



Former MSD Facility, Breakspear Road South, Ickenham

Interim Travel Plan

September 2022

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Interim Travel Plan

September 2022

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1 Introduction

1.1 Overview

1.1.1 Mott MacDonald has been appointed to provide transport advice to Keltbray Developments Limited, part of the Keltbray Group, to inform a proposed planning application for a new storage yard (referred to subsequently as the "Proposed Development"). This is located on part of the former Merck Sharpe Dohme (MSD) Animal Health Site, to the west of Breakspear Road South near Ickenham in the London Borough of Hillingdon (LB Hillingdon).

1.1.2 The Keltbray Group are a leading UK sub-contractor and the yard is intended to support future construction projects in West and Central London for which the Keltbray Group will be a key member of the construction supply chain. The site would be focused on supporting Keltbray's wider activities to service and facilitate these future construction projects. The proposals are not going to be utilised as a commercial builder's merchant which would generate activity from trade contractors or members of the public.

1.1.3 As part of the planning application, an Interim Travel Plan has been produced which will identify a strategy for encouraging sustainable transport behaviour associated with the use of the site. This is ahead of the undertaking of a baseline travel behaviour survey following occupation of the site, at which time the targets and measures associated with the Travel Plan can be formalised.

1.1.4 A Travel Plan is a package of measures designed to encourage a more sustainable approach to transport behaviour. These measures should be designed to reduce the overall need to travel, reducing the number and duration of trips, or by encouraging people to use public transport, walking or cycling as alternatives to car use. A Travel Plan also identifies how this approach will be implemented, managed, monitored and reviewed to maximise its success. It will typically identify a range of potential initiatives, either 'hard' measures which focus on infrastructural improvements embedded in the scheme from the design stage or 'soft' initiatives which include marketing and the provision of information in addition to travel incentives.

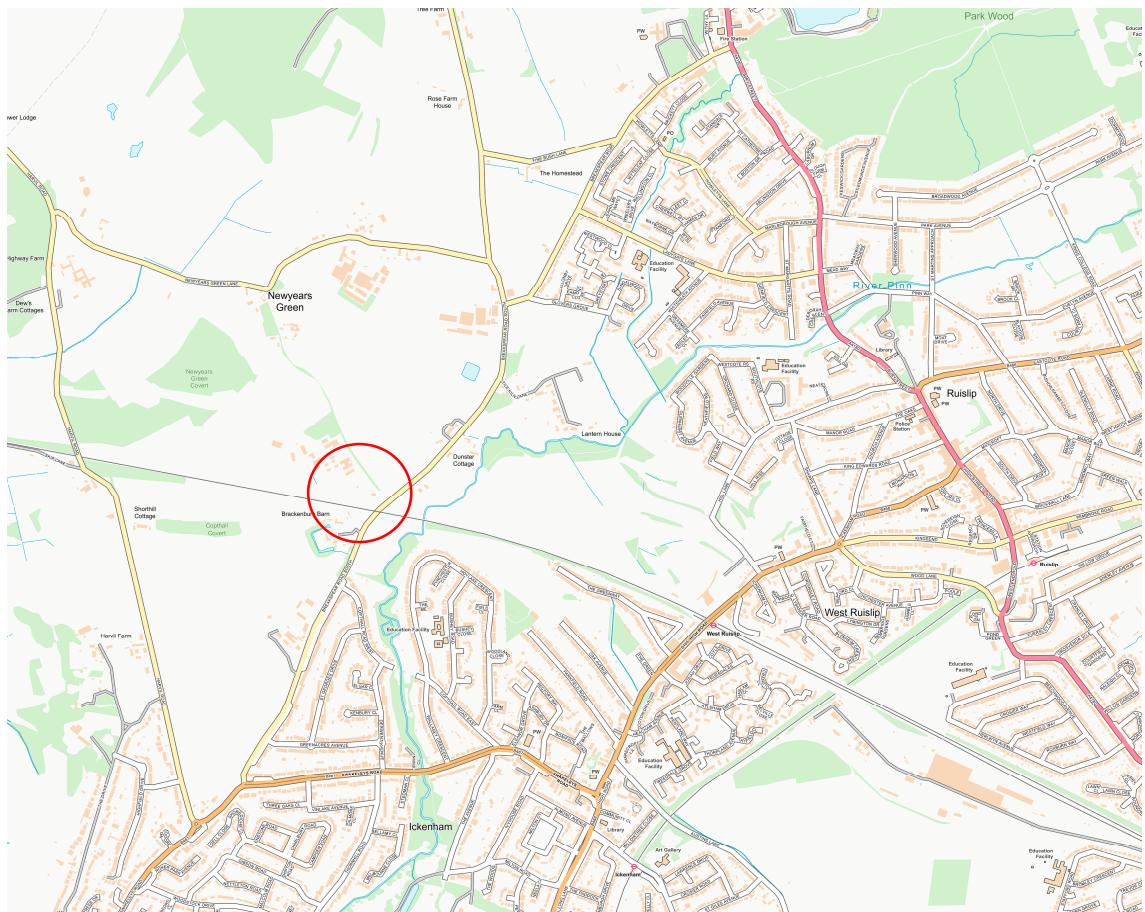
1.1.5 The main benefits that can be expected from implementing a Travel Plan are as follows:

- Being environmentally responsible and reducing carbon dioxide emissions to deliver on sustainable commitments
- Health and cost benefits to employees
- Being a better neighbour to the surrounding community
- Minimising the amount of land required for car parking
- Helping to satisfy any planning requirements

1.2 Site location

1.2.1 The proposed site is part of the former MSD Animal Health facility located to the west of Breakspear Road South, as identified in Figure 1-1.

