Ealing Broadway > London Paddington	4 per hour	23 minutes
GWR	West Drayton > Slough > Maidenhead > Reading > Didcot Parkway	4 per hour	48 – 63 minutes

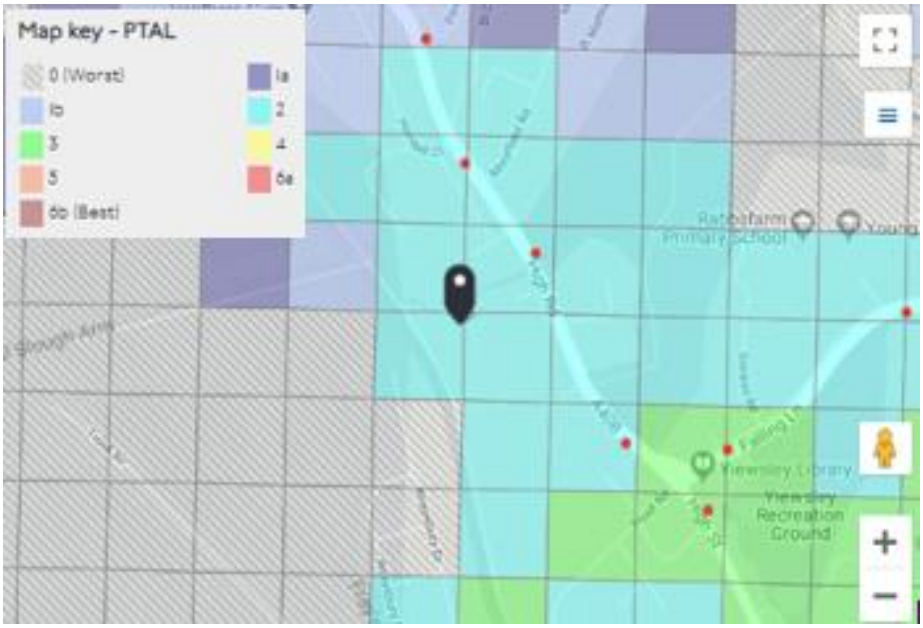
Source: Great Western Railway

3.7 Public Transport Accessibility Level (PTAL)

3.7.1 Public Transport Accessibility Levels (PTALs) are a detailed measure of accessibility of a site in relation to the public transport network, taking into account walk access times and the availability and frequency of services. A PTAL can range from 1a to 6b, where a score of 1 indicates a “very poor” level of accessibility and 6b indicates “excellent” provision.

3.7.2 TfL’s WebCAT (Web based Connectivity Assessment Toolkit) identifies that the site is has a PTAL of 2, representing a low level of accessibility to public transport. However, as illustrated in **Figure 3.6** the site is in very close proximity to areas with a PTAL 3.

Figure 3.6: PTAL Plan for 217 High Street, Yiewsley



Source: TfL WebCAT Planning Tool

3.7.3 **Sections 3.5** and **3.6** have demonstrated that the site has a good level of connectivity to public transport links. An assessment has been undertaken which demonstrates West Drayton Railway Station to be within the 960m cut off point and therefore a manual PTAL calculation was undertaken to include the rail services at West Drayton. This resulted in the PTAL of the site being uplifted to level 3 which better represents the accessibility of the site. The full methodology and justification is provided within the Technical Note included at **Appendix B**.

3.8 Car Clubs

3.8.1 As of 2016 there were 6-off street bays available in Hillingdon for car share club vehicles and around 220 car club members in the borough[1]. Within Hillingdon, the car operators are Zipcar and Hertz. However, surveys undertaken within the WestTrans study indicate multiple other car clubs providers are exploring expansion opportunities in West London, including Hillingdon.

3.8.2 **Figure 3.7** highlights the location of four of these car club bays. 2 of these car club bays are found in Cowley, which can be accessed via a 2km cycle. 1 bay is found in West Drayton, approximately 2.4km south of the site. The final located bay is associated with Heathrow Airport, 7.5km south of the site.

3.8.3 2 extra car club bays have been installed within Hillingdon since the publication of the report, however the location of these are unknown.

