



Pield Heath
Road,
Uxbridge

Travel Plan

March 2022



Ref [22-8959]

Quality Standards Control

The signatories below verify that this document has been prepared in accordance with our quality control requirements. These procedures do not affect the content and views expressed by the originator.

This document must only be treated as a draft unless it has been signed by the originators and approved by a director.

Document prepared by Evoke Transport Planning Consultants Ltd (Evoke) on behalf of Syntegra Consulting Ltd.

<i>Revision</i>	-
Date	22/03/2022
Prepared by	DF
Checked by	DF
Authorised by	ES

Limitations

Evoke Transport Planning Consultants Ltd has prepared this report on behalf of Syntegra Consulting Ltd' Syntegra Consulting Ltd ("SC") for the sole use of the client in accordance with the agreement under which our services were performed. No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by SC.

The conclusions and recommendations contained in this report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by SC has not been independently verified by SC, unless otherwise stated in the report.

The methodology adopted and the sources of information used by SC in providing its services are outlined in this report. The work described in this report was undertaken in **March 2022** and is based on the conditions encountered and the information available during the said period of time. The scope of this report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

SC disclaim any undertaking or obligation to advise any person of any change in any matter affecting the report, which may come or be brought to SC's attention after the date of the report.

Certain statements made in the report that are not historical facts may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the report, such forward-looking statements by their nature involve risks and uncertainties that could cause actual results to differ materially from the results predicted. SC specifically does not guarantee or warrant any estimate or projections contained in this report.

Costs may vary outside the ranges quoted. Whilst cost estimates are provided for individual issues in this report these are based upon information at the time which can be incomplete. Cost estimates for such issues may therefore vary from those provided. Where costs are supplied, these estimates should be considered in aggregate only. No reliance should be made in relation to any division of aggregate costs, including in relation to any issue, site or other subdivision.

No allowance has been made for changes in prices or exchange rates or changes in any other conditions which may result in price fluctuations in the future. Where assessments of works or costs necessary to achieve compliance have been made, these are based upon measures which, in SC's experience, could normally be negotiated with the relevant authorities under present legislation and enforcement practice, assuming a pro-active and reasonable approach by site management.

Forecast cost estimates do not include such costs associated with any negotiations, appeals or other non- technical actions associated with the agreement on measures to meet the requirements of the authorities, nor are potential business loss and interruption costs considered that may be incurred as part of any technical measures.

Copyright

© This report is the copyright of SC. Any unauthorised reproduction or usage by any person other than the addressee is strictly prohibited.

List of Contents

1. Introduction	5
2. Policy Context	7
3. Existing Conditions	13
4. Proposed Development	20
5. Objectives and Targets	21
6. Travel Plan Measures	25
7. Implementation and Monitoring	29
8. Action Plan	32
9. Summary and Conclusions	33

List of Tables

- Table 1 – Bus Service Summary
- Table 2 – Accessibility to Local Facilities
- Table 3 – Census 2011 Journey to Work Data (Hillingdon 019 MSOA)
- Table 4 – Initial Travel Plan Targets
- Table 5 – Action Plan

List of Figures

- Figure 1 – Site Location
- Figure 2 – Existing Bed and Breakfast Accesses
- Figure 3 – Pedestrian Infrastructure along Pield Heath Road
- Figure 4 – Walk Isochrone
- Figure 5 – Local Cycle Routes
- Figure 6 – Cycle Isochrone

List of Appendices

- Appendix A – Proposed Layout Plans

1. Introduction

1.1. Context

1.1.1. Syntegra has been commissioned by White Rock Developments to produce a Travel Plan to support a planning application for the proposed redevelopment of a site at 14, 16 and 18 Pield Heath Road and 2 Pield Heath Avenue, Uxbridge to provide a 60-bed care home. The local planning authority (LPA) and local highway authority (LHA) are the London Borough of Hillingdon (LBH).

1.2. Existing Site

1.2.1. The existing site consists of a Bed and Breakfast (B&B) at 18 Pield Heath Avenue and three residential dwellings (Nos. 14 and 16 Pield Heath Road and No.2 Pield Heath Avenue). The site is located on the north-eastern corner of the junction between Pield Heath Road and Pield Heath Avenue, approximately 600m south-west of Hillingdon Heath and approximately 2.8km south-east of Uxbridge. The site is bordered by residential properties to the north and east, by Pield Heath Road to the south and by Pield Heath Avenue to the west. Figure 1 shows the location of the site.

Figure 1 – Site Location



Source: QGIS

1.2.2. The existing site consists of a five-bedroom B&B, with a one-bedroom flat located above. The site is accessed in the form of two vehicle crossovers located on the western and southern border of the site which provide a route to the dedicated on-site parking area to the front of the building which provides ad-hoc parking for approximately eight vehicles. In addition, the site involves three residential dwellings (Nos. 14 and 16 Pield Heath Road and No.2 Pield Heath Avenue).

1.3. Proposed Development

- 1.3.1. The proposed development comprises the erection of a part two and part three-storey care home, comprising of 60 bedrooms. The principle of vehicle access will remain unchanged with two vehicle crossovers provided; one along the western border of the site on Pield Heath Avenue and the other located along the southern border of the site on Pield Heath Road. However, as part of the proposals, the access strategy for the site will be altered and improved with the western access becoming an 'inbound' vehicle access and the southern access becoming an 'outbound' access for site users.
- 1.3.2. The development proposes a total of 14 car parking spaces on site (including two disabled bays and four elective vehicle (EV) compatible bays, in accordance with local standards, in addition to the provision of a dedicated ambulance bay and delivery bay. Cycle parking and mobility scooter parking will be provided in excess of policy requirements. The proposed layout plans are attached at **Appendix A**.

1.4. Scope of Travel Plan

- 1.4.1. This TP has been prepared alongside the Transport Statement (TS) for the planning application and has been produced in accordance with national, regional and local policy requirements. The implementation of measures set out within this TP and the targets within it will assist in promoting and encouraging the uptake of sustainable travel modes by future site users with a particular focus on active travel.
- 1.4.2. It is of note that this TP is an evolutionary document and forms the starting point for the TP process. This TP will be revised following a survey of baseline travel habits undertaken at 75% occupation or 6 months post first occupation, whichever is sooner. This will ensure that travel patterns have been set by the future employees and a representative sample will be achieved. At this time, the travel characteristics of future end users can be more readily determined and the TP can be refined as necessary to influence the travel habits of future occupants.
- 1.4.3. In this way, the TP process can be reviewed and tailored to take account of ongoing changes in travel patterns. It is therefore intended that this TP is a starting point for the TP process and that the TP in operation should be reviewed and updated on a biennial basis.

1.5. Report Structure

- 1.5.1. Following this introduction, the remainder of the TP is structured as follows:

- **Section 2: Policy Context** – outlines the policy context behind the TP;
- **Section 3: Existing Conditions** – describing the baseline conditions of the site;
- **Section 4: Aims and Objectives** – describes the aims and objectives of the TP;
- **Section 5: Travel Survey** – summarises the results of the most recent Travel Survey;
- **Section 6: Travel Plan Measures** – outlines the site-wide measures that will be put in place;
- **Section 7: Travel Plan Implementation and Monitoring** – describes the implementation of the TP and monitoring plan;
- **Section 8: Action Plan** – sets out the action plan; and
- **Section 9: Summary and Conclusions.**

2. Policy Context

2.1. Introduction

- 2.1.1. This section of the TP reviews and analyses the relevant transport planning policy and policy guidance in relation to the care home. It examines national, regional and local policies.
- 2.1.2. The policies outlined below demonstrate the ways in which this TP is consistent with the policy objectives at National, Regional and Local levels.
- 2.1.3. The relevant policies include the following:

National Policy

- Government's National Planning Policy Framework (NPPF), 2021;
- DfT's The Future of Mobility, 2019;
- Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014).

Regional Policy

- The London Plan (2021);
- Mayor's Transport Strategy (2018);
- TfL Travel Planning Guidance (2013);
- TfL's Healthy Streets for London (February 2017);
- TfL Sub-regional Transport Plan West;
- WestTrans West London Cycle Parking Guidance (2017);
- WestTrans Travel Plan Guidance.

Local Policy

- Hillingdon Local Plan: Part 1 Strategic Policies (2012);
- LBH Local Plan Part 2: Development Management Policies (2020);
- LBH Supplementary Planning Document (SPD) Planning Obligations (2014);
- Accessible Hillingdon SPD (2017);
- LBH Third Local Implementation Plan (LIP3) 2019-2041;
- LBH Air Quality Action Plan (AQAP) 2019-2024.

