

TECHNOLOGY HOUSE, WEST DRAYTON

TRAVEL PLAN

PROJECT NO. 25-072 DOC NO. TP

DATE: JUNE 2025

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TABLE OF CONTENTS

1	INTRODUCTION	1
2	PLANNING POLICY	3
3	SITE AND SURROUNDINGS.....	7
4	TRAVEL PLAN STRATEGY	13
5	FORECAST MODE SHARE.....	15
6	TARGETS.....	17
7	MEASURES.....	19
8	MONITORING	24
9	ACTION PLAN	25

FIGURES

FIGURE 1-1: SITE LOCATION PLAN	1
FIGURE 3-1: ACCESS FROM PRIVATE ROAD ONTO A408 HIGH STREET	7
FIGURE 3-2: REAR PEDESTRIAN ACCESS	9
FIGURE 3-3: CYCLE ISOCHRONES MAP	10
FIGURE 3-4: PTAL MAPPING	11
FIGURE 7-1: PROPOSED ACCESS STRATEGY	ERROR! BOOKMARK NOT DEFINED.

TABLES

TABLE 3-1: LOCAL BUS SERVICE FREQUENCY	11
TABLE 5-1: STAFF FORECAST MODE SHARE	15
TABLE 5-2: PLACE OF WORSHIP MEMBERS FORECAST MODE SHARE	15
TABLE 6-1: INDICATIVE MODE SHARE TARGETS PLACE OF WORSHIP	18
TABLE 6-2: INDICATIVE STAFF MODE SHARE TARGETS	18
TABLE 9-1: ACTION PLAN	25

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity has been appointed by The Kingsborough Centre (the 'applicant') to prepare a Travel Plan (TP) in support of an application for change of use of building from mixed Class E (offices) and Class B8 (storage and distribution) to mixed Class E (offices and nursery), Class B8 (storage and distribution) and Class F.1 (use as community space and place of worship). This relates to a site known as Technology House, 215 High St, West Drayton UB7 7QP (the 'site').

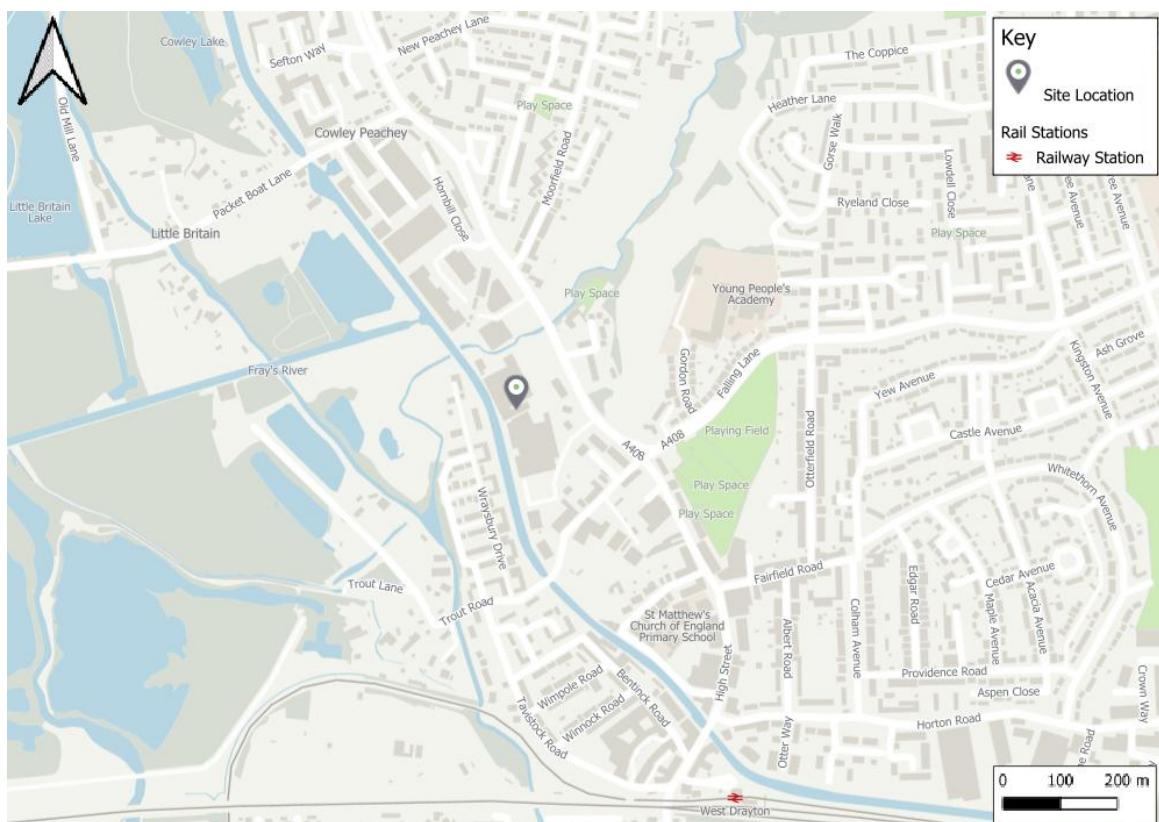
1.1.2 The Site is located within the administrative boundary of the London Borough of Hillingdon (LBH) who form the Local Planning Authority and Highway Authority.

1.1.3 This TP should be read in conjunction with the accompanying Transport Statement (TS) also submitted as part of the planning application.

1.2 SITE LOCATION

1.2.1 **Figure 1-1** shows the location of the site and the surrounding area. The site is located within West Drayton, approximately 900m north of West Drayton Station and is bound by a Tesco superstore to the south, Home Bargains retail unit to the north, Grand Union Canal to the west and a Shell garage to the east. The site has rights of access to pass with or without vehicles through the existing access of the adjacent Shell garage which leads to the A408 High Street further east.

Figure 1-1: Site Location Plan



1.3 OVERVIEW

1.3.1 Travel Plans assist with managing the travel demands and impacts of new developments. Transport for London (TfL) defines a TP as "*a long-term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel.*"

1.3.2 A TP should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design and proximity to facilities create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the TP.