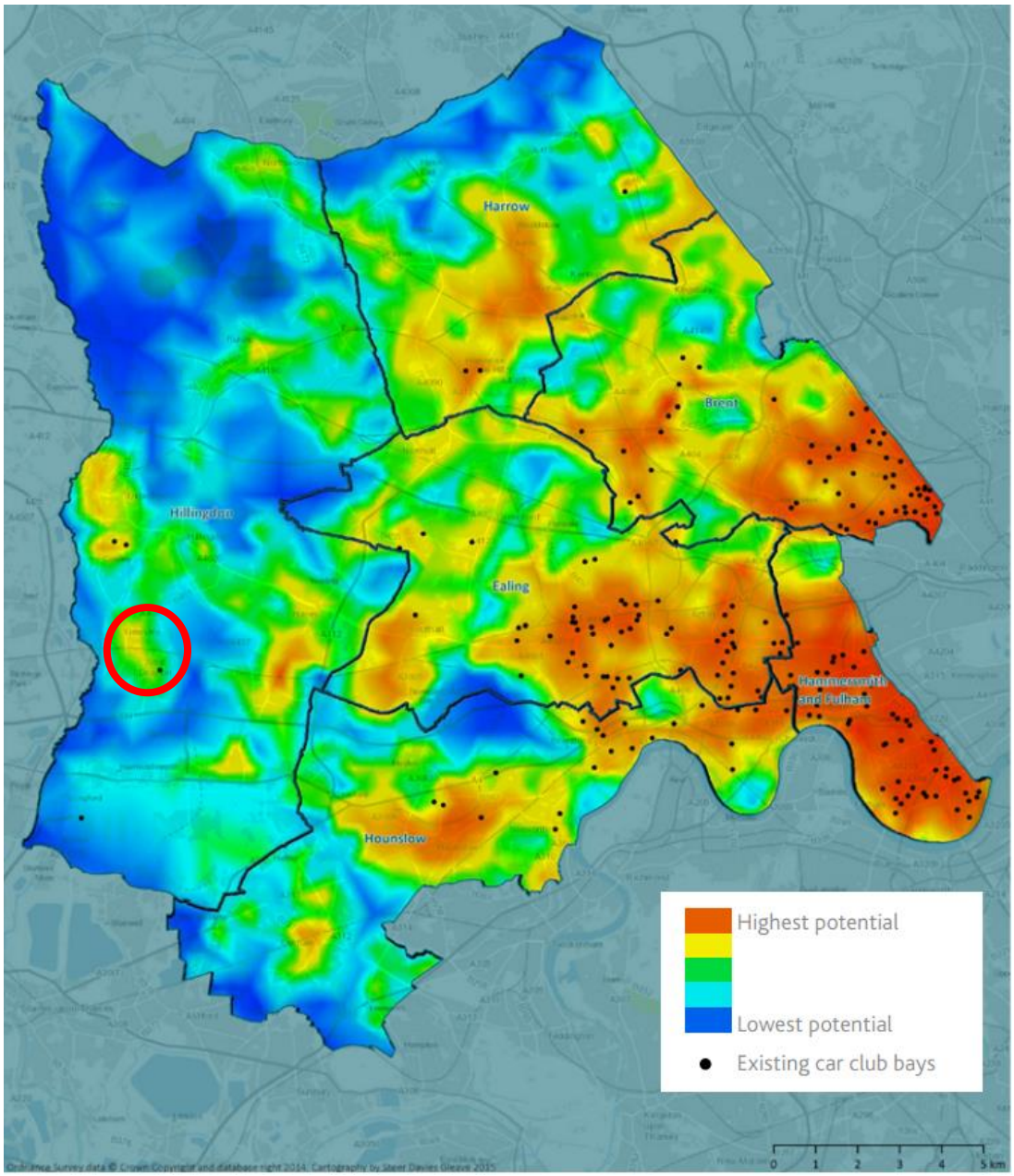
3.8.4 **Figure 3.7** illustrates the demand of residents to pursue car sharing as a travel mode. The map has been created by incorporating the following factors;

- Population Demographics – Population with a high propensity to use car clubs;
- Population Density – High population density;
- Public Transport Accessibility – High accessibility;

[1] Carplus Annual Survey, 2016

- Travel to work by car – low travel to work by car;
- Controlled Parking Zones (CPZs) – Areas with CPZs; and
- Strategic Developments – Areas with new developments.

Figure 3.7: Car Club Potential Demand



4 Development Proposals

4.1 Introduction

4.1.1 This section sets out the proposals for the development including access arrangements, and parking provision.

4.1.2 The scheme has been designed in accordance with the 'Accessible Hillingdon Supplementary Planning Document (2017)', which places emphasis upon inclusive design for all residents and all travel modes, sustainable travel modes in particular.

4.2 Proposed Development

4.2.1 The proposals are for the erection of 5 and 6 storey buildings to provide a 10,000sqft D1 Health Facility and 235 residential apartments with associated parking, communal podium garden, landscaping, pedestrian and cycle canal link and external works following the demolition of the existing buildings on site at 217 High Street, Yiewsley.

