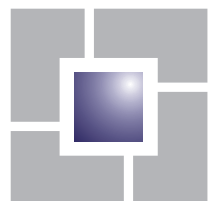


Proposed Premier Inn, Bakers Road
Uxbridge

Framework Travel Plan



david tucker associates
transport planning consultants



Proposed Premier Inn, Bakers Road,
Uxbridge

Framework Travel Plan

8th January 2019
SKP/JLA/AK 20299-02a Travel Plan

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Prepared For:

Bourne Wood Partnership and
Premier Inn

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Appendices

Appendix A Site Context Plan

Appendix B Example Staff Travel Survey



1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) has been commissioned by Bourne Wood Partnership and Premier Inn to provide transport advice in relation to an outline planning application for the redevelopment of office space on Bakers Road to create a new Premier Inn Hotel. The site location is shown in **Appendix A**.
- 1.2 The identified occupier of the development is Premier Inn, the brand runs affordable Hotel complexes across the UK. This proposed hotel development will be created from demolition of existing office blocks on site and will facilitate 140 rooms and other common hotel facilities. The planning application to which this report relates has been promoted in order to accommodate a need for Premier Inn to open a hotel at this location.
- 1.3 A Travel Plan is a term used for a package of objectives, targets and measures developed by an organisation aimed at promoting more sustainable means of travel and reducing the reliance on the private car. Travel Plans are site specific and are dependent upon not only the location of the site but the size and type of organisations located there.
- 1.4 As specific staff survey information is not available at this stage, this Framework Travel Plan (FTP) has been prepared to guide the occupier in producing their own Travel Plan in due course.



2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is currently an office building, bound by Bakers Road to the east, Belmont Road to the north, High Street to the west and retail properties to the south. The site is based in a predominantly commercial area consisting of many A1 and B1(a) units. The location of the site is included in **Appendix A**.

2.1.2 The existing building currently provides B1 office floor-space. Below the existing buildings is an underground car park with 112 spaces with a ramped access from Bakers Road. The car park is operated by Excell. Bakers Road and the surrounding area are subject to a CPZ.

2.2 Local Road Network

2.2.1 The site is accessed from Bakers Road at the site's eastern boundary. There are 3 access points adjacent to each other. One of these provides access to the underground car park, and the other two are at-grade access points. The carriageway of Bakers Road measures around 13m in width (including bus stops on both sides of the road) and has footways measuring 3m and 5m on both sides. Bakers Road has an approximate northwest - southeast alignment. On-street parking restrictions are commonplace in the area, with double yellow lines on Bakers Road a typical example. Street lighting is good in the area. There is a pedestrian island with lowered tactile paving on Bakers Road at the junction with Belmont Road. Bakers Road forms the minor arm of a T-junction with Belmont Road.

2.2.2 The carriageway of Belmont Road measures around 9m in width. Belmont Road has footways measuring 3m or more in width on both sides of the carriageway. There is limited on-street parking on the southern side of the carriageway. Parking restrictions are mixed, with some spaces available for permit holders only between 8am and 6.30pm Monday-Saturday, and the rest pay and display with a max stay of 2 hours. There is good street lighting and the road is subject to a 30mph speed limit. There is a signalled control crossing facility for pedestrians approximately 80m to the west of Bakers Road, on the corner of High Street.



- 2.2.3 To the west of the site is High Street. High Street is pedestrianised and has a high number of retailers. Pedestrian traffic levels are high, and one of the links between Bakers Street and High Street is along the southern boundary.
- 2.2.4 To the south of the site, Cox's Yard provide a pedestrian route through beneath the existing office building from Bakers Road to the pedestrian area on High Street.
- 2.2.5 The site is well-located with respect to the Strategic Road Network. Junction 1 of the M40/A40 is located 2km to the north west via Oxford Road.

2.3 **Walking and Cycling**

- 2.3.1 The majority of local roads have pedestrian walkways with raised kerbs, pedestrian crossings, streetlights, and 30mph speed limits. In the immediate vicinity of the site, there are a number of major roads. However, there are a number of crossings which overcome the potential for severance. All roads in the site vicinity have footways on both sides. There are many instances where pedestrian islands or pedestrian controlled signals are used to help with crossing. The majority of footways have lowered tactile paving at these crossings accompanied with excellent street lighting and, where appropriate, protective barriers. High Street to the west of the site is also entirely pedestrianised. There is an unbroken link from the site to the local bus stops and tube station. The footway network is important to the site as it allows for better pedestrian integration in the surrounding area, and access to local facilities, bus and train services.
- 2.3.2 To the south of the site, Cox's Yard provide a pedestrian route through beneath the existing office building from Bakers Road to the pedestrian area on High Street.
- 2.3.3 Short trips can be made by cycle rather than by car, particularly for hotel staff. The 5km radius area encompasses a large number of areas including Northolt, Ickenham Ruislip, Hillingdon, Denham, Iver Heath, Cowley, and West Drayton. London benefits from an extensive network of local cycle routes. The roads around the site have excellent street lighting and 30mph speed limits. Cycling is therefore a viable form of transport to and from the site.



