



**ttp consulting**  
transport planning specialists

## **Columbia Threadneedle Investments**

**Hyde Park, Hayes, UB3 4AZ**

### **Outline Travel Plan**

**June 2025**

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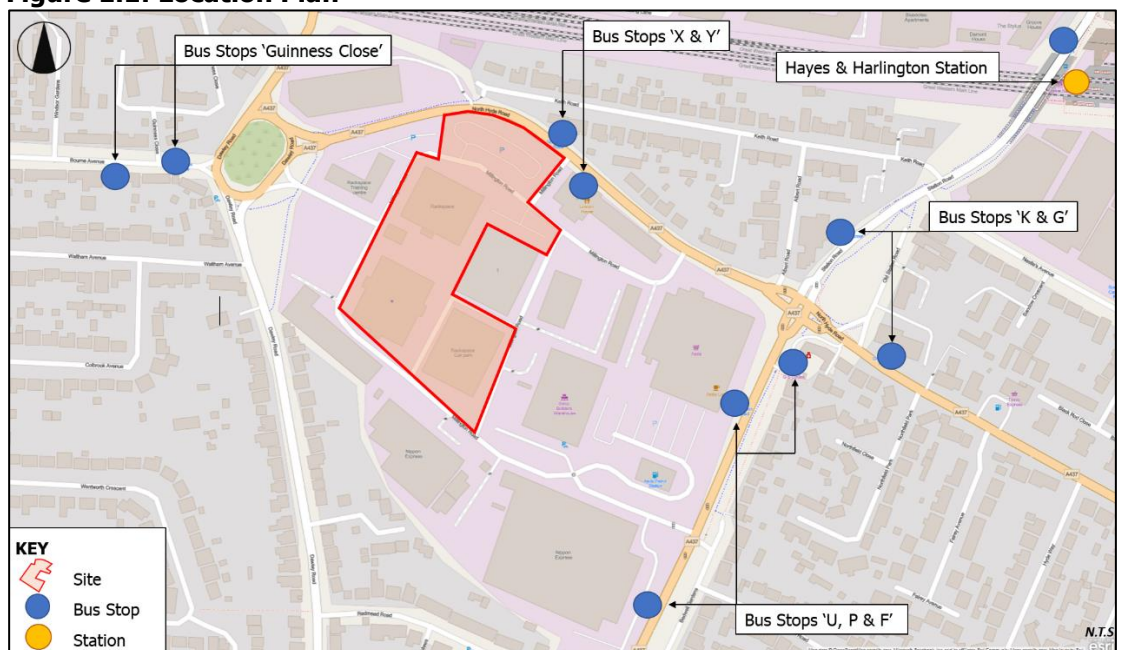
# 1 INTRODUCTION

- 1.1 This Outline Travel Plan, (hereby referred to as a 'Travel Plan') has been prepared by TTP Consulting to accompany an application for Outline Planning Permission for a residential-led development of the Hyde Park Hayes site which is located in the London Borough of Hillingdon (LBH). The application is submitted on behalf of Columbia Threadneedle Investments.

## The Site

- 1.2 The wider Hyde Park Hayes (HPH) Estate includes a total of six buildings along with a vacant plot and a surface level car park with parking for up to 1,028 cars. The application Site, hereafter called the Site, comprises Buildings HPH2, HPH5, the MSCP, along with the surface car park to the north of HPH2.
- 1.3 The Estate achieves a PTAL 4 rating with buses running along North Hyde Road to the north and Station road to the east with being Hayes & Harlington Station which is served by Elizabeth Line services and Great Western Rail services approximately 500m to the north-east.

**Figure 1.1: Location Plan**



- 1.4 The proposed development seeks to provide up to 675 residential dwellings across eight new buildings, ranging in height from 3 to 11 storeys, with a variety of homes ranging in size from 1-bedroom apartments to 3-bedroom family homes including 10% wheelchair adaptable units; the indicative masterplan shows 652 units. Residents will have access to internal and external private, semi-private and shared amenity spaces which will include ground floor gardens, a communal courtyard, and play space for residents.

- 1.5 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable the residents to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping residents from using sustainable modes, which in effect promote car-free lifestyles.
- 1.6 This Travel Plan has been prepared by reference to Travel Plan guidance issued by Transport for London (TfL). The purpose of this document is to outline the Travel Plan principles; the full details will be agreed and submitted as part of a future Reserved Matters Application (RMA).

## Scope

- 1.7 This Travel Plan sets out the sustainable travel options available to residents of the development and the measures and initiatives that will be used to incentivise travel by sustainable modes. The remainder of this Travel Plan is structured as follows:
- Section 2 - Relevant national, regional and local policy guidance;
  - Section 3 - Describes the accessibility and travel patterns of the development;
  - Section 4 - Sets out the objectives and targets of the Travel Plan;
  - Section 5 - Outlines the Travel Plan strategy;
  - Section 6 - Identifies the measures and initiatives that will be implemented;
  - Section 7 - Details the review and monitoring programme;
  - Section 8 - Provides the Action Plan; and
  - Section 9 - Sets out securement and funding.

## 2 POLICY

- 2.1 This chapter reviews key national, regional and local transport policies. It is acknowledged that the Travel Plan will need to encompass measures that are consistent with the key policies outlined below and identifies objectives accordingly.

### National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 The NPPF states that a key tool to facilitate the use of sustainable transport modes is a Travel Plan and paragraph 118 states that:

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

- 2.4 A Travel Plan is later defined as:

***"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."***

### London Plan

- 2.5 The London Plan is a Spatial Development Strategy which sets out the framework for the development of London over a period of 20-25 years and was published in March 2021. The document strives to promote a healthier and more active London with improving air quality and reducing car parking provision at the forefront of the plan.

- 2.6 Chapter 6 (Transport) states that:

***"Shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, can help reduce the need to travel and the length of journeys, and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling."***

- 2.7 With regards to Travel Plans the London Plan states that:

***"The use of travel plans can help reduce emissions by promoting alternatives to the car."***

2.8 Policy 6.3 states that:

***"Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance."***

## **TfL Guidance**

2.9 Transport for London (TfL) Travel Plan Guidance, dated November 2013, sets out comprehensive advice in preparing and implementing development related travel plans across London. This guidance has been referred to in the preparation of this Travel Plan.

## **Hillingdon Local Plan 2012 – 2026**

2.10 The Local Plan (adopted November 2012) is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen and where / how it will be achieved. This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications. Within the supporting text of Policy DMT 1: 'Managing Transport Impacts' it is stated that:

***"Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."***

## **Travel Plan Objectives**

2.11 The principle objectives of the Travel Plan have been drafted to reflect relevant policy and guidance. These are set out below:

- To reduce car dependency;
- To promote awareness of sustainable travel choices;
- To reduce traffic generated by the development from the predicted levels should there not be a Travel Plan in place;
- To promote walking and cycling as a health benefit to residents and visitors; and
- To promote greater participation in transport related projects throughout the site.