1.3.3 This TP sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the TP and monitor its effectiveness for influencing travel choices in accordance with the agreed targets.

1.3.4 The implementation of pre-occupation measures included within the TP will be the responsibility of the developer and/or the specific end occupiers.

1.3.5 A Travel Plan Co-ordinator (TPC) will be appointed prior to occupation of the development to implement the TP. The TPC will report periodically to the LBH.

1.3.6 This TP has been produced in accordance with current Department for Transport (DfT) and TfL Travel Plan guidance, as outlined in LBH Local Plan Part 2.

1.4 DOCUMENT STRUCTURE

1.4.1 The remainder of this TP is structured as follows:

- ④ **Section 2** – reviews relevant transport planning policy;
- ④ **Section 3** – provides details of the baseline conditions and site accessibility;
- ④ **Section 4** – summarises the Travel Plan strategy;
- ④ **Section 5** – sets out the forecast mode share for the site;
- ④ **Section 6** - sets out the Travel Plan targets;
- ④ **Section 7** - sets out the measures to support the Travel Plan;
- ④ **Section 8** – sets out the monitoring strategy; and
- ④ **Section 9** – sets out the action plan for the Travel Plan.

2 PLANNING POLICY

2.1 INTRODUCTION

2.1.1 The national and local transport policies relevant to this development are well documented, and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below and, where relevant, policies which relate directly to the proposed development are addressed.

2.1.2 This relevant transport policy to this application includes the following:

- National Planning Policy Framework (NPPF) (2024);
- London Plan (2021);
- Mayors Transport Strategy (2018);
- TfL Transport Planning Guidance (2013); and
- LBH Local Plan: part 2 Strategic Policies Development Management Policies (2020);

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.2.1 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 Chapter 9 sets out the requirements for promoting sustainable transport advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

2.2.4 Paragraph 115 states that when considering development proposals, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *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*
- d) *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 through a vision-led approach.*

2.2.5 Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.2.6 Paragraph 117 states that applications for developments should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.7 Paragraph 118 states that, “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

2.3 LONDON PLAN (2021)

2.3.1 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling.

2.3.2 Policy T4 Part B states that Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

2.3.3 The London Plan sets out that the use of travel plans may help reduce negative impacts and bring about positive outcomes.

2.3.4 In addition, the London Plan provides maximum car parking and minimum cycle parking standards which developments are required to adhere to.

2.4 TRAVEL PLANNING FOR NEW DEVELOPMENT IN LONDON (2013)

2.4.1 In November 2013, TfL published new guidance on the requirements for travel plans for new developments in London.

2.4.2 A Travel Plan should include:

- ⦿ A commitment to individual Travel Plan development by occupiers of the site, where they relate to elements of the proposed development that exceed the thresholds;
- ⦿ Once occupiers are confirmed, they will need to submit a full Travel Plan, as appropriate for their occupation. This requirement should be included within the terms of the lease or before ownership is transferred if the site is sold;
- ⦿ Baseline travel patterns;
- ⦿ Measures to be delivered site-wide as well as the responsibility for the delivery and funding of these;
- ⦿ Future actions for Travel Plan development and refinement; and



- ④ Preliminary targets based on associated transport assessment predictions with appropriate timescales.

2.5 MAYOR'S TRANSPORT STRATEGY (2018)

2.5.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.5.2 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people.
2. A good public transport experience.
3. New homes and jobs.

2.5.3 The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

- ④ Create high-density, mixed-use places; and
- ④ Unlock growth potential in underdeveloped parts of the city.

2.5.4 The proposed development would deliver the transport principles of Good Growth through:

- ④ Providing high-density office development in an appropriate location. The central London location provides a number of local facilities and amenities which will mean shorter journeys to key destinations and further encourage travel by foot, supporting car-free lifestyles;
- ④ Providing facilities that will encourage walking and cycling such as cycle parking and end-of-trip facilities;
- ④ Providing a 'car-free' approach;
- ④ Ensuring inclusive and accessible design enabling access for everyone travelling to and from the development; and
- ④ Promoting efficient freight by preparing a DSP to be secured by planning.

2.6 HILLINGDON LOCAL PLAN PART 2

2.6.1 The Local Plan part 2 was first adopted in January 2020 and is currently the key document used to determine planning applications in the LBH.

2.6.2 The local planning policy document embeds significant transport issues within the transport policies. The issues range from sustainable transport, road safety and healthy streets to public realm improvements, walking and cycling and reducing vehicle ownership.

2.6.3 The following policies are the most relevant when reviewing the development proposals against the Local Plan Part 2 (2020):

- ④ Policy DMT1: Managing Transport Impacts
- ④ Policy DMT2: Highway Impacts
- ④ Policy DMT4: Public Transport
- ④ Policy DMT5: Pedestrians and Cyclists
- ④ Policy DMT6: Vehicle Parking

2.6.4 With regards to Travel Planning Section 8.9 of the LBH Local Plan part 2 states the following:

- ④ “Travel Plans should follow the guidelines and good practice issued by Transport for London. The plans should demonstrate how measures will be implemented, such as new local bus stops and cycle ways with cycle storage, and soft measures such as discounts on season tickets or by providing advice on individual journey planning. These measures should be integrated into the marketing and occupation of the development, with remedial measures implemented if outcomes are not achieved.”