2.4 Public Transport

Bus

2.4.1 The PTAL assessment has been undertaken through the TfL Planning Information Database and has indicated that the proposed site has a PTAL 6A, the highest rating possible. As such, the proposed development is very well located in terms of accessibility to local bus services, the nearest bus stops are around 20m to the south of the site on Bakers Road. There are more stops around 50m to the south of the site at the frontage to Uxbridge Bus Depot. There are regular bus services to Slough, Iver Heath, High Wycombe, Beaconsfield, Chesham, Ruislip, Harlow, Heathrow Airport, Houslow, Ealing and more. A summary of the bus services calling at these bus stops are in **Table 1** below.

Table 1 – Summary of Local Bus Services

Service No.	Route	Journey Time	Frequency		
			Mon-Fri	Sat	Sun
3	Slough – Langley – Iver – Iver Heath	30mins	Every 30mins (06:22 – 20:02)	Every 20-40mins (07:12 – 20:02)	Every 1 hour (08:17 – 19:17)
583	Hedgerley – Slough	1hr 10mins	09:49, 12:20, 15:40	N/A	N/A
U2	Towards Brunel University	28mins	Every 9-13mins (07:00 – 20:00)	Every 9-13mins (09:00 – 19:00)	Every 20mins (09:00 – 00:00)
U3	Towards Heathrow Central Bus Station	48mins	Every 10-13mins (07:00 – 19:00)	Every 9-12mins (09:00 – 18:00)	Every 20mins (05:00 – 23:00)
U4	Towards Prologis Park	44mins	Every 8-13mins (07:00 – 19:00)	Every 10-12mins (09:00 – 19:00)	Every 10-15mins (08:00 – 00:00)
U5	Towards Blyth Road, Hayes	45mins	Every 10-12mins (06:00 – 20:00)	Every 50mins past the hour (07:50 – 17:50)	Every 20-30mins (07:00 – 00:00)
U10	Towards Glenhurst Avenue	38mins	Every 50mins past the hour (06:50 – 18:50)	Every 50mins past the hour (07:50 – 17:50)	N/A

222	Towards Hounslow Bus Station	58mins	Every 8-12mins (07:00 – 23:00), Every 30mins (01:00 – 06:00)	Every 9-12mins (08:00 – 23:00), Every 30mins (01:00 – 07:00)	Every 12-13mins (09:00 – 23:00), Every 30mins (23:00 – 07:00)
A10	Towards Heathrow Central Bus Station	27mins	Every 15mins (04:30 – 00:00)	Every 15mins (04:30 – 00:00)	Every 30mins (04:30 – 00:00)

Rail

2.4.2 The closest underground railway station to the site is the Uxbridge Underground station approximately 60m south east of the site on Bakers Road. This equates to a walk time of around 1 minute. The station is the terminus of the Uxbridge branches of both the Metropolitan line and the Piccadilly line. In terms of facilities at Uxbridge Underground station there is a waiting room, cash machine, ticket machine and toilets. The next station towards London is Hillingdon, this station is in Travelcard Zone 6.

2.4.3 Travelcards can be purchased for travel between zones 1-6 as day passes or longer duration weekly, monthly or yearly passes. Standard adult prices for a zone 1-6 pass are shown in **Table 2** below.

Table 2 - Travel Pass Zone 1-6 Standard Adult Price List

Zone 1-6 Travel Pass	
Travelcard	Price
Daily Anytime	£18.10
Daily Off-Peak	£12.70
Weekly	£58.20
Monthly	£239.30
Annually	£2,492

2.5 Summary

2.5.1 The site is very well located in terms of public transport. Hotel guests and staff are extremely well served by the proximity of the local underground station within a short



walking distance to the site. Regular bus services are also conveniently located at the nearby bus depot.