Figure 1-1: Indicative Site Location



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1.2.2 The southern section of the former MSD facility currently forms part of the HS2 Breakspear Road Satellite Compound. The construction compound is accessed via the former MSD facility access road, with a new road and associated priority junction constructed in 2019 / 20 to the north, to allow for the ongoing use of the MSD facility.

1.3 Proposed Development

1.3.1 The Proposed Development will deliver approximately 7,650sqm GEA of building floorspace. An administration building will be provided, utilising an existing building on the site, with the remaining structures on the site demolished. Four independently operating storage facilities will be provided with associated yard space and access points onto an internal access road. Pedestrian facilities will be provided predominately along the northern side of the internal access road, with a crossing facility provided to connect to the proposed administration building. To facilitate the use of the occasional larger HGVs associated with such a storage yard, the access road and bellmouth with the junction of Breakspear Road South will be widened. A copy of the proposed site layout is contained in Appendix A.

1.3.2 The site is not a commercial building yard where members of the public are able to buy construction-related materials. It will be an administrative and storage facility for Keltbray operations within London. The facility is intended to replace existing individual sites leased by Keltbray in Ashford, LB Hounslow and near West Drayton on the edge of LB Hillingdon. In addition, it is expected that some staff will transfer from Keltbray's facility in Egham, Surrey. It is anticipated that the Proposed Development will be operational during 2023.

2 Planning Policy

2.1 National Planning Policy

National Planning Policy Framework 2021

2.1.1 The National Planning Policy Framework (NPPF) published in July 2021 sets out the Government's economic, social, and environmental planning policies for England and how these are expected to be applied in practice. The revised framework supersedes the official published document from March 2012, the revised report in July 2018 and the updated version from February 2019.

2.1.2 Section 9 of the 2021 NPPF focuses on promoting sustainable transport. Paragraph 104 states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals."

2.1.3 The framework suggests this policy is to be addressed in numerous ways such as by:

- Assessing the potential impacts of development on transport networks;
- Promoting more sustainable modes of travel such as walking, cycling and public transport;
- Identifying the potential environmental impacts from traffic and transport infrastructure;
- Approaching patterns of movement as an integral part of the design phase of development schemes; and,
- Creating opportunities from existing or proposed transport infrastructure and realise the changing transport technologies and their usage.

2.1.4 Paragraph 110 states that in assessing potential development sites, it is necessary to ensure that:

"Opportunities for sustainable transport modes are promoted and specific to the type of development and its location;

Safe and suitable access to the site can be achieved for all users;

the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,

any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.1.5 Paragraph 111 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".

2.1.6 Paragraph 113 notes that planning applications for developments which generate significant amounts of movement would need to be supported by a transport statement or transport assessment and a travel plan.

Planning Practice Guidance 2014

2.1.7 In March 2014 the Department for Communities and Local Government (DCLG) launched a website containing national planning practice guidance on a range of planning topics such as design, Local Plans, Neighbourhood Plans and Travel Plans / Transport Assessments.

2.1.8 The section on 'Travel plans, Transport Assessments and Statements in decision-taking' provides advice on when Travel Plans are required and what they should contain.

2.2 Regional Planning Policy

The London Plan 2021

2.2.1 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

2.2.2 With regard to transport, policy builds upon the Mayor's Transport Strategy published in 2018, with a focus on rebalancing the transport system towards walking, cycling and public transport. This is in conjunction with the Mayor's policies for promoting Healthy Streets and achieving Vision Zero, with no deaths or serious injuries occurring on London's transport network.

2.2.3 Achieving this is expected to result in different outcomes in different places, including modal splits in Central, Inner and Outer London. The main objective surrounding strategic transport policy states that;

"Development Plans should support, and development proposals should facilitate:

- 1) *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*
- 2) *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"*

2.2.4 The London Plan emphasises the importance of ensuring the transport impacts relating to the capacity of the network at both the local and strategic level are appropriately assessed and mitigated. It notes that when required in accordance with national or local guidance, transport assessments / transport statements should be submitted which consider these potential impacts, with Travel Plans produced to help reduce any negative impacts identified.

2.2.5 The London Plan includes guidance on expected car and cycle parking. There are no specific standards for B8 uses, with it noted that for industrial sites, the role of parking will vary significantly on the individual location and nature of development. Provision should be justified on a case by case basis with a starting point being the standards for office provision. For Outer London, the office car parking maximum standards vary between 1 space per 50sqm (for locations identified through a local Development Plan requiring more generous parking provision) and 100sqm GIA. Within this, five percent of spaces are expected to be designated for disabled persons, with a further five percent enlarged bays.