3 SITE AND SURROUNDINGS

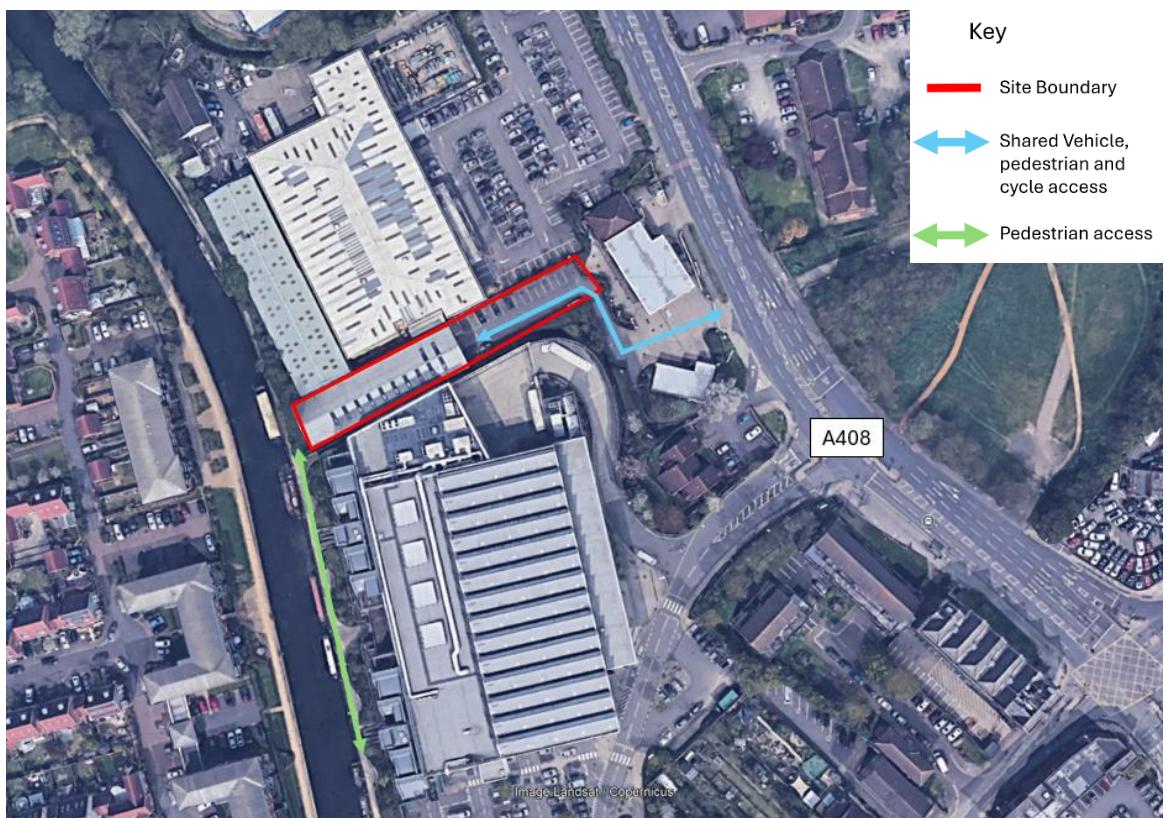
3.1 INTRODUCTION

3.1.1 This section considers the site's immediate surroundings and connectivity to the local transport network.

3.2 HIGHWAY NETWORK

3.2.1 The site is accessible from the east via a private access that passes through the forecourt of a neighbouring Shell garage before connecting onto A408 High Street. Access onto the A408 is shown in **Figure 3-1**.

Figure 3-1: Access from private road onto A408 High Street



3.2.2 The site has rights of access to pass with or without vehicles through the existing access of the adjacent Shell garage.

3.2.3 The A408 runs in a north south arrangement and spans from Uxbridge Moor to West Drayton. The A408, in the vicinity of the site, consists of a multi lane road that is subject to 30mph speed limits. The road is lined with a variety of different uses including large retail units, residential properties and industrial/warehouse units. The buildings are typically set back from the road with parking spaces or small loading areas at the front.

3.2.4 The surrounding residential streets are subject to parking restrictions in operation Monday-Friday between 08:30-17:00.

- 3.2.5 A signal-controlled junction is present 40m south of the site access and controls movement and release of traffic from the A408 to Chantry Close which provides access to the neighbouring Tesco superstore.
- 3.2.6 Continuous sections of wide and well-maintained footway are present on both sides of the A408. Immediately adjacent to the site access, dropped kerbs equipped with tactile paving are present and facilitate crossing for those with visual impairments. A pedestrian island with dropped kerbs and tactile paving is also provided across the access to the neighbouring residential properties to the south of the Shell garage.
- 3.2.7 Signalised staggered pedestrian crossings are provided at the junction between the A408 and Chantry Close facilitating pedestrian movement across the A408, to the Tesco superstore and to bus stops along the High Street. These also provide dropped kerbs and tactile paving.
- 3.2.8 Given that the majority of the local area is subject to some form of parking control, including private land, there are limited opportunities for any unrestricted or displacement parking to take place.

3.3 WALKING AND CYCLING ACCESS

- 3.3.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.3.2 The existing access arrangements involves a shared strategy whereby pedestrians, and cyclists use the Shell garage forecourt area to access the site. This pedestrian access route connects to footways provided on the A408.
- 3.3.3 As shown in **Figure 3-1** and **Figure 3-2**, the site is accessible from the rear via the Grand Union Canal footpath, however, at present this access is closed. This site access is not currently used to its full potential, as it can provide an attractive, traffic free path that links directly to West Drayton Elizabeth Line station to the south.



