



## New Leisure Centre, Harmondsworth Road, West Drayton

### Travel Plan Statement

Client: London Borough of Hillingdon

i-Transport Ref: SJ/RW/HC/ITB14708-003B

Date: 11 January 2022

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## SECTION 1 Introduction

### 1.1 Background

- 1.1.1 The London Borough of Hillingdon (LBH) has appointed i-Transport LLP to provide transport and highways advice with regard to the planning application for a new Leisure Centre at Rowlheys Place, West Drayton. The development proposal is for a new sports centre with eight-lane swimming pool, sports hall and football pitch with associated access and car parking.
- 1.1.2 This Travel Plan Statement (TPS) has been prepared by i-Transport LLP as part of a planning application for redevelopment of the site. It should be read in conjunction with the Transport Statement (TS) also accompanying the application.
- 1.1.3 The site is currently occupied by West Drayton Young People Centre and Family Centre. Access to the existing centre is provided from Rowlheys Place. Rowlheys Place bisects the site which is accessed from Harmondsworth Road which runs parallel to the site on the eastern boundary.
- 1.1.4 The proposed development is for a new sports centre including an eight-lane swimming pool, sports hall and football pitch. Parking provision will be made on site for the leisure centre which is proposed via a new car park on the part of the site to the south of Rowlheys Place. A total of 144 car parking spaces are proposed on site, with 135 of these within the car park including 17 'blue badge' spaces and 8 'brown badge' spaces<sup>1</sup>. 20% of the spaces will be provided with active EV charging points (i.e. 28 spaces). A further 8 blue badge spaces will be provided on the site frontage, north of Rowlheys Place. Vehicular and pedestrian access to the site will be taken from Rowlheys Place.
- 1.1.5 In terms of transport accessibility, the site is in close proximity to West Drayton station and local bus stops, the closest of which is within 300m of the site, providing a number of services to local destinations and further afield. The public transport accessibility level (PTAL) of the local area is

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<sup>1</sup> Motorists over 65 with a brown badge are eligible to use dedicated spaces in some car parks in the Borough

2, indicating moderate access to public transport within the vicinity of the site. This accessibility to public transport, is complemented by a mixture of local cycle routes.

**1.1.6** The author and contact with regard to this Travel Plan Statement is:

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**1.1.7** This document is Version 3 of the Travel Plan Statement and is dated January 2022.

## **1.2 Structure**

**1.2.1** The remainder of this Framework Travel Plan is structured as follows:

- Section 2 – Policy Context;
- Section 3 – Site Assessment;
- Section 4 – Aims, Objectives and Benefits;
- Section 5 – Measures;
- Section 6 – Action Plan; and
- Section 7 – Summary.

## SECTION 2 Policy Context

### 2.1 Definition

2.1.1 Transport for London (TfL) defines a Travel Plan as being:

*'...a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site. It is based on evidence in the transport assessment of the anticipated transport impacts of the proposal and involves the development of agreed and specific outcomes, linked to an appropriate package of measures aimed at encouraging sustainable travel.' (TfL Travel Planning Guidance 2013, Page 1).*

### 2.2 Policy Context

2.2.1 The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which recognises that a Travel Plan is a key tool to protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. It states (at Paragraph 113) that:

***'All developments that will generate significant amounts of movement should be required to provide a travel plan.'***

2.2.2 Planning Practice Guidance (2014) states that travel plans should be considered in parallel with development proposals and readily integrated into the design and occupation of a new site. The same guidance also states that Travel Plans should support Transport Assessments in taking forward the identified mitigation measures which relate to on-going occupation and operation of the development.

2.2.3 The London Plan and Mayor's Transport Strategy (March 2018) (MTS) also require use of travel plans to help deliver sustainable development in London. Both the adopted London Plan and the emerging London Plan support use of travel plans and require them to be in accordance with relevant TfL guidance.

2.2.4 The MTS sets the following pan-London outcomes that are expected to have been delivered by 2041 which are relevant to the preparation of Travel Plans in London:

- 80% of all trips in London to be made on foot, by cycle or using public transport;

- At least 3 million fewer daily car trips and 1/4 million fewer cars owned in London;
- A 75% reduction in CO<sub>2</sub> emissions from transport (excluding aviation, 2013 base) in London, with road and rail transport on track to reach zero carbon by 2050; and
- Public transport to be safe, affordable and accessible to all and for journeys to be pleasant, fast and reliable.

**2.2.5** Transport for London (TfL) published updated 'Travel Plan Guidance' in September 2013. It states:

***Smaller developments that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff, or comprise over 50 residential units, should submit a Travel Plan Statement. It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation. The level of information required should be agreed with the local authority planning officer at the earliest opportunity.*** (Ref: Page 3).