2.2.6 Long-stay cycle parking for B8 use should be provided at a minimum of 1 space per 500sqm, with short-stay at 1 space per 1000sqm.

[Transport for London Travel Plan Guidance Note 2013](#)

2.2.7 This document, produced in 2013 and due to be superseded by new guidance to be released in 2022, provides an overview of the requirements for preparing a TP for new developments and the extension of existing sites located in London. This policy note outlines:

- When a Travel Plan is required;
- What a Travel Plan should contain;
- How to secure and enforce Travel Plan targets; and
- Guidance on how to monitor the progress of Travel Plans.

[London Borough of Hillingdon Local Plan 2020](#)

2.2.8 The LBH Local Plan is split into two parts, with Part 1, initially adopted in November 2012, identifying strategic policies, setting out the overall level and broad location of growth up to 2026. Part 2 is formed by Development Management Policies, Site Allocations and Designations and the Policies Map, adopted in January 2020, which provide more detail on the delivery of this growth.

2.2.9 Part 1 of the Local Plan includes a core policy focussed on transport and infrastructure. This promotes the use of sustainable forms of transport, with an overall aim of reducing private car dependency. Where development is reliant on the road network, this will be located at sites with good existing road access. New developments should be located where they will have a minimal impact on the transport networks and will be expected to have good walking and cycling provision. The Development Management Policies identified in Part 2 of the Local Plan include a section dedicated to transport and Aviation.

2.2.10 Policy DMT1 focusses on managing transport impacts of new development, including the requirements for documents to support planning applications. Developments should maximise safe, convenient and inclusive accessibility by sustainable travel modes, provide equal access for all people, include appropriate delivery, servicing and drop-off facilities and not have a significant adverse transport (or associated noise or air quality impact) on the local and wider environment. This notes the requirement for a Travel Plan or Local Level Travel Plan to be produced for major developments.

2.2.11 Policy DMT 2 sets out the need to ensure safe and efficient vehicular access to the highway network, including the provision of safe, secure and convenient access for cyclists and pedestrians. Impacts should be appropriately mitigated, and developments should not contribute to a worsening of air quality, noise or local amenity or safety of road users.

2.2.12 Policy DMT 6 requires parking for new developments to be in line with the standards identified in Appendix C of the document. For non-office B class use (employment uses based on the land use class order superseded in 2020), car parking is to be provided to a maximum of 2 spaces plus 1 space per 50-100sqm. Of these, 10% must be suitable for blue badge holders, with a minimum of 5% of total spaces having active electric vehicle (EV) charging provision and 5% having passive provision.

2.2.13 Cycle parking is to be provided at a minimum rate of one space per 500sqm for B2-B8 land uses.

3 Existing Site Accessibility

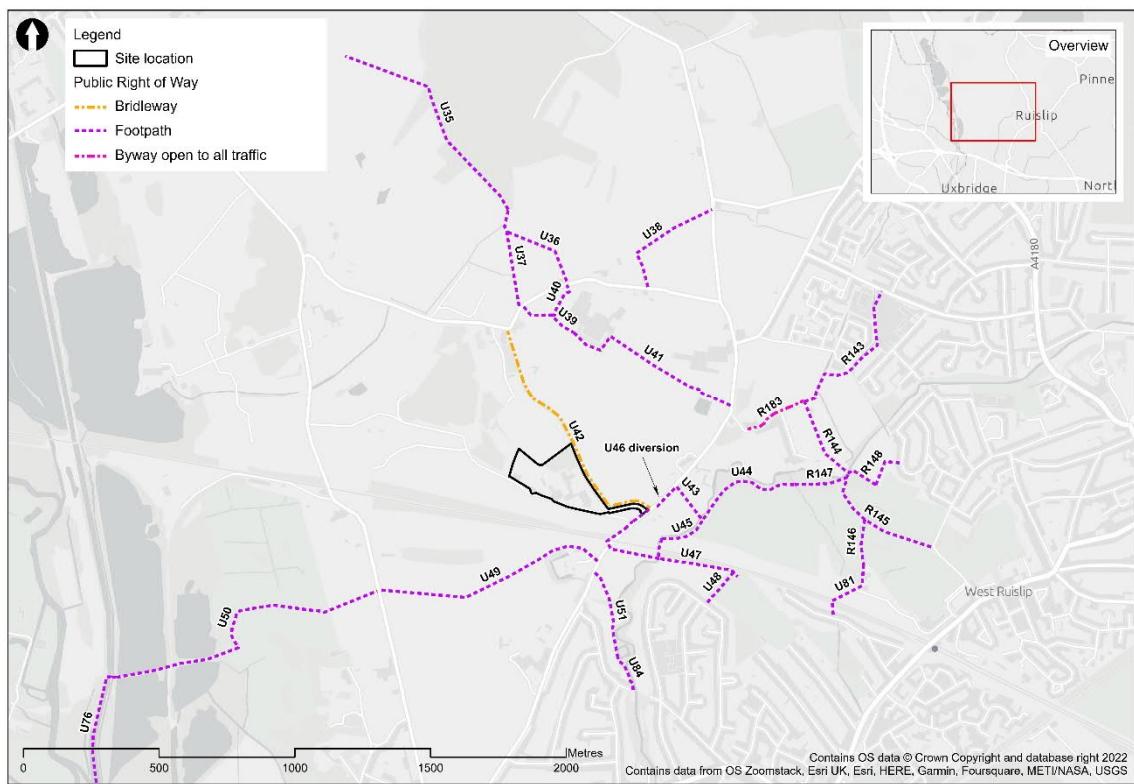
3.1 Pedestrian Network

3.1.1 Recent HS2 enabling and mitigation works have included the diversion of footpath U46, resulting in the provision of new footpaths / footways alongside Breakspear Road South in the vicinity of the site.