2.2. National Policy

National Planning Policy Framework (July 2021)

- 2.2.1. The NPPF was revised in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. The NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. It seeks to ensure that the transport system is balanced in favour of sustainable transport modes giving people a real choice about how they travel.
- 2.2.2. Paragraph 113 states that all developments that generate significant amounts of movement should be required to provide a Travel Plan, and applications should be supported by Transport Statements or Transport Assessments. It also mentions that when 'assessing sites that may be allocated for development in plans or specific applications for development, it should be ensured that:
 - Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

Planning Practice Guidance (PPG) – Travel Plans, Transport Assessments and Statements in Decision-taking (March 2014)

- 2.2.3. The Guidance states that Transport Assessments, Transport Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health and quality of life.
- 2.2.4. The Guidance states that Transport Assessments, Transport Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal. Additionally, the Guidance states that Travel Plans should be considered in parallel to the development proposals and integrated into the design of the occupation of a site rather than retrofitted after occupation wherever possible.

DfT's Future of Mobility: Urban Strategy (2019)

- 2.2.5. The strategy looks to make the UK a world leader in mobility innovation by embracing technology. The strategy outlines how new technology and business models could deliver substantial benefits for society, the environment and the economy;

- Social Benefits:
- Safer streets;
- A more inclusive transport system;
- Smoother journeys; and
- Boosting active travel and public transport.
- Environment Benefits:
- Reduce emissions;
- Tackling noise pollution;
- Unlocking spatial opportunities; and
- Tackling congestion.
- Economic Benefits:
- Improve productivity;
- Attracting investment and creating jobs; and
- Boosting UK exports.

- 2.2.6. In facilitating innovation in urban mobility for freight, passengers and services, the Government's approach will be underpinned as far as possible by the following Principles:

- New modes of transport and new mobility services must be safe and secure by design.
- The benefits of innovation in mobility must be available to all parts of the UK and all segments of society.
- Walking, cycling and active travel must remain the best options for short urban journeys.
- Mass transit must remain fundamental to an efficient transport system.
- New mobility services must lead the transition to zero emissions.

- Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example through sharing rides, increasing occupancy or consolidating freight.
- The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers.
- New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users.
- Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system.

2.3. Regional Policy

The London Plan: The Spatial Development Strategy for Greater London (March 2021)

2.3.1. The London Plan is the statutory Spatial Development Strategy for Greater London, and marks a break with previous London Plans, representing a step-change in the approach and serves as a blueprint for the future development and sustainable, inclusive growth of the city.

2.3.2. Policy T1 Strategic Approach to Transport states that development proposals should support 'the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041' and that 'all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.'

2.3.3. 'Policy T6 Car Parking states that 'car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity' and that 'car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').'

Mayor's Transport Strategy (2018)

2.3.4. The Mayor's Transport Strategy sets out the Mayor's policies and proposals to 'reshape transport in London over the next two decades'.

2.3.5. By using the Healthy Streets Approach, the Strategy aims to prioritise human health and experience in planning the city and change London's transport mix to ensure the city works better for everyone.

2.3.6. The three key themes at the heart of the strategy are:

- Healthy street and healthy people;
- A good public transport experience; and
- New homes and jobs.

2.3.7. The Strategy seeks to deliver the Mayor's vision of creating 'a future London that is not only home to more people but is a better place for all those people to live in' by reducing Londoners' dependency on cars by favouring walking, cycling and public transport use.

2.3.8. This vision will be delivered by:

- 'ensuring changing technology contributed positively to the aims of the strategy.'
- Working in collaboration with TfL, boroughs, Government, rail and others, and funding transport improvements through more efficient and fairer means.
- Monitoring and reporting to ensure delivery is on track.'

2.3.9. Proposal 99 of the Strategy includes an aim to 'update TfL's Travel Plan guidance to ensure developments encourage active, efficient and sustainable travel, apply the Healthy Streets Approach and help deliver carbon-free transport.'

TfL Travel Planning Guidance (2013)

2.3.10. Travel Planning Guidance (2013) supersedes Travel Planning for New Development in London (2011). TfL considers that the new guidance offers updated thresholds for when a 'full' travel plan is required, reduced focus on policy reviews and reduced reference to deliveries and servicing.

2.3.11. There is now greater focus on the action plan, along with more information on measures, example targets and on how sanctions can be used.

2.3.12. A Travel Plan is described as:

- '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 occupiers 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's Healthy Streets for London

2.3.13. The Healthy Streets Approach was the framework that was used to create the Mayor's Transport Strategy and is a long-term plan for improving Londoners' and visitors' experiences of London's streets by encouraging activity and the enjoyment of the health benefits of being on London's streets.

2.3.14. The document sets out how people and their health will be put at the centre of decision making by 'prioritising walking, cycling and public transport to create a healthy city'. The document sets out 10 Healthy Streets Indicators, which are as follows:

- 'Pedestrians from all walks of life – London's streets should be welcoming places for everyone to walk, spend time in and engage in community life';
- 'People choose to walk, cycle and use public transport – a successful transport system enables more people to walk and cycle more often';
- 'Clean air – improving air quality delivers benefits for everyone and reduces unfair health inequalities';
- 'People feel safe – the whole community should feel comfortable and safe on our streets at all times. People should not feel worries about road danger';
- 'Not too noisy – reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets';
- 'Easy to cross – making streets easier to cross is important to encourage more walking and to connect communities';
- 'Places to stop and rest – a lack of resting places can limit mobility for certain groups of people';
- 'Shade and shelter – providing shade and shelter enables everybody to use our streets, whatever the weather';
- 'People feel relaxed – more people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair'; and

- ‘Things to see and do – people are more likely to use out streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art’.

Sub-regional Transport Plan West

2.3.15. Sub-regional Transport Plans (SRTPs) have been produced to connect the strategic policies and proposals in the Mayor’s Transport Strategy and the local initiatives in borough’s Local Implementation Plans. The MTS sets out six goals for transport in London which forms the structure for the document. A key theme throughout the document is the provision of travel plans as short term solutions.

2.3.16. Section 2.3.3. provides examples of managing the road network locations and identifies Hammersmith as an example stating that “traffic flows at the Hammersmith congestion hotspot are highest during the PM peak and spread across a variety of trip purposes... Most traffic using the A315 Hammersmith Road originates in the central sub-region. Despite trips over 20km being the most frequent at the hotspot, there is some limited potential to ease congestion by:

- Shifting car trips to cycling and walking on the A315, where over 25% of trips are between 2km and 8km in length and over 5% are less than 2km in length.

2.3.17. The number of work related trips indicate that workplace travel plans could play a role at reducing congestion”.

2.4. Local Policy

Hillingdon Local Plan: Part 1 Strategic Policies (2012)

2.4.1. Hillingdon’s Local Plan Part 1 document sets out the long-term spatial vision, strategy and objectives for the Borough.

2.4.2. Strategic Objective SO12 focuses on reducing the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.

2.4.3. The Local Plan identified a number of sustainable transport measures which developers will be expected to demonstrate integration of some or all of these measures through the submission of travel plans. The transport measures identified include:

- Improved signage showing walking distances and likely journey times between major destinations;
- Integration of cycle facilities at either end of the journey;
- Installation of electric vehicle charging points; and
- Prioritising car parking for low emissions vehicles and car clubs.

2.4.4. Policy T1 of the Local Plan states ‘The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision. The Council will ensure access to local destinations which provide services and amenities. The Council will promote active travel through improvements to Hillingdon’s public rights of way’. One of the methods of implementing and delivering Policy T1 is identified as through travel planning.

LBH Local Plan Part 2: Draft Development Management Policies (2014)

- 2.4.5. Part 2 of the Local Plan provides the detailed policies that will form the basis of the Council's decisions on individual planning applications.
- 2.4.6. Policy DMT 1: Managing Transport Impacts emphasises that development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

LBH Supplementary Planning Document (SPD) Planning Obligations (2014)

- 2.4.7. The SPD provides guidance on the use of planning obligations in Hillingdon. The guidance states that where a Transport Assessment is required, the Travel Plan should be developed in parallel with it to ensure that the provision of information on any mitigation measures planned and for any alterations to the modal share of a development facilitated by the travel plan are accommodated in the TA.
- 2.4.8. All new developments should make provisions to encourage cycling and walking and for places of employment to encourage staff and visitors to use more sustainable modes of transport rather than rely on car use. For developments in an AQMA, the TP should include measures that produce quantifiable emission benefits and in certain cases air quality monitoring may be required.

