MBH HEATHROW LIMITED
LAND AT STATUS PARK, NOBEL DRIVE, HARLINGTON
LONDON BOROUGH OF HILLINGDON, UB3 5EY

DRAFT RESIDENTIAL TRAVEL PLAN

JUNE 2024

the journey is the reward

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Prepared by:	**CC/JG**
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MBH Heathrow Limited
Land at Status Park, Nobel Drive, Harlington
London Borough of Hillingdon, UB3 5EY
Draft Residential Travel Plan

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1 Introduction

1.1 This Draft Residential Travel Plan (TP) has been prepared by Mayer Brown Limited on behalf of MBH Heathrow Limited in respect of the proposed residential development of 51 residential units across ground to 4th floor within Status Park. The site has historically operated as a carpark associated with the Vista Court building (Building 2) of Status Park, Nobel Drive, Harlington, in the London Borough of Hillingdon (LBH)('the site').

1.2 The TP is set out to encourage a reduction in the number of single occupancy car journeys made by future users of the units at the site. This TP covers the 51 residential units proposed at the site.

1.3 This TP has been developed as a long-term strategy with the aim of promoting and facilitating trips to/from the site using the most sustainable modes of travel available and potentially reducing single occupancy private car travel.

1.4 The primary objective of the TP is to reduce unnecessary vehicular trips undertaken by residents and visitors to the site through the promotion and facilitation of suitable alternative modes of travel when accessing the site. This TP has been written with reference to the TfL 'What a Travel Plan Should Contain' guidance.

1.5 This TP accompanies the Transport Statement for the proposed redevelopment which will be submitted as part of the planning application and will demonstrate the commitment of MBA Heathrow Limited to the implementation and promotion of sustainable travel to and from the site.

1.6 This TP comprises the following:

- Details of how the TP will be managed;
- Details of the approved development;
- The existing accessibility of the site; including details of local services;
- The existing travel patterns of the site;
- The objectives of the TP;
- An overview of the targets of the TP;
- The likely measures of the TP;
- A monitoring and review methodology;
- An Action Plan for the TP; and
- How the TP would be secured and enforced.

2 Management

2.1 This TP has been prepared by Mayer Brown Limited and is applicable to the 51 residential units that form the proposed development. Prior to occupation of the development, a Travel Plan Coordinator (TPC) will be appointed to manage the TP.

Travel Plan Coordinator

2.2 A TPC is typically a transport professional that is appointed by the developer to ensure the TP is kept up to date as well as coordinate and collate the travel surveys. The contact details of the appointed person are as follows:

Company: TBC

Telephone: TBC

Email address: TBC

Roles and Responsibilities

2.3 The Travel Plan Coordinator will be responsible for the following:

Welcome Pack

- Production of the graphics, text, and information for the Welcome Pack;
- Issuing of the Welcome Pack to LBH's Travel Plan Officer for their agreement prior to first occupation of the residential dwellings;
- Arranging printing of the Welcome Pack; and
- Liaising with the developer and marketing suite in order to ensure that all of the residential dwellings are issued with a Welcome Pack as part of the information provided to residents upon completion of their property or when they sign their lease agreement.

Community Noticeboards

- Production of the graphics, text, and information for display on the community noticeboards; and
- Liaison with the developer/marketing suite to arrange display of the information on the noticeboards.

Baseline Travel Survey

- Devising travel survey questions;

- Production of travel survey form and printing of forms for inclusion within the Welcome Pack (including a stamped and addressed envelope so that the completed forms can be sent to the Travel Plan Coordinator);
- Setting up of the travel survey online (using online software) for residents who would prefer to complete the survey electronically; and
- Analysis of the results of the completed surveys (paper and online), following 75% occupancy of the residential units (assuming a response rate of at least 30%).

Travel Plan Updates, Monitoring and Review

- Updating the Travel Plan with the results of the baseline travel survey, including reviewing the modal split targets and Travel Plan measures;
- Submitting of the updated Travel Plan progress report to LBH;
- Organising ongoing travel surveys – one, three and five years after the baseline travel survey;
- Analysis of the results of the ongoing travel surveys; and
- Production of Travel Plan review reports setting out the results of the ongoing travel surveys and success in meeting the targets.

Liaison/Correspondence

- Liaison with the developer regarding implementation of the Travel Plan;
- Liaison with the marketing suite;
- Liaison with LBH's Travel Plan Officer; and
- Provision of personal travel planning advice to residents of the development, as requested.

Cost

2.4 The cost associated with the Travel Plan Coordinator's time spent on implementation and management of the Travel Plan will be met by the developer.

3 Site Details

3.1 The application site currently constitutes a car park associated with Building 2 (Vista Court) of Status Park. Building 2 was granted prior approval for the change of use from office to residential in August 2017. The change of use has provided a total of 46 self-contained residential units.

3.2 The prior approval scheme has been implemented and all the 127 residential units within Buildings 2, 3 and 4 are now occupied.

3.3 The proposed residential development would comprise a total of 51 residential units comprising 18 no. one bed units, 20 no. two-bed units, and 13 no. three-bed units across ground to 4th floors.

3.4 The site location is shown in **Figure 3.1**.

Figure 3.1: Site Location

3.5 The layout of the development is shown on the plan at **Appendix A** to this TP.

Existing Access and Adjacent Highway

3.6 The site is located within Status Park, Nobel Drive, Harlington, within the London Borough of Hillingdon. The site is situated to the north of The A4 Bath Road and accessed via Nobel Drive.

3.7 Nobel Drive is a two-way, single carriageway road, subject to a 30mph speed limit. Good quality pedestrian footways measuring approximately 2m in width are provided to each side of the carriageway. Street lighting is also provided.

3.8 Nobel Drive falls within the LBH controlled parking zone (CPZ) H1. Parking within the CPZ H1 is restricted to permit holders only which operates between the hours of 9am – 5pm, Monday to Saturday.