3.1.2 These provide connections via footpath U43 to a wider network of Public Rights of Way (PROW) towards West Ruislip and Ickenham. This provides access to the residential streets and associated footways within these settlements, with onward connections towards Ickenham London Underground (LU) station and West Ruislip LU and rail station. They also connect to the diverted U42 bridleway, which partially runs along the Site access road delivered as part of the HS2 construction enabling works, before connecting to its previous route alongside the eastern boundary of the site. Pedestrian connections beyond the area around the site and HS2 compound are limited to the PROW network, with no footways providing onward connections along Breakspear Road South.

3.1.3 Figure 3-1 shows the existing Public Rights of Way (PROW) around the proposed site location in Ickenham, although noting that these remain subject to changing diversions while HS2 construction work is ongoing in the area.

Figure 3-1: Public Rights of Way

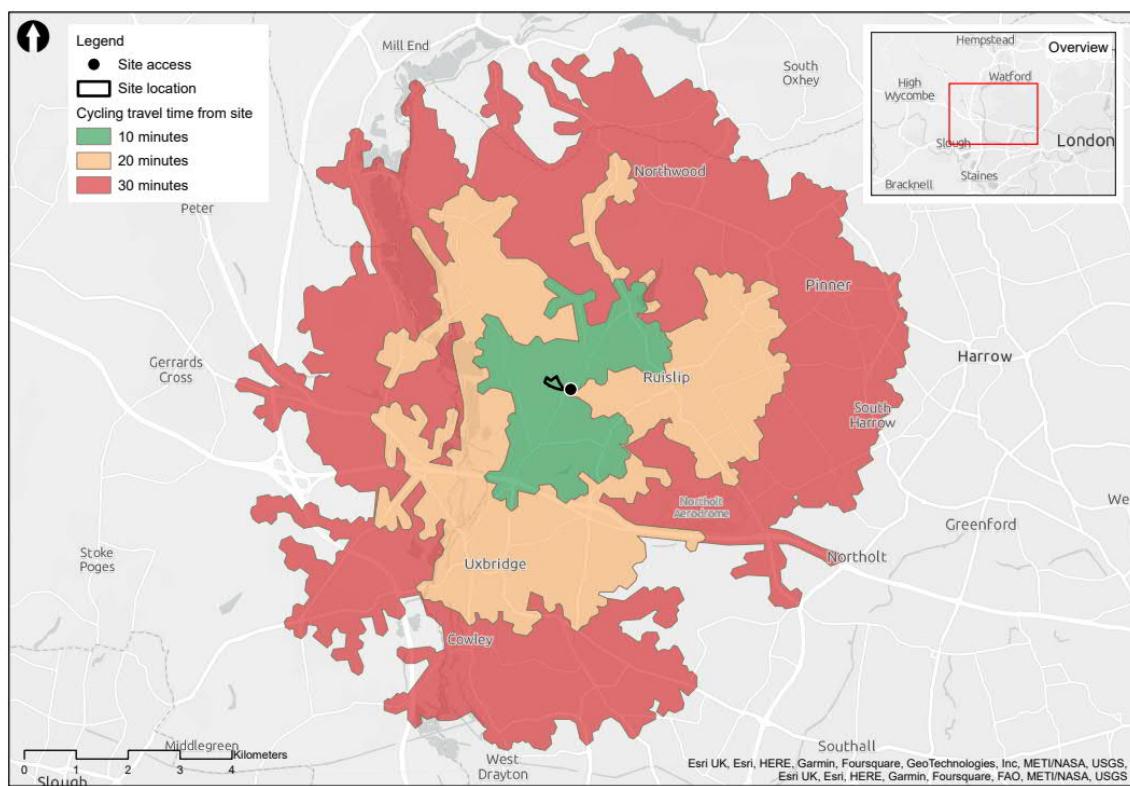


Note: Subject to change following completion of HS2 works

3.2 Cycling accessibility and network

- 3.2.1 There are no dedicated cycle route or associated infrastructure within the immediate vicinity of the Site, with cyclists required to utilise the standard carriageway. While there are no TfL cycleways within this part of LB Hillingdon, National Cycle Network Route 6 runs along the Grand Union Canal towpath which is situated 1.5km as the crow flies to the west of the Site.
- 3.2.2 National Cycle Network (NCN) route 6 southernmost point begins just south of Uxbridge on Iver Lane following the Grand Union Canal towpath and continues around New Denham before reaching Denham Country Park where cyclist can turn off Route 6 and head towards Harvill Road near the site access point.
- 3.2.3 Figure 3-2 illustrates the areas that can be reached within a 10, 20 and 30-minute cycle distance from the site access point along Breakspear Road South using a cycling speed of 16kmph. The plan further identifies that both parts of NCN route 6 traffic free and on road zones are around a 20-minute cycle away from site.