LBH Third Local Implementation Plan (LIP3) 2019-2041

- 2.4.9. The LIP3 sets out the Council's objectives which are aimed to complement the objectives of the Mayor's Transport Strategy.
- 2.4.10. The document states that a number of behaviour change schemes have been popular such as personalised travel planning and active travel awareness initiatives. However, the evidence suggests that of all the different measures used to promote active travel, it is physical infrastructure which is the most powerful determinant of walking and cycling levels. Evidence shows that high quality infrastructure for pedestrian and cycle traffic is key to making these modes more attractive.
- 2.4.11. Objective Three emphasises that 'Travel Plans will continue to be required in support of new applications, delivery of these will continue to be monitored. The Council will implement, monitor and review actions in the Delivery Plan aimed at reducing the volume of road traffic using Hillingdon's roads'.

2.5. Summary

- 2.5.1. This TP has been prepared to support the proposed use of the site, however, considers the above planning policy and TP guidance to ensure that the site and its' sustainability goals adequately align with local, regional and national government agendas; specifically with regards to travel accessibility, sustainability and climate change.

3. Existing Conditions

3.1. Introduction

3.1.1. This section of the TP describes the existing transport and highways conditions at the site and in the immediate surrounding areas, with a particular focus on the availability of sustainable transport opportunities.

3.2. Site Location and Context

3.2.1. The existing site consists of a B&B at 18 Pield Heath Avenue which has a separate residential flat above, in addition to three residential dwellings (Nos. 14 and 16 Pield Heath Road and No.2 Pield Heath Avenue). The site is located on the north-eastern corner of the junction between Pield Heath Road and Pield Heath Avenue, approximately 600m south-west of Hillingdon Heath and approximately 2.8km south-east of Uxbridge and is bound by residential units to the north and east, by Pield Heath Road to the south and by Pield Heath Avenue to the west

3.2.2. There are currently five access points to the site, including two to the B&B and dropped kerb crossovers to each of the residential dwellings. The existing access points to the B&B take the form of dropped kerb crossovers, with access located off the eastern side of Pield Heath Avenue measuring approximately 3.5m wide and the access off the northern side of Pield Heath Road measuring 3.2m wide, as shown in Figure 2.

Figure 2 – Existing Bed and Breakfast Accesses



3.3. Walking

3.3.1. To enable an assessment of the viability of walking and cycling as a realistic mode for trips to and from the site, it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.

3.3.2. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres.

3.3.3. Pield Heath Road is provided with footways on both sides of the carriageway, with the northern footway measuring approximately 2.3m in width, which is of sufficient width for mobility impaired users, as shown in Figure 3. The footways are well maintained and are lit, with dropped kerbs provided at key crossing points.

Figure 3 – Pedestrian Infrastructure along Pield Heath Road



3.3.4. Pield Heath Avenue also benefits from wide footways on both sides of the carriageway and street lighting.

3.3.5. Along the A437 Harlington Road approximately 100m south of the roundabout with Pield Heath Road, a signalised pedestrian crossing equipped with dropped kerbs, tactile paving, refuge island and guard rails is provided across the A437 to assist with safe pedestrian movement to bus stops along the A437. To the north of the double roundabout, a zebra crossing equipped with dropped kerbs, tactile paving and a refuge island is provided across the A437.

3.3.6. Figure 4 shows a walk isochrone which demonstrates the areas that can be reached within a 25-minute walk of the site (at 5-minute intervals).

Figure 4 – Walk Isochrone



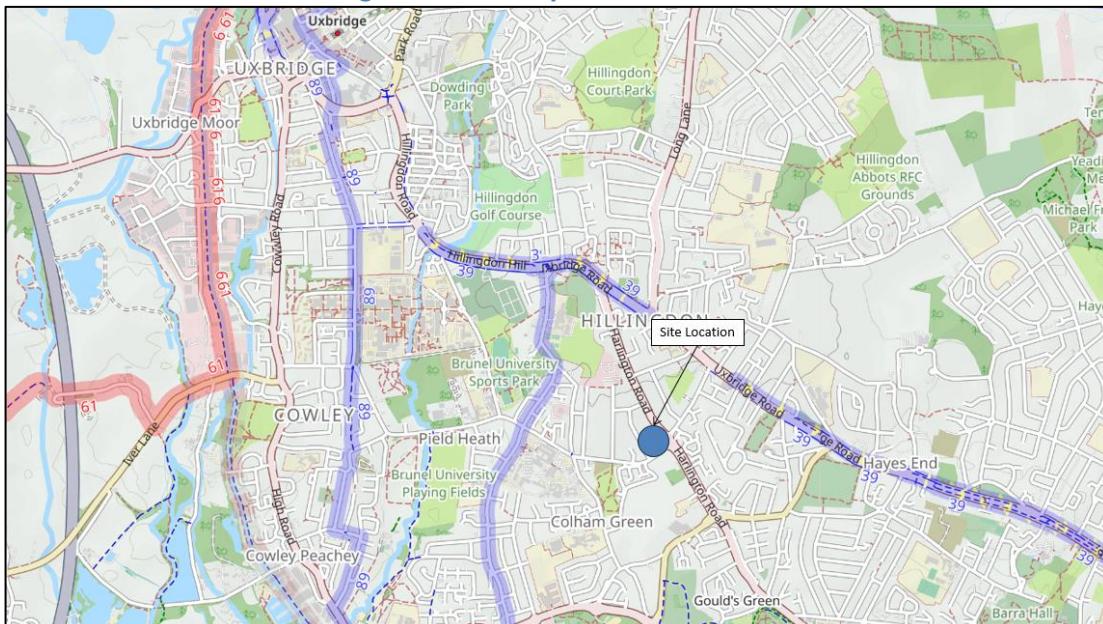
Source: Openroute Service and QGIS (Walk Speed 5kph)

- 3.3.7. The isochrone demonstrates that Pield Heath, Hillingdon, Colham Green and Hayes End are all accessible within a 25-minute walk distance of the site, in accordance with the IHT guidance outlined above.
- 3.3.8. The site is well connected by good quality pedestrian routes and facilities. Further to this, the number of retail stores, services and public transport connections that can be reached within a reasonable walking distance ensure that walking is a viable mode to and from the site for future staff, residents and visitors and can readily form part of a multi-modal trip.

3.4. Cycling

- 3.4.1. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to three miles (4.8km) for regular journeys in urban areas, and five miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).
- 3.4.2. There are various formal cycle routes in close proximity to the site providing a safe and continuous cycle route to Uxbridge to the north and to central London to the east, as shown in Figure 5.

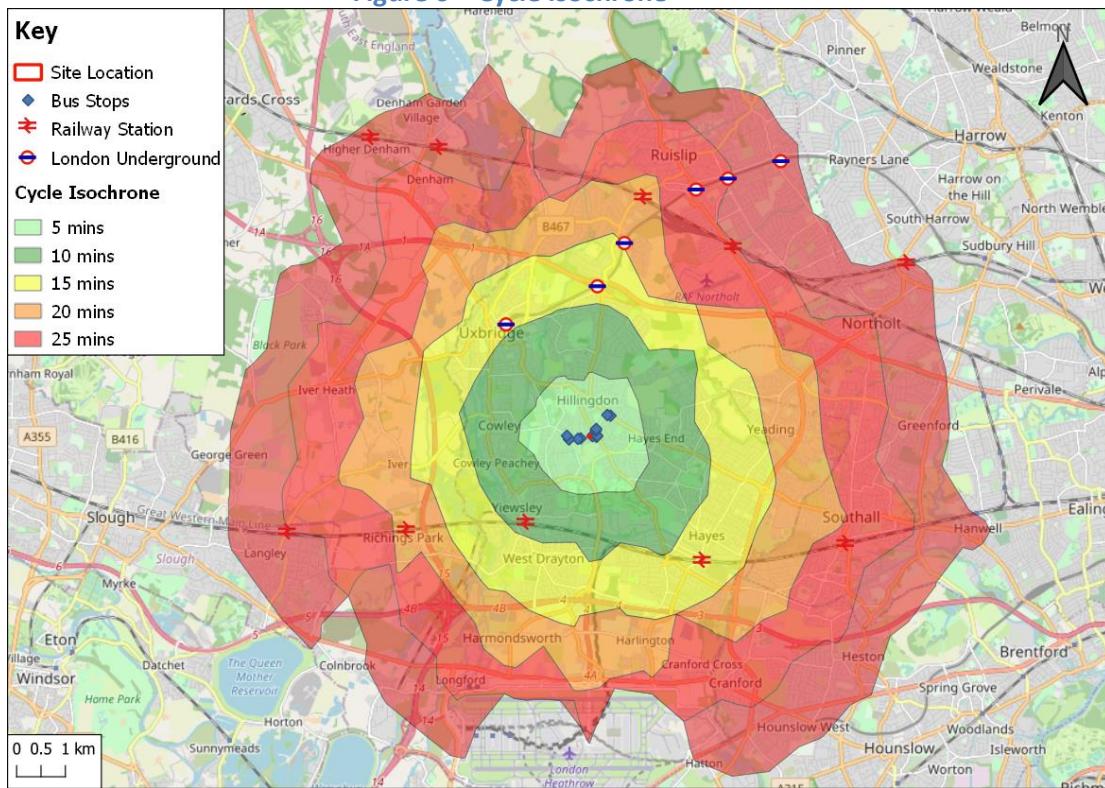
Figure 5 – Local Cycle Routes



Source: Open Street Map

- 3.4.3. Figure 6 shows a cycle isochrone which demonstrates the areas that can be reached within a 30-minute cycle (at five-minute intervals). The isochrones are generated based on speeds dependent on the surface and highway type. The majority (if not all) of the routes used would be paved and as such would be subject to an 18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of c. 10.5km.