- 2.5.2 The bus services are liable to be more attractive to hotel staff, the predominant number of which will reside in the local area.
- 2.5.3 Walking and cycling routes to these facilities are good. Pedestrian routes in the area are very good with footways generally between 2.5m and 4.0m and there is a good provision of street lighting and pedestrian crossing facilities.
- 2.5.4 The site is well located for a hotel with exceptional links to the rail network, bus services, pedestrian routes and safe and access to the local and strategic highway network.

3.0 TRAVEL PLAN TARGETS AND OBJECTIVES

3.1 Introduction

- 3.1.1 The overall TP objective for the development is to reduce the percentage of staff, and where possible visitors, travelling by car and this chapter provides an indication as to the overall impact travel planning could have.

3.2 Outcomes

- 3.2.1 For new developments in particular, outcome targets should be expressed in terms of a maximum end levels of car use. This relates to the maximum allowable modal share of car use for when the development is complete. This figure should be lower than what would be expected should the development not have a TP.

3.3 Base Mode Share

- 3.3.1 As this is a new development and no current travel patterns exist, specific targets for modal shift cannot be set at this stage.
- 3.3.2 Nevertheless, in order to derive a preliminary base mode share for the proposed development, reference has been made to the existing journey to work mode share for the Hillingdon 015 Middle Super Output Area (MSOA) within which the site is located using 2011 Census data for workplace population. The resulting baseline mode share for the proposed development is summarised in **Table 3**.

Table 3 – Modal split

Mode of travel	Percentage Split
Underground/Metro/Light	16%
Train	4%
Bus/Minibus/Coach	11%
Taxi	0%
Motorcycle/Scooter/Moped	1%
Car/Van	47%
Passenger in Car/Van	3%
Bicycle	2%
On-foot	16%
Other	1%

3.3.3 It can be seen from **Table 3** that approximately 47% of journeys to work are made by car, with 31% by public transport (Total: Underground/Metro/Light, Train, Bus/Minibus/Coach), 16% by foot, 3% as car sharers or passengers, and 2% by bicycle.

3.3.4 Following occupation of the site, site surveys will be undertaken to establish the mode share once operational. These surveys will be undertaken within the first 6 months.

3.4 Targets

3.4.1 At this stage, an initial 10% mode shift reduction target in car use for employees has been set for the development site against the preliminary baseline mode share of 47%. This is to be achieved over a five-year implementation period with a mode shift reduction of approximately 1.3% per year, as summarised in **Table 4** below.

Table 4 – Car Driver Mode Share Target

Car Driver Modal Share*					
Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
47%	45.7%	44.4%	43.1%	41.8%	40.5%

**to be reviewed following initial staff survey*

3.4.2 The base mode share for the development and associated car driver target would be reviewed within six months of first occupation following staff travel surveys. These targets would be continually reviewed and monitored over the five year implementation period to determine whether the overall objectives of the TP are being achieved.

3.5 Indicators

3.5.1 Whereas the target for the proposed development is focussed on reducing the number of car trips, the indicators are used to monitor how the site is being accessed and how effectively different modes are meeting travel needs. This information can subsequently be used to identify where the greatest potential for mode shift may lie and to inform the implementation strategy for the TP over the coming year.

3.5.2 A number of indicators will be measured at the proposed development. The responsibility for measuring these indicators lies with the Travel Plan Coordinator (see **Section 4.2**), and will include the following:

- % of employees walking;
- % of employees cycling;
- % of employees using public transport; and
- % of employees car sharing.

3.6 Objectives

3.6.1 The following section sets out the developer and occupier objectives and targets. In summary, the key role of the developer is to ensure that the key sustainable transport infrastructure is implemented prior to occupation and provide this FTP to guide the occupier in producing their own TP that is consistent with the vision for the proposed development. The occupier will be responsible for encouraging, monitoring and reviewing sustainable travel initiatives as defined through their TP.

Developer Objectives

3.6.2 To ensure the potential for access by sustainable travel modes, the developer, through liaison with the Local Authority, will ensure that the appropriate infrastructure is implemented prior to first occupation.

3.6.3 Key developer objectives are defined as follows:

- To provide the necessary transport and building infrastructure;
- To enable access to the development by a number of alternative modes of transport;
and
- To provide an attractive, secure environment for all users.

3.6.4 **Table 5** summarises the preliminary design features aimed to give priority to those arriving by sustainable modes to the proposed development.