Figure 3-2: Cycling Accessibility

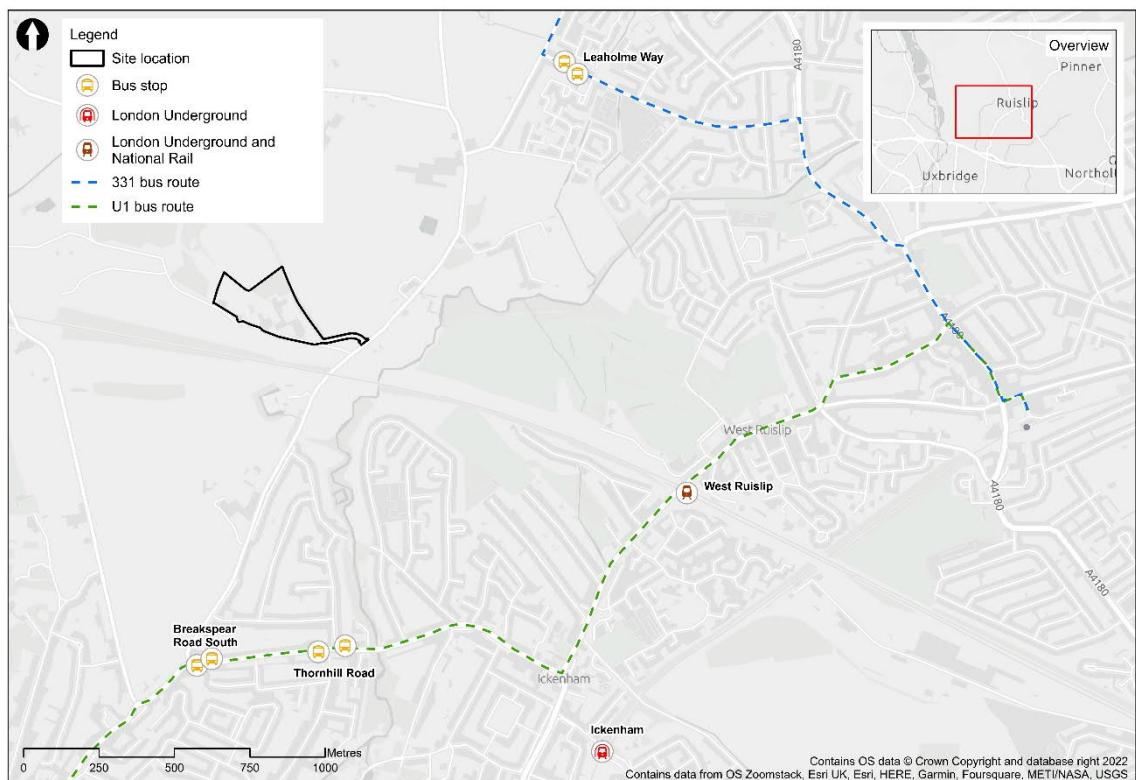


3.3 Public Transport Network

3.3.1 The Site has a Public Transport Accessibility Level (PTAL) of 0, reflecting a lack of stations and bus stops within 960m and 640m walk of the site respectively.

3.3.2 Figure 3-3 illustrates both the closest bus stop group and the nearest overground and underground train station locations. Further details of bus and train stops, services and frequencies are also described below.

Figure 3-3: Public Transport Connections



Rail Services

3.3.3 West Ruislip is the nearest station to the site and is served by both Chiltern rail services and LU Central line services. The station is located on High Road in the southwest of Ruislip. The station is approximately 1.2km as the crow flies from the Site, or approximately a 2.2km walking distance using the local PRoW (U43 and the Celandine Route).

3.3.4 The Chiltern line through West Ruislip operates between Birmingham Snow Hill and London Marylebone. Between the morning hours of 6am and 10am eight services heading northwest serve West Ruislip (first train arriving at 06:27) with five services travelling eastbound towards London Marylebone during the same period. The first eastbound train arrives at 05:56. Between the afternoon hours of 4pm and 6pm three services head northwest and four services travel eastbound.

3.3.5 The number of services from West Ruislip station for the morning peak period of 0600-1000 and evening peak period of 1600-1800 (covering both the anticipated development peak and the wider network peak) has been summarised in Table 3-1.

Table 3-1: West Ruislip Weekday National Rail Service Frequency

Trainline	Direction	Between 0600hrs and 1000hrs	Between 1600hrs and 1800hrs	Daily
Chiltern Mainline	Northbound	8	3	29
	Eastbound	5	4	23
Total		13	7	52

3.3.6 West Ruislip is a terminating point for Central line services and provides connections through Central London towards Epping and Hainault to the east. The number of services during different periods has been provided in Table 3-2.

