



Proposed Development  
Squirrels Estate

Framework Residential Travel Plan  
For  
Mackenzie Homes Ltd

## Document Control Sheet

Proposed Development

Squirrels Estate

Mackenzie Homes Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
13/09/2022	Draft	JE	DL
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## 1.0 Introduction

- 1.1 Motion has been appointed by the Mackenzie Homes Ltd ('the Applicant') to prepare this Framework Residential Travel Plan in relation to development proposals at the Squirrels Estate ('the Site') within the London Borough of Hillingdon (LBH).
- 1.2 The Site is located on the eastern side of Viveash Close and is currently occupied by a number of industrial units providing approximately 1,300 square metres of B8 storage and distribution use.
- 1.3 The current planning application seeks:

*"Erection of part 11 storey, part 10 storey mixed use building comprising 116 residential dwellings and ground level commercial premises along with public realm delivery of Green Super Highway with associated landscaping, access, and parking, following demolition of existing buildings."*

### Report Structure

- 1.4 A Travel Plan is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government.
- 1.5 This Framework Residential Travel Plan provides information specifically for the proposed residential scheme. Based on the scale of commercial space it is concluded that a Travel Plan should not be required for the commercial space.
- 1.6 The remainder of this report is structured as follows:
  - „ Section 2 – Baseline Conditions;
  - „ Section 3 – Objectives;
  - „ Section 4 – Management Strategy;
  - „ Section 5 – Targets;
  - „ Section 6 – Travel Plan Measures;
  - „ Section 7 – Monitoring and Review; and
  - „ Section 8 – Action Plan.

## 2.0 Baseline Conditions

2.1 The application site is situated approximately 700 metres from the centre of Hayes within the London Borough of Hillingdon. The site is located on the eastern side of Viveash Close, which connects to Nestles Avenue at its southern end. The location of the site is shown below in Figure 2.1.

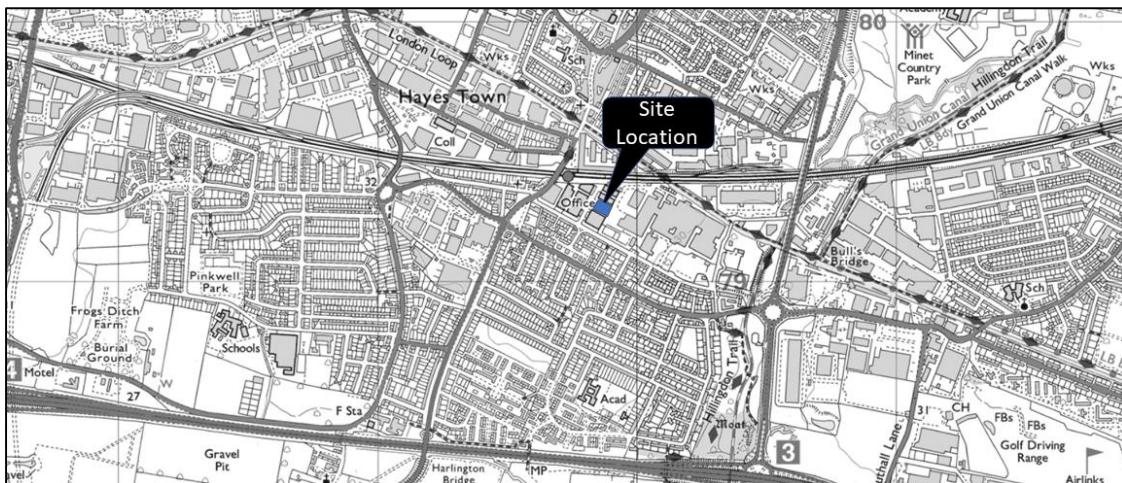


Figure 2.1 Site Location Plan

2.2 The application site is located within a small cluster of industrial buildings bound to the west by Viveash Close, to the north by Hayes & Harlington Train station, to the east by land currently under development and to the south by Nestles Avenue. The site currently comprises of light industrial use buildings.