## **Means of Achieving Objectives**

- 2.12 The Travel Plan is a strategy for implementing change in transport patterns for occupants and users of the site. The main objective of the Plan is to support a reduction in car ownership through the promotion of active travel modes in preference to, or as part of, longer public transport journeys. This objective reflects, and is intended to achieve, current Government and local policy in respect of travel, with developments such as this contributing significantly towards the Mayor of London's target that 80% of all journeys will be undertaken by walking, cycling or public transport by 2041.
- 2.13 This Travel Plan provides necessary guidelines for the Travel Plan Coordinator. The success of the strategy however will depend upon the co-operation and enthusiasm of the residents as much as on the tasks defined herein.

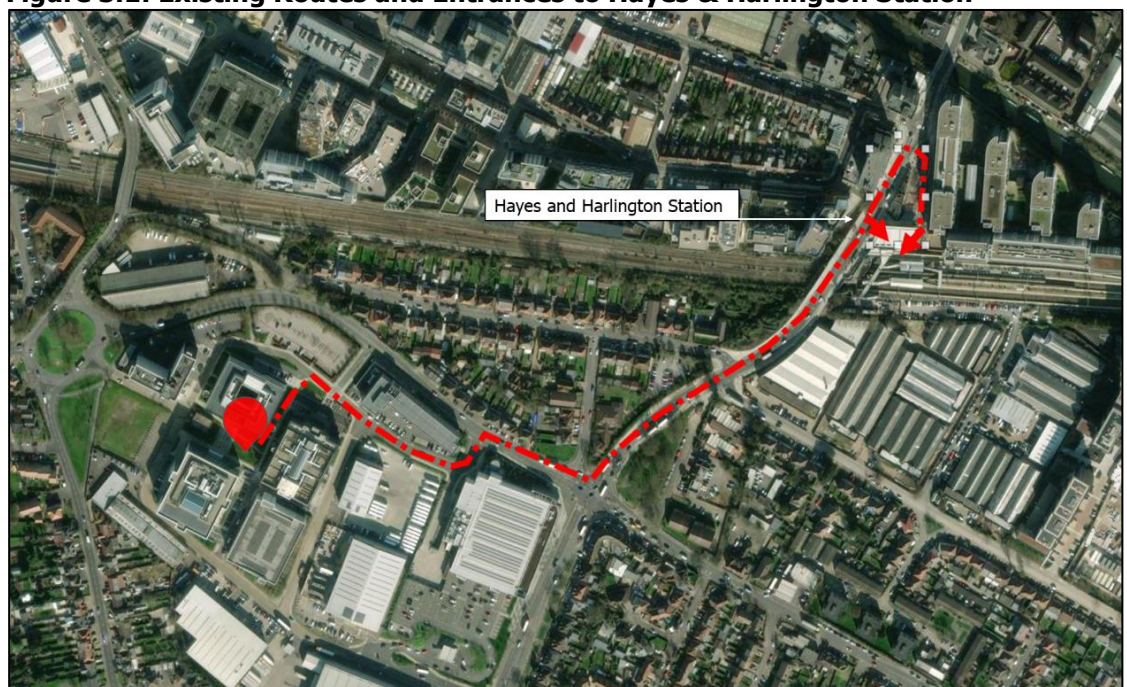


### 3 ACCESSIBILITY AND TRAVEL PATTERNS

#### Access on Foot

- 3.1 Pedestrian access to each block would be taken from Millington Road / via the new roads within the Site which are all private. Ground floor units will be provided access into their units via street-level access points.
- 3.2 In the vicinity of the site, there are signal-controlled crossing facilities at the northeastern extent of the Site at the North Hyde Road / Station Road junction; the 4-arm junction provides multiple crossing points all equipped with dropped kerbs, tactile paving, pedestrian islands and green-man push-button facilities.
- 3.3 Hayes and Harlington Station provides access to the Elizabeth Line and late night Great Western Rail services. There are two entrances to the Station, the first from Station Road arriving from the south and the other is arriving from the north from Station Approach; there is step free access to all platforms at the station. A new under croft tunnel also provides a connection between Blyth Road and Hayes & Harlington Station.
- 3.4 All crossings to and from the site feature dropped kerbs and tactile paving. The crossing before the station is a zebra crossing equipped with Belisha beacons and a pedestrian island.
- 3.5 **Figure 3.1** provides a map of the existing pedestrian route between the Site and Hayes and Harlington station.