**2.2.6** Smaller developments are defined as those comprising between 50-80 dwellings or employing between 20-50 staff and whilst there maybe more Full Time Equivalent (FTE) staff employed at the site, it has previously been agreed that a Travel Plan Statement should be prepared as opposed to a strategic level Full Travel Plan.

**2.2.7** The Hillingdon Local Plan – Part 1 – Strategic Policies notes that all developments must demonstrate access by any sustainable modes within a site Travel Plan. These can include electric vehicle charging points and providing priority parking for these and contributions towards walking and cycling.

## **2.3 Travel Plan Benefits**

**2.3.1** A travel plan can bring a number of benefits to a new development for the Applicant, the local authority and the users of the site. The key benefits of the Travel Plan are summarised in **Table 2.1**.

**Table 2.1: Benefits of a Travel Plan**

Benefits to:	Applicant	Staff	Suppliers	Local residents/visitors	LBH
Improved travel choice (including opportunity for financial savings)	✓	✓		✓	✓
Help to meet an organisation's environmental objectives, for example reduced emissions contribute towards carbon dioxide reduction targets	✓		✓		✓
Local environmental improvements from reduced congestion, pollution and noise				✓	✓

## 2.4 Proposed Development

2.4.1 The development comprises:

*'A new sports centre with eight lane swimming pool, sports hall and football pitch with associated access and car parking.'*

## 2.5 Scope of the Travel Plan

2.5.1 The Travel Plan is applicable to all future staff and visitors.

## 2.6 Timescales

2.6.1 The planning application is due to be submitted in early 2022. Should planning consent be granted, the anticipated Year of Opening is 2024.

## SECTION 3 Site Assessment

### 3.1 Site Accessibility

3.1.1 The site is accessible by all sustainable modes. The area is rated PTAL 2, demonstrated by the close proximity to a number of bus stops providing services to both local and further afield destinations. In addition, there is good accessibility to local facilities and services, with the vast majority of key destinations and the local population within a distance most people will walk to (1,600m) and the remaining still within a realistic distance where some people will walk (3,200m), indicating that future occupiers of the site will have significant opportunities to utilise sustainable travel modes, reducing dependence on the private vehicle.

### 3.2 Opportunities to Travel on Foot or by Bicycle

3.2.1 Footways are provided on both sides of Rowlheys Place with street lighting on both sides of the carriageway. There is a crossing point with dropped kerbs and tactile paving circa 40m east of the site at the junction with Harmondsworth Road.

3.2.2 Harmondsworth Road benefits from a designated shared footway cycleway on both sides of the carriageway providing a link from West Drayton Station to the north of the site and the residential area of West Drayton to the south. At the signal-controlled junction with Harmondsworth Road/ Sipson Road/ Thornton Avenue there are formal pedestrian crossing points provided with dropped kerbs, tactile paving and street lighting.

3.2.3 The local area benefits from an extensive network of cycle routes which provide convenient routes to and from West Drayton Station and linking with the local residential area. These are detailed in the TfL Local Cycling Guide 6. Harmondsworth Road benefits from a designated shared footway cycleway on both sides of the carriageway providing a link from West Drayton Station to the north of the site and the residential area of West Drayton to the south.

3.2.4 In the vicinity of the site there are a number of routes signed or marked for the use of cyclists. Surrounding the site there are a number of roads identified on TfL Local Cycling Guide 6 that have been recommended by cyclists. Some of these routes connect to other off-road routes or routes signed and marked for the use of cyclists.

3.2.5 Another off-road cycle route has been designated alongside the Grand Union Canal to the north of the site which provides a connection from Uxbridge to the north and Hayes to the north east.

### 3.3 Opportunities to use Public Transport

#### National Rail

3.3.1 National Rail services can be accessed from West Drayton station, operated by Great Western Railway, circa 1,300m north of the site which equates to a 15-minute walk or 5-minute cycle journey. Approximately 4 services to Reading and London Paddington and 2 services to Didcot Parkway operate per hour.

3.3.2 With the introduction of the Elizabeth Line, up to six services an hour will allow passengers from West Drayton to travel to Reading or Heathrow in the west or to Essex and southeast London, via Liverpool Street and Canary Wharf.

#### Buses

3.3.3 The closest bus stops to the site are located on Station Road 300m to the north of the site. These bus stops provide access to bus services 222, 350, and 698. Additional bus stops on Porters Way provide access to the U5 bus service only and are located circa 430m to the northeast of the site. Further bus stops on Laurel Lane provide access to the U3 bus service only and are located circa 450m to the south of the site.