3.9 Status Park is situated approximately 3km to the south of the M4 (junction 4), which provides access to the strategic highway network in accessing the M25 and surrounding motorway links. The A4 Bath Road is well serviced by local buses which provide access into the Heathrow terminals and surrounding areas, including nearby rail and underground stations.

Access Arrangements

Vehicular

3.10 Building 2 of Status Park is directly accessed by a shared private road from the roundabout on Nobel Drive. The private road currently serves both Buildings 2 and 3 of Status Park.

3.11 The shared private access road splits, providing access to two individual car parks associated with Buildings 2 and 3, respectively.

3.12 A pedestrian crossing is provided on the site access arm of the Nobel Drive roundabout, in the form of dropped kerbs. No tactile paving is provided at the crossing point.

Pedestrian/Cyclist

3.13 Pedestrian access to the development would be provided from the pedestrian footway on Nobel Drive, providing access to the entrance courtyard on the southern side of the building. Further pedestrian entrance points and access to the cycle stores would be provided via the northern approach to the building.

3.14 There are shared pedestrian and cycle footways present to both sides of the A4 Bath Road in the vicinity of the site, providing an off-carriageway cycle route along the A4 Bath Road.

3.15 Pedestrian crossings are provided on the Nobel Drive and western A4 Bath Road arms of the junction. The crossings are provided in the form of priority controlled pedestrian crossings with dropped kerbs. The crossing over Nobel Drive is provided with a pedestrian refuge within the centre of the carriageway.

3.16 Measures to encourage active transport use to and from the site will be promoted to residents and visitors, including the provision of cycle parking as set out below.

3.17 Through feedback from residents, the TPC will consult with the local authority on the state of the local cycling network and on any potential improvements.

Parking Provision

3.18 Previous pre-application discussions held with LBH, indicated that as part of the rationalisation of the parking spaces within the wider Status Park site, a reduced parking ratio of circa 0.6 parking spaces per residential apartment could be considered acceptable.

3.19 The proposals would reduce the existing 245 parking spaces associated with car parks 1 to 4 to 146 spaces, a reduction of 99 parking spaces (40%) within the wider site. The parking would be utilised to provide additional public open space, which would be landscaped and offered as high-quality amenity space for the local community and future residents.

3.20 A total of 11 parking spaces would be provided within a parking court immediately to the north of the main building within the application red line site. Of the 11 spaces, 5 no. would be designed as blue badge parking spaces, and 4 no. would be equipped with electric vehicle (EV) charging points. The remaining 7 no. spaces would be provided with passive EV provision.

3.21 As detailed later in this TP, upon occupation, the TPC will investigate the possibility of designating certain spaces as having ‘priority’ for car sharers.

Cycle Parking

3.22 The proposed development would provide a total of 122 no. cycle parking spaces in accordance with London Plan 2021 standards. A total of 108 long stay spaces would be provided within three dedicated internal cycle stores within the ground floor level of the residential building. A further 10 no. long stay cycle parking spaces in the form of 5 secure, sheltered and lockable Sheffield stands would be provided within a separate cycle parking area adjacent to the building.

3.23 A further four short-stay cycle parking spaces in the form of 2 no. Sheffield cycle stands would be provided within the external cycle parking area.

4 Accessibility

4.1 This section of the report sets out the context of the site, in accordance with the local transport infrastructure and accessibility to non-car modes of transport.

Pedestrian Infrastructure

4.2 The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot,' notes that an average walking speed of three miles per hour (5 km/hour) can be assumed. By this measure, in 15 minutes a pedestrian could walk approximately 1,250m, and in 25 minutes around 2,000m.

4.3 The Department for Transport (DfT) 'Walking and Cycling Statistics, England 2022' publication indicates that the average walk distance within England for all journey purposes is 1.12 km. A number of local amenities fall within a 1.12 km catchment of the site. It should be noted that 1.12 km represents the average distance for walk journeys. As such, some residents of the proposed development will be prepared to walk further distances.

4.4 A summary of the local amenities within a walking distance of the site is provided in Table 4.1:

Amenity	Name	Walk Distance
Bus Stops	Ibis Hotel - Bath Road	170m
	Nobel Drive - Bath Road	300m
	Oxford Avenue – Bath Road	390m
	Harlington Corner – Bath Road	450m
	Hatton Road North – Hatton Road	550m
Car Hire	Avis Car Hire – Northrop Road	1,100m

Table 4.1 – Local Amenities

4.5 Existing pedestrian access to the site is provided in the form of pedestrian footways located to both sides of the development access. There are existing crossing points provided on Nobel Drive, in addition to dropped kerbs and pedestrian refuges at the site access roundabout.

4.6 Pedestrian footways are provided along both sides of Nobel Drive and provide a pedestrian route from the site towards the footways along the A4 Bath Road. Pedestrian crossings with dropped kerbs are provided at the signalised junction of Nobel Drive with the A4 Bath Road.

4.7 Wide footways are provided to both sides of the A4 Bath Road and provide routes towards the local amenities summarised within Table 4.1.

4.8 A signal-controlled pedestrian crossing with appropriate tactile paving and dropped kerbs is provided on the A4 Bath Road at the signalised junction with Hatton Road North, approximately 340m to the west of the site.

Accessibility by Cycling

4.9 The CIHT guidance 'Cycle Friendly Infrastructure, Guidelines for Planning and Design' states that three quarters of journeys undertaken by all modes are less than five miles (8km), and that a fit person can comfortably cycle this distance. This distance corresponds to an approximate 25-minute travel time.

4.10 The National Travel Survey (NTS) 2022 indicates that the average trip length for cycle journeys in England is 3.60 miles (5.79km). It should be noted that 5.79km represents the average distance for cycle journeys and as such some residents and visitors to the proposed development would be prepared to cycle further distances.

4.11 The local amenities outlined within Table 3.1 are located within an acceptable cycle distance. Additionally, the areas of Heston, Hounslow, and Hayes Town fall within a cycle distance of the site. Hatton Cross and Hounslow West Underground Stations, provides access to the Piccadilly Line. Hayes & Harlington Station provides access to national rail services on the Great Western Mainline and to Elizabeth line (Crossrail) services. All the aforementioned stations are within a cyclable distance of the site.