Figure 6 – Cycle Isochrone



3.4.4. The isochrone demonstrates that Uxbridge, West Drayton, Southall, Ruislip and Northolt are all accessible by cycle from the site. In addition, West Drayton Railway Station and Uxbridge London Underground Station are both accessible within a 10-minute and 15-minute cycle from the site, respectively.

3.4.5. In summary, the footway and cycle network are considered high quality and extensive; suitable to support this type of development.

3.5. Public Transport Accessibility Level (PTAL)

3.5.1. The PTAL assessment is a detailed measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. This provides a method of measuring the density of the public transport network at any location within Greater London. This method has been agreed by the London Borough-led PTAL development group as the most appropriate for use across London and is set out in the TfL document Measuring Public Transport Accessibility Levels published in April 2010.

3.5.2. PTAL considers the walking time to public transport access points, the reliability of the service modes available, the number of services available within the catchment, and the level of service (i.e. average waiting time). The PTAL is categorised in 6 levels, where 6 represents a high level of accessibility and 1 a low level of accessibility.

3.5.3. Transport for London's 'WebCAT' system indicates that the site has a PTAL rating of 3, which is considered a 'moderate' level of public transport accessibility.

3.6. Bus Services

3.6.1. The closest bus stops to the site are located 75m east of the existing B&B access on Pield Heath Road. Additional bus stops are located 190m (3-minute walk) from the site along the A437

Harlington Road and outside Hillingdon Hospital along Colham Green Road approximately 500m (6-minute walk) from the site, all situated within the TfL 640m distance guidance to bus stops. The bus stops located along the A437 and outside Hillingdon Hospital are all provided with shelter, seating and timetable information. A summary of the bus services, their routes and approximate timetable is detailed in Table 1.

Table 1 – Bus Service Summary

Route No.	Route Summary	Frequency (services per hour)		
		Monday-Friday	Saturday	Sunday
724	Harlow – Welwyn Garden City – Watford – Heathrow Airport	1-2	1	1 every 2 hours
A10	Uxbridge Station – Heathrow Central Bus Station	3	3	2
U1	Ruislip Station – West Drayton	4	4	2
U2	Brunel University – Belmont Road, Uxbridge	3	3	3
U3	Uxbridge Station – Heathrow Central Bus Station	5-6	4-5	3
U4	Prologis Park, West Drayton – Belmont Road, Uxbridge	5-6	5-6	4
U5	York Road, Uxbridge – Blyth Road, Hayes	4-6	5	3-4
U7	Uxbridge Station – Lombardy Retail Park	2	2	2

- 3.6.2. As shown in Table 1, the stops are served by a combined minimum frequency of 27 bus services during the peak hours providing frequent connections to a host of destinations in and around west London, including Uxbridge, Ruislip, Hayes, West Drayton and Heathrow Airport.
- 3.6.3. The level of accessibility to frequent bus services to a wide range of locations and destinations ensures that travel to and from the site by bus is a viable mode and can readily form part of a multi-modal trip.

3.7. Railway Station

- 3.7.1. The nearest railway station to the site is West Drayton which is located 2.9km south-west of the site, equating to a 36-minute walk or 10-minute cycle. Alternatively, the station can be accessed via numerous bus services via a 12-minute bus journey. West Drayton Railway Station is managed by TfL Rail and is on the TfL / Great Western Railway line between London Paddington and Reading via Maidenhead, Slough and Ealing Broadway. Services operate on a frequency of six services per hour to Reading and five services per hour to London Paddington. West Drayton Railway Station has benefitted from major improvements due to the new Elizabeth line service, with increased service frequencies, new platform canopies, new customer information screens and signs and lift access to all platforms.

3.8. London Underground Station

- 3.8.1. The nearest London Underground Station is Uxbridge which is located 3.4km north-west of the site, equating to a 14-minute cycle or a 10-minute bus journey using various bus services. Uxbridge Underground Station is located in TfL's Zone 6 and is the terminus of the Metropolitan and Piccadilly lines, providing services towards Aldgate, Wembley Park, Cockfosters and Acton Town on a frequent basis.

3.9. Accessibility to Local Services

- 3.9.1. In transport planning terms, the most sustainable sites are those generating the lowest number of private vehicle trips, which would be achieved by enabling a greater proportion of

walking, cycling and public transport journeys. This can be considered in terms of the distance of a site from local services.

3.9.2. Being in a residential, urban location, a wide range of facilities and amenities are located well within the 'preferred maximum' walking distance recommended by IHT. These include (but are not limited to): restaurants, pubs, recreation facilities and libraries. A summary of nearby local amenities and their associated walking and cycling distance is included in Table 2.

Table 2 – Accessibility to Local Facilities

Amenity	Distance (m)	Journey Times (minutes)	
		Walk	Cycle
HEALTH & COMMUNITY			
Hospital:	Hillingdon Hospital	700	9
Doctors:	West London Medical Centre	50	1
Dentist:	Eternal Smile Ltd	850	11
Pharmacy:	Oakleigh Pharmacy	850	11
Library:	Brunel University Library	2,100	26
Community Centre:	Hillingdon Community Centre	1,300	16
SHOPPING / RETAIL			
Post Office:	Colham Green Post Office	450	6
Convenience Store:	Tesco Express	450	6
Supermarket:	M&S	1,000	13
	Iceland	1,700	21
Town Centre:	Hillingdon	650	8
LEISURE			
Cinema:	Odeon Uxbridge	3,000	38
Leisure Centre:	Nuffield Health Stockley Park Fitness & Wellbeing Gym	2,100	26
Hotel:	Debden Guest House	160	2
Public House:	The Hut Pub	900	11
Recreation Ground:	Colham Green Recreation Ground	700	9
TRANSPORT			
Bus Stop:	Pield Heath Avenue (Stop CJ & CH)	75	1
Railway Station:	West Drayton	2,900	36
London Underground Station:	Uxbridge	3,400	43
Electric Vehicle Charging:	NewMotion Charging Station, 92 Pield Heath Rd	500	6

3.9.3. It is evident from Table 2 that there are a wide range of facilities such as education, employment, retail, health and leisure uses close to the site, all of which are within a reasonable two kilometre walk distance or five kilometre cycle distance. On that basis, it is clear that the location of the site is well placed to maximise the number of shorter trips that can be undertaken by alternative methods of travel to the car.

3.9.4. It has been demonstrated therefore, that the existing pedestrian and cycle networks surrounding the site provide a good level of accessibility to and from local retail, community and health facilities. Local bus and rail services currently provide good links between the site and key destinations across London, providing a realistic alternative for accessing the site by modes other than by private car.

3.10. Disabled Access

- 3.10.1. The route to the bus stops along Pield Heath Road and the A437 Harlington Road is step-free with dropped kerbs and tactile paving and a signalised pedestrian crossing is present along the A437 to allow the safe movement of pedestrians across the carriageway and to bus stop CC.
- 3.10.2. All TfL buses are accessible with wheelchair spaces and priority seats available on all vehicles. Drivers will also pull in close to the kerb at stops to reduce the gap, lower the bus to reduce the step up and deploy the wheelchair ramp where necessary. Additionally, assistance dogs are allowed to travel on all TfL services, including taxis and private hire vehicles.
- 3.10.3. Freedom Passes allow free travel on the Tube, TfL Rail, DLR, London Overground, Trams, Buses and some National Rail services in London for both elderly and disabled people that live in London.
- 3.10.4. TfL offer a free Travel Mentoring service to give people with mobility requirements and disabilities guidance and support on how to travel across London and give them the confidence and knowledge to travel independently. They also offer travel support cards that you write down any assistance you require or your journey information and you show the card to members of staff at stations, who will then help you with your journey.
- 3.10.5. A number of door-to-door services are also available in London, including "Dial-a-Ride", TfL's free door-to-door transport service for those who cannot always use other modes of public transport; Taxicards that offer subsidised travel in licensed taxis and private hire vehicles to London residents with serious mobility or visual impairments; and community transport for groups and individuals who are unable to use public transport.