### Highway Network

2.3 Vehicular access to the site is currently achieved from Viveash Close, which is a two-way single carriageway road subject to a 30mph speed limit and also provides access to several industrial buildings and Hayes & Harlington station car park. Viveash Close connects with Nestles Avenue which leads to Station Road to the west and to the east provides connections to further residential areas. Nestles Avenue has an urban character with footways and lighting on both sides of the carriageway and with direct frontage access residential development on the southern side of the carriageway. Station Road leads south to North Hyde Road (A347) which provides connections to the wider highway network including the M4 and A312.

### Sustainable Transport Accessibility

#### Walking and Cycling

2.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
- The bicycle is a potential mode of transport for all journeys under five miles (approximately 8 kilometres) (Planning for Cycling, 2015); and,
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations (Planning for Walking, 2015).

### *Accessibility by Foot*

2.5 Footways are provided on both sides of Viveash Close with street lighting existing along the entirety of the street. Tactile paving is in place at the entrance to Viveash Close providing a safe crossing point for pedestrians.

2.6 To the south Viveash Close links to Nestles Avenue which provides a safe pedestrian route into the town centre of Hayes, including Hayes & Harlington Railway station and bus stops. To the west Nestles Avenue provides access to further residential areas and an alternative walking route to North Hyde Road.

2.7 There is an additional pedestrian route through to Hayes & Harlington railway station via the car park located at the northern end of Viveash Close, immediately adjacent to the application site, which provides a shorter route to Station Road and Hayes town centre.

### *Accessibility by Cycle*

2.8 The surrounding road network contains a large number of routes along quieter routes recommended by cyclists and routes on canal towpaths. It is also in close proximity to a number of London Cycle networks.

2.9 The site benefits from close proximity to the Q16 cycle network which is approximately 1.42km away and can be accessed by quieter routes recommended by cyclists. The Q16 network routes to canal tow paths suitable for cyclists near Northolt and continues into London.

### *Access to Local Amenities*

2.10 The site is located approximately 700 metres from the town centre of Hayes which equates to approximately an 8-minute walk from the site (a shorter route is available via the station car park and across the rail bridge). Hayes town centre provides a range of shops and services including food stores, healthcare facilities and leisure facilities. Table 2.2 outlines the walk and cycle distance to a range of local amenities.

Amenity	Distance (metres)	Walk Time (mins)	Cycle Time (mins)
Nestles Avenue Children Centre	300	4	1
Kasamani Pharmacy	550	7	2
Tesco Express	600	8	3
Asda Hayes Superstore	600	8	3
Tesco Express	600	8	3
Tesco Esso Express	600	8	3
Energie Fitness- Gym	600	8	3
Barclays Hayes	700	8	3
Hayes Post Office	900	11	4
Co-Op	900	11	4
Botwell House Primary School	1,100	14	5
Global Academy	1,200	15	5
Tesco Extra	1,200	15	5
Medics Pharmacy	1,200	15	5
Harlington School	1,600	20	7

Table 2.2 Local Amenities

### *Accessibility By Bus*

2.11 The nearest bus stops to the site are located on Station Road around 400 metres from the site which equates to a 5-minute walk. There are a number of bus routes that operate from the station serving various destinations and these are summarised at Table 2.3 below. The TfL bus schematic map for the area is attached at [Appendix B](#).

Bus Number	Route Served	Weekdays	Weekends
90	Northolt- Hayes- Harlington- Feltham	10-13 minutes	12-18 minutes
140	Harrow- Northolt- Hayes	8-12 minutes	14-20 minutes
195	Hillingdon- Hayes- Bethnal Green- Hanwell- Brentford	8-12 minutes	14-18 minutes
278	Ruislip- Ickenham- Hillingdon- Hayes- Harlington	16-20 minutes	24-30 minutes
350	Hayes- West Drayton- Harmondsworth- Heathrow	20-30 minutes	20-30 minutes
E6	Harlington- Greenford- Hayes- Southall	10-14 minutes	14-18 minutes
H98	Goulds Green- Hayes- Southall- Cranford- Hounslow	9-13 minutes	13-18 minutes
N140	Harrow- Northolt- Hayes- Harlington- Heathrow	Every 30 minutes	Every 30 minutes
U4	Uxbridge- Goulds Green- Hayes- West Drayton	9-13 minutes	13-18 minutes
U5	Uxbridge- Cowley- Drayton- Hayes	10-14 minutes	12-16 minutes
X140	Harrow- Northolt- Hayes- Harlington- Heathrow	8-12 minutes	10-15 minutes

Table 2.3 Local Bus Services

### *Accessibility by Rail*

2.12 Hayes & Harlington railway station is located a 4-minute walk from the site and offers services to London Paddington, Reading and Heathrow Terminals 2 & 3. A summary of the destinations served is shown below at Table 2.4.