4.2.2 The proposed mix of units is set out in **Table 4.1**.

Table 4.1: Development Mix

Dwelling Type	Total
Studio	12
1 Bed	62
2 Bed	134
3 Bed	27
Total	***235***

4.3 Pedestrian and Cycle Access

4.3.1 Pedestrian and cycle access will be provided onto the High Street at the site access and tie into the existing footway running along the front of the site. The scheme will widen the footway to 3.0m allowing this link to be safeguarded should cycleway aspirations from LBH come forward in the future.

4.3.2 Access to the public realm area along the frontage of the site and the D1 Health Facility will be provided from the High Street in the south east corner and a central link. This will encourage the community and residents to enter the site and benefit from the improvements in public realm and play areas that this scheme is delivering. A gated access will be provided to the southern side of the D1 Health Facility into the site for residents.

4.3.3 In the north west corner of the site, a 3.0m wide pedestrian / cycle access will be provided to connect with the Grand Union Canal. This link will be open at all time for public use and a chicane style gate provided to slow cyclists on approach to the canal and deter any antisocial behaviour. This link will bring a significant benefit for the wider community, creating a safe and secure connection onto the Grand Union Canal. Improvements are currently being delivered to the towpath along the Canal to deliver safe and accessible shared spaces for all users. The link through the site will improve the environment for pedestrian and cyclists and deliver in accordance with the Mayor's Transport Strategy and Health Streets approach.

4.4 Vehicular Access

4.4.1 The existing vehicular access is a priority-controlled T-junction onto the A408 High Street, with a ghost island right turn. This arrangement is considered suitable for the use that will be generated by the development and therefore will be retained.

4.5 Car and Cycle Parking Provision

4.5.1 To balance the need for sufficient car parking to meet demand whilst encouraging the use of sustainable travel, on site parking provision for the residential apartments will be provided at a ratio of 0.79 per dwelling, equating to 185 parking spaces.

4.5.2 A parking ratio of 0.79 is justify for the following reasons:

4.5.3 A review of the 2011 census data has been undertaken and it emerged that 41% of apartment residents within the ward where the site is located (Yiewsley E306007374) do not own a car. Additionally, the data reveals the following parking ratios within the ward;

- 1 Bed Apartments: 0.54 per unit
- 2 Bed Apartments: 0.80 per unit
- 3 Bed Apartments: 0.91 per unit

4.5.4 Applying these ratios to the proposed development schedule provides a site parking ratio of 0.76 per unit.

4.5.5 TfL's Travel Demand Survey demonstrates that since the last census in 2011, the proportion of people now considering the use of more sustainable travel modes has not increased. Between 2011 and 2018 for outer London journeys during the weekday, the proportions of those driving private cars has decreased by 3.8% whilst public transport use has increased by 5.0%. This public transport use is expected to increase further now through the introduction of Crossrail services at West Drayton. Due to the evidence of shifting travel patterns amongst residents in the ward, this car parking provision is justified.

4.5.6 All 2 bed and 3 bed apartments will be allocated with a car parking space. 16 of the 1-bedroom apartments will also be allocated 1 car parking space. The remainder of apartments will be car free. All 24 wheelchair units will be allocated with a disabled bay. Car parking will be allocated as set out in **Table 4.2** below

Table 4.2: Parking Allocation

Type	No of Units	Disabled Bays	Normal Spaces	Total Spaces
Studio	12	2	Car Free	2
1 Bed	62	2	16	16
2 Bed	133	11	122	133
3 Bed	28	9	17	28
Visitor	-	-	4	4
Car Club	-	-	2	2
Total	***235***	**24**	***161***	***185***

4.5.7 The internal parking area for the residents will form a two-storey car park, with first floor access via an internal ramp. 85 spaces are provided on the ground floor with a further 82 spaces provided on the first floor. The remainder of the residential spaces are externally.

4.5.8 A small number of parking spaces (4 spaces) will be allocated to residential visitors within the external play area.

4.5.9 In addition, 20 parking spaces and 1 drop off space will be provided on the site for the D1 Health Facility. These spaces will be designated for the health hub use only during operational hours and clearly marked to prevent use by the residents.

4.5.10 11 Motorcycle spaces will be provided for residential use. In line with the draft London Plan standards, accessible parking will be delivered with a provision of 24 accessible spaces. These bays will be provided internally and externally at ground level in close proximity to the accessible units. Demand for accessible bays will be managed and standard bays could be converted for accessible users if the requirement increased in the future.