Table 3-2: West Ruislip Weekday London Underground Service Frequency

Line	Direction	Between 0600hrs and 1000hrs	Between 1600hrs and 1800hrs	Total trains during peak hours
Central	Eastbound	28	18	46
	Westbound (Arriving and terminating at West Ruislip)	30	18	48
Total	-	58	36	94

3.3.7 Ickenham London Underground station is located on Glebe Avenue southeast of Ickenham High Street and is served by both the Metropolitan line and Piccadilly line. The station is approximately 1.7km as the crow flies from the site's location, or approximately a 2.0km travel distance (walk, cycle or taxi). The frequency of services is shown in Table 3-3.

Table 3-3: Ickenham Weekday London Underground Service Frequency

Line	Direction	Between 0600hrs and 1000hrs	Between 1600hrs and 1800hrs	Total trains during peak hours
Metropolitan	Eastbound	26	14	40
	Westbound	27	16	43
Total	-	53	30	83
Piccadilly	Eastbound	20	4	24
	Westbound	18	8	26
Total	-	38	12	50

Bus services

3.3.8 The closest bus stops to the site are associated with Route U1, with stops located along Swakeleys Road (B467) to the south and Route 331 along Ladygate Lane to the north.

3.3.9 The bus stops near Breakspear Road South are the closest on Route U1, approximately 1.3km walk from the site however these require passengers to walk in the carriageway along Breakspear Road South for at least part of the journey. The bus stops near Thornhill Road are a similar walking distance but are accessible via a combination of PROWs and local residential street footways. Both sets of bus stops include a bus flag with timetable and bus shelter. The U1 route which serves these bus stops services to West Drayton and Ruislip stations.

3.3.10 The 331 bus route provides services between Uxbridge and Ruislip stations. The closest bus stops are near Leaholme Way along Ladygate Lane, an approximately 1.3km to the north, requiring passengers to travel along the Breakspear Road carriageway where there is no footway. The Leaholme Way bus stops consist of a bus flag with timetable.

3.3.11 A summary of the bus routes that serve these local bus services is provided in Table 3-4.

Table 3-4: Local Bus Routes Weekday Service Frequency

Bus Service	Route	Monday to Friday
U1 (Stop: Breakspear Road South) (Northbound)	West Drayton Station – Ruislip Station	4 services every hour First Bus: 05:30 Last Bus: 00:56
U1 (Stop: Breakspear Road South) (Southbound)	Ruislip Station – West Drayton Station	4 services every hour First Bus: 05:35 Last Bus: 01:17
331 (Stop: Leaholme Way (Northbound)	Uxbridge Station – Ruislip Station	3 service every hour First Bus: 06:39 Last Bus: 00:12
331 (Stop: Leaholme Way) (Southbound)	Ruislip Station– Uxbridge	3 service every hour First Bus: 06:07 Last Bus: 23:36

3.4 Highway Network

3.4.1 Breakspear Road South is a semi-rural single carriageway measuring approximately 6m in width by the site access. The B467/ Breakspear Road South three-arm roundabout lies to the south of the site. This junction provides access eastbound towards Ickenham town centre, northbound towards Ruislip (past the site) and southbound towards Uxbridge or the A40.

3.4.2 Additionally, the B467 / Harvill Road junction is further south which leads southbound towards the A40, northwest along Harvill Road towards Harefield or northbound along Breakspear Road South towards Ruislip. Further to the south travelling along the B467, Swakeleys roundabout allows vehicles to join the A40 and travel either eastbound towards London or northbound towards Birmingham.

3.4.3 The Breakspear Road South / Breakspear Road priority T-junction located to the north of the site access can take vehicles eastbound to Ruislip or northbound towards Harefield.

3.4.4 The Chiltern line railway travels over Breakspear Road South, across a low bridge (4.4m height restriction) which is located 50m south of the site access point. Following the start of HS2 works in the area, it is understood that there has been a significant increase in rail bridge strikes, anecdotally associated with queuing under the bridge linked to temporary traffic signals at the HS2 construction access. Therefore, as part of the preparation of the application Mott MacDonald have been in discussion with HS2 and LBH regarding measures to reduce the number of bridge strikes. While discussions are ongoing, it has been suggested that HS2 supports the delivery of “goalposts” to the north and south of the bridge to provide an indication to higher load vehicles as to whether they may potentially cause a strike on the bridge. In the event that they strike these flexible goalposts, then these vehicles will be required to turn around and avoid the bridge, guided by appropriate signage.

3.4.5 The potential use of the Proposed Development to facilitate the turning of vehicles approaching from the north has been discussed, and swept paths are shown in Appendix C identifying how larger vehicles may be able to turn into / out of the Proposed Development from / to the north if required in such an emergency situation. Avoiding vehicle queuing under the bridge would obviously be beneficial too, so higher vehicles can position themselves in the centre of the carriageway as they did prior to the HS2 works. HS2 are looking to implement measures in the near future, which it is understood would be part of a separate future application.

4 Objectives, Targets & Monitoring

4.1.1 A Travel Plan should have targets and objectives that are quantifiable and measurable over time as a means of assessing whether the initiatives implemented to influence travel behaviour amongst staff and visitors have been successful.

4.1.2 The location and nature of the site operation will mean that there are limits to what can be achieved in encouraging travel by sustainable modes. This reflects the poor PTAL of the site, early morning travel associated with some staff and the requirements to use Keltbray vehicles to travel to and from the site during the course of the day.