3.3.4 Bus stops on Station Road and for eastbound services on Porters Way are provided with shelters, timetabling information and lighting. The westbound bus stop on Porters Way and Laurel Lane bus stops are provided with a flagpole, timetabling and lighting.

3.3.5 A summary of the buses that serve the site is provided in **Table 3.1**.

**Table 3.1: Local Bus Services**

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon - Fri	Sat	Sun
222	Uxbridge – West Drayton - Hounslow	Service every 10 minutes	Service 10 minutes	Service every 12 minutes
350	Hayes – Yiewsley – West Drayton – Heathrow Terminal 5	Service every 20 minutes	Service every 20 minutes	Service every 20 minutes

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon - Fri	Sat	Sun
698	West Drayton – Hayes – Ickenham	School service	No service	No service
U3	U3 - Uxbridge - West Drayton - Heathrow Airport	Service every 12 minutes	Service every 12 minutes	Service every 20 minutes
U5	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Stockley Park – Hayes & Harlington Station	Service every 12 minutes	Service every 12 minutes	Service every 20 minutes

Source: TfL – Assessed January 2022

**3.3.6** In summary, the bus stops located on Station Road, Porters Way and Laurel Lane provide regular and frequent bus services from destinations such as Uxbridge, West Drayton, Ruislip, Hounslow and Heathrow Airport. This provision will clearly provide future staff and visitors of the site with excellent travel opportunities by bus.

### 3.4 Accessible Public Transport

**3.4.1** In general, all London Bus routes are served by low-floor vehicles with at least one dedicated wheelchair space and an access ramp per bus, although bus stops themselves must be accessible for a ramp to be deployed. As per the review of bus services above, a number of routes are accessible within 500m of the site. Site visits have confirmed that the nearest stops, in each direction, are provided with suitable kerb heights to allow bus boarding ramps to deploy. In addition, all London buses make use of the 'iBus' system providing audio and visual updates as to the bus route and stop information for deaf/blind users.

## SECTION 4 Aims, Objectives and Benefits

### 4.1 Aim

4.2 The overarching purpose of a Travel Plan is to influence behaviour change towards sustainable modes of travel and active travel. In this context, the primary aim is to encourage, support and promote the use of active modes of travel such as walking and cycling and maximise use of public transport.

### 4.3 Objectives

4.3.1 In addition, the following objectives are identified:

- Implement a range of measures to encourage and support use of sustainable modes of travel (e.g. walking, cycling, public transport);
- Inform staff and visitors of local public transport facilities available;
- Promote sustainability of the site using a range of promotional measures, including a Travel Plan Pack to be handed out to staff at the beginning of their employment and an information board and leaflets for staff and visitors; and
- Monitor performance of the Travel Plan against its targets by collecting accurate travel information from staff and visitors through SAM compliant surveys.

### 4.4 Benefits

4.4.1 It is anticipated that the Travel Plan will deliver the following benefits:

- Improved opportunities for active, healthy travel;
- Improved travel choices and quality access to key services;
- Reduced demand for use of the private car; and
- Local environmental improvements consisting of lower levels of pollution and noise.

## SECTION 5 Measures

### 5.1 Introduction

5.1.1 The key Travel Plan measures for the development are provision of infrastructure to facilitate the use of non-car modes of transport and promotion of these modes. This section provides details of infrastructure to be provided, 'soft-measures' to be implemented, and publicity and promotion of these. These measures will collectively contribute to achieving targets and meeting the objectives of the Travel Plan.

### 5.2 Infrastructure

5.2.1 The following infrastructure elements have been included in the site design to encourage use of sustainable travel modes.

#### Pedestrian Access

5.2.2 Pedestrian access is to be taken directly from Harmondsworth Road. A new pedestrian crossing will be provided on Rowlheys Place to ensure safe pedestrian movement between the leisure centre and the car park. The site is within 300m of bus stops which are served by two different bus services.

#### Cycle Infrastructure

5.2.3 A total of 72 cycle spaces are proposed. 48 cycle parking spaces will be provided for members/staff and 24 cycle spaces for visitors.

5.2.4 The overall provision is in accordance with both LBH standards and the London Plan (2021) standards which require:

#### Car Parking

5.2.5 The proposal is for a car park to the south of Rowlheys Place comprising of 144 spaces. with 135 of these within the car park including 17 'blue badge' spaces and 8 'brown badge' spaces. 20% of the spaces will be provided with active EV charging points (i.e., 28 spaces). A further 8 blue badge spaces will be provided on the site frontage, north of Rowlheys Place.

## 5.3 Soft Measures

**5.3.1** A range of measures will be used to encourage uptake of active travel and use of public transport by staff and visitors. The 'soft measures' are set out below.

