



Falling Lane, Yiewsley

Travel Plan Statement

Client: London Borough of Hillingdon

i-Transport Ref: SJ/RW/HC/ITB14707-003A

Date: 02 September 2021

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## Quality Management

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## Contents

<b>SECTION 1</b>	<b>Introduction</b>	<b>1</b>
<b>SECTION 2</b>	<b>Policy Context</b>	<b>3</b>
<b>SECTION 3</b>	<b>Site Assessment</b>	<b>6</b>
<b>SECTION 4</b>	<b>Aims, Objectives and Benefits</b>	<b>10</b>
<b>SECTION 5</b>	<b>Measures</b>	<b>11</b>
<b>SECTION 6</b>	<b>Action Plan</b>	<b>15</b>
<b>SECTION 7</b>	<b>Summary</b>	<b>16</b>

## SECTION 1 Introduction

### 1.1 Background

1.1.1 The London Borough of Hillingdon (LBH - the applicant) has appointed i-Transport LLP to provide transport and highway advice with regards to a planning for a development proposal for 50 apartments at a site in Falling Lane, Yiewlsey.

1.1.2 LBH previously developed plans at the site for 47 apartments and a new library. The revised proposal will provide 50 new apartments, with a new library being proposed as part of a separate planning application on a site to the east of the recreation ground. Vehicular and pedestrian access to the site will be taken from Falling Lane via a vehicular crossover. Pedestrian access will also be provided onto Falling Lane and onto High Street.

1.1.3 This Travel Plan Statement (TPS) has been prepared by i-Transport LLP as part of a planning application for redevelopment of the site. It should be read in conjunction with the Transport Statement (TS) also accompanying the application.

1.1.4 The site is currently occupied by Yiewsley Library and the Falling Lane Car Park. It is located at the current Yiewsley library and the Falling Lane car park. The site is bounded to the north by Falling Lane and to the west by Yiewsley High Street. The site is also located adjacent to the High Street / Falling Lane signal junction and bound by Yiewsley Recreation Ground to the east and south.

1.1.5 In terms of transport accessibility, the site is within walking distance of bus stops and West Drayton station, providing a number of services to local destinations and further afield. The public transport accessibility level (PTAL) of the local area is 3, indicating good public transport within the vicinity of the site. This good accessibility to public transport, is to be complemented by a mixture of local cycle routes.

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

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1.1.7 This document is Version 2 of the Travel Plan Statement and is dated September 2021.

1.1.8 The Travel Plan will cover a five-year period from first occupation of the site.

## 1.2 **Structure**

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

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

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## SECTION 2 Policy Context

### 2.1 Definition

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

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

### 2.2 Policy Context

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

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

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

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

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

- 80% of all trips in London to be made on foot, by cycle or using public transport;
- At least 3 million fewer daily car trips and ¼ million fewer cars owned in London;

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

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

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

2.2.6 Smaller developments are defined as those comprising between 50-80 dwellings or employing between 20-50 staff and on this basis, this Travel Plan Statement has been prepared.

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

## 2.3 Travel Plan Benefits

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



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

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

## 2.4 Proposed Development

2.4.1 The development proposal comprises the following:

*“Development comprising 50 new apartments with associated access, landscaping and parking”*

## 2.5 Scope of the Travel Plan

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

## 2.6 Timescales

2.6.1 The planning application is due to be submitted in September 2021. Should planning consent be granted, the anticipated Year of Opening is 2022.

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## SECTION 3 Site Assessment

### 3.1 Site Accessibility

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

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

3.2.1 Wide footways are provided on both sides of Falling Lane with street lighting on both sides of the carriageway. There is a formal zebra crossing point with dropped kerbs and tactile paving circa 85m northeast of the site on Falling Lane which provides a safe crossing point linking to Gordon Road for pedestrian access to Rabbsfarm Primary School. Falling Lane is street lit.

3.2.2 To the west of the site, Falling Lane links to the High Street and Trout Road via a four-arm signal-controlled junction where formal pedestrian crossing points with dropped kerbs and tactile paving are provided for all arms. This crossing allows pedestrian access to the bus stops on both Falling Lane and on the western side of the high street. This allows pedestrians to cross the High Street and access the local services and facilities provided on the western side of the carriageway.

3.2.3 Yiewsley High Street benefits from wide, good quality footways with street lighting on both sides of the carriageway providing access to the bus stops and local facilities available. The High Street also provides a pedestrian link heading south towards West Drayton Station.

3.2.4 The local area benefits from an extensive network of cycle routes which provide convenient routes to local facilities and train and London Underground stations as well as Heathrow Airport to the south west. These are detailed in the TfL Local Cycling Guide 6. In the vicinity of the site there are a number of routes signed or marked for the use of cyclists. Yiewlsey High Street is identified as a route for use by cyclists on a mixture of quieter or busier routes. This route

provides a direct connection to the north with Uxbridge and links to West Drayton Station to the south of the site.

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

3.2.6 Another off-road cycle route has been designated alongside the Grand Union Canal and can be joined west of the site and provides a connection to Uxbridge to the north and Hayes to the southeast.