4.5.11 Secure cycle parking will be provided on site in accordance with the draft London Plan standards. A total of 427 cycle spaces will be provided for the residents in designated cycle stores, located on the ground floor of the apartment blocks. These stores will be locked and entry for residents only.

4.5.12 Short Stay cycling parking will be provided in the form of Sheffield stands for the D1 Health Facility (23 spaces) within the public realm areas and next to the play areas and 20 spaces for visitors.

4.6 Electric Vehicle Parking Provision

4.6.1 Electric vehicle parking provision will be provided on the site in accordance with the Draft London Plan standards. 20% of spaces will provide active charging provision, with the remaining spaces having passive provision for future provision.

4.7 Car Club

4.7.1 The developer is keen to promote car clubs as an alternative to private car ownership. Therefore two car club spaces will be provided as part of the scheme. This will provide travel opportunities to both residents and the wider community who may not own a car.

4.7.2 The location of the car club bays in the external parking area will maximise exposure for both residents and the wider local community.

4.7.3 Further discussion will be undertaken with car club operators such as ZipCar and Enterprise to establish the future operation of the car club on the site. The car club will be in place and operational prior to occupation of the first dwelling and marketed to new residents through the Framework Travel Plan.

4.8 Public Realm Improvements

4.8.1 As part of the development improvements will be delivered to the public realm areas. This includes improvements to the public realm area to the front of the D1 Health Facility and delivering play spaces and green areas across the site. This is key to the development as it encourages further walking and cycling as a result of the positive environment.

The shared surface across the site encourages low vehicular speeds and makes it a more attractive environment for walking and cycling.

5 Objectives and Targets

5.1 Overview

5.1.1 This section sets out the overarching Objectives and Targets of the FTP for the development.

5.1.2 The objectives are supported by a set of SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imed) targets so that progress towards achieving them can be measured.

5.2 Objectives

5.2.1 The objective of this FTP is:

"To promote a sustainable lifestyle amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy journeys, providing non car mode travel opportunities and influencing modal shift"

5.2.2 To support this overarching objective, the following sub objectives have been set out:

- Increase awareness of the FTP and its constituent measures;
- Encourage greater use of sustainable transport modes, particularly cycling and walking;
- Promote smarter sustainable travel behaviour and reduce the need to travel overall / and / or in peak times;
- Improve the health of residents and minimise the development impacts on the surrounding environment.
- Promote sustainable modes of travel to all visitors of the site

5.2.3 Details of how the FTP will deliver these objectives are provided in **Section 6**.

5.3 Targets

5.3.1 The inclusion of targets with the Framework Travel Plan will enable monitoring of progress to be carried out and ensure the FTP seeks to actively meet its objectives. These targets have considered the overarching aims set out within the Mayor's Transport Strategy and TfL guidance.

5.3.2 These targets must be SMART, explained below as;

- Specific: Identify precisely what is to be achieved;
- Measurable: Over the duration of the target period, allowing for regular evaluation of effectiveness;
- Appropriate: Linked to overall objectives and aims:
- Realistic: In terms of the potential to actually be achieved over the duration period of achieving targets; and
- Timed: The target must define a date by which it is expected to be achieved.

5.3.3 The overarching target of this FTP is to:

"reduce the number of single occupancy vehicle trips to and from the site over a 12-hour weekday by 10% from the baseline position by year five and increase the use of sustainable modes"

5.4 Baseline and Interim Targets

5.4.1 For the purpose of this FTP, no site-specific data is available. As a travel survey of the site has not yet been undertaken, the modal split targets within this section are indicative and will be refined once the initial Travel survey has been undertaken and reviewed. The indicative targets are for a 10% reduction in car driver from the baseline position, which will be recorded at the baseline travel surveys undertaken within 6 months of occupation of the site. The indicatives targets are set out in **Table 5.1** below.

Table 5.1: Mode Share Targets

Mode	Year 1	Year 3	Year 5
Car Driver*	- 3%	- 6%	- 10%
Public Transport	+ 1%	+ 2%	+4%
Cycle	+ 1%	+ 2%	+3%
Foot	+ 1%	+ 2%	+3%

*10% reduction from baseline position

5.4.2 The five-year aspirational target is for an 10% reduction of car driver mode share, with a shift to active travel modes. Residential will be encouraged to consider public transport, walking cycling, and car sharing.

5.4.3 Once the first baseline TRICS Standard Assessment Methodology (SAM) has been undertaken, analysis of the baseline targets will be reviewed, and targets revised where necessary. This will be repeated following each subsequent survey so that the targets remain ambitious, yet realistic and achievable.