3.11. Local Highway Network

- 3.11.1. Pield Heath Road takes the form of a two-way single carriageway measuring approximately 5.5m in width outside the existing B&B access. The carriageway is subject to a 30mph speed limit and connects with the A437 to the east and merges into Church Road to the north-west. The carriageway is characterised with double yellow lines on both sides of the carriageway along its extent.
- 3.11.2. Pield Heath Avenue takes the form of a two-way single carriageway measuring approximately 6m in width. The carriageway is residential in nature and is subject to a 30mph speed limit. Single yellow lines are enforced at the southern end of the carriageway along the site boundary which restrict parking between 9am and 5pm Monday to Friday. To the north of the site, parking along Pield Heath Avenue is unrestricted resulting in parallel parking along both sides of the carriageway.
- 3.11.3. The site is not located within a Controlled Parking Zone (CPZ) and therefore parking surrounding the site is unrestricted, with the exception of single and double yellow lines.

3.12. Summary

- 3.12.1. The site is in a sustainable location with a PTAL level of 3, representing a moderate level of public transport accessibility. There are a total of eight bus routes within a suitable walking distance of the site, in addition to London Underground and National Rail services within cycling distance. In addition to public transport, high quality pedestrian and cycle routes are provided within the vicinity of the site, providing connections to a range of local amenities and services.

4. Proposed Development

4.1. Context

4.1.1. This section of the report outlines the proposed development, including a summary of the development quantum, access arrangements and car and cycle parking.

4.2. Proposed Development

4.2.1. The proposed development involves the demolition of the existing buildings and the construction of a part two and part three-storey care home, comprising of 60 bedrooms. A total of 16 staff will be employed on site. The proposed site layout plans are attached at **Appendix A**.

4.3. Site Access Arrangements

4.3.1. The existing access arrangements for the B&B will remain unchanged, however a one-way system will be implemented throughout the site. The existing access off the eastern side of Pield Heath Avenue will form the site access and the existing access off the northern side of Pield Heath Road will form the site egress. Given the constrained widths of the vehicle access points, this is considered to be an overall improvement compared with the existing arrangements, through limiting the potential for vehicles being required to wait on the public highway whilst waiting for another vehicle to exit from the site. The proposals also reduce the overall number of vehicle accesses associated with the site from five to two; minimising the amount of potential conflict points with pedestrians on Pield Heath Road and Pield Heath Avenue.

4.3.2. Pedestrian access to the site will be provided on the northern side of the access onto Pield Heath Avenue providing direct pedestrian access to the care home main entrance. An additional pedestrian access will be provided on the eastern side of the access onto Pield Heath Road providing pedestrian and cycle access to the cycle store and to the rear of the building to the resident garden.

4.4. Internal Layout

4.4.1. The provision of a shared surface throughout the site for pedestrians, cyclists and vehicles is considered suitable in accordance with MfS guidance, which states shared surface streets are likely to work well where the volume of vehicular traffic is below 100 vehicles per hour.

4.5. Car Parking Provision

4.5.1. The proposed layout plans show a total of 14 car parking spaces and a dedicated ambulance bay and loading bay. This is a marginally lower provision than the Hillingdon standards, however the standards represent maximums and LBH agreed within their pre-app response that the provision of 13 or 14 spaces would be justifiable. Taking into account the accessible nature of the site, proximity to residential catchment areas for staff, and proximity to public transport services, the provision of 14 spaces is considered to be a suitable and policy compliant provision which balances the need to accommodate car parking on site whilst also encouraging active travel and sustainable travel choices from the outset.

4.5.2. Due to the nature of the site, no residents will be able to drive and therefore the parking provision on site will be for staff and visitors only.

- 4.5.3. The provision of a dedicated ambulance bay and delivery bay is in accordance with LBHs recommendations and will sufficiently accommodate all the delivery and servicing movements at the site.
- 4.5.4. Two designated disabled parking spaces will be provided on site in accordance with LBH guidance and the pre-application response. One space will be designated for blue badge holders and one for brown badge holders.
- 4.5.5. The proposed layout plan shows a total of four spaces as EV charging spaces, in excess of policy requirements.

4.6. Cycle Parking Provision

- 4.6.1. As shown on the proposed layout plans, a total of 12 cycle parking spaces are proposed in two designated stores. Sufficient space is provided on the two central stands within the northern store to accommodate two larger cycles, which is in excess of the guidance.

4.7. Mobility Scooter Parking Provision

- 4.7.1. In accordance with the London Plan, specialist older persons housing developments should also provide a suitable level of safe storage and charging facilities for residents' mobility scooters. The guidance does not provide specific levels of parking for developments. Within the pre-application response, LBH considered that up to four suitably located mobility scooter 'charging compliant' parking spaces should be provided in proximity to the care home entrance.
- 4.7.2. As shown on the proposed layout plans, a total of four mobility scooter parking spaces have been provided on site adjacent to the care home main entrance with charging facilities located along the northern border of the store.

5. Objectives and Targets

5.1. Introduction

- 5.1.1. This chapter of the report details the objectives that the TP aims to achieve, and the anticipated results of achieving these objectives. Objectives are the high-level aims of the TP, giving it direction and providing a focus.

5.2. Aims

- 5.2.1. As detailed within the TS, it is anticipated that a limited number of residents would own their own car, therefore the main aim of this TP is to support the essential travel needs of staff and visitors to the site whilst also supporting residents to access the sustainable travel options they need and to encourage all site users to adopt healthy, sustainable travel choices to increase levels of active travel usage.

5.3. Objectives

- 5.3.1. Objectives are high-level aims of the TP that help to give the TP a clear focus and provide direction. The objectives that focus the TP are:

- Providing the required information and incentives to staff, residents and visitors to encourage travel to the site via sustainable methods of transport;

- Reduce the transport related environmental impacts associated with staff, residents and visitors trips and servicing at the site;
- Enhance the developer's social responsibility credentials to a wider audience;
- To increase the attractiveness of walking and cycling and encourage staff, residents and visitors travelling to and from the site to do so using sustainable modes; and
- To raise awareness of sustainable 'Smarter Travel' modes available to staff, residents and visitors.

5.3.2. These objectives will be met by:

- Raising travel awareness amongst staff, residents and visitors;
- Exploring measures to promote the use of alternative modes of travel to single occupancy car travel such as walking, cycling, passenger transport and car sharing;
- Implementing a site transport network and access strategy that discourages the use of single occupancy car travel; and
- Continually evaluating the transport needs of staff, residents and visitors.

5.3.3. By achieving the objectives, the TP will:

- Reduce the impact of traffic on surrounding roads and local communities;
- Promote equal opportunities to staff by offering wider travel choices;
- Improve personal and wider community health;
- Reduce air and noise pollution; and
- Accord with national, regional and local Government objectives.

5.4. Travel Plan Potential

5.4.1. The benefits of a well-managed Travel Plan will extend beyond the site users and contribute to improvements to local air quality, noise and vibration reduction, congestion and journey times. A reduction in single occupancy vehicle journeys and overall car usage has a role in the wider health agenda to reduce public obesity levels and other associated illnesses caused by sedentary lifestyles. Therefore, the objectives that have been set relate to all of these benefits associated with the development of a Travel Plan.

5.4.2. These benefits include:

- **Personal Health Benefits** – The measures implemented to achieve the objectives and targets within the TP will raise awareness of and support employees and residents to live a healthy, active lifestyle by encouraging physical activity as part of their day-to-day travel behaviour. This is particularly relevant and important in relation to the health and obesity concerns for the population as a result of sedentary lifestyles;
- **Personal Financial Benefits** – Walking and cycling are cheaper modes of transport when compared to the cost of running a car and public transport;
- **Local Environmental Benefits** – By encouraging employees, residents and visitors to choose sustainable modes of transport, the volume of traffic produced by the development during peak hours and their associated emissions and wider impacts can be reduced; and
- **Local Economic Benefits** – Encouraging employees to travel by sustainable modes encourages them to explore local facilities and services that they can access by foot or by bicycle. This can encourage employees to shop and use the services that are available to them locally and positively contribute to the local economy.