4.12 London Cycle Network Route (LCNR) 32 runs along the site's southern boundary on the A4 Bath Road. LCNR32 provides a route west along the A4 Bath Road up to the junction with the A408 Nene Road, where the route connects with LCNR 89. LCNR32 provides a route east from the site running south-east towards Kingston upon Thames, via Cranford, Hounslow, Whitton, and Teddington.

4.13 LCNR32 connects with LCNR89 at the junction between the A4 Bath Road and the A408 Nene Road, approximately 1.4km to the west of the site. LCNR89 provides a route north towards Ruislip via West Drayton and Uxbridge.

4.14 LCNR32 connects with LCNR 88a at the junction between the A4 Bath Road and High Street Harlington, approximately 400m to the west of the site. LCNR88a routes north via Hayes and Yeading to Northolt Park, where it connects with LCNR88.

4.15 LCNR88 connects with LCNR32 approximately 1.8km to the east of the site, at the junction between the A4 Bath Road and the A312 The Parkway. LCNR88 routes north via Northolt, Northolt Park, Wealdstone, and Belmont, to Edgware. The local cycle routes are indicated in Figure 4.1.

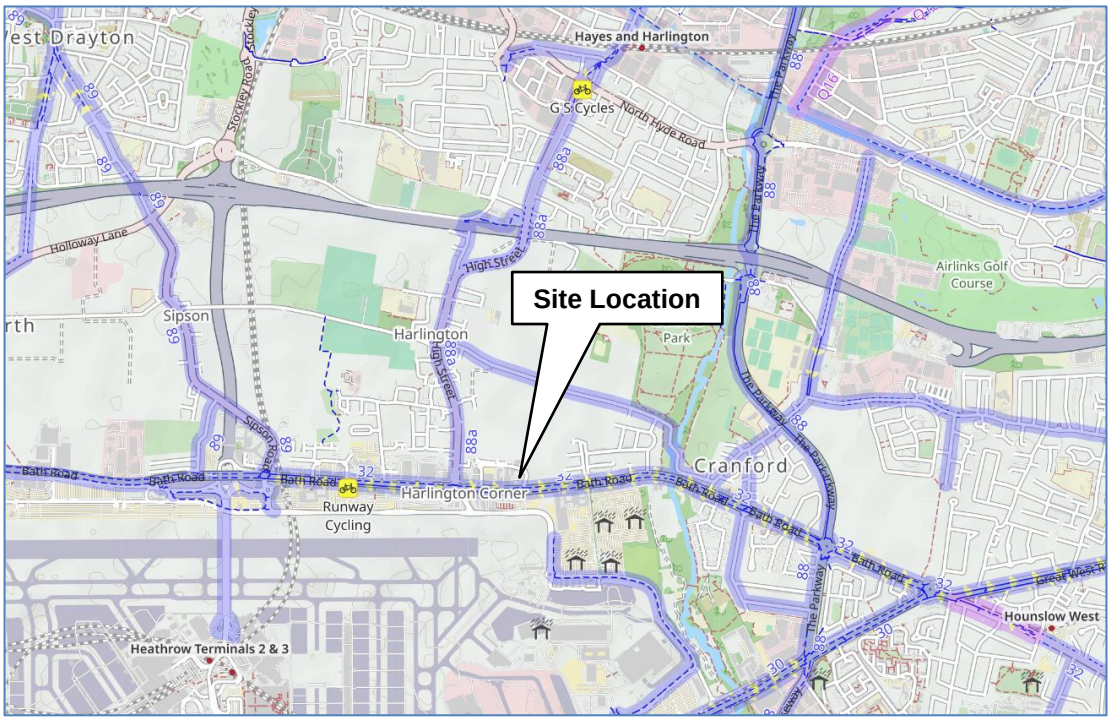

Figure 4.1: Local Cycle Routes

Public Transport Accessibility

4.16 The Public Transport Accessibility Level (PTAL) methodology has been adopted by the Greater London Authority (GLA) and TfL as a means of quantifying and comparing accessibility by public transport for a given site. It considers the time taken to access the public transport network, including:

The walk time to various public transport services;

The average waiting time for each service; and,

The reliability of each service.

4.17 The methodology is based on a walking speed of 4.8km/h and considers Underground and rail stations within a 12-minute walk (960m) and bus stops within an 8-minute walk (640m), with the PTAL assessment being undertaken using the AM peak hour operating patterns of existing public transport services.

4.18 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an accessibility index (AI) value for each service accessible from the site. The sum of the AI's for each mode are then aggregated to provide a single measure of accessibility.

4.19 The total AI value is then compared against the PTAL bands given in Table 4.2. A summary of the assessment is provided in Appendix B:

PTAL Score	Range of Index (AI)	Description
1a	0.01-2.50	Very Poor
1b	2.51-5.00	Very Poor
2	5.01-10.00	Poor
3	10.01-15.00	Moderate
4	15.01-20.00	Good
5	20.01-25.00	Very Good
6a	25.01-40.00	Excellent
6b	>40.01	Excellent

Table 4.2 – PTAL Banding

4.20 In terms of the transport context, the site has very good access to public transport and that the Public Transport Accessibility Level (PTAL) rating for site is 3, which TfL would class as 'moderate'. The site is well positioned for access to a total of ten bus services variety of public transport services, including seven very high frequency (6ph or greater) bus routes.

4.21 Based on the TfL PTAL calculator, the site has a PTAL AI of 13.69, which equates to a 'Moderate' public transport accessibility level of 3.

Accessibility by Bus

4.22 Regular bus services are available along the A4 Bath Road, with the nearest bus stops being Nobel Drive (Stop F), a 300m walk distance from the site, and Oxford Avenue (Stop H), a 390m walk distance from the site. Buses serving these stops include 81, 105, 111, 222, H98 and N9.