Service	Destinations Served	Approximate Frequency		
		AM Peak	PM Peak	Sat/Sun
London Paddington	Southall-Hanwell-West Ealing-Ealing Broadway-Acton Main Line- London Paddington	Every 15 minutes	Every 15	Every 15-20 minutes
Reading	Hayes & Harlington- West Drayton- Iver-Langley- Slough- Burnham- Taplow- Maidenhead-Twyford-Reading	Every 30 minutes	Every 30 minutes	Every 30 minutes
Heathrow Terminals 1, 2 and 3	Hayes & Harlington- Heathrow Airport 1, 2 & 3	Every 30 minutes	Every 30 minutes	Every 30 mins

Table 2.4 Rail Services in Close Proximity to the site

*Public Transport Accessibility Level (PTAL)*

2.13 The Public Transport Accessibility Level (PTAL) is a development planning tool used within London which provides a guide to the relative accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest. The application site has a PTAL score of 4 which indicates that the site benefits from good accessibility to public transport.

2.14 A copy of the PTAL report is attached at [Appendix C](#).

*Car Club*

2.15 Car Clubs can help to reduce car ownership by offering the convenience of a car, without the costs of repairs, servicing, insurance and parking.

2.16 The nearest car club car to the site is located on Nestles Avenue, adjacent to its junction with Cranton Avenue, approximately 230 metres south-east of the application site and is operated by Enterprise Car Club. Further car club cars, operated by Enterprise Car Club, are located at the Old Vinyl Factory on Pressing Road approximately 1km west of the. A new car club facility is anticipated on Viveash Close in the future.

*Summary*

2.17 The above review demonstrates that the site is readily accessible by a variety of transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the site accords with NPPF as set out in Section 2 and as such provides future residents with a genuine choice about how they wish to travel.

### 3.0 Objectives

3.1 The principal objectives of this Framework Residential Travel Plan (FTP) have been developed with references to relevant policy and guidance. These are set out below:

- „ To increase awareness of the use of sustainable modes of travel and to encourage their use;
- „ To increase awareness of the environmental impacts of travel by the private car;
- „ To promote walking and cycling as a health benefit to residents;
- „ To reduce the perceived safety risk associated with the alternatives of walking and cycling; and,
- „ To reduce car dependency.

3.2 To achieve the objectives of this FTP and overall management strategy has been developed for the introduction of a Travel Plan including potential measures to encourage sustainable travel choices and a process of monitoring and review to enable assessment of the success of the Travel Plan. This is detailed in the next sections of this report.

## 4.0 Management Strategy

- 4.1 A Travel Plan Coordinator will be appointed prior to occupation of the proposed development to implement and administer the Travel Plan. The Travel Plan Coordinator will take overall responsibility for the day-to-day operation of the Travel Plan and the implementation of associated measures.
- 4.2 The primary responsibilities of the Travel Plan Coordinator will therefore include:
  - Establishing and maintaining a filing system for recording all correspondence relating to the Travel Plan;
  - Coordinating the travel survey questionnaire;
  - The implementation of measures as set out within the Travel Plan;
  - Report to and consulting with the LBH and other relevant stakeholders regarding the implementation and progression of the Travel Plan;
  - Managing the development of the Travel Plan measures;
  - Promoting the objectives and benefits of the Travel Plan; and,
  - Acting as a point of contact for queries relating to the Travel Plan.
- 4.3 The contact details of the Travel Plan Coordinator will be included within the Travel Plan, once appointed.

### Consultation

- 4.4 The success of the Travel Plan will rely on the support of residents. The Travel Plan Coordinator will be responsible for liaising with residents as well as external parties including offices of the LBH, Transport for London and public transport operators.