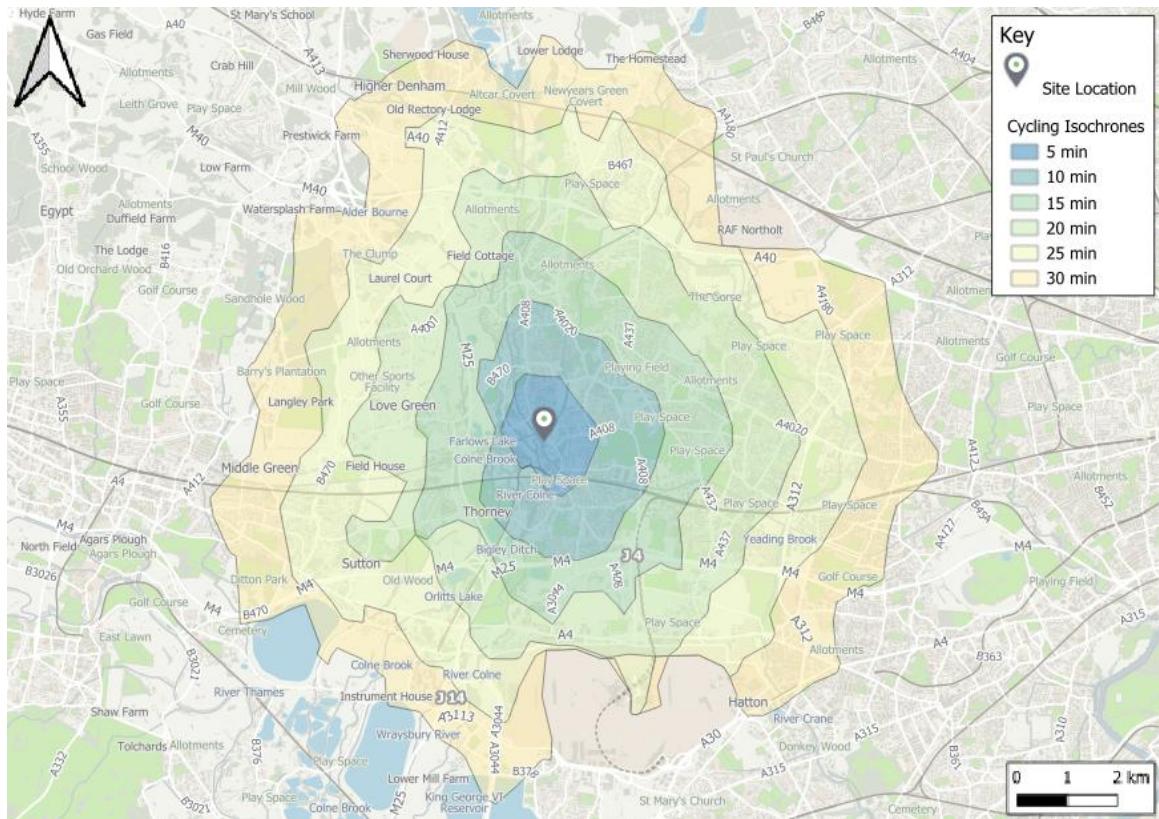
Figure 3-2: Rear Pedestrian Access



3.3.4

A distance of 5km is generally deemed as the distance from which cycling can effectively replace private car trips. As shown in **Figure 3-3**, the Site is within a 20-minute cycle to; West Drayton, Hayes End, Cowley, Uxbridge Moor, and Hillingdon Heath, which provide access to other retail, and commercial uses and an Underground Station.

Figure 3-3: Cycle Isochrone Map



3.4 PARKING

VEHICLE

3.4.1 The existing site provides 22 formal car parking spaces located to the east of the site building.

CYCLE

3.4.2 There is currently no cycle parking provided on Site.

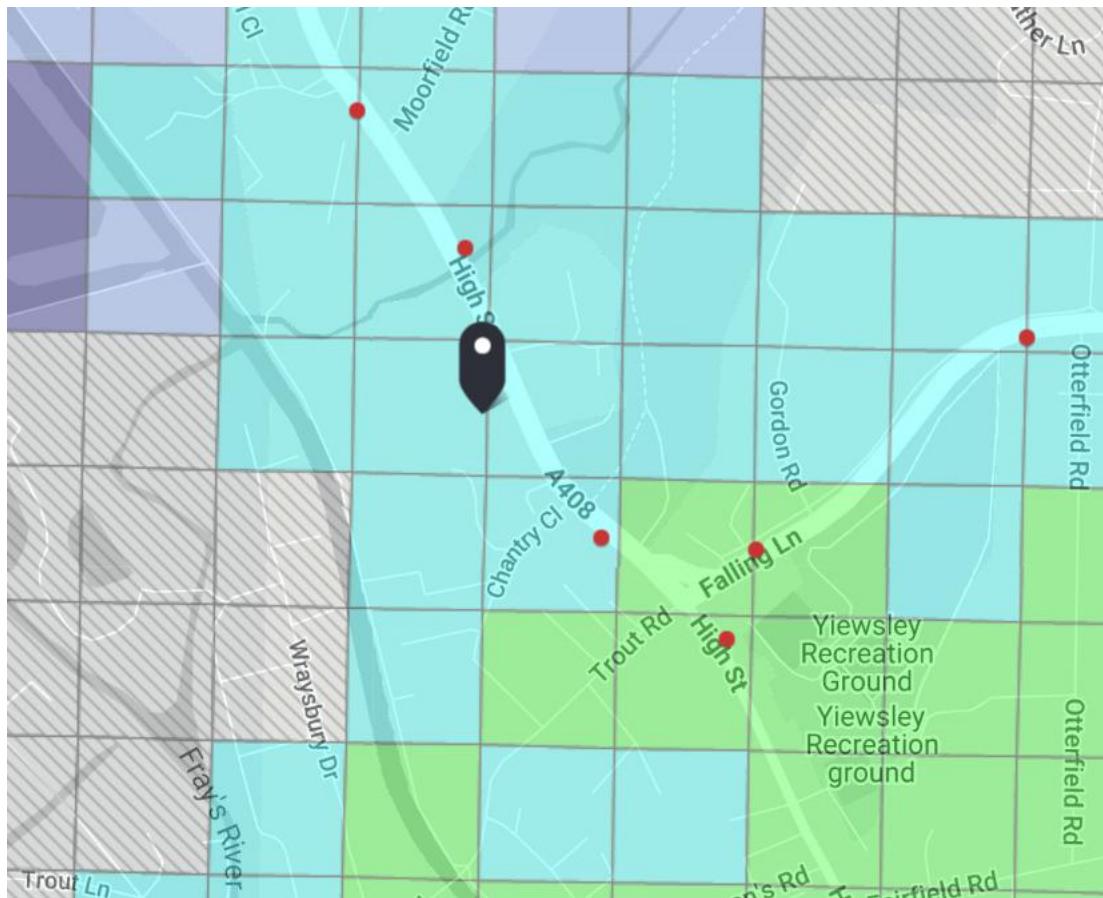
3.5 PUBLIC TRANSPORT

PUBLIC TRANSPORT ACCESSIBILITY LEVEL

3.5.1 Public Transport Accessibility Level (PTAL) is used to assess a site's connectivity to the public transport network to consider the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.