Table 5 – Design Features

Preliminary Design Feature	Description
Pedestrian and Cycle Access	The site entrance will be designed and located to align with pedestrian/ cyclist desire lines.
Cycle Parking	Secure and sheltered cycle parking will be provided in excess of the local standards.
Detailed Design Feature	
Accessible Car Parking	Accessible car parking will be provided on site in accordance with local standards.
Parking Spaces	Parking for electric vehicles will be provided.
Showering/changing Facilities	Shower and changing facilities will be provide for staff who, for example, choose to cycle to/ from work. Secure lockers would be provided for storing equipment.

Occupier Objectives

3.6.5 The occupier of the site will be expected to prepare their own subsidiary TP, and ensure it is implemented and refined as necessary. The TP will commit the occupier to encouraging and facilitating employees and, where feasible, visitors to travel by sustainable modes of transport.

3.6.6 The purpose of the subsidiary TP will be to:



-
- Promote the health, wealth and environmental benefits of cycling, walking and using public transport;
 - Provide clear information to all employees on alternative modes of travel to and from the site;
 - Enhance the safety and security of people travelling to and from the site;
 - Alter working practices where feasible and practicable, to ensure that those wishing to travel by alternate modes can do so freely and easily;
 - Reduce the need to travel during peak hours where feasible and appropriate; and
 - Reduce negative environmental impact of fleet vehicles, business travel and deliveries.



4.0 TRAVEL PLAN IMPLEMENTATION AND MANAGEMENT

4.1 Introduction

4.1.1 This section of the FTP reviews implementation and management, and provides a selection of measures that could be used to achieve the objectives set out earlier. The list of measures provided is not exhaustive and is only intended to act as a guide the occupier, who may find that through operating their subsidiary TP they find their own unique ways of minimising the impact of transport by their organisation.

4.2 Travel Plan Co-ordinator

4.2.1 Following approval by the Local Authority, the occupier would be responsible for administering the TP and would be required to appoint a Travel Plan Co-ordinator (TPC) prior to occupation of the site.

4.2.2 The TPC would be the designated liaison between senior management, employees and third parties on all matters of sustainable travel, including funding, publicity, implementation of measures and monitoring. It is envisaged that this role would be taken on by a member of staff, who would report to a management board.

4.2.3 An appropriate amount of time and funding would be given to the TPC to carry out their role and their contact details would be provided to the Local Authority once they are appointed.

4.2.4 The TPC will be responsible for the development and implementation of the TP. They would:

- Seek firm commitment from senior management, staff and other relevant parties;
- Manage the delivery of staff travel surveys at specific dates, to be agreed with the local highway authority;



-
- Manage the promotion of TP measures and ensuring that employees are aware of the TP, including new staff;
 - Publicise the health, wealth and environmental benefits of sustainable travel;
 - Maintain an up-to-date store of travel information on-site, which can be made available to staff;
 - Promote and encourage car sharing.

4.3 **Travel Plan Initiatives**

4.3.1 **Table 6** provides a toolkit of measures which could be adopted at the proposed development. As above, the list of measures provided is not exhaustive and is only intended to act as a guide to the occupier, who may find that through operating their subsidiary TP they find their own unique ways of minimising the impact of transport by their organisation.

Table 6 – Travel Plan Tool Kit

Potential Travel Plan Initiatives	Responsibility
Walking (best suited to journeys under 2km)	
Provide cloakroom facilities within the building with drying and storage locker facilities.	Under agreement between developer and occupier.
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities.	Occupier to provide through TPC
Raise awareness of health benefits of walking through posters, leaflets and/or events.	
Promote www.walkit.com for journey planning on foot.	
Cycling (best suited to journeys under 5km)	
Provide safe, secure and fully weatherproof cycle storage near to main entrances of building.	Under agreement between developer and occupier.
Provide shower facilities and changing rooms/areas within the building.	
Provide lockers for cyclist safety gear.	Occupier to provide through TPC
Raise awareness of health benefits of cycling through continual publicity.	
Provide cycle route maps.	
Keep a supply of basic cycle maintenance equipment on-site e.g. pump, puncture repair kit, tools etc.	
Establish a bicycle user group (BUG) & bike buddy scheme.	
Arrange events to promote cycling to work such as free breakfast days for cyclists.	
Public Transport (provides a sustainable alternative for many commuter & business trips)	
Disseminate up-to-date public transport information on-site. Including routes, timetables and fares for local services.	Occupier to provide through TPC
Promote benefits of public transport. Savings etc	
Liaise with local operators for improved services.	
Car Sharing (provides a sustainable alternative when the car is the only option)	
Raise awareness and promote Liftshare, which employees can use to create matches with other people looking to car share	Occupier to provide through TPC
Arrange coffee mornings or other events to allow potential car sharers to meet before committing to sharing with someone they previously did not know.	