### Promotion

- 4.5 All residents will be made aware of the existence of the Travel Plan prior to occupation. The details of the Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Plan, will be provided to all residents upon collection of keys.

## 5.0 Targets

- 5.1 Targets will be used to assess the effectiveness of the initiatives implemented and to focus attention on meeting the objectives identified in Section 3 of this document. The ultimate aim of the Travel Plan is to reduce car journeys to and from the site and to maximise accessibility to key facilities and alternative modes of transport. The targets will be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART).
- 5.2 In order to develop the Full Travel Plan and identify Travel Plan targets a resident travel survey will be undertaken once the residential building is 75% occupied. The results of the survey will identify modal split for travel to work and will form the Travel Plan baseline data.
- 5.3 The content of the questionnaire will be discussed with the LBH Travel Plan Officer prior to the survey being undertaken. The undertaking of the baseline survey represents the start of the Travel Plan for monitoring purposes and is described as Year 0.
- 5.4 The results of the travel survey will be added to this Travel Plan in order to produce a Final Travel Plan and to provide a baseline for the Travel Plan. Within 3 months of carrying out the travel survey the updated Plan will be prepared and this will include targets for the Travel Plan covering Years 1, 3 and 5 of the Plan.
- 5.5 The updated Travel Plan will be submitted to the local authorities Travel Plan officer for approval and will subsequently form the basis for further development of the Plan and future monitoring of the progress towards meeting targets.

## 6.0 Travel Plan Measures

6.1 This section of the Travel Plan outlines the 'hard' infrastructural and 'soft' behavioural measures to be implemented at the site in order to encourage travel by more sustainable transport modes. As far as possible, the obligations below are designed to be suitable for review and monitoring.

### 'Hard' Measures

6.2 In accordance with national and local planning policy guidance the Applicant is committed to encouraging the use of more sustainable modes of transport. A number of 'hard' measures have been proposed to encourage sustainable travel:

- „ Residents will not be eligible to apply for parking permits within the local Controlled Parking Zone;
- „ Cycle parking will be provided in accordance with the London Plan 2021 guidance;
- „ The provision of notice boards located in communal corridors of the residential areas, to encourage sustainable transport modes including:
  - i) Details of website for car sharing and car club websites such as [www.liftshare.com](http://www.liftshare.com), so as to provide easy access to joining such schemes.
  - ii) Journey planning tools such as those available on [www.tfl.gov.uk](http://www.tfl.gov.uk) to enable users to plan journeys using sustainable means.
  - iii) Information on the health benefits of walking and cycling.

### 'Soft' Measures

6.3 Following completion of the development the emphasis for encouraging sustainable travel behaviour will be focused on the on the implementation of a number of 'soft' measures.

#### *Travel Information Pack*

6.4 One of the most important measures to be introduced as part of this Travel Plan is the 'Travel Information Pack' which will be issued to residents when a property is first occupied.

6.5 The pack will contain information about all modes of transport available for journeys to and from the site. It will include information related to journeys to key amenities within walking and cycling distance of the development. It will also contain details of the health, financial and environmental benefits of using sustainable modes of transport. Furthermore, the pack will present information about car clubs and sharing schemes so that residents are made aware of the benefits of joining them and also how to register with the schemes. Additional information included within the pack will consist of:

- „ Information will be provided about the location of cycle parking and the cycle routes in the vicinity of the site, as well as advice for maintaining bicycles.
- „ Information and advice concerning safe cycle routes from the site to key locations such as schools, train stations and shops.
- „ Promotion of organisations that offer 'Bikeability' which is cycle training scheme for both adults and children.
- „ There will also be details of websites for car sharing and car club websites such as [www.liftshare.com](http://www.liftshare.com), so as to provide easy access to joining such schemes. Information to promote the schemes will be included to encourage use of these modes of transport.
- „ Journey planning tools such as those available on [www.tfl.gov.uk](http://www.tfl.gov.uk) will be provided to enable users to plan journeys using sustainable means.

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- „ Promotion of national awareness events such as 'Walk to School Week', 'Walk to Work Week' and 'National Bike Week' to residents.