3.5.2 TfL's online WebCAT tool shows the site has a PTAL of 2 ('Poor') as shown in **Figure 3-4**.

Figure 3-4: PTAL Mapping



BUS SERVICES

3.5.3 The site is located within 300m (representing a four-minute walk) of four bus stops, Falling Lane, Philpot's Bridge, Moorfield Road, and Yiewsley Library (stops U and W). These provide service for routes 222, U1, U3, and U5. These routes provide access to multiple destinations including Hounslow, Uxbridge, West Drayton, Ruislip, Heathrow Airport, and Hayes Town.

3.5.4 As shown in **Table 3-1**, these routes have regular frequencies. The nearest stop to the site is Falling Lane (approximately 170m representing a two-minute walk) and is serviced by route 222, with buses running at high frequencies of 12 per hour on weekdays, five per hour on Saturdays and four per hour on Sundays.

Table 3-1: Local bus service frequency

Bus Stop	SERVICE NO	ROUTE	WEEKDAY		WEEKEND	
			PEAK FREQUENCY	HOURS OF OPERATION	FREQUENCY	HOURS OF OPERATION
Falling Lane (Stop B)	222	Hounslow - Uxbridge	12 per hour	00:28 - 00:27	Sat: 5 per hour Sun: 4 per hour	Sat: 00:39 - 00:27 Sun: 00:37 - 00:25
Philpots Bridge (Stop T)	222	Uxbridge - Hounslow	11 per hour	00:15 - 00:02	Sat: 5 per hour Sun: 4 per hour	Sat: 00:18 - 00:06 Sun: 00:17 - 00:06
Moorfield Road (Stop C)	222	Hounslow - Uxbridge	12 per hour	00:29 - 00:28	Sat: 5 per hour	Sat: 00:40 - 00:28

					Sun: 4 per hour	Sun: 00:38 - 00:26
					Sat: 3 per hour	Sat: 05:06 - 00:31
					Sun: 2 per hour	Sun: 05:56 - 00:31
					Sat: 3 per hour	Sat: 04:29 - 00:41
					Sun: 2 per hour	Sun: 04:29 - 00:41
					Sat: 3 per hour	Sat: 05:28 - 00:30
					Sun: 2 per hour	Sun: 06:09 - 00:29
					Sat: 5 per hour	Sat: 00:19 - 00:07
					Sun: 4 per hour	Sun: 00:18 - 00:07
					Sat: 3 per hour	Sat: 06:13 - 01:40
					Sun: 2 per hour	Sun: 07:10 - 01:40
					Sat: 3 per hour	Sat: 03:37 - 00:09
					Sun: 2 per hour	Sun: 03:38 - 00:09
					Sat: 3 per hour	Sat: 05:19 - 00:22
					Sun: 2 per hour	Sun: 06:19 - 00:19

ELIZABETH LINE AND RAIL SERVICES

3.5.5 West Drayton Station is located approximately 900m south of the site, representing a 13-minute walk, and provides Rail and Elizabeth Line services.

3.5.6 The Elizabeth Line services provide frequent services to multiple destinations across Greater London and beyond including Reading, Maidenhead, Abbey Wood, Liverpool Street, Canary Wharf, Paddington among others.

3.5.7 The rail services are offered by Great Western Railway and provides frequent services to multiple destinations including Iver, Ealing Broadway, Paddington, Slough, Hayes & Harlington, Southall, Langley and Burnham among others.

3.5.8 West Drayton Station offers step free access to the whole station including lifts, ramp assistance, and accessible seating. The station benefits from ten car parking spaces of which two are accessible and 24 fully sheltered and secure cycle parking spaces supporting multi-modal transport options.



4 TRAVEL PLAN STRATEGY

4.1 TRAVEL PLAN CO-ORDINATOR

4.1.1 To ensure the TP is adopted, a Travel Plan Co-ordinator (TPC) will be appointed for the site. The TPC's role will be fulfilled by a member of The Kingsborough Centre, likely somebody who is involved in both the day-to-day operations of the foodbank distribution centre and also attends Sunday sessions. It will be the responsibility of the applicant to ensure that a TPC is appointed prior to first occupation of the site.

4.1.2 The TPC's role will involve:

- ◎ Ensuring the structures for the ongoing management of the plan are set up and running effectively;
- ◎ Liaising with public transport operators and other service providers where required;
- ◎ Overseeing the monitoring and reporting of the Travel Plan, including liaising with the Local Authority where appropriate;
- ◎ Administration of the TP, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are ongoing throughout the duration of the TP;
- ◎ Giving a 'human face' to the TP, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing advice on transport-related subjects;
- ◎ On-site co-ordination of data collection for the plan;
- ◎ Helping establish and promoting the individual measures in the plan; and
- ◎ Implementing any additional measures.

4.2 MARKETING

4.2.1 It is recognised that a marketing and communication strategy is key to the success of the TP. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the TP. The strategy will also help to disseminate travel information and information regarding the facilities provided.

4.2.2 Staff and members of the place of worship will be made aware of the TP, including its purpose and objectives, along with specific measures. Marketing will be undertaken once the site is fully occupied.

4.3 SECURING AND FUNDING

4.3.1 The TP will be secured by planning condition or through the S106 legal agreement.

4.3.2 Funding for the implementation of the TP is to be secured by the applicant. The costs will relate to the implementation of measures outlined within the TP and also for any surveys and monitoring.

4.4 MONITORING

4.4.1 A programme of monitoring and review will be implemented to generate information by which the success of the TP will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of the TPC.



4.4.2 The TPC will coordinate the baseline travel survey known as Year 0, which is to be undertaken within three months post occupation. Surveys will then be repeated in Years, 1, 3 and Year 5 to monitor progress.

4.4.3 The TPC will identify the initial travel mode share and set the TP targets, in coordination with LBH Travel Plan officers.

4.4.4 The surveys will comprise the following components:

- ⦿ Mode share;
- ⦿ Use of the cycle parking facilities; and
- ⦿ Use of car parking facilities

4.4.5 The TPC will commission surveys, analyse the data and compile a monitoring report outlining the results of the surveys at Years 0, 1, 3 and 5. This will be submitted to LBH Travel Plan officers for review. Once the Year 5 survey is undertaken and reported, the monitoring requirements for the TP will be considered complete.



