



Otterfield Road, Yiewsley

Travel Plan Statement

Client: London Borough of Hillingdon

i-Transport Ref: SJ/RW/HC/ITB14706-003

Date: 14 July 2023

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SECTION 1 Introduction

1.1 Background

- 1.1.1 The London Borough of Hillingdon (the applicant) has appointed i-Transport LLP to provide transport and highway advice with regards to a planning application for a residential-led mixed-use scheme for the redevelopment of the former swimming pool site at Otterfield Road, Yiewsley, in the London Borough of Hillingdon (LBH).
- 1.1.2 This Travel Plan Statement (TPS) has been prepared by i-Transport LLP as part of a planning application for redevelopment of the site. It should be read in conjunction with the Transport Assessment (TA) also accompanying the application.
- 1.1.3 The site is located on the former site of the Yiewsley Swimming Pool. The site is bounded by the access road to the car park to the south, the Yiewsley recreation ground to the west and residential properties to the east.
- 1.1.4 The proposed development will provide 45 new apartments, a public library and new community space. Parking provision will total 25 spaces on site, with Fairfield Road Car Park immediately adjacent for visitors to the library. Vehicular and pedestrian access to the site will be taken from the access road to the car park via a vehicular crossover.
- 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. 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:
- Mr Ronan Wilson
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85 Gresham Street
London EC2V 7NQ
- 1.1.7 This document is Version 3 of the Travel Plan Statement and is dated July 2023.
- 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.

SECTION 2 Policy Context

2.1 Definition

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

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

2.2 Policy Context

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

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

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

2.2.3 The London Plan and Mayor's Transport Strategy (March 2018) (MTS) also require use of travel plans to help deliver sustainable development in London. The adopted London Plan supports the 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 CO₂ 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	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:

"The construction of 45 apartments, a public library and new community space with associated access, servicing, 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 and library staff and visitors.

2.6 Timescales

2.6.1 The planning application is due to be submitted in July 2023. Should planning consent be granted, the anticipated Year of Opening is 2024.

SECTION 3 Site Assessment

3.1 Site Accessibility

- 3.1.1** The site is 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** Footways are provided on the southern side of the site access road that joins Otterfield Road with a priority junction arrangement. Footways are provided on both sides of Otterfield Road along with street lighting on both sides of the carriageway. Footways are provided on both sides of the carriageway on Fairfield Road. At the Fairfield Road/ High Street junction there is a pedestrian crossing point with a central refuge, dropped kerbs and tactile paving is provided approximately 50m west of the southern site access onto Fairfield Road. Fairfield Road is street lit.
- 3.2.2** A footway running adjacent to the western site boundary provides for walking in a northbound direction to Falling Lane and southbound to Fairfield Road and Parkview, which both provide access to the High Street. The western boundary footway is accessible via a gated access on the western side of the Fairfield Road Car Park, and provides a shorter walking route to key high street destinations than walking via Otterfield Road. Parts of the footway are street lit.
- 3.2.3** A signal-controlled pedestrian crossing is provided on the High Street, providing pedestrian access to the shops and facilities provided on the western side of the High Street. Yiewsley High Street benefits from wide, good quality footways with street lighting on both sides of the carriageway.
- 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 which 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. Yiewsley 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 for use 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 south-east.

3.3 Opportunities to use Public Transport

Bus

3.3.1 The closest bus stops to the site are located on Yiewsley High Street 270m south of the site for northbound services and 300m south for southbound services. These bus stops provide access to bus services 222, U1, U3 and U5. Both stops are provided with shelters.

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

Table 3.1: Local Bus Services

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon - Fri	Sat	Sun
222	Uxbridge – West Drayton – Hounslow	Service every 10 minutes	Service 10 minutes	Service every 12 minutes
U1	Ruislip – Uxbridge – West Drayton	Service every 15 minutes	Service every 20 minutes	Service every 30 minutes
U3	Uxbridge – West Drayton – Heathrow Airport	Service every 12 minutes	Service every 12 - 15 minutes then every 20 minutes in the evening	Every 20 minutes
U5	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Stockley Park – Hayes & Harlington Station	Service every 12 minutes then every 20 minutes in the evening	Service every 12 minutes then every 20 minutes in the evening	Every 20 minutes

Source: TfL – Accessed June 2023

3.3.3 In summary, the bus stops located on Yiewsley High Street provide regular and frequent bus services to destinations such as Uxbridge, West Drayton, Ruislip and Hounslow within a four-

minute walk of the site (300m). This provision will clearly provide future residents, employees and visitors of the site with excellent travel opportunities by bus.