#### *Cycling*

- 6.6 Cycling is a cheap, quick and sustainable mode of transport that also provides benefits for personal health as well as reducing road congestion. The proposed development will provide cycle parking. Cycle parking will be in accordance with the London Plan 2021 standards and this will be provided in covered and secure cycles stores.
- 6.7 The Travel Plan Coordinator will consider the following additional potential measures to promote cycling:
  - „ Residents will be provided with information and advice concerning safe cycle routes from the site to key locations such as schools, train stations and shops;
  - „ Cycle training days; and,
  - „ Promotion of organisations that offer 'Bikeability' which is cycle training scheme for adults and children.

#### *Car Share*

- 6.8 As part of the Travel Information Pack, details of the car sharing website <https://london.liftshare.com/> will be promoted. The service is free to register and provides the opportunity for residents to search for potential car sharing partners in the locality.

#### *Car Clubs*

- 6.9 As stated in Section 2, there is a car club vehicle located in close proximity to the site on Nestles Avenue. The location of the car clubs along with the benefits of using them will be promoted the Travel Pack and noticeboards, which will be located in prominent positions on the site. A new car club facility is anticipated on Viveash Close in the future and would be delivered as part of the proposed Masterplan.

#### *Continued Promotion*

- 6.10 The Travel Plan Coordinator will continually promote all aspects of the Travel Plan with use of the following tools and initiatives:
  - „ A site notice board will be erected in a predominant area and will be regularly updated to keep residents informed of available travel services and facilities and any related events.
  - „ Site events (e.g. healthy living promotions and car share campaigns) will be organised to maintain awareness of the benefits of the Travel Plan to individuals, the local community and the environment.
  - „ Participation in local and national sustainable travel events will be encouraged e.g. Bike Week ([www.bikeweek.org.uk](http://www.bikeweek.org.uk)) and Mobility Week ([www.mobilityweek.eu](http://www.mobilityweek.eu)). The Travel Plan Coordinator will maintain contact with SCC so as to be aware of all relevant activities in the area.
  - „ The Travel Plan Coordinator will offer Personalised Travel Planning (PTP) to residents. This involves meetings with residents in order to understand their regular travel habits; their overall travel needs in terms of destinations, distances and purpose for travelling; their awareness of the options for accessing the places they wish to reach; and their propensity to make changes to their travel habits. Information will be provided about travel options for their personal journeys in order to help them to incorporate active and/or sustainable modes in their travel.

## 7.0 Monitoring and Review

### Introduction

- 7.1 A programme of monitoring and review has been designed to generate information by which the role of the Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Coordinator.
- 7.2 The major objective of the Travel Plan is to affect a reduction in the use of single occupancy vehicles to and from the site. Suitable indicators of the success of the Plan are therefore the number of car trips per household and modal split of residents.
- 7.3 Other less direct objectives of the Plan are to increase the awareness of residents about the environmental and health implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the existence of the Plan, measured by the volume and type of feedback from residents, both at the outset and as the strategy evolves. Residents' feedback will also be obtained on the usefulness of the Travel Pack.

### Monitoring

- 7.4 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence and will include:
  - „ Monitor demand for additional cycle parking;
  - „ Monitor awareness of the Travel Plan; and,
  - „ Record comments received from residents and the Site Travel Forum relating to the operation and implications of the Plan.

- 7.5 Information gathered through the monitoring process will be recorded for input in the annual review (outlined below). The information will be submitted to the Local Planning Authority and shared with residents.

### Review

- 7.6 An initial travel survey will be carried out following 75% occupation of the development. This will provide data including the modal split which will offer a base against which future data can be measured.
- 7.7 The Travel Plan Coordinator will undertake a review of the Travel Plan after the first year from anniversary of the travel survey and then on a biennial basis in years 3 and 5 of the Travel Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan. The review will involve the monitoring as set out above.
- 7.8 Further monitoring travel surveys will be carried out after 1, 3 and 5 years from the anniversary of the first travel survey. These surveys will take the form of resident questionnaires. Should the Travel Plan fail to meet its identified targets then a further 5 year monitoring period will be introduced.
- 7.9 The Travel Plan Coordinator will compile a Review Report outlining the results of the travel surveys. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be submitted to the LBH Travel Plan Officer. A summary of the results will also be made available to residents.