Other Measures	
Set up a sustainable travel webpage for the development which can be accessed by staff and visitors to the site.	Occupier to provide through TPC
Produce Staff Welcome Packs providing information on the TP and sustainable travel initiatives.	

5.0 TRAVEL PLAN MONITORING AND AUDIT

5.1 Target Monitoring

5.1.1 Travel Plans are living documents that need to be updated regularly and implementing a TP involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances.

5.1.2 Initially, a comprehensive staff survey would be undertaken by the TPC to provide a base for setting and monitoring the TP targets. This survey would record the origins of travel by mode and any initial comments on the TP initiatives at the opening of the site. It is proposed that the initial survey should be undertaken within six months of occupation. An example of a travel survey is attached as **Appendix A**.

5.1.3 Further to this, snapshot surveys would be undertaken every two years. These snapshot surveys would be completed at the same time of year as the baseline survey, and would primarily be used to monitor the effectiveness of the TP in reducing the number of single occupancy car trips generated by the site.

5.2 TP Performance Audits

5.2.1 The TP would be updated to reflect the outcome of the travel surveys and would be submitted with a monitoring report to the local highway authority within two months of the surveys being carried out.

5.2.2 The monitoring report shall include the date of when the data was acquired, the number of employees surveyed and the response rate. The survey data and associated survey reports would be made available to the local highway authority if requested.

5.2.3 Discussions would be held with the local highway authority as appropriate to decide how further progress at meeting the targets can be achieved, including the implementation of remedial measures where required.