**Figure 3.1: Existing Routes and Entrances to Hayes & Harlington Station**



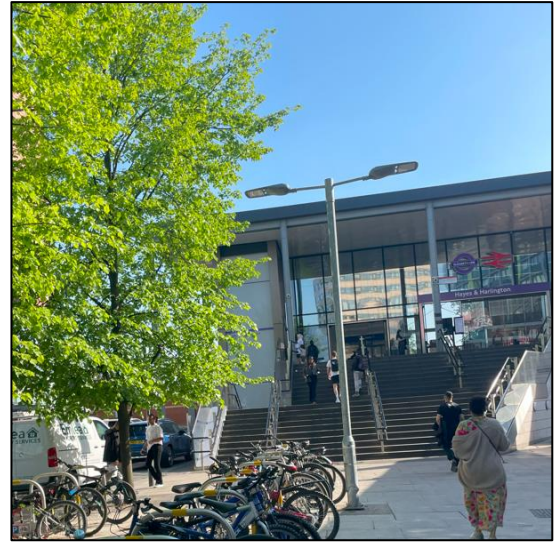


**Figure 3.2: Entrances to Hayes and Harlington Station**

Front Entrance from Station Road



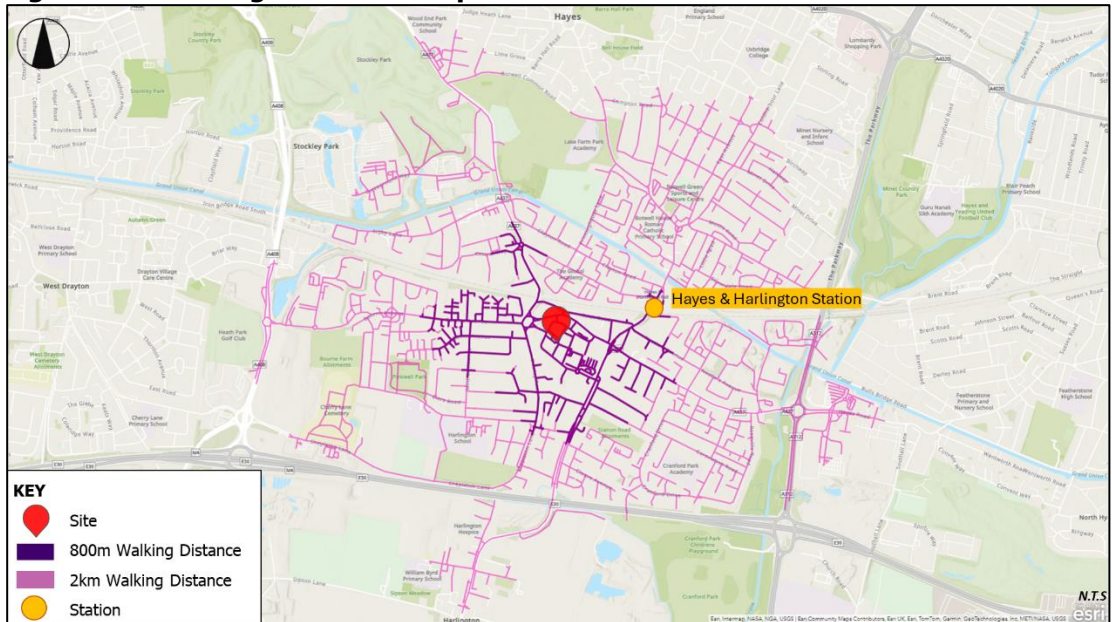
Rear Entrance from Station Approach



3.6

**Figure 3.3** provides details of the 800m (10-minute) and 2km (25-minute) catchment zones surrounding the site (based on walking 80m per minute). Within the catchment area, a number of retail and leisure destinations can be accessed on foot, as well as a number of bus stops and stations, residential areas and green space opportunities.

**Figure 3.3: Walking Isochrone Map**



3.7 **Table 3.1** sets out details of distances and approximate walk times (based on 80m per minute) between the site and public transport opportunities which illustrates the extent of public transport facilities within walking distance.

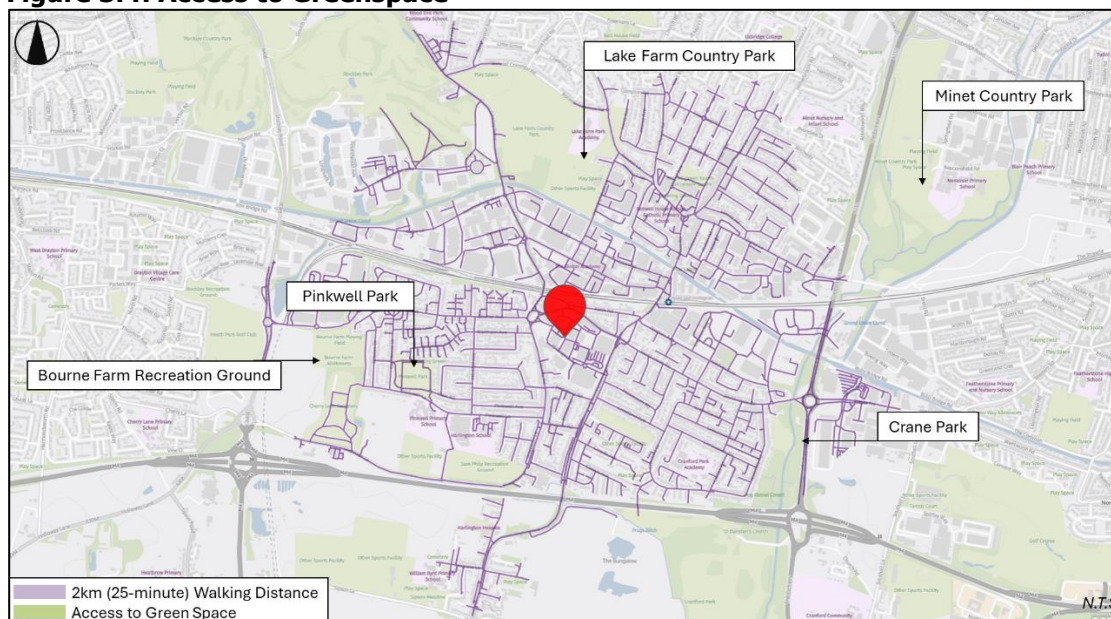
<b>Table 3.1: Approximate Distances to Local Public Transport Opportunities</b>			
<b>Stop / Station</b>	<b>Location</b>	<b>Distance</b>	<b>Approximate Walk Time*</b>
<b>Bus Stops</b>			
Guinness Close	Bourne Avenue	180m	2 – 3 minutes
North Hyde Road (Stop Z & Y)	North Hyde Road	190m	2 – 3 minutes
Fairey Corner (Stop K)	Station Road	380m	4 – 5 minutes
Fairey Corner (Stop F)	Station Road	440m	5 – 6 minutes
Millington Road (Stop P)	Station Road	500m	6 – 7 minutes
Old Station Road (Stop G)	North Hyde Road	520m	6 – 7 minutes
Hayes & Harlington Station (Stop L)	Station Road	600m	7 – 8 minutes
Redmead Road (Stop U)	Station Road	680m	8 – 9 minutes
<b>Train Station</b>			
Hayes and Harlington	Station Road	600m	7 – 8 minutes
*Based on 80m per minute			

3.8 **Table 3.2** sets out walk distances and time to local facilities and amenities including convenience stores, takeaways, parks, restaurants, schools and medical centres, with a number of these located on Harrow Road and within a convenient (less than 10-minute) walking time from the site.

<b>Table 3.2: Approximate Distances to Local Facilities</b>			
<b>Amenity</b>	<b>Location</b>	<b>Distance</b>	<b>Approximate Walk Time*</b>
Mummy Yummy Cafe	Millington Road	300m	5 – 6 minutes
Hayes & Harlington Community Centre	Albert Road,	350m	4 – 5 minutes
Asda Superstore	Millington Road	400m	5 – 6 minutes
Asda Cafe	Millington Road	400m	5 – 6 minutes
Phat Bros	Station Road	400m	5 – 6 minutes
Hayes Medical Centre	Millington Road	400m	5 – 6 minutes
BP Garage	Millington Road	450m	5 – 6 minutes
Energie Fitness	Blythe Road	750m	9 – 10 minutes
Abdullas Mosque	Waltham Avenue	950m	11 – 12 minutes
Peapods early learning centre	Waltham Avenue	1km	12 – 13 minutes
Pinkwell Park	Waltham Avenue	1km	12 – 13 minutes
Harlington Sports Centre	Pinkwell Lane	1km	12 – 13 minutes
Harlington School	Pinkwell Lane	1km	12 – 13 minutes
Hayes Post Office	Station Road	1.2km	15 – 16 minutes
Pinkwell Primary School	Pinkwell Lane	1.2km	15 – 16 minutes
Christ Embassy	Pinkwell Lane	1.3km	16 – 17 minutes
*Based on 80m per minute			

3.9 With regards to access to green space, Pinkwell Park is within a 1km (12 minute) walk west of the site, with the most direct entry point located off Waltham Avenue. Other entrances to the park are provided via Elers Road and Pinkwell Lane. Pinkwell Park provides a place for pedestrians to stop and rest, as well as recreational spaces for football, playground, basketballs court and skatepark. A number of other green spaces are available nearby, with their locations shown in **Figure 3.4**.