4.23 Further bus services are accessible from the Harlington Corner stop, a 450m walk distance, and the Hatton Road North bus stop, a 550m walk distance. Bus services from Harlington Corner include those of Oxford Avenue and additionally, 90, 278, 285, 423, 555, 556, H98, N9, N140 an SL9. Buses from Hatton Road North include 285, 423, 555 and 556. The local bus services are summarised in Table 4.3:

Service	Route	Average Bus Frequency		
		Mon-Fri	Sat	Sun
81	Slough Town Centre – Hounslow	Every 12 minutes	-	-
90	Northolt - Hayes - Feltham	Every 10 minutes	Every 10 minutes	Every 15 minutes
105	Heathrow Central Bus Station – Greenford Station	Every 11 minutes	Every 12 minutes	Every 12 minutes
111	Heathrow Central Bus Station – Kingston	Every 9 minutes	Every 10 minutes	Every 11 minutes
140	Hayes & Harlington Station - Yeading - Northolt - South Harrow - Roxeth - Harrow - Wealdstone - Harrow Weald, Bus Garage	Every 7 minutes	Every 9 minutes	Every 12 minutes
222	Uxbridge - West Drayton - Hounslow	Every 8 minutes	Every 10 minutes	Every 12 minutes
278	Heathrow Central Bus Station – Ruislip	Every 13 minutes	Every 15 minutes	Every 20 minutes
285	Heathrow Central Bus Station – Kingston	Every 11 minutes	Every 11 minutes	Every 11 minutes
423	Hounslow Bus Station – Heathrow Terminal 5	Every 20 minutes	Every 20 minutes	Every 30 minutes
555, 556	Heathrow - Chertsey	Every hour	Every hour	Every hour
N9	Aldwych / Somerset House - Heathrow Terminal 5	Night service only - 3ph both directions		
H98	Hounslow - Hayes - Hayes End	Every 8 minutes	Every 10 minutes	Every 15 minutes
SL9	Heathrow Central Bus Station – Harrow Bus Station	Every 14 minutes	Every 15 minutes	Every 15 minutes
X26	West Croydon - East Croydon - Sutton - Hatton Cross - Heathrow Central	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 4.3 – Summary of Bus Services

Accessibility by Rail

Heathrow Terminal 2 & 3 Station

4.24 The Heathrow Terminal 2 & 3 Station is located approximately 2.0km to the south-west of the site. The station is not accessible to pedestrians and cyclists, due to the need to negotiate the main access route to Heathrow Airport, however bus routes 105, 111,140, and 285 provide services to Terminals 2 and 3 from the site.

4.25 Services from Heathrow Terminal 2 & 3 Station are operated by Heathrow Express, TfL Rail and Elizabeth Line services.

Hayes and Harlington Station

4.26 Hayes and Harlington Station is located approximately 3.4km to the north of the site and lies within a reasonable cycle distance of the site. Hayes and Harlington Station can also be accessed by bus from the site, using bus routes H98, 140 and 90. The three bus services provide a combined frequency of 22 buses per hour towards Hayes and Harlington Station during the peak hours.

4.27 Hayes and Harlington Station operates on the Great Western Mainline, providing access to national rails services operated by Great Western Railway, TfL Rail and Elizabeth Line services. Services from Hayes and Harlington Station serve destinations including London Paddington, Heathrow Terminal 4, Reading and Didcot Parkway.

4.28 Rail services can be accessed from the site via bus and cycle. Rail services from Hayes & Harlington Station offer up to five westbound services per hour, two services towards Heathrow Airport an hour and up to eight services per hour towards London Paddington.

4.29 Elizabeth Line services operate at a frequency of up to 9 services per hour from Hayes & Harlington and 4 services per hour from Heathrow Terminals 2 & 3.

Summary

4.30 The site has good access to pedestrian and cycle routes, providing access to local amenities and services within Harlington and nearby Cranford.

The site is easily accessible by non-car modes, with a number of high frequency bus services providing connections to a range of LUL, National Rail, TfL Rail and Elizabeth Line services.

4.31 As a result, there is significant opportunity for residents to travel to and from the site by means other than the private car.

5 Existing Travel Patterns

5.1 It is important to establish baseline travel patterns of residents at the time of the introduction of the TP so that appropriate measures/initiatives and targets can be developed.

5.2 In the absence of baseline survey data for the proposed development, 2011 Census data for the lower layer super output area which includes the proposed site (Hillingdon 032) has been utilised to demonstrate the existing modal split of the residential population of the area for journeys to and from work, utilising the Method of Travel to Work for the residential population (dataset E02000525). A comparison of recently issued 2021 census journey to work datasets indicates relatively little change in travel habits. The comparison indicates a small reduction in trips by car, with a minor increase in cycle trips and a small reduction in trips by rail and underground services.

5.3 For the purposes of this TP, those people classed as working mainly at or from home have been excluded from the modal split. The resulting modal split for travel to work is detailed in **Table 5.1**.

Mode of Travel	Hillingdon 032 2011 Census Data	Hillingdon 032 2021 Census Data
Car or Van Driver	43.8%	**43.2%**
Car or Van Passenger	2.9%	**3.3%**
Walking	6%	**5.9%**
Cycling	1%	**1.5%**
Bus	34.6%	**33.9%**
Rail, Underground, Light Rail or Tram	4.5%	**3.7%**
Motorcycle	5.8%	**4.9%**
Taxi	0.8%	**0.7%**
Other	0.2%	**0.6%**

Table 5.1: Modal Split for Travel to Work (Resident Population)

(Source: Office for National Statistics)

5.4 It is considered that **Table 5.1** provides a broad indication of the potential modal split of residents travelling to and from the site. The more up to date 2021 data would be applied as a proxy.

5.5 The modal split for the existing residential trips will be updated once the baseline travel surveys have been undertaken, thus providing a more accurate modal split as the baseline for monitoring of the TP.

5.6 The key findings of the travel survey will be the modal split of travel by residents – the number and percentage of residents travelling to and from the site by each mode of travel, i.e., walking, cycling, bus, rail, car sharing, will be determined. This will define the starting point and targets of the TP.