5 FORECAST MODE SHARE

5.1 OFFICE/WAREHOUSE STAFF

5.1.1 The existing site comprises of office and warehouse (B2/B8) land uses. The forecast mode share for the proposed food distribution centre and office space is based on data from the existing site users, provided by the applicant.

5.1.2 The mode share is displayed in **Table 5-1**.

Table 5-1: Staff Forecast Mode Share

MODE	EXISTING MODE SHARE
Car / Van Driver	60%
Public Transport (Bus)	35%
On Foot	5%
Total	100%

5.2 PLACE OF WORSHIP MEMBERS

5.2.1 The forecast mode share for the proposed place of worship is based on data from the existing place of worship, provided by the applicant. The mode share data has been re-distributed to account for the proposed shuttle bus service. The percentage attributed to the shuttle bus assumes that the service will be fully utilised. The resultant forecast mode share is presented in **Table 5-2**.

Table 5-2: Place of Worship Members Forecast Mode Share

MODE	MODE SHARE (%)
Car / Van Driver	4%
Car Sharing	57%
Public Transport (Bus)	22%
Shuttle Bus	11%
On Foot	6%
Total	100%

5.2.2 These mode shares will be recalculated following the baseline survey and the follow-up monitoring surveys in years 1, 3 and 5 post occupation.

5.3 TRAVEL SURVEYS

5.3.1 It is recognised that the proposed development will be operational at various hours based on the mixture of land uses. In turn, this influences the nature of expected travel patterns (i.e. frequency, mode, user type).

5.3.2 Regarding the place of worship use, the peak periods of movements will occur on Wednesday evenings (19:00-20:00) and Sunday mornings (10:00-11:30) when church events take place. Travel patterns would therefore occur outside the traditional AM and PM peak hours (08:00-09:00/17:00-18:00). In contrast, the peak periods of movement for the proposed food distribution centre would be 11:00-12:00/12:00-13:00 while for the office land use these would be 08:00-09:00/17:00-18:00, as identified in the TS

5.3.3 It is recommended that surveys are undertaken separately for staff and members of the proposed development and that data is captured across various time periods, for instance during Wednesday evenings and Sunday mornings when place of worship events occur.

5.3.4 It is further recommended that the surveys seek to identify greater clarity in the category of vehicle occupants in order to understand the way in which trips are made. It is recommended that the mode split categories for all site uses should be as follows:

- Pedestrians;
- Taxi Passenger;
- Vehicle Drivers;
- Vehicle Passengers (private vehicle, and number of people per vehicle);
- Cyclists;
- Shuttle Bus;
- Bus; and
- Rail / Underground.

5.3.5 Once the first travel survey has been undertaken, updated baseline mode share proportions will be provided which will help to ensure that targets are SMART (Specific, Measurable, Achievable, Realistic and Time-Related).

5.3.6 It should be noted that the TP will be a live document, continuously updated over time and as such, targets may be refined and change over time as a result of the ongoing monitoring process.



6 TARGETS

6.1 INTRODUCTION

6.1.1 TfL's guidance document identifies that the objectives and targets set out in the TP should be initially based on trip rates and modal splits agreed in the TS.

6.1.2 The objectives of the TP are therefore:

- ⦿ To raise staff and members' awareness of sustainable modes of travel available at the development;
- ⦿ To raise staff and members' awareness of the health and fitness benefits of walking and cycling for short journeys; and
- ⦿ To encourage greater travel by sustainable modes.

6.1.3 Targets are tailored to deliver the objectives of the TP and must be Specific; Measurable; Achievable; Realistic; and Timed (SMART).

6.1.4 Two types of targets are considered. 'action' type targets are physical actions that can be achieved by a set date, for example appointing a TPC, whilst 'aim' type targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both 'action' type target and 'aim' type targets.

6.2 ACTION TARGETS

6.2.1 The following action targets are proposed.

- ⦿ Appoint a TPC;
- ⦿ Raise staff and members' awareness of sustainable travel opportunities and their benefits. In particular:
 - How to contact the TPC;
 - The bus services which are available (including shuttle bus service);
 - The Elizabeth Line and rail services which are available;
 - The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot;
 - The cycle parking facilities provided for staff and members' and the health benefits of cycling; and
- ⦿ Coordinate baseline travel surveys within the first three months of occupation.

6.3 AIM TARGETS

Based on the forecast mode share data presented in **Table 5-1** and in **Table 5-2**, there are higher proportions of car usage among staff and more moderate proportion among place of worship members. As such, the aim target for the proposed development is to **increase the proportion of travel taken by sustainable modes of travel (walking, cycling and public transport)**.



6.3.1 As illustrated in **Section 3**, the site benefits from being well located in terms of its transport accessibility across all modes of transport. In addition, access enhancements, increased cycle parking and the provision of a dedicated shuttle bus service will further improve the site's accessibility by means of sustainable transport.

6.3.2 The mode shift targets for increasing sustainable modes of transport for the place of worship are shown in **Table 6-1**.

Table 6-1: Indicative Mode Share Targets Place of Worship

MODE	EXISTING MODE SHARE (%)	FIVE YEAR TARGET MODE SHARE (%)	CHANGE
Car / Van Driver	5%	4%	-1%
Car Sharing	67%	53%	-14%
Public Transport (Bus)	22%	24%	+2%
Shuttle Bus	-	11%	+11%
Active Travel	6%	8%	+2%
Total	100%	100%	

6.3.3 **Table 6-2** sets out the mode share targets for staff of the proposed food distribution centre.

Table 6-2: Indicative Staff Mode Share Targets

MODE	EXISTING MODE SHARE (%)	FIVE YEAR TARGET MODE SHARE	CHANGE
Car / Van Driver	60%	45%	-15%
Public Transport	35%	45%	+10%
On Foot	5%	10%	+5%
Total	100%	100%	

6.3.4 The targets are indicative and will be reviewed after the initial travel survey has been undertaken with any changes to be agreed with LBH.