5.4.4 If the FTP targets for Years 1, 3 and 5 are not met then measures will be reviewed and amended to step up their effectiveness. Such measures would need to be agreed with LBH and TfL to ensure that appropriate tools are being used to achieve the target travel mode shift.

6 Delivering the Objectives

6.1 Introduction

6.1.1 This section of the FTP sets out the strategy proposed meet the targets and objectives.

6.2 Framework Travel Plan Delivery

6.2.1 The success of this FTP will be dependent upon the level of effectiveness and management that is provided. To support this, clearly defined roles will be required.

6.2.2 The Travel Plan Coordinator (TPC) is central to the successful implementation and management of the TP. It is likely that the TPC will be appointed by the site management company on behalf of the developer.

6.2.3 The key responsibilities undertaken by the TPC are set out below, acknowledging that these will be reviewed / amended on a regular basis:

- Leading on the delivery of the TP once approved by TfL and LBH;
- Coordinating the necessary data collection to maps of local walking and cycling facilities, public transport timetables, contact details for local bus and taxi companies, local authority travel based initiatives and promotions; and information above facilities and services in the area;
- Representing the 'human face' of the TP to provide point of contact discuss travel arrangements;
- Promoting the individual events and co-ordinating initiatives;
- Liaising with TfL and LBH over monitoring and review of the TP and to help assess progress towards achieving mode shift away from car use.

6.2.4 In-line with the relevant TfL guidance, the TPC will be appointed prior to the occupation of the site. Once appointed, the developer shall notify LBH in writing of the name, address, telephone number and email address of the appointed TPC.

6.2.5 It is advised that a Framework Travel Plan group is established to ensure there is communication and cooperation between TPC's of the respective land uses. This will also enable quarterly meetings are set up in order to establish a streamlined communication process in which the objectives and targets of this FTP can be fulfilled.

6.3 Securing and Funding of the Travel Plan

6.3.1 The FTP is to be secured through the Section 106 Agreement and that this will secure funding to include initial implementation, on-going monitoring and review and any additional measures that might be considered to be required as a result of this process.

6.3.2 TfL's Travel Plan guidance also stipulates that when any monitoring of travel plans is required, then this should be via a planning obligation.

6.4 Travel Plan Awareness

6.4.1 The success and effectiveness of this Plan will be enhanced through the development and implementation of an effective marketing and promotion strategy.

6.4.2 To increase the awareness of the objectives set within this FTP, residents will be provided with a Travel Welcome Pack upon arrival (also available electronically) in their new property / employment. This will offer information on the sustainable modes of travel that are available within the local area in addition to travel vouchers to encourage the uptake of sustainable travel within Yiewsley and the wider area of Hillingdon.

6.4.3 Examples of information that could be included can consist of car club information, nearby cycle hire and maintenance facilities, and the advantages and disadvantages of owning ultra-low emission vehicles.

6.5 Encouraging Sustainable Travel

6.5.1 **Section 7** will detail the specific measures that are to be implemented in regard to encouraging more sustainable travel modes such as the increase in the use of public transport and uptake of active travel modes.

6.5.2 Other incentives may include:

- Discounted use on public transport services for an initial fixed period;
- Discounts on bikes and cycle equipment purchases (i.e. cycle to work scheme); and
- Free / discounted memberships to car clubs for residents and staff at the health hub for an initial fixed period.

6.6 Reducing the Need to Travel by Private Car

6.6.1 The need to travel by car to and from the development is reduced to the good level of pedestrian and cycle infrastructure that is present within the vicinity of the site as demonstrated in **Section 3**. This level connectivity and infrastructure, combined with current policy, will ensure that active modes are encouraged, whilst private car use is deterred.

6.6.2 Supporting the adoption of active travel modes, the Active Travel Zone (ATZ) and provision of local amenities also discussed in **Section 3** highlight that the site is located in a sustainable location, where a variety of amenities can be accessed including retail, medical, educational and sports / leisure. Many of these can be accessed within the referenced 20-minute cycle catchment as per standard TfL methodology and many of these are also located within a comfortable walking distance from the site.

6.6.3 Private car use can be discouraged further by the provision of public transport that is present within close proximity to the site. The location of the nearest bus stops are within comfortable walking distance from the site (within 250m), and access onto this bus network provides travel locations across Hillingdon.

6.6.4 The nearest train station at West Drayton is also within walking distance of the site (950m) and this allows for access to locations in Berkshire, Oxfordshire, as well as into London. Connectivity from this station has grown due to the commencement of Crossrail services at the end of 2019, further enhancing the appeal of rail as a mode share.

6.6.5 Each residential dwelling will be encouraged to develop localised patterns of sustainable travel by the Travel Welcome Packs upon arrival. Residents will be made aware of the full range of amenities that are available and how access to them is achieved and which sustainable mode of travel is most convenient.