5.7 It is important to note that residents who may work shift patterns can determine their travel preferences, for example, if they start work in the early morning or finish work very late at night they may not be inclined to walk to and from work due to perceived safety issues. This will be assessed as part of the travel survey.

6 Objectives

Travel Plan Background

6.1 Travel planning is critical for new developments to facilitate the use of sustainable modes among occupiers and visitors from the outset.

6.2 A TP is a long-term management strategy for an organisation or site that seeks to encourage behaviour change which will lead to the use of more sustainable travel modes and reduce overall travel to and from the site through action and is articulated in a document that is regularly reviewed.

6.3 A TP involves identifying an appropriate package of measures aimed at promoting the most sustainable forms of travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed below.

Key Goals and Objective

6.4 The objective of this TP is to encourage use of the most sustainable forms of travel by residents of the residential units. The development proposals will reduce surplus parking across the wider Status Park site in providing landscaped communal amenity space for the local community and future residents. London Plan compliant cycle parking will be provided within the development, in addition to designated blue badge parking and EV charging points.

6.5 The purpose of this TP will therefore be to encourage residents to prioritise their modal choice based upon the most sustainable modes available for their specific journey purpose.

6.6 Typically, it is considered that the priority for modal split of journeys in London should be to reduce the demand on the public transport network as much as possible, utilising the following preferences (numbered in order of priority):

1. Walking
2. Cycling
3. Public transport
4. Car sharing
5. Private car/taxi

6.7 It is acknowledged that it may not always be possible for all residents to walk or cycle for all of their trips, however, using the hierarchical method, as set out above, will allow residents to prioritise the next best mode available to them for any given journey purpose. Where possible, residents will be encouraged to walk and/or cycle to their destination to reduce the impact of additional demand on London's public transport system.

6.8 Where the journey cannot be made on foot or cycle, then public transport trips will be acceptable. Alternatively, residents should consider the availability of nearby car sharing facilities for journeys that necessitate use of a vehicle.

Outcomes

6.9 In addition to promoting sustainable travel and reducing reliance on use of the private car, TPs can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise.

6.10 TPs have become an important tool for the delivery of national and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development. As a result, TPs are required in association with all significant planning applications.

6.11 TPs can mitigate adverse travel impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. The Department for Health publication Choosing Health: Making healthy choices easier (2004) recognised the health benefits of walking or cycling. Active travel as part of a TP enables people to enjoy these health benefits as part of their daily routine.

6.12 It is considered that the implementation of a TP for the residential units within the application site at Status Park accords with national and regional policies which focus on encouraging sustainable development and travel. In working towards the objective of this Draft Residential Travel Plan to encourage use of the most sustainable forms of travel by residents, it is considered that the following benefits may be achieved:

- Maximising the number of journeys made on foot;
- Maximising the number of journeys made by bicycle;
- Reduced highway capacity problems by promoting alternatives to the private car;
- Reducing the impact of additional demand on London's public transport system;
- Improvements to residents' health and fitness levels;
- Local environmental improvements from reduced congestion and pollution; and

- Cost savings for residents (i.e., less money spent on public transport costs, petrol, parking costs etc.).

7 Targets

Overview of Objectives and Targets

7.1 As stated in section 5, this Draft TP has the objective of encouraging the use of the most sustainable forms of travel by residents of the residential units. The TP's primary purpose is to seek to encourage residents to prioritise their modal choice based upon the most sustainable modes available for their specific journey purpose.

7.2 The targets of the TP relate to ensuring that the percentage of trips made by car do not exceed the baseline figures set out within **Table 5.1** in section 5 and to seek an increase in the use of sustainable modes of travel, with emphases on walking and cycling.

'SMART' Targets

7.3 In accordance with TfL's guidance, **Table 7.1** sets out the specific 'SMART' (specific, measurable, attainable, realistic and timebound) targets of the Travel Plan for residents' journeys to work, school and leisure, respectively. Targets have been set for a five-year time frame, with interim targets at years one and three.

7.4 Given that the development is still at the planning stage, the targets have been set based on the anticipated trip generation and modal split of the development, as taken from the 2011 journey to work census data, as set out in **Table 5.1** of this document. These targets will be reviewed upon analysis of the Baseline Travel Survey.

7.5 The targets in **Table 7.1** relate to residents' travel to and from work. Typically, these trips are undertaken in the weekday morning and evening peak hours of 08:00 to 09:00 and 17:00 to 18:00 respectively.

Mode	Modal Split of Residents Travel to Work					
	Anticipated Modal Split	Baseline Survey	Year 1 Target	Year 3 Target	Year 5 Target	Overall Increase/ Decrease
Car occupants	46.5%	Within six months of first occupation or at 75% occupancy, whichever is sooner	To be set following baseline survey			TBC
Public Transport	42.5%					TBC
Bicycle	1.5%					TBC
Walk	5.9%					TBC
Other	2.2%					TBC
Total	100%	100%	100%	100%	100%	0%

Table 7.1: Modal Split Targets for Travel to Work*

**TBC following full baseline survey*

Baseline Modal Split Data

7.6 As stated in section 5, a baseline travel survey will be undertaken within six months of first occupation of the residential units or at 75% occupancy of these units, whichever is sooner. The targets in Table 7.1 have been set for the first five years of the development and are to be reassessed as follows:

- Baseline – assessed by the baseline travel survey within six months of first occupation or at 75% occupancy;
- Year one target – to be assessed one year after the baseline travel survey;
- Year three target – to be assessed three years after the baseline travel survey; and
- Year five target – to be reviewed upon analysis of the baseline travel survey results and assessed five years after the baseline travel survey.

Action Targets

7.7 In addition to the ‘aim’ targets, the Travel Plan includes an Action Plan, which is detailed in section 10 of this report.