**Figure 3.4: Access to Greenspace**

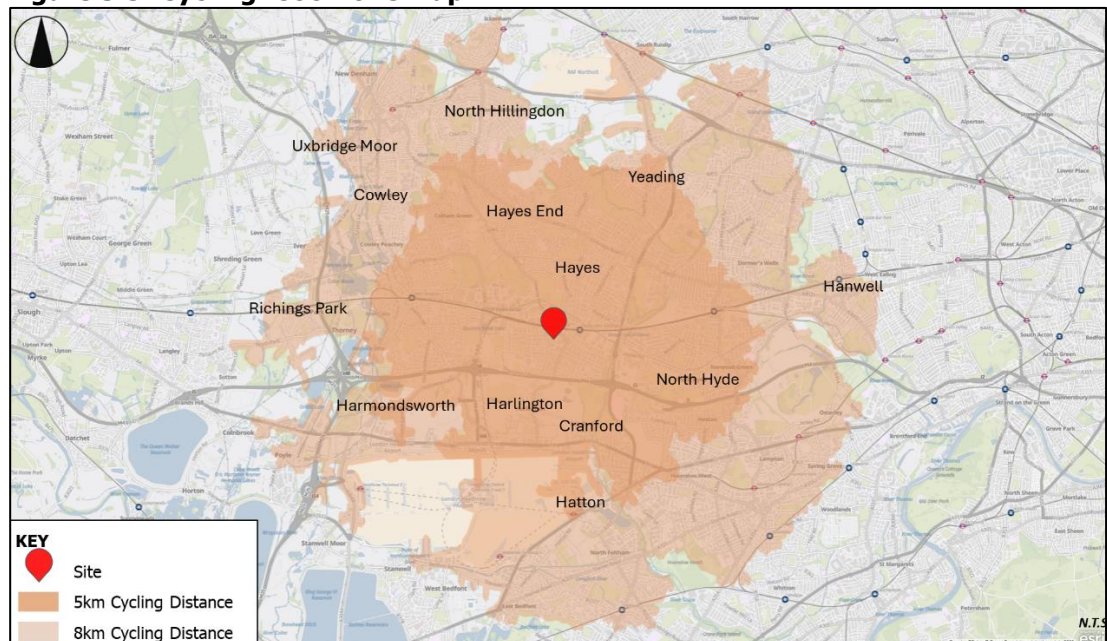




## Access by Bicycle

- 3.10 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km, although in London, longer journeys are commonplace. The map included at **Figure 3.5** sets out 5km and 8km cycling distances from the site. Within this, a number of areas such as Hayes town centre, Hayes End, Harlington, North Hyde, Cranford, Yeading and Hatton can be reached within the 5km cycling catchment, further afield areas such as Hanwell, Cowley, North Hillingdon and Uxbridge Moor can all be reached within 8km cycling catchment.

**Figure 3.5: Cycling Isochrone Map**



- 3.11 Transport for London's journey planner tool offers route planning to destinations by bicycle, depending on ability and speed. An example of distance / time is provided for fast routes, moderate routes and slow routes to the following:
- Harlington (2.2km - 6 minutes / 2.2km - 8 minutes / 2.2km - 10 minutes);
  - Southall (4.1km - 12 minutes / 4.7km - 18 minutes / 4.7km - 23 minutes);
  - West Drayton (4.3km - 12 minutes / 4.5km - 16 minutes / 4.5km - 22 minutes);
  - Hounslow (6km - 17 minutes / 6.2km - 22 minutes / 6.2km - 30 minutes);
  - Uxbridge (6.6km - 19 minutes / 6.7km - 25 minutes / 6.7km - 33 minutes);
  - Northolt (7.1km - 21 minutes / 8.6km - 32 minutes / 8.6km - 43 minutes); and
  - Hanwell (7.7km - 22 minutes / 8.8km - 33 minutes / 8.8km - 44 minutes).

**Figure 3.6: Shared Cycle Path along Station Road (Google image)**



**Figure 3.7: Westbound Cycle Lane along North Hyde Road (Google image)**





**Figure 3.8: Shared Cycle Lane along Dawley Road (Google image)**



- 3.12 There is an on-street cycle lane that runs along the southern side of North Hyde Road. This cycle lane starts in Hayes town centre and extends south along Station Road. It then proceeds west along North Hyde Road before continuing south down Dowley Road with a short section of footway/cycleway.

### **Access by Public Transport**

- 3.13 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating the highest level of accessibility.
- 3.14 The site benefits from good levels of accessibility to public transport with numerous bus routes within walking distance as well as Hayes and Harlington station located approximately 500m northeast of the site. The site achieves a PTAL rating of 4 with a copy of the PTAL report attached at **Appendix A**.

### **Access by Bus**

- 3.15 The closest bus stops to the site are the North Hyde Road 'Stops Y & Z' located on North Hyde Road, approximately 140m to the northeast of the Site. Bus route U5 serves these stops with services running regularly between York Road and Blyth Road, with the first bus at 05:28 and the last bus at 23:52.

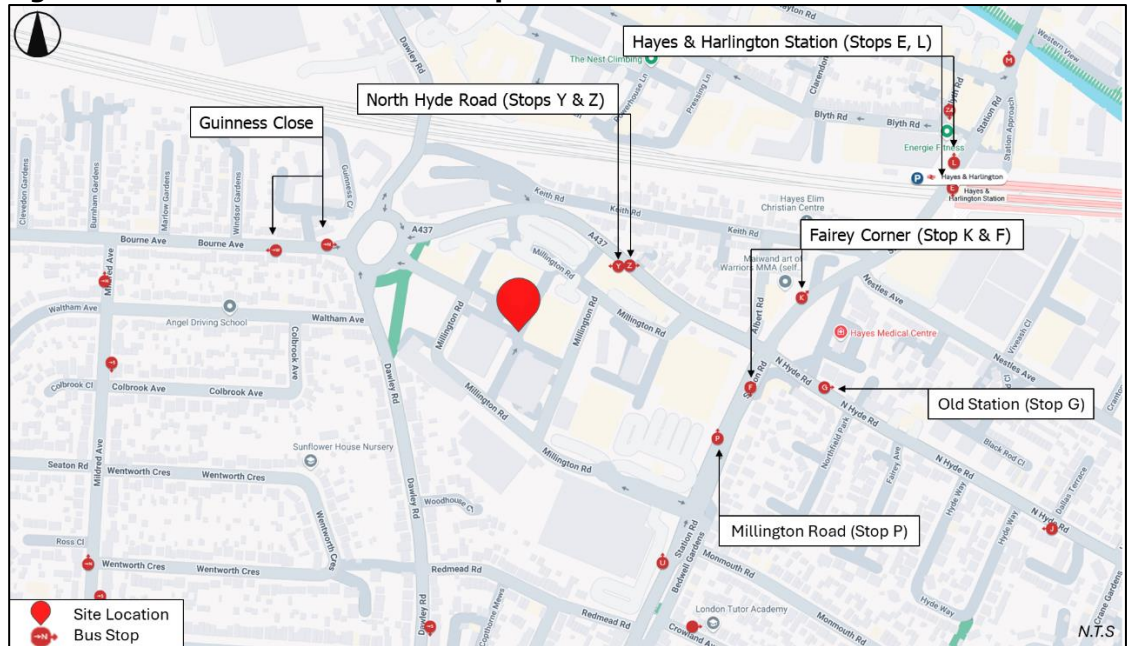


3.16 Further bus stops can be found 380m – 440m east of the Site at bus stops 'Fairey Corner (Stops K & F) on Station Road. Bus routes 90, 140, 195, 278, 350, 696, 698, E6 H98, N140 and U5U4. The northbound stop is located to the north of the Station Road/ North Hyde Road junction, while the southbound stop is found to the south of the junction, where signalised crossings are available for both.