6.7 Encouraging Efficient Use of Private Vehicles

6.7.1 This FTP recognises that since there is an element of residential and non-residential parking provided within the development and it is envisaged there will be a high uptake of these spaces due to the nature of the area and the lack of availability of parking elsewhere. Further details of this are available in the Car Park Management Strategy which sets out the plan for controlling parking numbers, without adversely affecting the surrounding area.

6.7.2 The use of car clubs is another measure which can be used to promote efficient use of private car usage whilst decreasing vehicle ownership. Discussion will be undertaken with car club providers to set up the car club service at this development. It is therefore anticipated that a formal car club will be set up at an early stage in the implementation of the development, to assist in the uptake of this sustainable travel mode.

7 Measures and Action Plan

7.1 Overview

7.1.1 This section details the measures that the Client intends to implement at the site; and the likely measures that they will promote the use of sustainable transport modes and reduce car use.

7.1.2 Several of the proposed measures of this FTP were detailed within the development proposals chapter in **Section 4**, in addition to the delivery of the FTP in **Section 6**. These are listed below:

- Public realm improvements and enhancement to pedestrian and cycle environment;
- Provision of car club spaces within the development site;
- Pedestrian and cycle priority across the development;
- Secure cycle parking provided on site in designated cycle stores that are to be located on the ground floor of the apartment blocks for residents and Short stay stands for visitors and users of the health hub;
- Provision of 3.0m cycleway / footway through the site to provide a safe and accessible connection between the High Street and Grand Union Canal.

7.1.3 An Action Plan is provided in **Table 7.1**. The main aim of this Action Plan is to identify individual initiatives that can assist residents and visitors to reduce private vehicle journeys to and from the development.

7.1.4 Moreover, **Table 7.1** will set out the benefits of various measures and the timescales for the implementation of these. They are grouped by measures that will meet the FTP's sub-objectives.

Table 7.1: Framework Travel Plan (FTP) Action Plan

Initiative	Description	Measures	Benefits	Timescale of Implementation	Responsibility
Managing the on-going development and delivery of the Framework Travel Plan with future residents and visitors					
Adoption of FTP	Support and buy-in, the client will ensure that the FTP is an active, living document that is to be continuously monitored and updated.	Encourage residents and visitors to adopt the Framework Travel Plan.	This will ensure future commitment to the development of the FTP.	Upon Occupation	Developer
Appointment of Travel Plan Coordinator (TPC)	An overseeing coordinator appointed to assist in the enforcement of measures and to manage overall TP delivery, development and promotion.	Appoint a TPC responsible for overall management and coordination of Framework Travel Plan.	This will ensure that the FTP is taken forward and results are delivered.	Prior to Occupation	Developer
Increasing Awareness of the Framework Travel Plan and its Objectives					
Travel Welcome Packs	Provision of Welcome Packs to each residential unit.	To provide information on sustainable travel in the local area and provision of sustainable travel vouchers to encourage uptake.	Welcome Packs will provide site users with clear and relevant information and vouchers and this can be used to inform and encourage their decision on local sustainable travel.	Upon Occupation	Developer / TPC
Monitor and Publicise Framework Travel Plan Success	Promote the FTP and the achievements that have been made.	Provide feedback to residents and visitors on progress that has been made against TP targets and objectives.	Site users will remain involved and engaged with FTP progress and will feel motivated and incentivised when objectives are met.	Annually once development is at least 75% occupied	TPC

Provide travel information to prospective Site Users	Provide travel information in marketing suite, show homes / flats and / or website.	Provide information on all modes available and the benefits associated with active modes.	Site Users will be well informed on the travel options available to them before agreeing to occupy units and may be encouraged to change their previously established travel habits.	As soon as marketing material is produced / once show home / flats are opened.	Developer
Encouraging Greater use of Sustainable Travel Modes					
Cycling					
Cycle Parking Facilities	The development will provide secure cycle parking and information on cycle routes / facilities.	Provision of designated and secure cycle storage facilities on-site. Information on the location and use of these storage facilities will be provided as part of the Welcome Pack.	Provision of secure cycle storage will encourage users to cycle to and from the development.	With Development Proposals	Developer
Enhancement to Cycle Environment	The development will provide a permeable environment for cyclists and will provide improved connectivity onto existing cycle network.	To establish cycle connectivity from the site onto wider cycle network and utilise Grand Union Canal.	Establishing greater connectivity and providing a cycle-friendly environment will encourage cycle as a travel mode to and from the development to local amenities as highlighted within the ATZ 20-minute cycle catchment area.	With Development Proposals	Developer / LBH
Walking					
Pedestrian Facilities	Providing better links and connectivity onto wider pedestrian network.	To develop links onto existing pedestrian network and provide access to local amenities and public transport hubs.	Improved pedestrian links and public realm enhancements will encourage site users to walk to local services which are within a comfortable distance, as highlighted in **Table 3.1**.	With Development Proposals	Developer / LBH
Public Transport					