5.5. Targets

- 5.5.1. It is of note that this TP is an evolutionary document and forms the starting point for the TP process at the site. As such, initial targets have been set below, however these will be updated and agreed with LBH and WestTrans following a survey of baseline travel habits.
- 5.5.2. The baseline surveys will be undertaken at 75% occupation or within 6 months of first occupation, in accordance with WestTrans guidance. This will be the responsibility of the Travel Plan Co-ordinator (TPC). The format, timing and results of which will be agreed with in advance and reported to LBH and WestTrans.
- 5.5.3. Travel Plan monitoring is an important process to check that the TP is effective and progressing. Sufficient time and resources will be allocated to carry out the necessary surveys.
- 5.5.4. To gather baseline data from which targets can be set, a baseline Travel Survey will be performed upon occupancy of the development and the analysed findings and conclusions will be submitted to LBH and WestTrans for its consideration within a month of completion. SMART (Specific, Measurable, Attainable, Realistic, Time-bound) targets will be specific to the results of the surveys, e.g. promoting active travel in accordance with TfL's Healthy Streets Approach.
- 5.5.5. Monitoring will take place in Years 1, 3 and 5, following the baseline survey in order to assess changes. The results of these TP monitoring surveys will be submitted to LBH and WestTrans through reports for review. These results will be submitted at year one, year three and year five.
- 5.5.6. Prior to the initial Travel Survey, baseline multi-modal splits for the proposed development has been based upon a Census 2011 data to determine the anticipated multi-modal split of staff travelling to and from the site. A summary of the anticipated multi-modal split for the MSOA (Hillingdon 019) in which the site is located is outlined below in Table 3 below.

Table 3 – Census 2011 Journey to Work Data (Hillingdon 019 MSOA)

Mode	Workplace Population
Train/Underground	8%
Bus	15%
Taxi	1%
Motorcycle	0%
Car Driver	61%
Car Passenger	4%
Bicycle	2%
On foot	8%
Other	1%
TOTAL	100%

- 5.5.7. Table 3 shows that the majority (61%) of existing staff working within the MSOA travel by private car for journeys to work, with an additional 4% travelling as a car passenger. A total of 33% of journeys from the existing working population are undertaken using sustainable modes of transport to this MSOA, with the majority (15%) travelling by bus, 8% by train, 8% on foot and 2% by cycle.
- 5.5.8. It is of note that 2011 Census data is now 11 years old and doesn't reflect the observed changing travel behaviours outlined within DfT's RTF18 report together with the policy to encourage the uptake of sustainable modes of travel. Further to this, as the proposed

development will be providing cycle parking for staff and visitors, together with the accessible location of the site, it is considered highly likely that future travel behaviours will reflect a greater proportion of sustainable trips than the results in Table 3. However, initial future modal split targets have been established based upon the modal shares outlined within Table 3. A summary of these targets compared with the baseline modal split for the site is outlined below in Table 4

Table 4 – Initial Travel Plan Targets

Mode	Baseline	Year 3 Initial Targets	Year 5 Initial Targets
Train/Underground	8%	9%	10%
Bus	15%	16%	17%
Taxi	1%	1%	1%
Motorcycle	0%	0%	0%
Car Driver	61%	56%	51%
Car Passenger	4%	4%	4%
Bicycle	2%	3%	5%
On foot	8%	10%	11%
Other	1%	1%	1%
TOTAL	100%	100%	100%

5.5.9. As detailed above, the TP will seek to promote walking and cycling trips as a priority amongst future staff with a target to increase trips undertaken by bicycle to 5% and trips undertaken on foot to 11% over the five-year period as well as trips by bus to 17% and trips by train to 10%. The provision of high-quality cycle parking for staff will also provide an opportunity to incorporate cycling into the daily routine of all staff.

5.5.10. These initial targets seek an overall reduction of 10% in single occupancy vehicle (SOV) travel through a modal shift to more sustainable modes of travel.

5.5.11. As aforementioned, a baseline travel survey will be undertaken for the development at 75% occupation or within 6 months of first occupation. Following agreement with LBH, the targets outlined in Table 4 will be revised accordingly, subject to the results of the baseline modal survey.

6. Travel Plan Measures

6.1. Introduction

6.1.1. This TP sets the context for providing opportunities to widen travel choice and changes in travel behaviour. In the initial stage of the Travel Planning process this will be achieved by:

- Improving information and awareness; and
- Promoting active travel through design in accordance with the Healthy Streets Approach.

6.2. Travel Plan Co-ordinator (TPC)

6.2.1. A TPC has yet to be appointed for the care home, it is likely that the role will be undertaken by a future employee. They will have ultimate responsibility for implementing the Travel Plan measures, liaising with LBH and WestTrans and other bodies, producing progress reports of the Plan and progressing actions accordingly. Once appointed the TPC's details will be provided to LBH.

TPC Roles and Responsibilities

6.2.2. The TPC will act as the daily point of contact for enquiries, helping to develop and implement the measures proposed in this TP, and taking a lead role in the monitoring process. Key duties of the TPC include:

- Delivering TP initiatives across the site;
- Encouraging new staff and residents to comply with the TP, particularly on move-in days and through early engagement with new joiners;
- Carrying out regular monitoring and collating up to date travel pattern data;
- Reviewing data such as use of car parking and cycle facilities; and
- Arranging for the submission of the TP reviews in Years 1, 3 and 5.

6.2.3. It is anticipated that the amount of time that the TPC will spend will vary according to the period of occupation, the organisation of travel planning activities and monitoring. It is not expected that the time dedicated will be uniform throughout the life of the TP.

6.2.4. In the interests of confidentiality, the TPC alone will be responsible for their respective travel databases. They will also be responsible for the distribution of the results to the Local Authority if requested.

6.3. Travel Plan Measures

Staff Induction Pack

6.3.1. A Staff Induction Pack will be issued to all staff and will include a travel section to encourage them to consider changing modes. The packs will also provide a section for staff with relevant walking and cycle maps and public transport information that could be used for travelling to and from work. The Staff Induction Pack will be provided in an electronic format to all staff as part of their induction. It will also be saved on the staff drive so it can easily be referred to and can be easily updated by the TPC.

Notice Board

6.3.2. Notice boards publicising and promoting travel initiatives will be displayed within the staff office and within the site entrance. The aim of the notice boards will be to promote sustainable

travel options to both staff and visitors, and to ensure that staff and visitors are fully aware of all options available to them.

6.3.3. The notice boards will be updated by the TPC at intervals no more than every 12 months and on a more frequent basis if / when possible.

Brochure

6.3.4. A brochure will be provided for prospective residents and their families, informing them of the public transport services on offer within the vicinity of the site. The brochure will also promote the available cycle parking at the site and walking routes to and from the site.

Walking

6.3.5. The opportunities for staff, some residents and visitors to walk to the site are high with a network of footways providing connections to the surrounding areas and amenities. Walking is free and it doesn't require any special training or equipment. It's also known to help improve mental health and well-being and reduce anxiety, fatigue and stress.

6.3.6. Walking and cycling are efficient, cheap, healthy and non-polluting modes of transport. The promotion of walking and cycling to help improve mobility, reduce traffic congestion and improve health is also in accordance with LBH's planning policies. Other benefits include:

- increases your energy levels;
- lowers your risk of heart disease, stroke, high blood pressure and diabetes;
- strengthens your immune system;
- helps with weight management;
- strengthens your bones and muscles and improves your balance;
- helps you to sleep better;
- improves your mood and self-esteem; and
- helps you to save money.

6.3.7. Walking will be promoted to staff, residents and visitors at the site.

6.3.8. Staff will also be provided with details of the walking journey planner such as Google Maps and Wego Here to suggest a route between their home address and the site. Safety advice when walking will also be promoted, including the www.ramblers.org.uk/advice/safety.aspx advice.

6.3.9. The TPC will contact LBH for information on events happening in the local area and promote these to staff, residents and visitors. The TPC will promote local walking groups such as:

- Hillingdon Ramblers <https://www.ramblers.org.uk/hillingdon>.

6.3.10. Other measures to encourage walking will include:

- Local area maps of walking routes within the induction pack and on the notice boards;
- Raising awareness of the health benefits of walking;
- The promotion of public health campaigns encouraging walking; and
- Running pedometer / walking challenges between staff.

6.3.11. The www.walkit.com walking route planner is an extremely useful tool and can plot a journey from postcode to postcode using a 'direct' or 'less busy' option. Route maps also include journey time, calorie burn, step count and carbon saving. Information on this service will be included within the Welcome Packs and on the noticeboard as well as other sites such as the TfL Journey Planner.