## 8.0 Action Plan

8.1 Table 8.1 below provides an Action Plan for the implementation of the Travel Plan at the site.

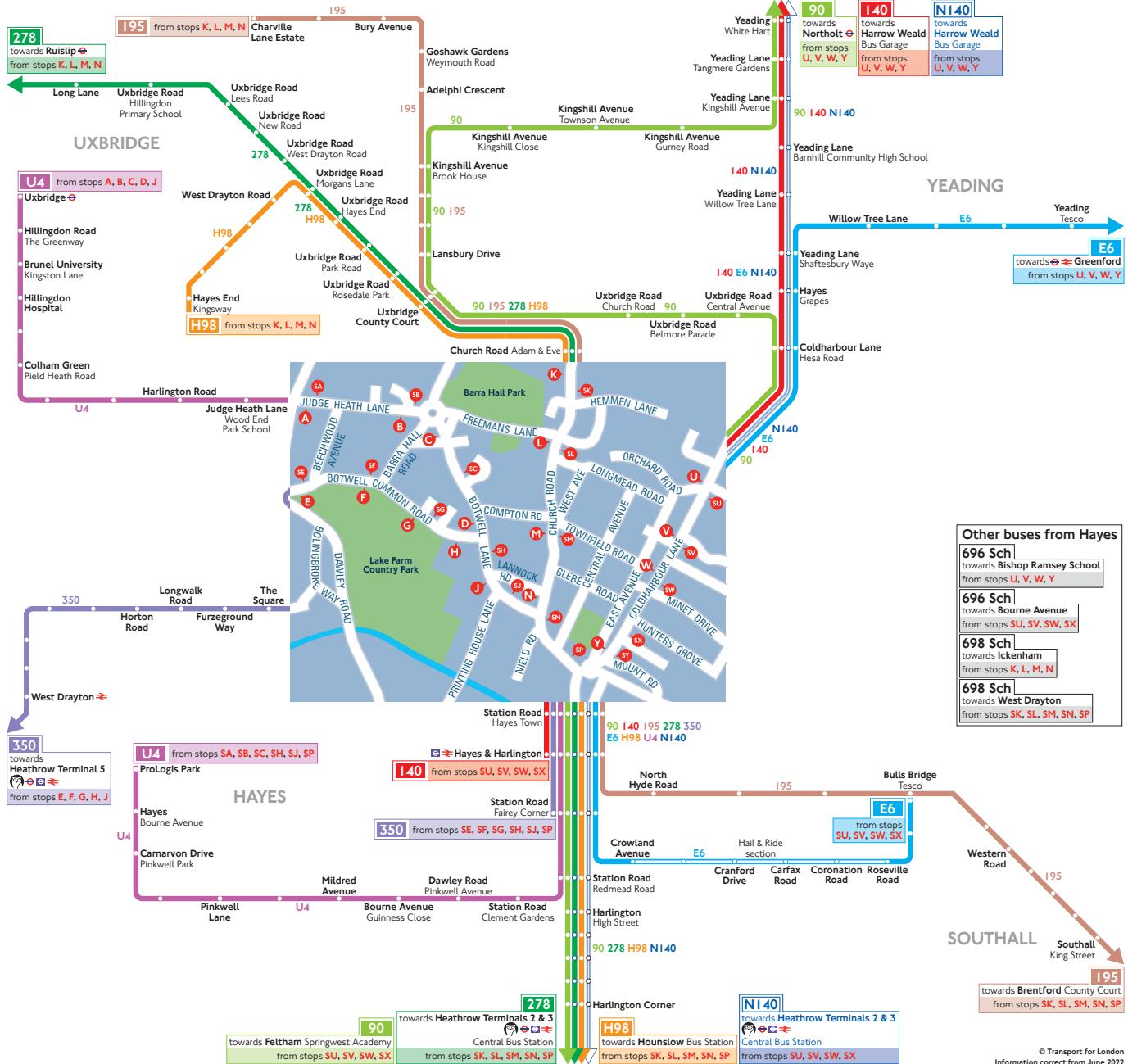
Action	Timescale	Responsibility
Install on-site cycle parking spaces	Prior to occupation	Developer
Appoint a Travel Plan Coordinator	Prior to occupation	Developer
Install noticeboards	Prior to occupation	Travel Plan Coordinator
Carry out travel survey	Following 70% occupation	Travel Plan Coordinator
Update Travel Plan	Within 1 month of receipt of travel survey	Travel Plan Coordinator
Promote the health benefits of walking and cycling	Ongoing from first occupation	Travel Plan Coordinator
Monitor the use of on-site cycle parking	Ongoing from first occupation	Travel Plan Coordinator
Review the Travel Plan	Annually	Travel Plan Coordinator
Repeat travel survey	Years 1, 3 and 5 of Travel Plan	Travel Plan Coordinator