Rail

- 3.3.4 West Drayton Station is located 680m south of the site which equates to an 8-minute walk or 3-minute cycle journey, providing access to the Elizabeth Line to key destinations such as Reading Abbey Wood, Maidenhead and London Paddington and Heathrow. Table 3.2 summarises the frequency of services at peak and off peak times to key destinations accessible directly from the site.

Table 3.2: Local Rail Services

Route	Typical Journey Time	Typical Frequency	
		Peak	Off- Peak
London Paddington	22 minutes	4 per hour	4 per hour
Reading	29 minutes	4 per hour	2 per hour
Abbey Wood	51 minutes	4 per hour	4 per hour
Canary Wharf	39 minutes	4 per hour	4 per hour
Liverpool Street	33 minutes	4 per hour	4 per hour
M Maidenhead	17 minutes	6 per hour	4 per hour
Heathrow Airport	25 minutes	4 per hour	4 per hour

Source: Trainline

- 3.3.5 As part of the Elizabeth Line, West Drayton station has benefited from significant improvements including a new glass and steel extension of the station building; a covered walkway between the existing building and a new footbridge; and three new lifts to provide step-free access to every platform. New lighting, customer information screens, station signage, help points and CCTV has been enhanced. The introduction of cross-London Elizabeth Line trains provides for direct connections to areas such as Liverpool Street (in 33 minutes) and Canary Wharf (in 39 minutes).

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, employees 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, employees 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, employees 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 and is 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 Transport Statement (Table 3.2). This demonstrates that a very good range of facilities and services will be accessible to future occupiers of the site and visitors to the library, on foot or by bicycle.

SECTION 4 **Aims, Objectives and Benefits**

4.1 **Aim**

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

4.3 **Objectives**

4.3.1 In addition, the following objectives are identified:

- Implement a range of measures to encourage and support use of sustainable modes of travel (e.g. walking, cycling, public transport);
- Inform residents, staff and visitors of local public transport facilities available;
- Promote sustainability of the site using a range of promotional measures, including a Travel Plan Pack to be handed out to residents and staff at the beginning of their occupation and employment respectively 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 SAM compliant surveys.

4.4 **Benefits**

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

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

SECTION 5 Measures

5.1 Introduction

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

5.2 Infrastructure

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

Pedestrian Access

- 5.2.2 Pedestrian access is to be taken directly from Otterfield Road via the car park access road. Footways will be provided on either side of the site access road and will connect to the existing footways on Fairfield Road. The site is within 680m 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. These will be located in three dedicated bicycle stores capable of accommodating 88 bicycles for the residential units, and these will be accessed from separate external doors, next to the main entrances to the buildings. A further 10 short stay outdoor cycle spaces will be provided for the public library.

Car Parking

- 5.2.4 The development will provide a total of 25 spaces on site, with 23 allocated to the residential development (including 5 disabled bays) and 2 allocated to the library, both of which will be disabled bays.

Site Design

- 5.2.5 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, staff and visitors 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, via door to door leaflet drops and within the library area;
- Promote awareness of the London Cycling Campaign both to residents and library staff and visitors; and
- Promote the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week – both to residents and library staff and visitors.

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, door to door leaflet drops and to those working and visiting the library; and
- Maintaining regular contact with TfL to ensure that the site management team, local residents and library users and staff are kept up to date on service improvements, including forthcoming changes as part of the general aspirations for the wider area.

5.4 Publicity and Promotion

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

5.4.2 A Travel Information Pack for new residents and library users 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 and staff at the library will be made aware of the public transport provision of the local area to encourage prospective residents and visitors to make use of sustainable transport modes.

SECTION 6 Action Plan

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

Table 6.1: Action Plan of Measures

Measures	Summary of Measures	Responsibility	Timescale
Travel Plan Co-Ordinator	Nominate Travel Plan Co-Ordinator	Applicant	Three months prior to first 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 application for a residential-led mixed-use scheme for the redevelopment of the former swimming pool site at Otterfield Road, Yiewsley, in the London Borough of Hillingdon (LBH).
- 7.1.2 The proposed development will provide 45 new apartments, a public library and new community space. Parking provision will be made on site with 25 parking bays, and vehicular and pedestrian access to the site will be taken from the access road to the car park via a vehicular crossover.
- 7.1.3 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.
- 7.1.4 Accordingly, the TPS sets out a number of objectives which include encouraging the use of more sustainable modes of travel, ensuring residents and library users and visitors are aware of the TPS and its intention to minimise trips by private car.