6.3.12. The TPC will liaise with LBH as the local highway authority and other stakeholders to ensure that pedestrian and cycle routes are appropriately maintained. To better inform the discussions with LBH, the TPC should regularly request and collate staff and resident comments on improvements, which would encourage a greater uptake of walking and cycling. This information will be obtained through;

- Staff and residents being told to contact the TPC with any comments;
- A comments form at reception for visitors;
- A six-monthly email to staff from the TPC; and
- Through the monitoring surveys.

6.3.13. Pedestrian footways and facilities within the vicinity of the site are wide enough to comply with the guidelines outlined in the DfT Manual for Streets (MfS) and Inclusive Mobility documents.

Cycling

6.3.14. The site provides both visitor and staff cycle parking in addition to mobility scooter parking for residents within secure stores. The parking is available for use by all members of staff and visitors to the site.

6.3.15. In addition to the provision of cycle parking spaces, the following initiatives devised for the site are proposed:

- Provision of staff shower and changing facilities;
- Providing information on cycle routes within the Staff Induction Pack and on notice boards;
- Promoting the cycle to work scheme for all staff; and
- Providing information on cycle training courses within the Staff Induction Packs as well as information on cycle maintenance courses.

6.3.16. A key issue for cyclists is the safe and convenient storage of bicycles at work, and therefore these measures aim to meet this and encourage greater use of this mode.

6.3.17. The TPC will regularly monitor the usage of the cycle parking and if demand dictates the need for additional or more formalised storage then the operator will look to increase its provision.

6.3.18. The TPC will also investigate setting up a free cycle training session for staff members and will also actively promote cycle to work day www.cycletoworkday.org and Bike Week www.cyclinguk.org/bikeweek. The provision of free cycle training will help to encourage staff to cycle by providing them with more confidence and key tips and skills.

6.3.19. In addition to this, the TPC will investigate setting up a 'Cycle Buddy' scheme for staff who would feel more confident cycling to work with another member of staff. The TPC will establish the take up through an all staff email as well as a signup sheet on the staff noticeboard.

6.3.20. LBH run free basic bike repair sessions across the borough on numerous days with no need to book for the session. Further information and contact details will be promoted in Welcome Packs.

6.3.21. WestTrans are currently running a trial with boroughs and a range of organisations with the aim to increase popularity and adoption of e-bikes and cycling. WestTrans allowed businesses across West London to borrow an e-bike for a short period for staff to use for deliveries, site visits, client trips or commutes. The TPC will explore options for a similar e-bike trial to be provided at the site to encourage greater adoption of e-bikes and increase cycling.

Public transport

6.3.22. The publicity, marketing, and promotion of the public transport services will inform staff, residents and visitors as to the benefits of travelling by bus and rail. The TPC will ensure that staff, residents and visitors are aware of bus and train routes and timetables operating in the vicinity of the site.

6.3.23. Maps identifying the location of and suitable routes to, nearby bus stops and rail stations will be displayed on the notice boards.

6.3.24. The TPC will consult with LBH in order to find out the latest proposed routes, any frequency alterations or capacity enhancements. Traveline's Journey Planner will also be advertised and promoted to encourage staff, residents and visitors to pre-plan their journeys and encourage them to utilise the public transport services on offer within the vicinity of the site.

6.3.25. The TPC will ensure any information on public transport provided on the noticeboards is kept up to date. Details to relevant websites and local time information on public transport services will be mentioned within the Staff Induction Packs and on noticeboards.

Car sharing

6.3.26. Car-sharing (also called liftsharing, ridesharing and carpooling) is when two or more people share a car and travel together. It allows individuals to benefit from the convenience of the car, whilst reducing the costs and alleviating the associated problems of congestion and pollution.

6.3.27. Meetings will be arranged by the TPC to encourage potential car sharers to meet and discuss the possibility of sharing journeys, particularly staff who share similar working patterns. To encourage staff to car share to and from the site a number of measures can be implemented including promoting the London LiftShare:

- <https://liftshare.com/uk/community/london-liftshare>

6.3.28. The TPC will also look to promote and take part in Liftshare week to help encourage staff to car share.

Traveline Journey Planner

6.3.29. The Traveline Journey Planner is an extremely useful tool and can plot a journey from postcode to postcode using public transport modes. Information on this tool can be found at <https://www.traveline.info/> and is included on noticeboards and within the Staff Induction Packs.

Promoting Sustainable and Healthy Travel

6.3.30. The TPC should make staff, residents and visitors aware of contact telephone numbers and websites which provide information on access to the site by non-car modes of transport. The main relevant websites are listed below:

- www.tfl.gov.uk: offering information on travel choices and public transport journey planning;
- www.networkrail.co.uk: provides the full mainline rail timetable and will provide journey times and will plan your mainline rail journey from origin to destination;
- www.thetrainline.com: permits rail tickets to be purchased over the internet;
- www.liftshare.com: free car-sharing and transport information service. The online matching service to find travel companions;

- www.travelwise.org.uk: background information on the content and operation of Travel Plans and safe travel to school;
- www.zap-map.com/live: outlines the location of electric vehicle charging points across the UK;
- www.traveline.org.uk: national travel helpline to provide up to date public transport information. Tele. No. 0870 608 2 608; and
- www.bikeridemaps.co.uk: this site hosts a cycle map database which will enable you to find cycle maps available for your area.

Other Initiatives

6.3.31. The measures identified above are not exhaustive and the TPC will be able to implement other travel initiatives if it is considered that alternative suggestions would maximise the number of journeys made by non-car modes.

6.3.32. The emphasis is for the Travel Plan to be an ongoing working document, which should be periodically updated to ensure that active measures and up to date methods are being employed to encourage the continual development of sustainable travel to the site.

Summary

6.3.33. This chapter has provided an overview of the initiatives that could be implemented as part of the Travel Plan for the care home. These initiatives work to achieve the overarching objective of the Travel Plan which is to restrict the use of the private car.

7. Implementation and Monitoring

7.1. Introduction

7.1.1. An important part of the TP is the continual monitoring and review of its effectiveness. It is essential that a TP is not a one-off event but remains to be a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards targets and objectives, and, if necessary, enable the TP to be refined and adapted to improve its progression.

7.2. Funding

7.2.1. The Operator will fund the implementation of the TP for the site. This will include the implementation of the TP measures and initiatives, the monitoring of the TP and the funding of the TPC role.

7.3. Implementation

7.3.1. The TPC will implement and monitor the plan, and have responsibility for:

- Monitor and, if required, improve cycle and mobility scooter parking for the site;
- Offering information on cycle training and cycle maintenance course;
- Implementing and monitoring other initiatives within the TP including the Staff Induction Packs, notice boards and updating the site brochure;
- Seeking to achieve the TP targets;
- Regularly monitoring usage of initiatives;
- Managing the TP budget; and
- Liaising with the local authorities, WestTrans, transport operators, individual staff, residents and visitors.

7.4. Securing and Enforcing

7.4.1. To ensure that the TP is implemented effectively, in addition to the biennial monitoring, a series of remedial measures have been proposed for a scenario in which the TP targets are not met. These example measures are outlined below:

- Increase the marketing and promotion of the TP and travel options;
- Review and promote cycle and scooter parking facilities;
- Hold sustainable travel weeks and competitions;
- Introduce a further targeted Personalised Travel Planning programme; and
- Hold 'Travel Plan days' to promote the plan.

7.5. Monitoring

7.5.1. For the TP to be fully successfully, its effects need to be recorded and assessed over time. A methodology for the monitoring of the TP is detailed below.

Survey of Travel Patterns

7.5.2. The modal split will be monitored over time. It is proposed to undertake monitoring surveys via an on-line baseline travel survey, with paper copies of the survey provided within the staff rest room and admin room. The results of this survey will be submitted to LBH and WestTrans.

7.5.3. Sufficient time and resources will be allocated to carry out the necessary surveys and the Applicant commits to arranging the monitoring surveys as and when necessary. The initial baseline monitoring will take place within 6 months of first occupation or at 75% occupation of the care home, whichever is sooner. Full monitoring would then take place at Year 1 and then every two years (within years three and five). The survey form will be agreed with LBH and WestTrans prior to undertaking the survey.

7.5.4. The baseline compliant surveys will be analysed in order to establish the effectiveness of the TP in achieving the aims and targets stated within it and identify any required modifications.

7.5.5. All information gathered through the monitoring process will be summarised into an annual progress report and submitted to LBH and WestTrans (and TfL if required). The TPC will be responsible for undertaking monitoring and for reporting the results of the monitoring process.

7.5.6. A programme of monitoring and review will be implemented to generate information by which the success of the TP can be evaluated. Monitoring and review will be the responsibility of the TPC.