Public Transport Guides and Information	Issuing information to site users on public transport options including local bus services and rail connections.	Provide a guide / leaflet detailing the available public transport routes In the area including routes and timetables, in addition to how to access them via active travel modes.	Improved knowledge and awareness of local public transport options will encourage site users to adopt this where possible.	Upon Occupation	TPC / LBH
Encouraging the best use of car and other vehicles					
Car Club	Encourage the use of car clubs	Publicise the location of car clubs within the local area in addition to the allocation of 2 car share spaces within the Development's parking provision.	Reduces the demand for privately owned vehicles and reduces the number of short journey car trips.	Upon Occupation	Developer
Electric Vehicles	Promote the use of Electric Vehicles and other ULEVs	Active EV charging infrastructure in place for 20% of spaces within parking spaces and passive infrastructure in place for all remaining spaces. Advertise the environmental and economic benefits associated with owning an EV in addition to providing location and information on local dealerships.	Reduces the number of privately owned, internal combustion engine (ICE) vehicles on the local road network resulting in positive environmental impacts.	Upon Occupation	Developer
Reducing the need to Travel					
High Speed Broadband	Providing high-speed internet connectivity can allow for residents to participate in online shopping.	High-speed internet connection to be made available in each residential unit and also promote the benefits of online shopping.	Residents will be able to order their shopping online, reducing the need to travel. It also means that they are able to 'Work from Home' on occasion, further reducing the need to travel.	With Development Proposals	Developer
Local Amenities	Raise awareness and promote sustainable access to local services.	Include information in the Welcome Pack of the local amenities that are present and how to access them.	Residents will be aware of services in close proximity to the site that they can walk / cycle to instead of travelling via car.	Upon Occupation	TPC

8 Management and Monitoring

8.1 Overview

8.1.1 The developer will appoint a TPC who will be responsible for the implementation and management of the FTP. The Developer and the TPC will discuss funding in order to manage the future development of the FTP, including the on-going monitoring and review. Initial surveys, monitoring and review of targets will take place once the proposed development has been occupied for six months, or at 75% occupation whichever comes first. Revised targets may be proposed once the surveys have been reviewed and analysed.

8.1.2 The updated FTP would then be submitted to the London Borough of Hillingdon and TfL for its agreement within six months of first occupation.

8.1.3 The FTP will be regularly monitored and reviewed to ensure that the plan is a living document that reflects the changing requirements and travel pattern relating to the site and the relevant travel planning options are continuously available.

8.1.4 **Table 8.1** identifies the key actions and timescales relating to the monitoring and review of the FTP.

8.1.5 Formal monitoring will be undertaken in line with the TRICS Standard Assessment Methodology (SAM). These will be undertaken within six month of first occupation or at 75% occupation (whichever is first). Subsequent surveys will be undertaken in year 1, 3 and 5 following occupation.

8.1.6 In addition to travel surveys being conducted to identify mode share and the extent to which mode share targets are being achieved, it is anticipated that the monitoring will include other aspects, including the use of the car clubs, use of cycle parking, disabled and visitor parking and electric charging infrastructure. Qualitative surveys to understand how well existing travel arrangements cater for the site users should also be conducted and taken together, this information will assist in the review and development of the FTP and help the ensure that the changes made are relevant and appropriate to the context to the development and its users.

Table 8.1: Plans and Timescales for Framework Travel Plan Monitoring and Review

Action	Indicative Timescales
Baseline travel survey of all site users	within 6 months of first occupation or at 75% occupancy ,whichever is first
Update of FTP following baseline surveys	Following baseline travel surveys
Meetings between residential and TPC	Bi-annually
Update of travel information for the site users	Annually
Future site user travel surveys	At year 1, 3 and 5 following baseline travel surveys. Further periodic surveys may be required depending upon the overall timescales for the implementation of the development. This will need to be reviewed as part of the FTP process.