7 MEASURES

7.1.1 This section outlines the measures which will be implemented on site to achieve the objectives. These measures form the core of the TP. The measures have been grouped into two types as follows and considered in turn in the following sections:

- ◎ ‘hard’ engineering measures incorporated into the design; and
- ◎ ‘soft’ marketing and management measures which ensure that sustainable travel behaviour is maximised.

7.2 HARD MEASURES

7.2.1 Physical aspects of the design of the proposed development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the development are discussed individually below. These measures would be provided prior to occupation of the site and would be funded by the Applicant.

PEDESTRIAN

7.2.2 The applicant has engaged with Shell to improve access for pedestrians and cyclists by introducing a formal, segregated path delineated by painted markings, across the Shell garage forecourt.

7.2.3 The red line application site boundary will include the access through the Shell forecourt to the adopted highway.

7.2.4 This strategy is agreed with Shell, who have permitted the demarcation and signage of a dedicated pedestrian route across the Shell garage forecourt. This will be secured by a legal agreement. This would be accompanied by a dedicated signage strategy indicating the presence of pedestrians and cyclists to private vehicles associated with the Shell garage. Moreover, during Wednesday and Sunday sessions traffic marshals wearing high visibility vests will be present to assist pedestrians accessing from High Street. This is an improvement over the current strategy for pedestrian access to the site. An indicative plan of these proposals is shown in **Figure 7-1** and **Figure 7-2**.



Figure 7-1 Proposed Access Strategy



Figure 7-2 Proposed Access Strategy Plan View

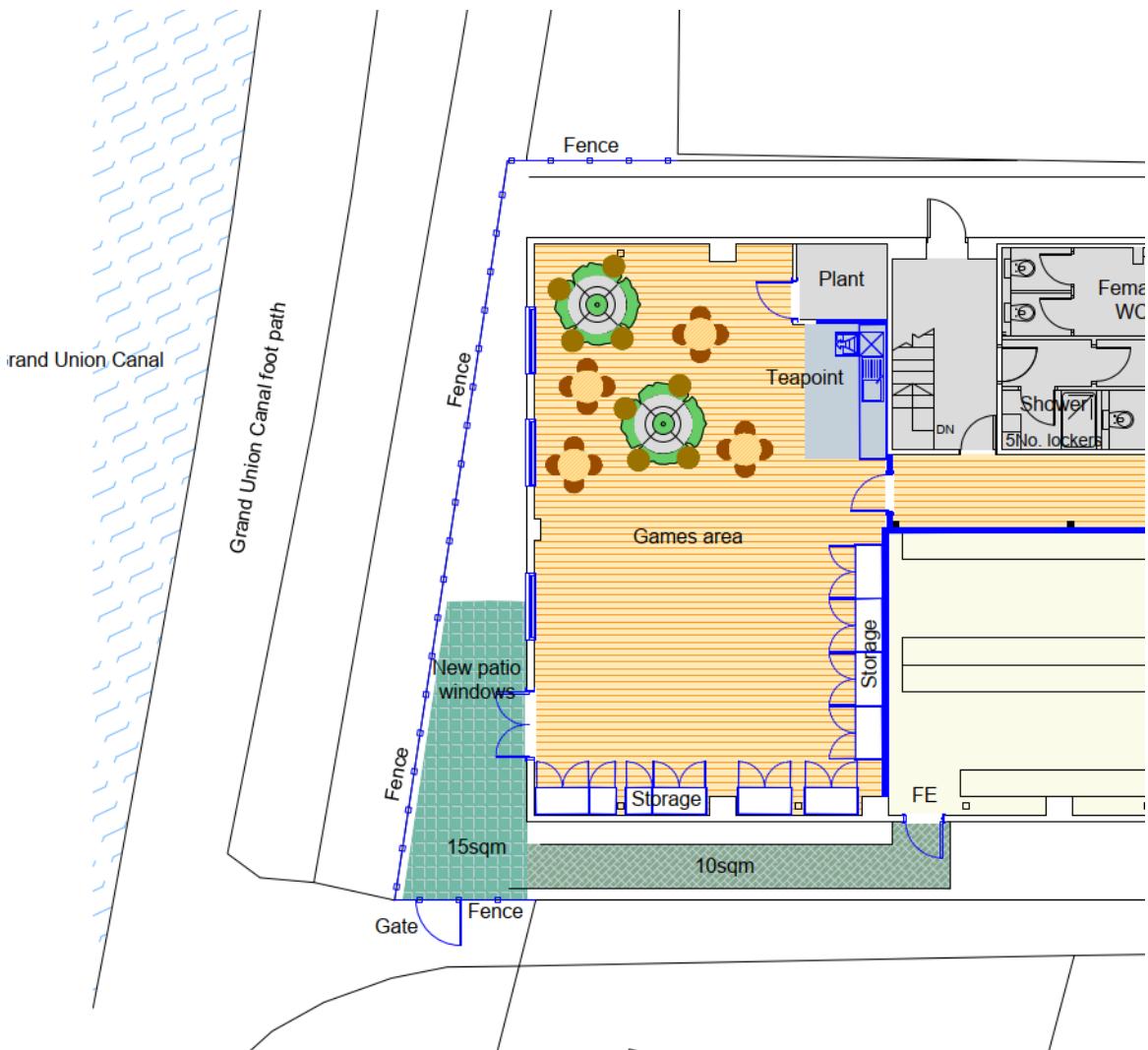


7.2.5

As well as this, the rear access will be opened, providing a more attractive, traffic free route that would encourage future users to travel by active modes of travel via the Grand Union Canal towpath. It also provides a more direct route to West Drayton Elizabeth Line and Railway station. The improvements at the rear access of the site are shown in **Figure 7-3**.



Figure 7-3 Proposed Rear Access



CYCLIST

7.2.6 The proposed development will provide five long stay and seven short stay cycle parking spaces in accordance with London Plan standards.

7.2.7 The long stay spaces will be located externally as part of a dedicated, secure and covered cycle store. In line with London Plan, one of the spaces will be in the form of a non-standard Sheffield stand to accommodate for larger and adapted cycles.

7.2.8 End of trip facilities will be provided consisting of one shower and five lockers in line with the London Cycle Design Standards (LCDS), to encourage staff and attendees to travel via active modes.