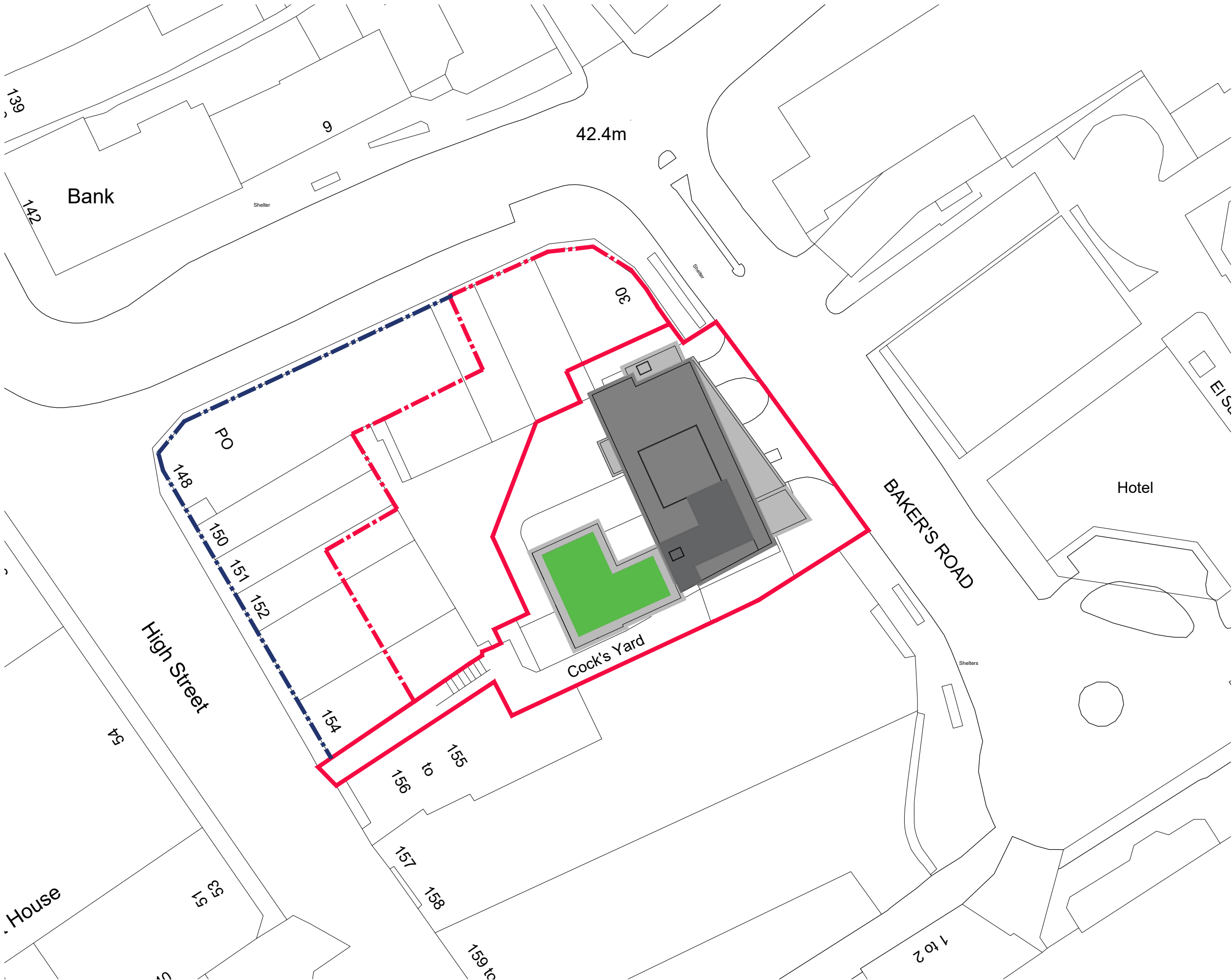
5.3 Remedial Measures

5.3.1 Should targets not be met then consideration will be given to implementing remedial measures. These will include measures such as:

- Increased travel behaviour change initiatives such as travel awareness campaigns; and
- One to one travel planning sessions to identify how individuals could travel to the site more sustainably



Appendix A



rev	date	initials	revision	checked
A	05/09/18	KT	First Issue for Planning	KT
B	25/09/18	KT	Second Issue for Planning	KT
	24/10/18	KT	Red Dotted Line changed	KT

Planning

KEY

Application boundary
(ground floor level and above)

Additional area, basement only,
where the car parking will be
refurbished (ground floor and
above unaffected)

Other land in the applications
ownership

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Client
HSBC Bank Pension Trust (UK) Ltd

Project
Bakers House
25 Bakers Road, Uxbridge

Proposed New Hotel Development

Title
Site Plan

Drawing No	Rev	Drawn	Date	Scale
12024 /PL-P 002	B	KT	05/09/18	1:500 @ A3

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SITE PLAN



Appendix B

Employee Travel to Work Survey

This travel to work survey has been devised to determine the travel habits of employees at.....The survey will help to develop a comprehensive workplace sustainable travel programme. Responses to the survey will determine the delivery of travel planning strategies for example; secure cycle parking, lockers and marketing and communications.

1 ABOUT YOU

(PLEASE CIRCLE)

Male

Female

2 Are you?

(PLEASE TICK)

Under 18	----
19-24	----
25-34	----
35-44	----
45-54	----
55 +	----

3 Please complete in the space below, your postcode

Postcode -----

4 What time do you usually start and finish work?

Start Work -----

Finish Work -----

5 What days of the week do you work? Please tick the days that apply to you

Monday	-----
Tuesday	-----
Wednesday	-----
Thursday	-----
Friday	-----
Saturday	-----
Sunday	-----

Employee Travel to work Survey – Template

6 Which transport mode do you use most often to get to and from work? Please tick all that apply. Please use the scale below to determine how often you use that type of travel.

1=rarely 2=Occasionally 3=quite often 4= frequently 5=all the time

	To Work	From Work
Single occupancy car use	-----	-----
Car with passenger	-----	-----
Car as passenger	-----	-----
Rail	-----	-----
Bus	-----	-----
Cycle	-----	-----
Walk	-----	-----
Motorbike	-----	-----
Taxi	-----	-----
Other		
(Please state)		

7 How long does it take you to get to work? (Please tick)

0-15 minutes	-----
15-30 minutes	-----
30-60 minutes	-----
60-90 minutes	-----
Over 90 minutes	-----

8 Which of the following would you consider? (Please tick)

Bus	-----
Train	-----
Car Share	-----
Walking	-----
Cycling	-----

9 Choose one of the options that you think would encourage you to use this mode of transport on some of your journeys? (Please tick all those that apply)

Increased Frequency	-----
Better operating hours	-----
Improved Cleanliness	-----
Reduced costs	-----
Reliability	-----
Parking options at Rail and bus stations	-----
Safety improvements	-----
Incentive Schemes	-----
Other (please state)	

Employee Travel to work Survey – Template

10 If you use your car to get to and from work on a regular basis what would encourage you to NOT use the car on some journeys? (Please tick all that apply)

Better public transport information	-----
Discounted travel	-----
Cycle to work Schemes	-----
Bike Buddy Schemes	-----
Bike User Group	-----
Cost Savings Outlined	-----
Good quality shower and locker facilities	-----
Nothing	-----
Other (Please state)	

END OF SURVEY



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