3.17 **Table 3.3** provides a summary of local bus routes whilst **Figure 3.9** provides an extract of the site's proximity to local bus stops.

<b>Table 3.3: Summary of Local Bus Services</b>					
<b>Bus Stop</b>	<b>Route</b>		<b>Frequency (every 'x' minutes)</b>		
	<b>No.</b>	<b>Destination</b>	<b>Mon-Fri</b>	<b>Saturday</b>	<b>Sunday</b>
North Hyde Road (Stop Y & Z)	U5	York Road - Blyth Road	10 – 12	12	20
Guinness Close	U4	Prologis Park - Belmont Road	8 – 12	9 – 12	10 – 12
Fairey Corner (Stop F & K)	90	Northolt Station - Feltham Leisure West	10 – 13	9 – 11	16 – 20
	278	Heathrow Central Bus Station - Ruislip Station	15 – 20	15 – 20	30
	E6	Rockware Avenue / Greenford Station - Bulls Bridge Tesco	13 – 14	12 – 14	15 – 20
	H98	School Road - Wood End Green Road	9 – 12	10 – 12	11 – 12
	N140	Heathrow Central Bus Station - Long Elmes	30	30	30
Old Station Road (Stop G)	195	Romney Road - Half Acre	11 – 14	11 – 14	15 – 20
Millington Road (Stop P)	140	Millington Road - Long Elmes	6 – 10	7 – 10	11 – 12
	350	Millington Road - Heathrow Terminal 5	30	20	20

**Figure 3.9: Location of Local Bus Stops**



### Access by Underground and Rail

- 3.18 Hayes & Harlington station is located approximately 600m north-east of the site and provides access to Elizabeth Line services towards Abbey Wood/Shenfield or Heathrow/Reading/Maidenhead, with trains departing every 3 – 4 minutes during peak hours. Late night Great Western Rail services also operate at this station. The station can be reached via a 7 – 8 minute walk or 3-minute cycle from the site.

## Travel Patterns

3.19 **Table 3.4** provides a summary of the 2011 Census travel to work mode share along with the assumed Baseline mode share for residents, taking into account the location and the low car parking provision at the site (0.2 space per dwelling). The information is the latest suitable dataset available, as information collected during the 2021 Census is not considered to be representative given that it was undertaken when COVID-19 travel restrictions were in place. The mode share data will be ratified following the initial baseline travel survey.

3.20 Given that the site would only provide car parking at a ratio of 0.2 space per dwelling (20%), the share to car driver has been reduced to 20% and the remaining percentage allocated to other modes on a pro-rata basis, with a proportional adjustment made for bus and rail services to reflect the impact of the Elizabeth Line on journeys in the local area.

<b>Table 3.4: Predicted Mode Split Percentages</b>		
<b>Mode</b>	<b>2011 Census Data</b>	<b>Modified Modal Split</b>
Underground / Elizabeth Line	5.0%	17.7%
Train	9.6%	14.6%
Bus	27.2%	31.6%
Taxi	0.6%	0.9%
Motorcycle	0.4%	0.5%
Car Driver	47.7%	20.0%
Car Passenger	3.2%	4.9%
Bicycle	1.6%	2.4%
On foot	4.1%	6.2%
Other	0.7%	1.1%
Total	100%	100%

## 4 OBJECTIVES AND TARGETS

4.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the goals by which progress will be assessed.

### Objectives

4.2 The Travel Plan's overriding objective is:

***To engage with and encourage residents to use more sustainable ways of travelling to / from the Site through the effective promotion of active travel modes. This will minimise the impact of the development on the surrounding highway network.***

4.3 The sub-objectives are:

- Sub-objective 1: To increase resident awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all users;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes; and therefore,
- Sub-objective 4: To reduce unnecessary use of the car for the journey to and from the development by residents and visitors.

### Targets

4.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.5 Targets come in two forms – Action and Aim targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan related to the degree of modal shift the plan is seeking to achieve.

## Action Targets

4.6 Targets are essential for the success of the Travel Plan. The key Action Targets are set out below (to be confirmed at Reserved Matters Stage):

- A Travel Plan Co-ordinator (TPC) will be appointed at least one month before the first residential dwelling is occupied and will remain in place for the duration of this Travel Plan (5-years maximum).
- Residents will be provided with a Travel Welcome Pack, detailing the measures set out in this document, prior to occupation of their flat.
- A baseline travel survey (Year 0) will be undertaken within 6 months of occupation of the first dwelling;
- The TPC will implement measures to encourage sustainable and active travel by residents and visitors;
- Monitor the use of cycle parking and provide more spaces if stands are frequently at capacity; and
- Carry out a monitoring travel surveys (dates to be confirmed during the RMA stage).

## Aim Targets

4.7 **Table 4.1** outlines the Aim Targets set out for the development. The targets are set to measure progress towards the main objectives over five years. The interim targets are defined as those which the Travel Plan will seek to achieve within 1 and 3 years of the launch of the Travel Plan and the final targets those sought after 5 years of the launch of the Travel Plan.

4.8 The Baseline figures are taken from the modified Census Data 2011 (see also **Table 3.4**). These baseline figures will be revised following completion of the initial travel survey.

<b>Table 4.1: Travel Plan AIM Targets</b>					
<b>Target</b>	<b>Indicator</b>	<b>Baseline</b>	<b>Year 1</b>	<b>Year 3</b>	<b>Year 5</b>
Achieve a 10 percentage point reduction in public transport in favour of active travel modes	Modal Split monitoring from travel survey	63.9%	61.9%	57.9%	53.9%
Achieve an increase in cycling by 6 percentage points	Modal Split monitoring from travel survey	2.4%	3.4%	5.4%	8.4%
Achieve an increase in walking by 4 percentage points	Modal Split monitoring from travel survey	11%	13%	14%	15%

## 5 TRAVEL PLAN STRATEGY

### Travel Plan Management

- 5.1 A Travel Plan Coordinator (TPC) will be appointed at least one month before the occupation of the first dwelling and hold responsibility for overseeing the management, development, implementation and review of this Travel Plan.
- 5.2 The primary responsibilities of this role include (to be confirmed at the RMA stage):
- The implementation of measures as set out in the Travel Plan (including reviewing the Travel Pack to ensure it is up to date).
  - To undertake travel surveys;
  - To oversee the development and implementation of the Travel Plan;
  - Promoting the objectives and benefits of the Travel Plan;
  - To ensure the travel information available is up to date;
  - Liaison with LBH; and
  - Act as the point of contact for information with residents.
- 5.3 Regular updating of this Travel Plan document is part of the responsibility of the nominated person.