8.2 Monitoring

8.2.1 The TPC shall undertake and submit an Annual Monitoring Report to LBH for approval. This report is to demonstrate to the Council's reasonable satisfaction how the Framework Travel Plan has been implemented during the preceding 12-month period and should include:

- Measures introduced and actions taken to promote the FTP;
- A summary of the modal split of residents / visitors / employees through the monitoring surveys;
- The progress of the FTP in achieving targets and identifying any amendments to be agreed in writing by the council in the event that targets are not met; and
- A plan for future actions to be implemented.

8.2.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters or via a social media platform will assist in informing users of any new measures and provide an understanding of how the FTP is operating.

8.3 Remedial Measures

8.3.1 Should the Framework Travel Plan targets not be met by the end of the monitoring period, the developer will use reasonable endeavours to work with TfL and LBH to identify a strategy and agree further reasonable actions to get the FTP back on track.

Appendix A Illustrative Masterplan

0m 10m 50m

5m 25m

Argos &
Pets at Home

RIVER PINN

A408 HIGH STREET

El Sub Sta

Proposed Substation

Existing Substation

Sheffield Stands

AM1
Drop Off Area

Health Hub
Bin Store

Bins

Bikes

PROPOSED
29.65 FFL

A-A

Entrance foyer
30.139 sq ft

Waiting area/reception
1,004.9 sq ft

PROPOSED
29.65 FFL

BCP

HF1
HF2
HF3
HF4
HF5
HF6
HF7
HF8
HF9
HF10
HF11
HF12
HF13
HF14
HF15
HF16
HF17
HF18
HF19
HF20

Consultation/ examination room
172.22 sq ft

Treatment room
172.22

Treatment waiting area

Communal area

Clinical/screening room
350.49 sq ft

Staff support space
1439.9 sq ft

344.44 sq ft

Utility room
172.21 sq ft

Storage/linen
172.21 sq ft

Consultation/
180.8 sq ft

Consultation
344.44 sq ft

Public Realm Area

Health
Facility
10,034 sq ft

B-B

B-A

C-A

C-B

PROPOSED
29.65 FFL

PROPOSED CAR PARK
29.55 AOD

Plant room
PROPOSED
29.65 FFL

Back Up Generator

Comms rm
PROPOSED
29.65 FFL

Fob access gate

Shell

Carwash

CCE

430m2
PLAY

Sheffield Stands

Grand Union Pedestrian/Cycle Link

PLAY
60m2

PLAY
60m2

GRAND UNION CANAL

GRAND UNION CANAL WALK

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0m 10m 50m

5m 25m

Argos &
Pets at Home

RIVER PINN

A408 HIGH STREET

El Sub Sta

Proposed Substation

Existing Substation

Sheffield Stands

AM1
Drop Off Area

BCP

Public Realm Area

Sheffield Stands

Grand Union Pedestrian/Cycle Link

430m2
PLAY

B-A

B-B

C-A

C-B

Store

Fob access gate

PLAY
60m2

PLAY
60m2

GRAND UNION CANAL

GRAND UNION CANAL WALK

CCE

Shell

Carwash

N

General notes

All setting out must be checked on site
All levels must be checked on site and refer to Ordnance Datum Newlyn unless alternative Datum given
All fixings and weatherings must be checked on site
All dimensions must be checked on site
This drawing must not be scaled
This drawing must be read in conjunction with all other relevant drawings, specification clauses and current design risk register
This drawing must not be used for land transfer purposes
Calculated areas in accordance with Assael Architecture's Definition of Areas for Schedule of Areas
This drawing must not be used on site unless issued for construction
Subject to survey, consultation and approval from all statutory Authorities

Drawing revision prefix (not applied to sketches):
P=Preliminary
C=Contract

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Drawing notes

Electronic file reference

A3318 200 PLANS

Status R:	Revision	Date	DRN	CHK	CDM
2	PLANNING	26/02/20	ME	JL	

Key

- Private - Studio
- Private - 1 Bed
- Private - 2 Bed
- Private - 3 Bed
- Affordable Rent - 1 Bed
- Affordable Rent - 2 Bed
- Affordable Rent - 3 Bed
- Affordable Shared - 1 Bed
- Affordable Shared - 2 Bed
- Affordable Shared - 3 Bed
- Site application boundary
- Proposed Levels
- Existing trees

Purpose of information

The purpose of the information on this drawing is for:

Planning	☒
Information	☐
Comment	☐
Client approval	☐
Construction	☐
Final Issue	☐

All information on this drawing is not for construction unless it is marked for construction.

Key



Taylor Wimpey

Client

Taylor Wimpey

Project title

A3318 High Street Yiewsley

Drawing title

First Floor Plan

Scale @ A1 size	Date
1:250	**Feb '20**

Drawing Nº

HSY-ASA-ZZ-01-DR-A-201

Status & Revision

R2

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