Scheme Administration

7.5.7. The TPC will be required to keep up-to-date records associated with the day-to-day operation of the TP. These will include:

- Details of Staff Travel Patterns: This information will be derived from the Travel Questionnaire and will be retained for input into the monitoring and review procedure;
- Monitoring Records: Feedback from the monitoring procedure will be maintained for input into a biennial Travel Plan Review process;
- Review Reports: Copies of historic review reports will be retained for reference purposes and for analysis of the longer-term effectiveness;
- Correspondence File: A file will be maintained to include correspondence relating to ongoing management of the Travel Plan;

- Incidents File: An incidents file will be maintained to record travel related incidents, any staff, residents and visitor feedback, and general observations of the TPC.

7.6. Frequency and Reporting

Repeat Surveys

- 7.6.1. Travel Plan monitoring is an important process to check that the TP is effective and progressing. The baseline survey will be conducted within 6 months of first occupation or at 75% occupation, whichever is sooner and repeated in years 1, 3 and 5 in accordance with TfL requirements. The results of these TP monitoring surveys will be submitted to LBH and WestTrans for review.

7.7. Monitoring and Review

Consultation

- 7.7.1. The success of the TP will rely on the support of staff. The TPC will be in contact with stakeholders to ensure that the principles within the TP are understood and also that the information as it relates to travel by means other than the private vehicle is relayed through the appropriate channels for all user groups as outlined.

Travel Plan Review

- 7.7.2. A Travel Plan review will be undertaken every two years, so that the TPC can measure the success of the TP and to identify the potential for improvements to the travel planning tasks, against the benchmark modal share target set.
- 7.7.3. The key element of the review will involve reissuing the travel questionnaire. Although the travel literature will be regularly updated, the reissue of the questionnaire to all staff offers the opportunity to gather new information about wider attitudes to travel. Analysis of the questionnaire will also yield current modal split information for comparison with data derived at the introduction of the TP.

8. Action Plan

8.1.1. The TP Implementation Action Plan located in Table 5 provides details of the initiatives that form part of this TP. Included is the name of those responsible for each action and the date it is due to be implemented. The TP will be managed and monitored by the TPC who will have overall responsibility to ensure that the delivery of the proposed measures and initiatives are successfully delivered on time and to budget. The co-ordination is expected to be sustained over a 5-year period in line with the proposed monitoring strategy. The Action Plan progress will be reported to LBH and WestTrans through pre-agreed meetings and visits with the TPC.

8.1.2. SMART (specific, measurable, achievable, realistic and time-bound) targets are proposed for a five-year timeframe. Interim targets are proposed for the end of year one and three, post Travel Plan implementation.

Table 5 – Action Plan

Specific (S)		Measurable (M)		Achievable (A)	Realistic (R)	Timebound (T)
General information and raising awareness	All	Sustainable transport awareness raising	Develop the PT brand and use on all future material.	TPC	✓	Ongoing
	All	Staff Induction Packs	Continually update the Staff Induction Pack and issue to existing and new staff members and brief new staff when joining, including an element of personal travel planning.	TPC	✓	Ongoing
	All	Notice Board	Continue to provide and update Travel Plan information e.g. good news stories, upcoming events, bus routes, cycle routes etc.	TPC	✓	Updated at least every six months thereafter
	All	Brochure	Continue to be updated to include details not just for travelling by car, but also travelling by public transport; and will also promote the available cycle parking at the site.	TPC	✓	Ongoing and updated when the brochure is updated
Enabling wider travel choices	Cycling	Cycle Buddy Scheme	On the Notice Board and in Travel Plan newsletters offer staff the opportunity to have a cycle buddy	TPC	✓	Ongoing
		Provide Cycle Training	The TPC will organise a free cycle training session for staff	TPC	✓	Ongoing
		Sign up to Cycle to Work	The TPC will promote the cycle to work scheme to staff, if the operator is signed up the scheme	TPC	✓	Ongoing
		Cycling routes and maps	Available on the notice board and in induction packs. TPC to liaise with LBH to make sure that all footways and pedestrian routes are maintained	TPC	✓	TPC to ensure they are up to date every six months
	Walking and Cycling	Walking and cycling events	Promote walking and cycling events such as Cycle to Work Day	TPC	✓	TPC to ensure a minimum of two events per annum
	Car Sharing	Car Sharing	TPC to assist staff with car share partner matching and if no suitable matchers advise on the London Liftshare website	TPC	✓	Ongoing
Monitor	Cycling /	Monitor the use of the cycle	Monitor the use of the cycle and mobility scooter parking and if demand regularly	TPC	✓	Ongoing / Formal checks

Mobility Scooter	and mobility scooter parking	exceeds 90% capacity seek to provide additional formal spaces			made and recorded every 6 months
Car Parking	Monitor the use of the car and electric vehicle parking	Monitor the use of the car parking and electric vehicle parking and if demand exceeds capacity seek to reallocate the spaces to car sharers or provide EV charging points	TPC	✓	Ongoing / Formal checks made and recorded every 6 months

9. Summary and Conclusions

9.1.1. Syntegra has been commissioned by White Rock Developments to produce a Travel Plan to support a planning application for the proposed redevelopment of a site at 14, 16 and 18 Pield Heath Road and 2 Pield Heath Avenue, Uxbridge to provide a 60-bed care home.

9.1.2. The main aim of this TP is to put in place the management tools deemed necessary to enable members of staff, residents and visitors to the site to make more informed decisions about their travel, which at the same time minimises the adverse impact of their travel on the environment. This is achieved by reducing the need for travel by private car for members of staff, residents and visitors to the site.

- Providing the required information and incentives to staff, residents and visitors to encourage travel to the site via sustainable methods of transport;
- Reduce the transport related environmental impacts associated with staff, residents and visitor trips and servicing at the site;
- Enhance the site's social responsibility credentials to a wider audience;
- To increase the attractiveness of walking and cycling and encourage staff, residents and visitors travelling to and from the site to do so using sustainable modes; and
- To raise awareness of sustainable 'Smarter Travel' modes available to staff, residents and visitors.

9.1.3. This TP includes a series of measures to promote sustainable modes of transport with a particular focus on active travel.

9.1.4. All staff will be made aware of the existence of the TP. This will include an explanation of the details of the plan, its objectives and the roles of individuals in achieving its aims. Copies of the TP will be made available to all employees and visitors and they will be made aware of the existence and role of their TPC. Essentially, the TPC will where necessary:

- Deliver TP initiatives across the site;
- Carry out regular monitoring and collating up to date travel pattern data;
- Advise visitors of the sustainable travel options on offer to get to and from the site;
- Reviewing data such as use of cycle and mobility scooter facilities;
- Arranging for the submission of the biennial TP reviews.

9.1.5. Indicative modal share targets for the next two biennial surveys have been set in this TP. These outline the aspirations to increase the proportion of walking, cycling, public transport amongst staff. These aspirations will be continuously reviewed by the TPC who will discourage both staff, residents and visitors from using private cars and encourage more sustainable travel modes. The TP's progress will be monitored in accordance with LBH, WestTrans and TfL guidance.

Appendix A – Proposed Layout Plans



SCHEDULE OF ACCOMMODATION

CARE HOME

BASEMENT LEVEL	970m2
GROUND FLOOR	970m2
FIRST FLOOR	955m2
SECOND FLOOR	590m2
	14 ROOMS
TOTAL:	3,053m2
	60 ROOMS
RESIDENT AMENITY SPACE	848m2
EXTERNAL AMENITY SPACE	253m2
CAR PARKING	8 SPACES
ELECTRIC CHARGING	4 SPACES
DISABLED PARKING	2 SPACES
TOTAL PARKING:	14 SPACES
CYCLE STORE	12 SPACES
MOBILITY SCOOTER PARKING	4 SPACES
SITE AREA	0.2713 Hect 0.6704 Acres

Rev. Revision Date Drawn Checked



WHITE ROCK
DEVELOPMENTS LTD
| Architecture Design Build |
| Project Management |
| M&E Design | CDM Advisor |
139 Vicarage Farm Road
Hounslow, Middlesex
TW5 0AA
Telephone: 0208 577 7277
Email: info@whiterockdevelopments.com

Client AMARVEER DHATT
Project PROPOSED CARE HOME
Location 18 PIELD HEATH ROAD, UXBRIDGE, UB8 3NF
Title PROPOSED SITE PLAN

PLANNING

Scale A1@1:200	Date FEB 2022	Drawn MAB	Checked
For construction purposes dimensions shall not be scaled & final dimensions shall be determined on site before work commences. This drawing is Copyright ©			
Job No. WRD - 098	Drawing No. 10	Revison E	