### Marketing Strategy

- 5.4 Each resident will be provided with a Travel Pack on first occupation. The Travel Pack will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network, contact details for taxi operators, relevant smartphone apps and car club operators and membership details.
- 5.5 Residents will, as a consequence, be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as the on-site cycle parking. In addition, opportunities will be taken where possible to promote the Travel Plan, its objectives and benefits to future residents through marketing material.



## 6 MEASURES AND INITIATIVES

### Introduction

- 6.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan which will help achieve the set targets. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

### Travel Packs

- 6.2 The Travel Pack provides a sustainable travel guide for new residents. The purpose of the pack is to increase awareness of the advantages and potential for travel by more environmentally friendly modes of transport.
- 6.3 Experience shows that clear simple messages work best, for example: cost savings, health benefits, and identifying alternatives, within the context of lifestyle choice, alongside practical information about local bus services, and walking / cycle routes to key locations.
- 6.4 A key role of the Travel Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- Sets out the purpose and benefits;
- A map of the neighbourhood, showing cycling, walking and public transport routes to key local facilities;
- Details of live travel information applications;
- Cycling and walking maps for the local area; and
- Promote membership to the London Cycling Campaign (LCC) which is a cyclists' organisation with local groups throughout London.
- Web details for any community travel sites and community forum sites; and
- Details of cycle hire schemes.



## Measures to Encourage Walking

### Walking Strategy 1: Promoting Benefits of Walking

- 6.5 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits. The Travel Plan Coordinator will encourage residents to walk whenever possible highlighting the environmental, economic and health benefits and provide information and advice to residents concerning safe, suitable routes. The proposed development will resurface the existing footways in the vicinity of the Site, providing a smooth and level surface for those who wish to travel on foot.
- 6.6 The Travel Plan Coordinator will ensure residents are aware of 'walking' initiatives set up by non-profit organisations, including:
- Walking Works – A website providing tips on how to get friends and colleagues walking;
  - 10,000 steps a day campaign – Part of the NHS Live Well campaign to improve health and fitness; and
  - National Walking Month – May is National Walking Month and is promoted by Living Streets.

## Measures to Encourage Cycling

### Cycling Strategy 1: Cycle Parking

- 6.7 Cycle parking is proposed for up to 1,210 bicycles which includes 1,192 long-stay spaces for residents and 18-short-stay spaces for visitors. This level of cycle parking provision is in accordance with the London Plan standards.
- 6.8 Long-stay cycle parking will be provided ground floor level in dedicated cycle stores; a mix of stands will be provided, with 20% of spaces in the form of Sheffield stands, 5% in the form of wider/adapted Sheffield stands, with the remaining 75% of spaces provided via two-tier stands.
- 6.9 Short-stay cycle parking spaces will be integrated into the public realm, located near building entrances, and provided in the form of Sheffield stands.
- 6.10 The Travel Plan Coordinator will monitor the condition and use of the cycle parking stores to ensure that it is maintained to an appropriate level, with estate management team responsible for maintenance.

## **Cycling Strategy 2: Promoting Cycling**

6.11 Cycling is generally accepted as a mode of transport to replace car journeys to up to 8km or replace short public transport journeys. It is also free (excluding the purchase and maintenance of the bicycle) and would form part of a person's daily exercise. Residents will be provided with information of local cycling routes and the Travel Plan Coordinator will ensure residents are aware of cycling initiatives set up by London Borough of Hillingdon and non-profit organisations, including:

- Bike Week ([www.bikeweek.org.uk](http://www.bikeweek.org.uk)), the biggest nationwide cycling event in the UK which usually takes place in June each year;
- Bike 2 Work ([www.bike2workscheme.co.uk](http://www.bike2workscheme.co.uk)) enables residents to be able to obtain a voucher to purchase a bicycle / equipment for a reduced amount of money. The Travel Plan Coordinator will discuss with management the possibility of offering the scheme to residents;
- Setting up a Bicycle User Group; and
- Promote the Council's free cycle training for adults and children who live, work or study in Hillingdon. Further detail can be found at: <https://www.hillingdon.gov.uk/cycle-skills-training>

## **Public Transport Use**

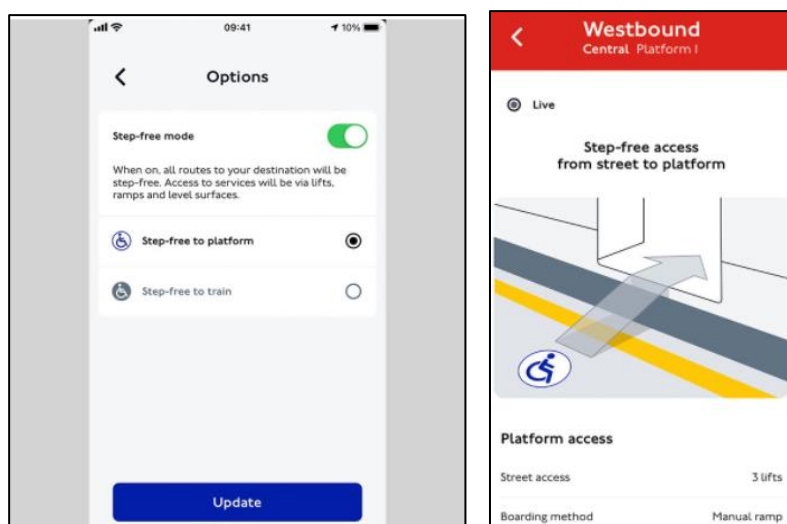
6.12 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy and is particularly important in London where the greatest levels of sustainable transport provision are available in the country.

6.13 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be made available to residents. National Rail, TfL Journey Planner and Traveline websites and enquiry phone numbers will also be promoted through all relevant means, as well as live transport applications such as City Mapper.

## Measures for People with Disabilities and Impairments

### Disabled Persons Strategy 1: Journey Planning

- 6.14 The Travel Plan Coordinator will provide advice regarding accessible public transport and provision for disabled people in the local vicinity and will discuss with them the most appropriate routes to provisions within the local area including bus stops and rail / underground stations.
- 6.15 AccessAble (<https://www.accessable.co.uk/>) offers an accessibility guide to various locations, including shops and cafes in the vicinity of the Site.
- 6.16 The TfL Go App enables people to plan a step-free journey (<https://tfl.gov.uk/maps/using-tfl-go>). It offers detail on whether step-free access from street to train is offered, or whether a ramp is provided / necessary, as well as if there are lift disruptions. Options can be set within the app. Extracts from the app follow:



### Disabled Persons Strategy 2: Initiatives / Design Features / Measures

- 6.17 Blue Badge car parking will be provided for 3% of dwellings at the outset, provided across the car parking areas accordingly; residents requiring use of the spaces will need to liaise with the Estate Management Team in order to secure a space, and if successful, will be provided with an access fob and an allocated bay.
- 6.18 The Travel Plan Coordinator will, through dialogue with the local Council (if necessary / appropriate), seek to ensure that routes to/from public transport access points have appropriate provision for people with disabilities and people with visual impairment.