### 3.3 Opportunities to use Public Transport

#### National Rail

3.3.1 National Rail services can be accessed from West Drayton Station, operated by TfL Rail and Great Western Railway. West Drayton Station is located 700m south of the site which equates to an 8-minute walk or 3-minute cycle journey. Approximately 5 services to Reading and 4 services to London Paddington operate per hour.

3.3.2 West Drayton Station will benefit from the introduction of the Elizabeth Line. The Elizabeth Line is a significant piece of new railway infrastructure adding approximately 10% of new railway capacity and new/easier journey opportunities.

3.3.3 Stations along the route are also being upgraded with West Drayton station to benefit from the following upgraded features:

- A new entrance canopy across the existing building and extension;
- Platform extensions to accommodate new Elizabeth Line trains;
- A new lift to provide step-free access;
- New lighting in the station and on the platforms; and
- Improved customer information screens, station signage, help points and CCTV.

3.3.4 When the full route opens, up to six Elizabeth line services an hour will allow passengers from West Drayton to travel Reading or Heathrow in the west or through the central London tunnels to Essex and southeast London via Liverpool Street and Canary Wharf.

## Buses

3.3.5 The closest bus stops to the site are located on Yiewsley High Street adjacent to the site for southbound services and 120m north on the High Street for northbound services. These bus stops provide access to bus services 222, U1, U3 and U5. Additional bus stops on Falling Lane provide access services to the U1, U3 and U5 services only. All stops are provided with shelters, timetabling information and lighting.

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

**Table 3.1: Local Bus Services**

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon - Fri	Sat	Sun
222	Uxbridge – West Drayton - Hounslow	Service every 9-13 minutes	Service 9-13 minutes	Service every 10-13 minutes
U1	Ruislip – Uxbridge – West Drayton	4 services an hour	4 services an hour	2 services an hour
U3	Uxbridge – West Drayton – Heathrow Airport	Service every 9-12 minutes	Service every 12 minutes	Every 20 minutes
U5	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Stockley Park – Hayes & Harlington Station	Service every 11-12 minutes	Service every 12 minutes	Every 20 minutes

Source: TfL – Assessed September 2021

3.3.7 In summary, the bus stops located on Yiewsley High Street, adjacent to the site provide regular and frequent bus services to destinations such as Uxbridge, West Drayton, Ruislip and Hounslow. This provision will clearly provide future residents, employees and visitors of the site with excellent travel opportunities by bus.

## 3.4 Accessible Public Transport

3.4.1 In general, all London Bus routes are served by low-floor vehicles with at least one dedicated wheelchair space and an access ramp per bus, although bus stops themselves must be accessible for a ramp to be deployed. As per the review of bus services above, a number of routes are accessible within 500m of the site. Site visits have confirmed that the nearest stops, in each direction, are provided with suitable kerb heights to allow bus boarding ramps to deploy. In

addition, all London buses make use of the 'iBus' system providing audio and visual updates as to the bus route and stop information for deaf/blind users.

- 3.4.2 Dial-a-Ride is a free door-to-door transport service for people with a permanent or long-term disability or health problem who are unable, or virtually unable, to use public transport. Eligibility for membership of dial-a-ride is assessed on the level of Disability Living Allowance received by the user or if they are registered blind or partially sighted. The service is offered to members on a pre-booked basis and can be booked up to two weeks in advance. This will be available to any eligible residents and visitors of the site.
- 3.4.3 The Taxicard is a fully-funded scheme (via London Councils) and provides subsidised door-to-door transport for people who have serious mobility impairment and experience difficulty in using public transport. Up to £12.80 per trip can apply directly to each journey made in a licensed London taxi. The taxi must be pre-booked via a specific contractor who will then search for available vehicles with appropriate features for the Taxicard holder, including wheelchair accessible vehicles. This will be available to any eligible residents and visitors of the site.
- 3.4.4 A 60+ or Freedom Pass is available to people who live within the boroughs of London and are either over the age of 60 or meet the disability eligibility criteria. A Freedom Pass allows the holder to travel free on most public transport services in London, including London Buses, London Underground, London Overground, London Trams, the Docklands Light Railway and most National Rail services within London (after 09:30). This will be available to any eligible residents and visitors of the site.

## 3.5 Local Facilities

- 3.5.1 A key aim of regional and local policy is delivery of sustainable development. This, in part, is achieved by a site's accessibility to a good range of everyday services and facilities.
- 3.5.2 In general, Manual for Streets states that a range of facilities within 800m (or a 10-minute walk) of a residential area characterises a 'walkable neighbourhood', whilst, the National Travel Survey has repeatedly found walking to be the most frequent mode of travel for short trips of 1.6km and 3.2km was identified as a distance where walking is a realistic alternative to car use. A summary of local facilities and services within these distances is provided in the TS (Table 3.2) This demonstrates that a very good range of facilities and services will be accessible to future occupiers of the site, on foot or by bicycle.