### Walking Measures

**5.3.2** Walking is the most sustainable method of travel, has a number of proven health benefits, and is an important source of personal freedom. It potentially has an important role to play in journeys to work, particularly for those living within two kilometres of the proposed development. Walking is free and offers a predictable journey time. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc.).

**5.3.3** As such, walking will be encouraged, supported and facilitated through the following measures:

- Provision of information about walking routes between the site, local residential areas and key local destinations on a dedicated social media Travel Plan page for staff/visitors to view;
- Development of walking route maps identifying routes between the site and transport hubs, local services and amenities, including walking times, calories burned and carbon saved compared to driving. These can be made available on the dedicated social media page / website or provided within information packs upon staff employment; and
- Promotion of the health and other benefits of walking, including participation in the annual 'walk to work' campaign.

### Cycling Measures

**5.3.4** Cycling is comparatively cheap, offers reliable journey times and is environmentally friendly.

**5.3.5** Cycling will be encouraged, supported and facilitated through the following measures:

- Regular monitoring of cycle parking use and, if necessary, installing additional cycle parking where practicable;
- Procure up to date cycle maps from TfL covering the local area and provide links to cycle mapping on staff/visitor web portals / intranet and Facebook pages;
- Promote awareness of the London Cycling Campaign; and

- Promote the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week.

#### **Public Transport**

**5.3.6** Increased use of public transport is important to reducing car dependency. Travel by public transport modes will be encouraged, supported and facilitated through the following measures:

- Reviewing and updating the provision of public transport information on a dedicated social media page / website; and
- Maintaining regular contact with TfL to ensure that the site management team and staff/visitors are kept up to date on service improvements, including forthcoming changes as part of the general aspirations for the wider area.

### **5.4 Publicity and Promotion**

**5.4.1** The soft measures identified above will be publicised and promoted to staff through an Information Pack that will be provided upon employment.

**5.4.2** A Travel Information Pack for staff will provide detailed public transport route and timetable information together with cycle and walking route maps identifying key local facilities, amenities and residential areas. The Information Pack will be available in both a hard copy and electronic (PDF) formats.

**5.4.3** In addition to this, senior staff will be made aware of the public transport provision of the local area to encourage staff/visitors to make use of sustainable transport modes.

## SECTION 6 Action Plan

**6.1.1** An indicative Action Plan is presented in **Table 6.1** which provides a programme for delivering the measures. This will be refined in due course as more details are confirmed.

**Table 6.1: Action Plan of Measures**

Measures	Summary of Measures	Responsibility	Timescale
Travel Plan Co-ordinator	Nominate Travel Plan Co-ordinator	Applicant	Three months prior to first operation
Cycle Facilities	Provision of secure and covered cycle parking on site	Applicant	Prior to first operation
Travel Plan Promotion	Information pack about the Travel Plan and local and national transport events and options available	Applicant / TPC	Prior to first operation
Promoting Public Transport	Information on public transport routes and timetables to be made available within the Travel Plan Information Pack and Information Board	Applicant / TPC	Prior to first operation
Promoting Cycling	Promotion of cycle training courses for staff with dates and contact details to book sessions	Applicant / TPC	Within six months of first operation
	Set up Bicycle User Groups for staff	Applicant / TPC	Within six months of first operation
Promotion of National and Local Events	Information to be made available about upcoming national and local events such as 'Bike Week' and 'Walk to Work' week	Applicant / TPC	Introduced within three months of operation and updated regularly (at least every three months)
Travel Plan Monitoring and Review	Monitor modal split and review the Travel Plan measures in line with the Travel Plan and modal split	Applicant / TPC	The baseline travel survey will be undertaken within six months of first operation Follow up surveys in Years 3 and 5.

## SECTION 7 Summary

- 7.1.1** The London Borough of Hillingdon (LBH) has appointed i-Transport LLP to provide transport and highways advice with regard to the planning application for a new Leisure Centre at Rowlheys Place, West Drayton. The development proposal is for a new sports centre with eight lane swimming pool, sports hall and football pitch with associated access and car parking.
- 7.1.2** In terms of transport accessibility, the site is proximity to West Drayton station and local bus stops, the closest of which is within 300m of the site, providing a number of services to local destinations and further afield. The public transport accessibility level (PTAL) of the local area is 2, indicating moderate access to public transport within the vicinity of the site. This accessibility to public transport, is to be complemented by a mixture of local cycle routes.
- 7.1.3** Accordingly, the TPS sets out a number of objectives which include encouraging the use of more sustainable modes of travel, ensuring staff and visitors are aware of the TPS and its intention to minimise trips by private car.