6.19 Specifically, provision should include:

- Dropped kerbs to contain tactile paving of the appropriate colour and to be flush with the carriageway; and
- Rotating cones on signalised pedestrian crossings.

## **Reduce Car Use**

6.20 The proposals will provide car parking at a ratio of 0.2 space per dwelling, which is lower than the levels required by local and regional policy, and below neighbouring developments. The provision of cycle parking in accordance with the London Plan, and access to local public transport services, including the Elizabeth Line, combined with the promotion of sustainable and active travel modes as part of this travel plan, will play a role in encouraging reduced car use.

## **Visitor Travel**

6.21 Residents will be provided with advice to ensure that visitors are able to travel by active modes wherever possible.

## 7 MONITORING AND REVIEW

- 7.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

### Monitoring

- 7.2 All monitoring will follow up to date TfL best practice guidance and will be the responsibility of the Travel Plan Coordinator.
- 7.3 It is likely that monitoring programme begins with the Initial (Year 0) Travel Survey which shall occur within six months of the occupation of the first residential dwelling. Travel Surveys will then be undertaken annually on the anniversary of the Initial Travel Survey through to 5 years after practical completion of the development.
- 7.4 An example Travel Plan survey is contained in **Appendix B**.
- 7.5 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a regular basis:
- The level of usage of the cycle parking;
  - The level of usage for the blue badge car parking; and
  - Comments received from residents relating to the operation and implications of the Travel Plan.
- 7.6 The Travel Plan Coordinator will update the Travel Plan annually following the Travel Surveys to include the results of travel surveys and to review progress towards meeting the targets.

### Reporting

- 7.7 The TPC will compile a report that will include the results of any monitoring that has been undertaken, including the results of the travel surveys. The frequency of these reports will be confirmed at the Reserved Matters Application Stage. The report will be issued to LBH for information to enable consideration to be given to the following;
- The effectiveness of the measures since the previous review;
  - The need to amend or introduce new targets; and
  - The need to change or introduce new measures if targets are not met.



## 8 OUTLINE ACTION PLAN

8.1 **Table 8.1** provides an Outline Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured.

<b>Table 8.1: Action Plan</b>			
<b>Action</b>	<b>Target</b>	<b>Measure</b>	<b>Responsibility</b>
Production of Travel Plan	The Developer / TTP Consulting	Travel Plan	Developer
Appointment of Travel Plan Co-ordinator	Prior to first occupation	Appointment of Travel Plan Co-ordinator	Developer
Launch of Travel Plan	Upon first Occupation	-	TPC
Provision of Cycle and Car Parking	Prior to first occupation	On completion of the development	Developer
Production & distribution of Travel Pack	Given to all new residents upon occupation	Completed Travel Pack	TPC
Implementation of measures	Such as the promotion of walk-to-work schemes	Ongoing implementation	TPC
Baseline Travel	A baseline travel survey (Year 0) will be undertaken within 6 months of occupation of the first dwelling	Receipt of survey results	TPC
Interim Surveys	Travel surveys will take place one, three and five years after the baseline travel survey.	Receipt of survey results	TPC
Full Review at end of Year 5	5 years after Baseline Survey	Receipt of survey results	TPC

## **9 SECUREMENT AND FUNDING**

- 9.1 It is envisaged that Travel Plan will be secured and implemented through a S106 agreement or planning condition.
- 9.2 The Applicant is fully committed to the implementation of the Travel Plan and will provide the necessary support to the Travel Plan Co-ordinator, for undertaking the travel surveys and implementing the reasonable and necessary measures recommended in the Travel Plan.

# Appendix A

WebCAT PTAL Report

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Site Details

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Grid Cell: 74230

Easting: 509245

Northing: 179252

Report Date: 27/09/2024

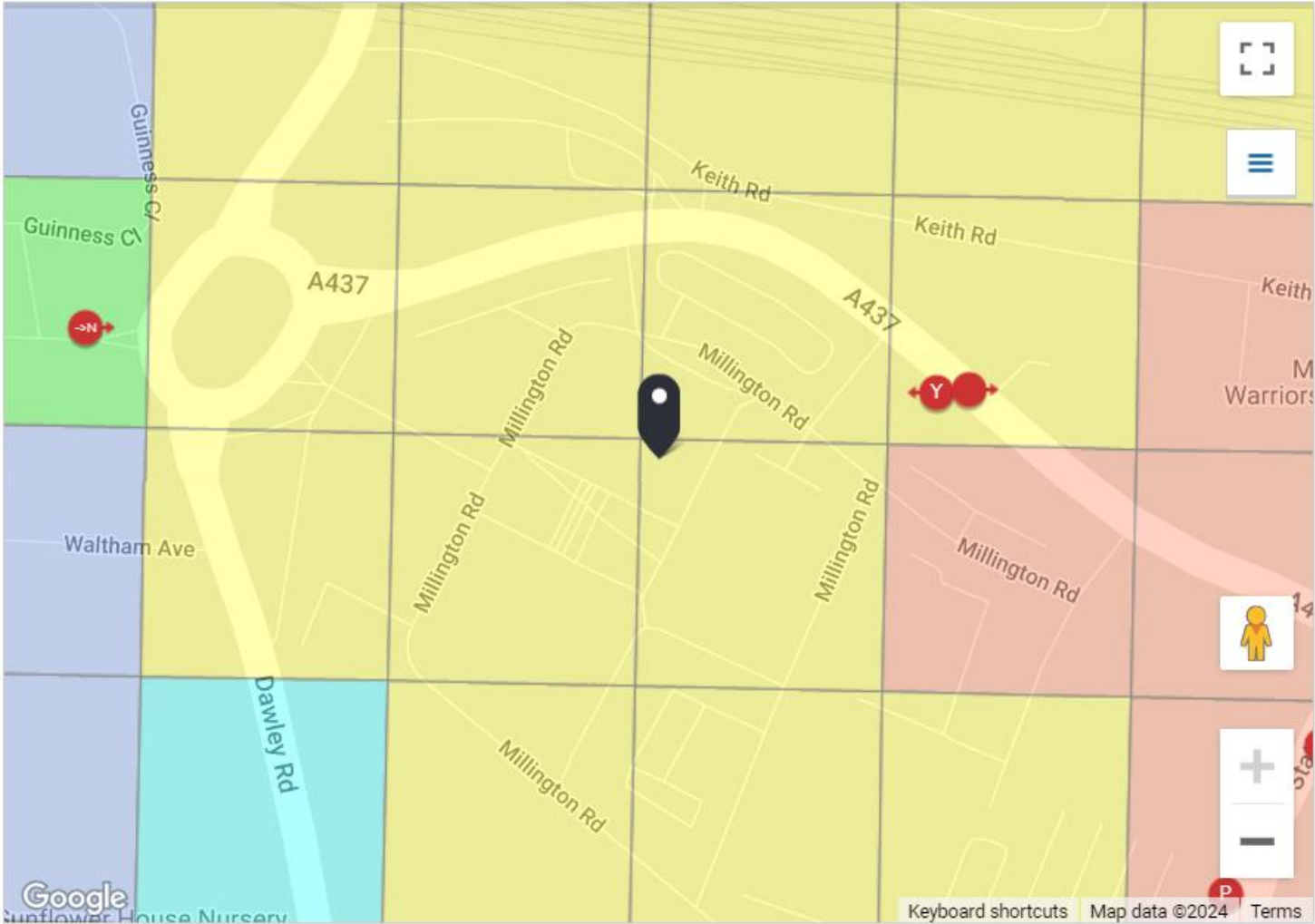
Scenario: Base Year

Calculation Parameters

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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