Table 8.1 Travel Plan Action Plan

## Appendix A

TfL Local Bus Spider Route

# Buses from Hayes



## How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)



## Key

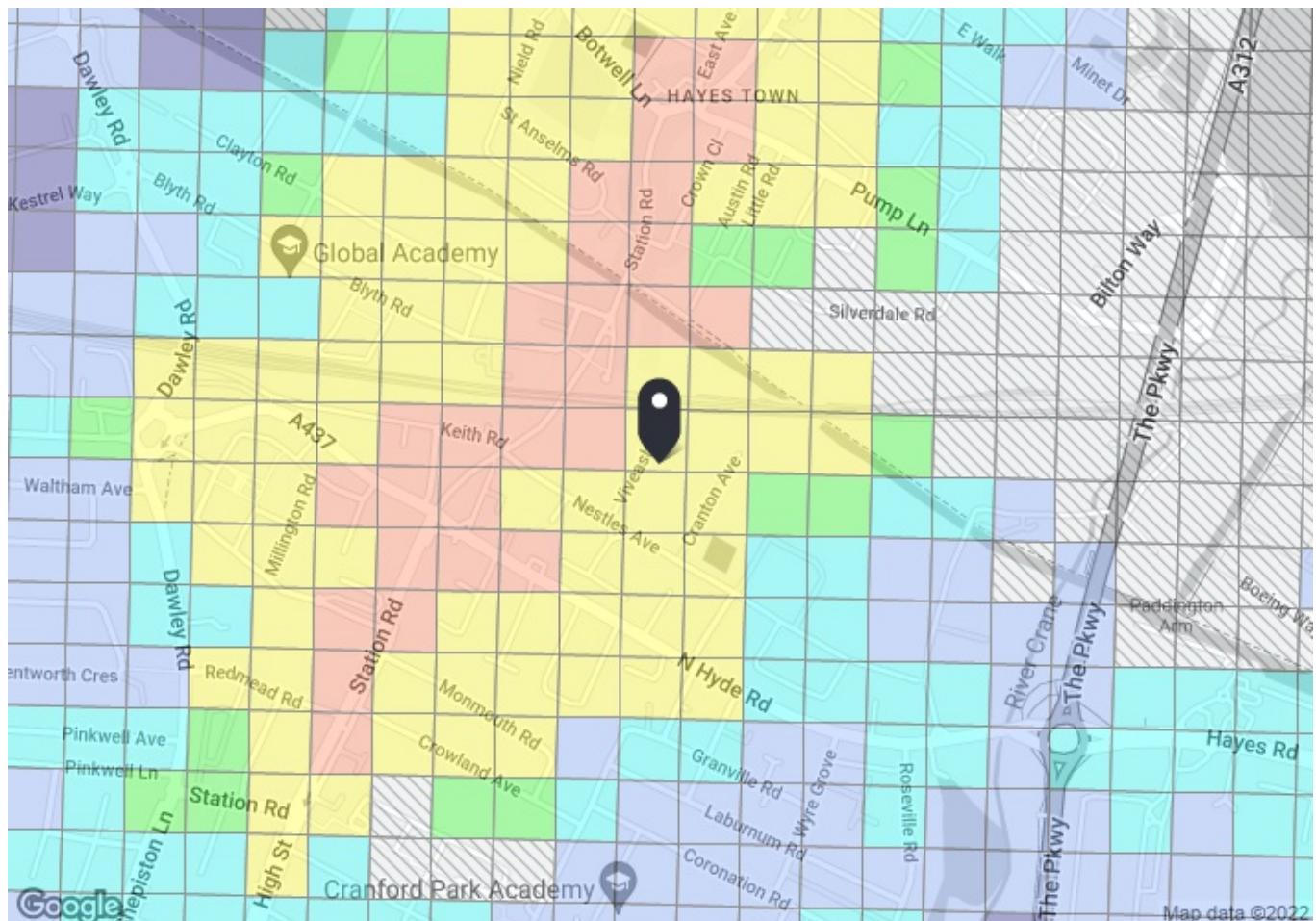
-  Connections with London Underground
-  Connections with London Overground
-  Connections with Elizabeth line
-  Connections with National Rail
-  Tube station with 24-hour service Friday and Saturday nights
- Sch School journeys