## SECTION 4     **Aims, Objectives and Benefits**

### 4.1     **Aim**

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

### 4.2     **Objectives**

4.2.1     In addition, the following objectives are identified:

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

### 4.3     **Benefits**

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

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

## SECTION 5 Measures

### 5.1 Introduction

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

### 5.2 Infrastructure

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

#### Pedestrian Access

5.2.2 The main pedestrian access to the development will be provided from Yiewsley High Street, at the northwest of the site. A further pedestrian access will be provided on Falling Lane to the west of the vehicular access. The site is within 700m of West Drayton Station and bus stops which are served by four different bus services.

#### Cycle Infrastructure

5.2.3 Cycle parking for the development will be provided in the form of Sheffield Stands located in two locked and dedicated bicycle stores at the ground floor capable of accommodating 50 and 40 (i.e. a total of 90) bicycles. One of these stores will be accessed from the car park and the other from adjacent to the main entrance on the High Street. A further 3 short stay cycle parking spaces for the are also provided on the High Street.

#### Car Parking

5.2.4 The development will provide 23 car parking spaces of which 4 spaces are allocated for the mobility impaired, all at ground level.

5.2.5 In addition, 15 car parking spaces will be provided for the Rabbsfarm School drop-off / pick-up activities (Park & Stride spaces). These will be provided near the vehicular access to Falling Lane to prevent vehicles from parking further into the development and near to pedestrian routes to the school.

### Site Design

- 5.2.6 Provision of connection to 'high-speed' broadband in each apartment to enable access to online travel planning tools or foster the ability to adequately 'work from home', i.e. be able to participate in teleconferencing, etc.

## 5.3 **Soft Measures**

- 5.3.1 A range of measures will be used to encourage uptake of active travel and use of public transport by residents or to reduce the need to travel wholly. The 'soft measures' are set out below.

### Walking Measures

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

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

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

### Cycling Measures

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

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

- Regular monitoring of cycle parking use and, if necessary, installing additional cycle parking where practicable;



- Procure up to date cycle maps from TfL covering the local area and provide links to cycle mapping on resident web portals / intranet, Facebook pages, or via door to door leaflet drop;
- Promote awareness of the London Cycling Campaign; and
- Promote the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week.

### **Public Transport**

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

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

### **Car Clubs**

5.3.7 Car clubs provide the opportunity for residents to have access to a car without owning a private vehicle. As this transport option has become established in London, surveys have consistently demonstrated the positive benefits of car clubs – including the fact that car club members drive significantly fewer miles than other London drivers and have lower car ownership than Londoners in general.

5.3.8 Car Club services operated by HiyaCar are located throughout Yiewsley and more widely across Hillingdon. The nearest car club is located in West Drayton to the south of the site.

## **5.4 Publicity and Promotion**

5.4.1 The soft measures identified above will be publicised and promoted to residents through an Information Pack that will be provided to the ongoing occupants of each unit.

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

- 5.4.3 In addition to this, the marketing team will be made aware of the public transport provision of the local area to encourage prospective residents to make use of sustainable transport modes.

## SECTION 6 Action Plan

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

**Table 6.1: Action Plan of Measures**

Measures	Summary of Measures	Responsibility	Timescale
Travel Plan Co-Ordinator	Nominate Travel Plan Co-Ordinator	Applicant	Three months prior to first occupation
Cycle Facilities	Provision of secure and covered cycle parking on site	Applicant	Prior to first occupation
Travel Plan Promotion	Information pack about the Travel Plan and local and national transport events and options available	Applicant / TPC	Prior to first occupation
Promoting Public Transport	Information on public transport routes and timetables to be made available within the Travel Plan Information Pack and Information Board	Applicant / TPC	Prior to first occupation
Promoting Cycling	Promotion of cycle training courses for residents with dates and contact details to book sessions	Applicant / TPC	Within six months of first occupation or at 75 per cent occupancy
	Set up Bicycle User Groups for residents	Applicant / TPC	Within six months of first occupation or at 75 per cent occupancy
Promotion of National and Local Events	Information to be made available about upcoming national and local events such as 'Bike Week' and 'Walk to Work' week	Applicant / TPC	Introduced within three months of occupation and updated regularly (at least every three months)
Travel Plan Monitoring and Review	Monitor modal split and review the Travel Plan measures in line with the Travel Plan and modal split	Applicant / TPC	The baseline travel survey will be undertaken either within six months of first occupation or at 75 per cent occupancy. Follow up surveys in Years 3 and 5.

## SECTION 7 Summary

- 7.1.1 The London Borough of Hillingdon (the applicant) has appointed i-Transport LLP to provide transport and highway advice with regards to a planning for a mixed-use scheme at Falling Lane, Yiewsley. The development proposal is for 50 flatted residential units.
- 7.1.2 In terms of transport accessibility, the site is within walking distance of bus stops and West Drayton station, providing a number of services to local destinations and further afield. The public transport accessibility level (PTAL) of the local area is 3, indicating good public transport within the vicinity of the site. This good accessibility to public transport, is to be complemented by a mixture of local cycle routes.
- 7.1.3 Accordingly, the TPS sets out a number of objectives which include encouraging the use of more sustainable modes of travel, ensuring residents are aware of the TPS and its intention to minimise trips by private car.