4.1.3 A core feature of the Travel Plan will therefore be considering ways to encourage a reduction in single occupancy vehicle (SOV) trips where feasible, use of demand management to control the number of journeys and when they are made and support staff travelling by sustainable transport, where feasible.

4.1.4 The objectives set out below are the high-level aims of the travel plan, which help steer the direction and provide a clear focus on the travel plan:

- Sub-objective 1: To implement the Travel Plan at the earliest possible opportunity
- Sub-objective 2: To raise awareness of alternative modes of travel and the advantages they bring to Site users
- Sub-objective 3: To introduce a package of physical and management measures that will reduce reliance on SOV trips
- Sub-objective 4: to control activity at the site to minimise the number of trips which take place at peak times
- Sub-objective 5: Identify measures to minimise the impact of deliveries to / from the site

4.1.5 At this point it is not known which staff will transfer to this site from the other Keltbray facilities Ashford and the extent to which new staff may be employed at the site. It is proposed that a travel behaviour survey of staff's journeys to and from the site is undertaken within three months of the opening of the proposed development to establish baseline activity amongst staff. This will be used for the purposes of establishing targets for the Travel Plan.

4.1.6 Ahead of this, an interim target has been identified of reducing the car driver mode share principally through encouraging car sharing. The interim target is as follows;

- Achieve a 5% reduction in car driver mode share by 2028 (five years post opening).

4.1.7 This will be reviewed following the baseline survey and progress against finalised target(s) will be monitored, principally through follow up travel behaviour surveys to be undertaken in Years 3 and 5 following occupation.

4.1.8 In addition to these surveys, Travel Plan progress will be continually monitored. This could include recording the uptake / participation of relevant measures or spot checks of car and cycle parking use for example. This would help provide an indication of the speed of movement towards full realisation of the plan and will allow corrective actions to be undertaken should any part of the plan be poorly adhered to or lacking in impact.

5 Travel Plan Measures and Action Plan

5.1 Overview

5.1.1 This section outlines the potential measures and initiatives to encourage sustainable travel amongst users of the Proposed Development, principally Keltbray staff based at the site. The outlined measures include both "hard" infrastructural measures and "soft" measures which include information, promotional materials, initiatives and support. In addition, information is provided on the proposed Delivery and Servicing Strategy for the site. Relevant measures and appropriate staff time will be funded by Keltbray.

5.2 Hard Measures

Cycle Parking

5.2.1 In line with London Plan standards and in excess of LB Hillingdon policy, 24 cycle parking spaces will be provided, including 16 long-stay spaces to be provided in a secure, covered cycle hub and four Sheffield stands capable of accommodating up to eight cycles. This provision will be made around Building 1. This level of provision is considered likely to be significantly in excess of potential demand given the number of users of the site but will ensure that there is attractive facilities available for any users of the site who wish to cycle.

Car Parking

5.2.2 The Proposed Development includes the provision of 65 parking spaces, of which four will be dedicated for blue badge parking, with a further four enlarged bays. This level of parking is below the maximum provision which may be provided in line with LB Hillingdon standards and is considered to be an appropriate compromise to reflect the location of the site, the need to discourage inappropriate / off-site parking, the number of staff associated with the development and a desire to not dedicate too much land to car parking within a Green Belt location.

5.2.3 Active charging points will be provided for 20% of the spaces at opening, considerably in excess of current LB Hillingdon standards, with passive provision made for the remaining bays.

5.2.4 A Car Parking Design and Management Plan has been produced as part of the planning application for the Proposed Development and is contained within the accompanying Transport Statement.

Showering / Changing Facilities

5.2.5 The proposed administrative building will include showering and changing facilities for staff who wish to walk or cycle to work.

5.3 Soft Measures

Travel Plan Co-ordinator

5.3.1 Prior to opening of the site, a Travel Plan Co-ordinator (TPC) will be identified. The TPC who would be anticipated to be a member of Keltbray staff based at the site, will be responsible for the day-to-day implementation of the plan, implementing and promoting measures and the monitoring processes. Key roles and responsibilities will include:

- Implementing and managing measures
- Acting as the key point of contact for questions and issues

- Providing personal travel planning advice
- Ensuring information provided is current and relevant
- Liaising with the local authorities and other relevant bodies for local and national events
- Overseeing the monitoring and reporting of the Travel Plan

Publicity and Marketing

5.3.2 The following actions could be used to inform staff and others of the travel plan and encourage sustainable travel:

- Promote and co-ordinate specific events such as 'Bike Week' or car share breakfasts
- Organise and advertise Travel Plan activities and events via universally accessible forums including payslips and posters
- E-newsletters sent directly to staff
- Produce a 'Travel Information Pack' for all new starters. Provide key information from this to prospective visitors to the site.
- Produce a Travel Plan Guide to outline, summarise and explain the concept and findings of the Travel Plan. Disseminate to all staff

Car Sharing

5.3.3 The TPC will be responsible for developing a car sharing scheme for the site which will help to match staff who may potentially be able to share a vehicle to travel to / from the site. This will emphasise the cost and environmental benefits of reducing SOV trips and consideration will be given to further potential incentives such as identified priority spaces.