Mode	Stop	Route	Distance (metres)	Frequency (vph)			Walk Time (mins)			SWT (mins)		TAT (mins)	EDF	WeightAI
Bus	STATION RD	NORTH HYDE RD		E6	318.9	6	3.99	7	10.99	2.73	0.5	1.37		
Bus	STATION RD	NORTH HYDE RD		U5	318.9	5	3.99	8	11.99	2.5	0.5	1.25		
Bus	STATION RD	NORTH HYDE RD		90	318.9	6	3.99	7	10.99	2.73	0.5	1.37		
Bus	STATION RD	NORTH HYDE RD		H98	318.9	7.5	3.99	6	9.99	3	0.5	1.5		
Bus	STATION RD	NORTH HYDE RD		195	318.9	5	3.99	8	11.99	2.5	0.5	1.25		
Bus	STATION RD	NORTH HYDE RD		U4	318.9	7.5	3.99	6	9.99	3	0.5	1.5		
Bus	STATION RD	NORTH HYDE RD		140	318.9	8.5	3.99	5.53	9.52	3.15	1	3.15		
Bus	NTH HYDE RD	MILLINGTON R		350	202	5	2.53	8	10.53	2.85	0.5	1.43		
Rail	Hayes & Harlington	'PADTON-HTRWAPT 2T18 '	624.522					7.81	15.75	23.56	1.27	1	1.27	

Rail	Hayes & Harlington	'HTRWAPT-PADTON 2Y14 '	624.522	7.81	15.75	23.56	1.27	0.5	0.64
Rail	Hayes & Harlington	'PADTON-OXFD 2N14 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N16 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N18 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N22 '	624.520.67	7.81	45.53	53.33	0.56	0.5	0.28
Rail	Hayes & Harlington	'PADTON-OXFD 2N24 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P09 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P11 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P12 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P14 '	624.521.33	7.81	23.31	31.11	0.96	0.5	0.48
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P17 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P18 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'BNBR-PADTON 2P20 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P25 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P32 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13 '	624.521.67	7.81	18.71	26.52	1.13	0.5	0.57
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R19 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-TWYFORD 2R21 '	624.520.33	7.81	91.66	99.47	0.3	0.5	0.15



Total Grid Cell AI: 18.16

PTAL: 4

# Appendix B

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact \_\_\_\_\_ on \_\_\_\_\_. Thank you in advance for your help.

**1. What is your home postcode?** \_\_\_\_\_

**2. What time do you normally arrive at work?**

Before 07:00 (01)	<input type="checkbox"/>	07:00-08:00 (02)	<input type="checkbox"/>	08:00-09:00 (03)	<input type="checkbox"/>	09:00-10:00 (04)	<input type="checkbox"/>
10:00-16:00 (05)	<input type="checkbox"/>	16:00-17:00 (06)	<input type="checkbox"/>	17:00-18:00 (07)	<input type="checkbox"/>	After 18:00 (08)	<input type="checkbox"/>

**3. What time do you normally leave work?**

Before 07:00 (01)	<input type="checkbox"/>	07:00-08:00 (02)	<input type="checkbox"/>	08:00-09:00 (03)	<input type="checkbox"/>	09:00-10:00 (04)	<input type="checkbox"/>
10:00-16:00 (05)	<input type="checkbox"/>	16:00-17:00 (06)	<input type="checkbox"/>	17:00-18:00 (07)	<input type="checkbox"/>	After 18:00 (08)	<input type="checkbox"/>

**4. On average how long does your journey take?**

0-15min (01)	<input type="checkbox"/>	16-30min (02)	<input type="checkbox"/>	31-45min (03)	<input type="checkbox"/>	46-60min (04)	<input type="checkbox"/>
61-75min (05)	<input type="checkbox"/>	76-90min (06)	<input type="checkbox"/>	Over 90min (07)			

**5. Approximately how far is your journey?**

0-1 Mile (01)	<input type="checkbox"/>	1-2 Miles (02)	<input type="checkbox"/>	2-5 Miles (03)	<input type="checkbox"/>	5-10 Miles (04)	<input type="checkbox"/>
>10 Miles (05)	<input type="checkbox"/>						

**6. What is your MAIN mode of transport (i.e. the longest part of your journey)?**

Drive Alone (01)	<input type="checkbox"/>	Car Passenger (02)	<input type="checkbox"/>	Bus (03)	<input type="checkbox"/>	Train (04)	<input type="checkbox"/>
Underground (05)	<input type="checkbox"/>	Walk (06)	<input type="checkbox"/>	Cycle (07)	<input type="checkbox"/>	Motorbike (08)	<input type="checkbox"/>
Taxi (09)	<input type="checkbox"/>	Car Share (10)	<input type="checkbox"/>	Other (11)	<input type="checkbox"/>		

**7. What alternative mode of transport would you consider if your usual mode wasn't available?**

Drive Alone (01)	<input type="checkbox"/>	Car Passenger (02)	<input type="checkbox"/>	Bus (03)	<input type="checkbox"/>	Train (04)	<input type="checkbox"/>
Underground (05)	<input type="checkbox"/>	Walk (06)	<input type="checkbox"/>	Cycle (07)	<input type="checkbox"/>	Motorbike (08)	<input type="checkbox"/>
Taxi (09)	<input type="checkbox"/>	Other (10)	<input type="checkbox"/>				

**8. What would encourage you to use an alternative mode of travel?**

More frequent bus services (01)	<input type="checkbox"/>	Better pedestrian / cycle routes (02)	<input type="checkbox"/>
A cleaner walking / cycling environment (03)	<input type="checkbox"/>	A friend to walk / cycle with (04)	<input type="checkbox"/>
A safer walking / cycling environment (05)	<input type="checkbox"/>	Cycle training (06)	<input type="checkbox"/>
Better information on alternatives (07)	<input type="checkbox"/>	Nothing (08)	<input type="checkbox"/>

**9. In what age category do you fall?**

Under 25 (01)	<input type="checkbox"/>	26-40 (02)	<input type="checkbox"/>	41-60 (03)	<input type="checkbox"/>	Over 65 (04)	<input type="checkbox"/>
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