8 Measures

8.1 The TP measures are designed to encourage use of the most sustainable forms of travel and encourage residents to prioritise their modal choice based upon the most sustainable modes available for their specific journey purpose. These measures are likely to include some or all the following:

- Infrastructure within the development;
- Appointment of a TP Coordinator;
- A Welcome Pack which would raise residents' awareness of sustainable travel and modal choice (Welcome Packs); and
- Community noticeboards throughout the development, upon which travel related information can be posted.

8.2 These measures are detailed below.

Infrastructure within the Development

8.3 The development proposals include the provision of four accessible parking spaces, and four active EV charging spaces. The remaining 7 no. spaces would be provided with passive EV provision.

8.4 In relation to cycle parking, the development proposals also include the provision of 118 long stay spaces and four short stay spaces, and these have been designed in accordance with the London Cycling Design Standards and the Council's emerging requirements for cycle stands.

Travel Plan (TP) Coordinator

8.5 A TP Coordinator will be appointed to implement the TP; details of which are set out in section 8. The role of the TP Coordinator will include:

8.6 Liaison with the developer;

- Liaison with the marketing suite;
- Production of the Welcome Pack;
- Production of travel information for the community noticeboards;
- Organising the baseline travel survey and subsequent surveys;
- Monitoring of the TP and reviewing its success; and
- Provision of personal travel planning advice to residents.

Welcome Packs

8.7 Welcome Packs are commonly used as an ideal tool by which to provide residents of a development with a means to identify the best travel choice available to them to maximise the potential for sustainable travel wherever possible.

8.8 A Welcome Pack is a suite of documents designed to encourage the end user to travel by the most sustainable modes. This educational and informative package has proven an effective method to increase awareness of local sustainable travel modes available to a site.

8.9 **Figure 8.1** provides an illustration of what the Welcome Packs could look like.

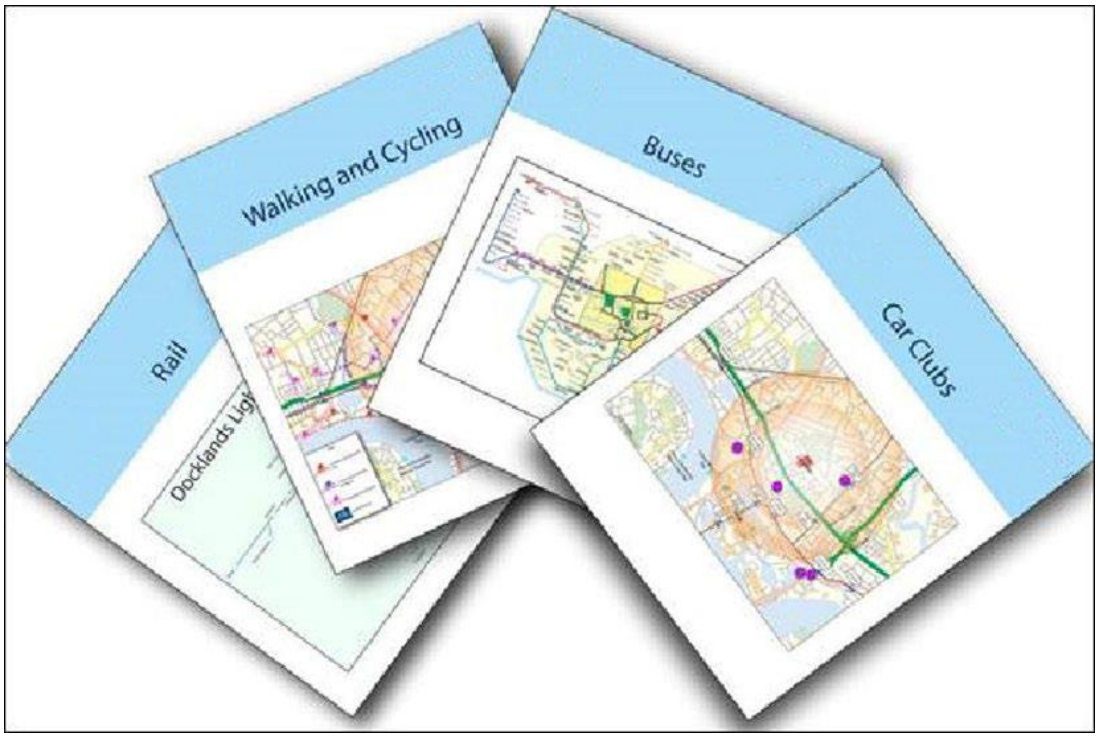

Figure 8.1: Example of a Welcome Pack

8.10 The Welcome Pack will also include a travel survey form which will be issued to each household to identify their travel behaviour to and from the site. The travel surveys will include a stamped and addressed envelope, as well as a link to complete the survey online via Survey Monkey, so that the completed forms can be sent to the appointed TP Coordinator who will be responsible for analysing the results of the surveys, updating the TP, and submitting a progress report to LBH.

8.11 Information that will be contained within the Welcome Pack is likely to include the following:

- Details of local amenities and services within a convenient walk distance from the site, including local shops, doctors' surgeries, banks, schools, and sports facilities;
- Local pedestrian routes to and from the development;
- Location of the development in relation to local cycle routes;
- Details of local cycle training and hire schemes; LBH offer free cycle hire and training to anyone who lives, works, or studies in the borough, with the community scheme allowing a person to rent a bike (including electric cargo bikes) for up to a month with a small refundable deposit;
- Details of local bicycle maintenance classes and cycle shops;
- Location of local bus stops and the bus services provided from, including route maps and bus frequencies;
- Location of the site in relation to local railway stations and a summary of the services provided from it;
- Details of the londonliftshare.com, the free car sharing website which enables members to find others with whom to share their regular or one-off journeys; and
- Details of the appointed TP Coordinator.

8.12 The Welcome Pack will be produced and issued to LBH's Travel Plan Officer for their agreement prior to first occupation of the residential dwellings. Following agreement, the TP Coordinator will liaise with the developer and marketing suite in order to ensure that all the residential dwellings are issued with a Welcome Pack as part of the information provided to residents upon completion of their property or when they sign their lease agreement.