Cycle2Work

5.3.4 The TPC will investigate with Keltbray management the potential to offer interest free bicycle loans, for instance through the Government's Cycle2Work scheme.

Reducing the Need to Travel

5.3.5 The nature of the operation of the facility means that the majority of staff will be required to be present at the site on a typical day. It is anticipated that a significant proportion of the workforce will travel to work prior to the highway peak hour of 0700-0800, however further consideration will be given to the potential to reduce or spread the number of staff leaving the site during the evening peak period.

5.3.6 The site involves the consolidation of two existing Keltbray yards in west London, including one on the edge of LB Hillingdon, and as such will provide potential for reducing existing staff trips which take place between different Keltbray yards.

5.4 Delivery and Servicing Strategy

5.4.1 As noted above, the Proposed Development will in part replace two existing Keltbray yards, one in Ashford, LB Hounslow and one near West Drayton on the edge of LB Hillingdon. The consolidation of the two yards offers the opportunity to reduce potential deliveries to and from these sites in terms of:

- Goods deliveries from suppliers to be stored at the facility
- Movement of materials from the facility to Keltbray construction sites in London

5.4.2 Keltbray will work with suppliers to control the timing and frequency of deliveries to the Proposed Development, in particular focussing on deliveries taking place at off-peak times and being spread

out to minimise the number of vehicles accessing the site at one time. Suppliers will be expected to pre-book delivery times which will be communicated to staff operating the gates on the site access road, who will then direct the vehicle to the relevant individual service yard (or administration building).

5.4.3 Suppliers will be expected to follow relevant best practice guidance, such as being a member of the Fleet Operator Recognition Scheme (FORS). Suppliers will also be clearly informed of the limitations associated with the height clearance of the Chiltern line bridge on Breakspear Road South and will be required to ensure only appropriately dimensioned vehicles / loads are used for deliveries.

5.4.4 In line with current practice, the movement of Keltbray vehicles between their storage facility and construction sites will be carefully managed, with an emphasis on minimising the number of deliveries, in particular during peak times, in line with common best practice set out in Construction Logistics Plans for construction sites. Keltbray staff will monitor the movement of their vehicles to minimise the incidence of multiple larger vehicles using the site access road and junction at the same time.

5.4.5 Keltbray are a well-established operator and have relevant accreditation / membership of, amongst others; FORS, the Construction Logistics and Community Safety (CLOCS) standard, and BS ISO 39001 – Road Traffic Safety Management. Movements of larger HGVs will be to pre-planned routes focussed on the corridor towards the A40 Swakeleys Roundabout. All movements of larger HGVs will be pre-checked to ensure loads do not result in a strike on the Chiltern line bridge. Keltbray do operate some abnormal vehicles from their current yards in Ashford and West Drayton. A review of the vehicle fleet and associated loads will be carried out and where these are identified to potentially present a risk to the bridge, these vehicles will be relocated to other more suitable Keltbray yards, principally one located in LB Newham.

5.5 Action Plan

5.5.1 A draft Action Plan has been identified to indicate key decisions and actions that will need to be taken. This will be reviewed following the baseline surveys, formalisation of the Travel Plan and as part of its ongoing implementation.

- Ensuring that opportunities to encourage sustainable transport have been considered within the development design
- Establishment of hard measures as part of scheme implementation
- Identification of TPC prior to occupation
- Production of relevant material as part of the marketing of the Travel Plan
- Soft measures will be developed throughout the construction process and on to operation
- Monitoring programme of surveys (baseline, years three and five).

Appendices

A. Proposed Site Layout

Key

- Retained Buildings
- Roads
- New Buildings
- Woodland
- Proposed Trees
- Ponds
- Parking
- Proposed Topography

USE KEY:

- BUILDING 01** Office
- BUILDING 02** Plant Workshop
- BUILDING 03** GF: Small Tools Workshop / Storage
FF: Split in half - Spray Shop / Small Tools
- BUILDING 04** GF: Storage
FF: Workshop
- BUILDING 05** Structures, Fabrication
(Overhead Gantry Crane required)
- YARD 01** Car Parking
- YARD 02** Plant storage Yard, RTC Machines, Attachments
- YARD 03** Storage for small tools
(Lorries, HIABs, Delivery Vans)
- YARD 04** Structures Storage, Falsework, Panels, Scaffold
- YARD 05** Structures Storage, Formwork, Spec Protection, Concrete Plant, Pumps, Booms

Safety, Health and Environmental Information

In addition to the hazards/risks normally associated with the types of work detailed on this drawing and noted in the Designer Risk Assessments and health and safety plan, note the following:

- It is assured that all works on this will be carried out by a competent Contractor working where appropriate, to be an approved method statement.
- Where applicable, significant residual risks are highlighted in the body of the drawing.

General Note

- All levels and dimensions are approximate, detailed site surveys must be carried out by Contractor before commencement on building works. All levels and dimensions to be confirmed on site.
- All existing drawing information is indicative and subject to the detailed site survey.
- Drawing is for information only.
- Do not scale from this drawing.
- This drawing is copyrighted.

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Client Keltbray

Job Title **PLANNING**

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