## Ways to pay

	Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
	Download the free TfL app to top up or buy a ticket anywhere, anywhere, or visit <a href="http://tfl.gov.uk/oyster">tfl.gov.uk/oyster</a> . Alternatively, find your nearest Oyster Ticket Stop at <a href="http://tfl.gov.uk/ticketstopfinder">tfl.gov.uk/ticketstopfinder</a> or visit your nearest TfL station
	<p>The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour.</p> <p>Always use the same card or device to touch in</p> <p>If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.</p>

## Appendix B

PTAL Report



PTAL output for Base Year	
4	
Squirrels Trading Estate	
Squirrels Trading Estate, Viveash Cl, Hayes UB3 4RZ, UK	
Easting: 509853, Northing: 179301	
Grid Cell: 74720	
Report generated: 13/06/2022	
Calculation Parameters	
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

#### Map key- PTAL

0 (Worst)	1a
1b	2
3	4
5	6a (Best)

#### Map layers

PTAL (cell size: 100m)

## Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES & HARLINGTON STN	E6	270.95	6	3.39	7	10.39	2.89	0.5	1.44
Bus	HAYES & HARLINGTON STN	U5	270.95	5	3.39	8	11.39	2.63	0.5	1.32
Bus	HAYES & HARLINGTON STN	90	270.95	6	3.39	7	10.39	2.89	0.5	1.44
Bus	HAYES & HARLINGTON STN	350	270.95	5	3.39	8	11.39	2.63	0.5	1.32
Bus	HAYES & HARLINGTON STN	H98	270.95	7.5	3.39	6	9.39	3.2	0.5	1.6
Bus	HAYES & HARLINGTON STN	195	270.95	5	3.39	8	11.39	2.63	0.5	1.32
Bus	HAYES & HARLINGTON STN	U4	270.95	7.5	3.39	6	9.39	3.2	0.5	1.6
Bus	HAYES & HARLINGTON STN	140	270.95	8.5	3.39	5.53	8.92	3.36	1	3.36
Rail	Hayes & Harlington	'PADTON-HTRWAPT 2T18'	256.19	2	3.2	15.75	18.95	1.58	1	1.58
Rail	Hayes & Harlington	'HTRWAPT-PADTON 2Y14'	256.19	2	3.2	15.75	18.95	1.58	0.5	0.79
Rail	Hayes & Harlington	'PADTON-OXFD 2N14'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'PADTON-OXFD 2N16'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'PADTON-OXFD 2N18'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'PADTON-OXFD 2N22'	256.19	0.67	3.2	45.53	48.73	0.62	0.5	0.31
Rail	Hayes & Harlington	'PADTON-OXFD 2N24'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P09'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'OXFD-PADTON 2P11'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P12'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P14'	256.19	1.33	3.2	23.31	26.51	1.13	0.5	0.57
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P17'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'OXFD-PADTON 2P18'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'BNBR-PADTON 2P20'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P25'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P32'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13'	256.19	1.67	3.2	18.71	21.92	1.37	0.5	0.68
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R19'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16
Rail	Hayes & Harlington	'PADTON-TWYFORD 2R21'	256.19	0.33	3.2	91.66	94.86	0.32	0.5	0.16

Total Grid Cell AI: 19.57