Noticeboards

8.13 Community noticeboards will be installed throughout the development, upon which travel related information will be posted, for ease of access by both residents and visitors to the residential development. The information contained within it will be similar to that within the Welcome Packs.

8.14 Noticeboards will show details of local cycle training and hire schemes, including promotion of the LBH free cycle repairs hire and training which is offered to anyone who lives, works, or studies in the Borough.

Other Measures

8.15 The TPC will provide personalised Travel Planning advice for residents of the development upon request. The Welcome Pack will also promote certain 'soft measures' such as working from home when you can to reduce the need to travel.

Overview of Objectives, Targets and Measures

8.16 Based on the above, **Table 8.1** sets out a summary of the measures and how these will contribute to achieving the targets and meeting the objectives of the Travel Plan.

Objective	Target	Measures
Encouraging use of the most sustainable forms of travel by residents of the residential units. Seek to encourage residents to prioritise their modal choice based upon the most sustainable modes available for their specific journey purpose		Pedestrian route maps in Welcome Pack, on website and noticeboards.
		Pedestrian linkage throughout the overall development.
		Secure cycle parking for all residential units.
		Secure cycle parking for visitors to residential units.
		Cycle route maps, cycle training schemes, cycle maintenance classes within Welcome Pack, on website and noticeboards.
		Details of LBH's free cycle training and hire schemes will be included in Welcome Packs and on community noticeboards.
	Increase in number of public transport trips, for longer journeys (when walking and cycling is not possible)	Bus and rail services information in Welcome Pack, on website and noticeboards.
	To reduce the number of single occupancy car journeys and to reduce the environmental impacts of car use	4 accessible parking spaces provided, 7 standard parking provided. 4 x EV charging points
		7 of the remaining parking spaces will have passive EV Charging provision.
		Sustainable travel information in Welcome Pack, on website and noticeboards.
		Car sharing information in Welcome Pack, on website and noticeboards.

Table 8.1: Summary of Measures

9 Monitoring and Review

Travel Surveys

Baseline Travel Survey

9.1 A baseline travel survey will be undertaken within six months of first occupation of the residential units or at 75% occupancy of these units, whichever is sooner. The travel survey will be appended to the Welcome Pack distributed to all residents upon first occupation and will include a stamped addressed envelope for return to the appointed TP Coordinator. An online version of the survey will also be available for ease of use by residents and instant reporting on the results.

9.2 The results of the survey will be utilised to update the baseline modal split, as set out within **section 6** of this TP. The survey will also establish the travel patterns of residents and their attitudes to travel. The data collected will be analysed and used to update the TP and its measures, identifying any areas for improvement.

Subsequent Travel Surveys

9.3 As stated in **section 7**, the modal split targets in the Travel Plan will be assessed in the following years:

- Year one target – to be assessed one year after the baseline travel survey;
- Year three target – to be assessed three years after the baseline travel survey; and
- Year five target – to be assessed five years after the baseline travel survey.

9.4 On this basis, travel surveys will be undertaken in years one, three and five after the baseline travel survey. The format of these surveys will be the same as the baseline travel survey to ensure that the data collected is comparable. These surveys will be distributed to all occupied households within the development in paper form and will include a stamped addressed envelope for return to the appointed TP Coordinator. Details of an online version of the survey will also be provided to residents within the covering letter.

9.5 The results of the surveys will be used to assess the modal split of residents' travel and the success in meeting the targets of the TP. The results will be compared to the previous year(s') results.

9.6 The surveys will also establish the travel patterns of residents and their attitudes to travel. The data collected will be analysed and used to produce the TP progress reports and assess the TP's measures, identifying any areas for improvement.

Progress Reports

Updated Travel Plan (Following Baseline Survey)

9.7 The results of the baseline travel survey will be incorporated into the TP. The baseline modal split will be updated as necessary and any changes to the identified measures will be incorporated. The updated TP will then be issued to LBH's TP Officer.

Travel Plan Progress Reports (following Biennial Surveys)

9.8 The results of the travel surveys undertaken in years one, three and five after the baseline travel survey will be incorporated into a TP progress report which will be produced in years one, three and five after each survey. The TP progress reports will include the following information:

- Details of the development, such as occupancy rates, construction, infrastructure in place;
- Recap of the TP objectives and targets;
- Monitoring methodology, such as how and when information was gathered (i.e., through the travel survey);
- Summary of the results of the monitoring;
- A comparison between the modal split results and the targets of the TP
- Progress in implementing the measures of the TP;
- If the targets are not being met, identify corrective measures to get the TP back on track;
- Proposals to further develop the TP in the future; and
- Details of the next review.

9.9 The TP progress reports will be issued to LBH's TP Officer.

Funding

9.10 The cost associated with the undertaking and analysis of the travel surveys and production of the updated TP and TP progress reports will be met by the developer.

10 Action Plan

10.1 The key objectives to which the Action Plan is focused include:

- Encouraging use of the most sustainable forms of travel by residents of the residential units.
- Seek to encourage residents to prioritise their modal choice based upon the most sustainable modes available for their specific journey purpose.

10.2 An Action Plan setting out the timetable for implementation of the TP, including monitoring/review process, is set out in **Table 10.1**.