CAR PARKING

7.2.9 In line with London Plan and LBH Local Plan Part 2 policy, the proposed development will retain 20 of the existing parking spaces. Further to the on-site parking, the applicant has an agreement with Tesco for the use of 30 parking spaces during worships sessions, for when this parking is required. The use of these spaces has been agreed in writing, and as part of the application will be confirmed by legal agreement. This increases total potential provision to 50 spaces which is sufficient to accommodate for expected demand.

7.2.10 In line with London Plan standards, three blue badge spaces will be provided. In line with LBH Local Plan Part 2, 5% of parking spaces will be equipped with active electric vehicle charging infrastructure.

SHUTTLE BUS SERVICE

7.2.11 A shuttle bus service is proposed to assist with local access. This would provide door to door pick up and drop off service that would reduce parking demand and therefore mitigate parking accumulation during church sessions. In addition, the service will be equipped with features that can accommodate wheelchairs and other mobility requirements and so ensures accessibility to the site.

7.2.12 The shuttle bus service would have capacity for 17 people. Drop offs would take place on-site in a dedicated pick-up/set-down area within the existing car parking area.

7.3 SOFT MEASURES

7.3.1 The location of the site, its design and proximity to public transport services within the surrounding area creates all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the TP. Details of the communication strategy for the site are set out below.

PUBLIC TRANSPORT

7.3.2 The site is already very accessible by public transport, being located within a short walk (300m) of existing public bus services and a 13-minute walk to West Drayton Station which offers Elizabeth Line and Railway services.

7.3.3 The following measures will be implemented to encourage staff and members of the place of worship to travel by public transport:

- ① A Travel Pack will be supplied to staff and members of the place of worship detailing up to date information on relevant public transport routes and services. This will include a travel information leaflet indicating bus stop locations, together with Elizabeth line and railway and other travel information. The travel information will also provide links to TfL's Journey Planner;
- ② A provision for personalised journey plans to be provided for the individual needs of staff and members;
- ③ Publicise the travel distance and time via public transport to the site. It is anticipated that this will be delivered via the applicant's own websites;

WALKING AND CYCLING

7.3.4 Members will be made aware of the on-site facilities, including the on-site cycle parking available, during sessions prior to the relocation of the place of worship and via email communication. This information will also be advertised on the applicant's website.

7.3.5 The following measures will be implemented to encourage walking and cycling:

- ④ Produce a travel information leaflet as part of the Travel Pack supplied staff and members, which provides information on the available pedestrian routes to the site and raise awareness of the health benefits of walking. This leaflet will also identify safe cycle routes around the site;
- ④ The Travel Plan Co-ordinator will be a contact for staff to report faults on the surrounding pedestrian network and relay these faults to the local authority for consideration;
- ④ The Travel Plan Co-ordinator will make staff and members aware of the safe, secure and covered cycle parking within the site, alongside the end-of-trip facilities;
- ④ Details for the pedestrian routes to and from the site will be made available for the staff and members; and
- ④ Health awareness and benefits of walking and cycling will be made available to staff and members free of cost.

ACCESSIBLE VEHICLE USE

7.3.6 The proposed development will provide disabled persons parking in line with London Plan policy requirements. A door-to-door shuttle bus service will also be provided and be equipped with disabled accessible seating to ensure inclusive use of this service. The shuttle service will be advertised on the site's webpage.



8 MONITORING

8.1 OVERVIEW

8.1.1 The TP will be monitored over five years. The monitoring surveys will be undertaken at Years 1, 3 and 5 (on the first, third and fifth anniversary of the initial baseline travel survey).

8.1.2 Surveys will be conducted within the first six months following first occupation, and then after year 1, 3 and 5 of occupation. Following a survey of the site a monitoring report will be submitted to the LBH by the TPC. This report will include a summary of measures implemented, travel mode share, and an updated action plan including revised targets if necessary.

8.1.3 The monitoring report will also include information on the uptake of sustainable travel facilities, such as cycle parking occupancy, or shuttle bus service users.

8.1.4 Monitoring and review will be the responsibility of the TPC.

AIM TARGET MONITORING AND REPORTING

8.1.5 To measure progress against the aim target, the following monitoring regime is proposed, if required:

- Baseline Survey
 - A baseline survey will be undertaken during the first reasonably practicable month within six months of occupation, and a monitoring report setting out the results will be submitted.
- Year 1 Survey
 - A compliant monitoring survey will be undertaken during the same month as the baseline survey. A monitoring report setting out the surveyed results will be submitted to the approving authority. Should the year 1 survey indicate the TP has failed to meet its targets, remedial TP measures will be proposed.
- Year 3 Survey
 - A compliant monitoring survey will be undertaken during the same neutral month as the year 1 survey in year 3. A monitoring report setting out the surveyed results will be submitted to the approving authority. Should the year 3 survey indicate the TP has failed to meet its targets, remedial TP measures will be proposed.
- Year 5 Survey
 - A compliant monitoring survey will be undertaken during the same month as the year 3 survey in year 5. A monitoring report setting out the surveyed results will be submitted to the approving authority. Should the year 5 survey indicate the TP has failed to meet its targets, remedial TP measures will be proposed.

8.1.6 The monitoring of surveys will allow the LBH to understand emerging travel behaviour at the development and to make an informed decision about what, if any, action should be taken at this stage.



9 ACTION PLAN

9.1.1 The programme for the implementation of the TP measures is set out in **Table 9-1**. This sets out tasks, intended implementation dates and responsibilities.

Table 9-1: Action Plan

MEASURE	TIMESCALE	RESPONSIBILITY
Appoint TPC	Prior to occupation	The applicant
Provide cycle parking	Upon completion of the proposed development/prior to occupation	The applicant
Provide a travel information pack to staff and members	Upon completion of the proposed development/prior to first church session	TPC
Provide a staff noticeboard with sustainable travel information	Upon completion of the proposed development and updated bi-annually	TPC
Promotion of 'soft' measures	Prior to occupation	TPC
Undertake initial travel survey	Within three months of occupation	TPC
Undertake travel surveys in Years 1, 3 and 5	In Years 1, 3 and 5 after adoption of the TP	TPC