Target	Measure	Timescale	Responsibility	Monitoring Progress Towards Target	Cost
Increase in number of active travel (walking and cycling) trips	Cycle route maps, cycle training schemes, cycle maintenance classes within Welcome Pack, on website and noticeboards.	SHORT TERM. Prior to Occupation. Distribution upon occupation.	TPC	Uptake of personalised travel planning service. Response rate to travel surveys. Change in percentage of trips by cycling.	Cost of TPC's time and printing costs. Initial cost to be borne by developer; any future costs to be funded through ground rent or management fees.
	Details of LBH's free cycle training and hire schemes will be included in welcome packs and on community noticeboards.	SHORT TERM. Prior to occupation. Distribution upon occupation.	TPC	Uptake of personalised travel planning service. Response rate to travel surveys. Change in percentage of trips by cycling.	
	Pedestrian linkage throughout the overall development.	LONG TERM. Prior to occupation. As part of construction.	TPC	Change in percentage of trips by walking	Construction costs. To be borne by developer.
	Pedestrian route maps in Welcome Pack, on website and noticeboards.				
	Secure cycle parking for all residential units.		Developer/constructor requirement	Change in percentage of trips by cycling. Use of cycle parking facilities.	
	Secure cycle parking for visitors to residential units.				
Increase in number of public transport trips, for longer journeys (when walking and cycling is not possible)	Bus and rail services information in Welcome Pack, on website and noticeboards.	SHORT TERM. Prior to occupation. Distribution upon occupation.	TPC	Uptake of personalised travel planning service. Response rate to travel surveys. Change in percentage of trips by public transport.	Cost of Travel Plan Coordinator's time and printing costs. Initial cost to be borne by developer; any future costs to be funded through ground rent or management fees.
To reduce the number of single occupancy car journeys and to reduce the environmental impacts of car use	4 accessible parking spaces provided	LONG TERM. Prior to occupation. As part of construction.	Developer/constructor requirement	Change in percentage of trips by car	Construction costs. To be borne by developer.
	All of the total parking spaces will have electrical charging Facilities (both active and passive).				
	Sustainable travel information in Welcome Pack, on website and noticeboards.	SHORT TERM. Prior to occupation. Distribution upon occupation.	TPC	Uptake of personalised travel planning service. Response rate to travel surveys. Change in modal split.	

	Car sharing information in Welcome Pack, on website and noticeboards.			Uptake of personalised travel planning service. Response rate to travel surveys. Change in percentage of trips by car.	Cost of Travel Plan Coordinator's time and printing costs. Initial cost to be borne by developer; any future costs to be funded through ground rent or management fees.

Table 10.1: Action Plan

11 Securing and Enforcing the TP

Securing the Travel Plan

11.1 The proposed redevelopment is currently at the planning stage and this Draft Residential TP will be submitted as part of the suite of documents issued with the planning application.

11.2 It is considered that following approval of the proposed redevelopment, this Draft TP would be secured by way of a legal agreement.

Mitigation

11.3 Should the TP not achieve its objectives and targets, the TP Coordinator will discuss with LBH's TP Officer how the Plan can be brought back on track and achieve its targets.

11.4 As necessary, appropriate, and as agreed with LBH, this will be achieved through further and active marketing of the TP's objectives and measures, such as:

- Further promoting/providing personal travel advice;
- Flyers and educational seminars detailing the impact of unsustainable travel; and
- Provision of sustainable travel leaflets and information to residents.

APPENDIX A: Development Layout

01 Proposed Ground Floor Plan
Scale 1:100

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING WORK OF ANY KIND.
NO DIMENSIONS TO BE SCALED FROM THIS DRAWING.

REV.	DATE	REVISION
P1	06.09.23	General scheme revisions: reduced massing, revised materials and facade treatment, additional info on M4 (3) units
P2	28.05.24	Planning refusal response
P3	06.06.24	Minor adjustments

Drawing Legend

	1B 2P	2 no.
	2B 3P	1 no.
	2B 4P	2 no.
	3B 4P	1 no.
	3B 5P	1 no.
	Total	7 Units

PLANNING

Osel architecture

PROJECT:
STATUS PARK

CLIENT:
MBH HEATHROW LTD.

DRAWING:
PROPOSED PLAN
GROUND FLOOR

DRAWING No.: E21-038/PRP00G
REV: P3

SCALE: 1:100@A1 AND 1:200@A3
DRAWN: DW DATE: 28.05.24
CHECKED: TM DATE:

G.04 | The Record Hall | 16-16A Baldwin's Gardens | London | EC1N 7RJ
Tel: 020 7224 2447
E-mail: admin@oselarch.co.uk Web: www.oselarchitecture.co.uk

APPENDIX B: PTAL Output

You can click anywhere on the map to change the selected location.

PTAL output for Base Year

3

9 Nobel Dr, Harlington, Hayes UB3 5EY, UK
Easting: **509178**, Northing: **176945**

All public transport modes in London currently available:
National Rail, London Overground, Tube, DLR, Tram, Buses

WebCAT PTAL Report
==========
Site Details

Grid Cell: 62913

Easting: 509145
Northing: 176952

Report Date: 20/06/2024
Scenario: Base Year

Calculation Parameters

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

Mode	Stop	Route	Distance (metres)		Frequency (vph)	Walk Time (mins)		
SWT (mins)	TAT (mins)	EDF	Weight	AI				
Bus	HARLINGTON CORNER	90	453.76	6	5.67	7	12.67	
2.37	0.5	1.18						
Bus	BATH ROAD NOBEL DRIVE	H98	346.19	7.5	4.33	6	10.33	
2.9	0.5	1.45						
Bus	BATH ROAD NOBEL DRIVE	111	346.19	7	4.33	6.29	10.61	
2.83	0.5	1.41						
Bus	BATH ROAD NOBEL DRIVE	81	346.19	5	4.33	8	12.33	
2.43	0.5	1.22						
Bus	BATH ROAD NOBEL DRIVE	222	346.19	7.5	4.33	6	10.33	
2.9	1	2.9						
Bus	BATH ROAD NOBEL DRIVE	105	346.19	6	4.33	7	11.33	
2.65	0.5	1.32						
Bus	HARLINGTON CORNER	285	396.87	6	4.96	7	11.96	
2.51	0.5	1.25						
Bus	HARLINGTON CORNER	140	396.87	8.5	4.96	5.53	10.49	
2.86	0.5	1.43						
Bus	HARLINGTON CORNER	423	396.87	3	4.96	12	16.96	
1.77	0.5	0.88						
Bus	HATTON RD NTH/N PERIM RD	X26	553.95	2	6.92	17		
23.92	1.25	0.5	0.63					

Total Grid Cell AI: 13.69
PTAL: 3