



Framework Travel Plan

Horton Road, West Drayton

LMO Overseas Investments Limited

Prepared by:

SLR Consulting Limited

3rd Floor, Summit House, 12 Red Lion Square,
London, WC1R 4QH

SLR Project No.: 425.065716.00001

25 July 2025

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	25 July 2025	ES	BF	JM

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with LMO Overseas Investments Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0	Introduction	1
2.0	Existing Conditions	4
3.0	Baseline Travel Patterns	8
4.0	Objectives and Targets	10
5.0	Travel Plan Strategy	12
6.0	Measures and Initiatives	14
7.0	Monitoring and Review	17
8.0	Action Plan	19

Figures in Text

Figure 1.1: Site Location	1
Figure 2.1: Local Amenities and Public Transport Links	4
Figure 2.2: Walking Isochrone Map	5
Figure 2.3: Cycling Isochrone Map	6

Appendices

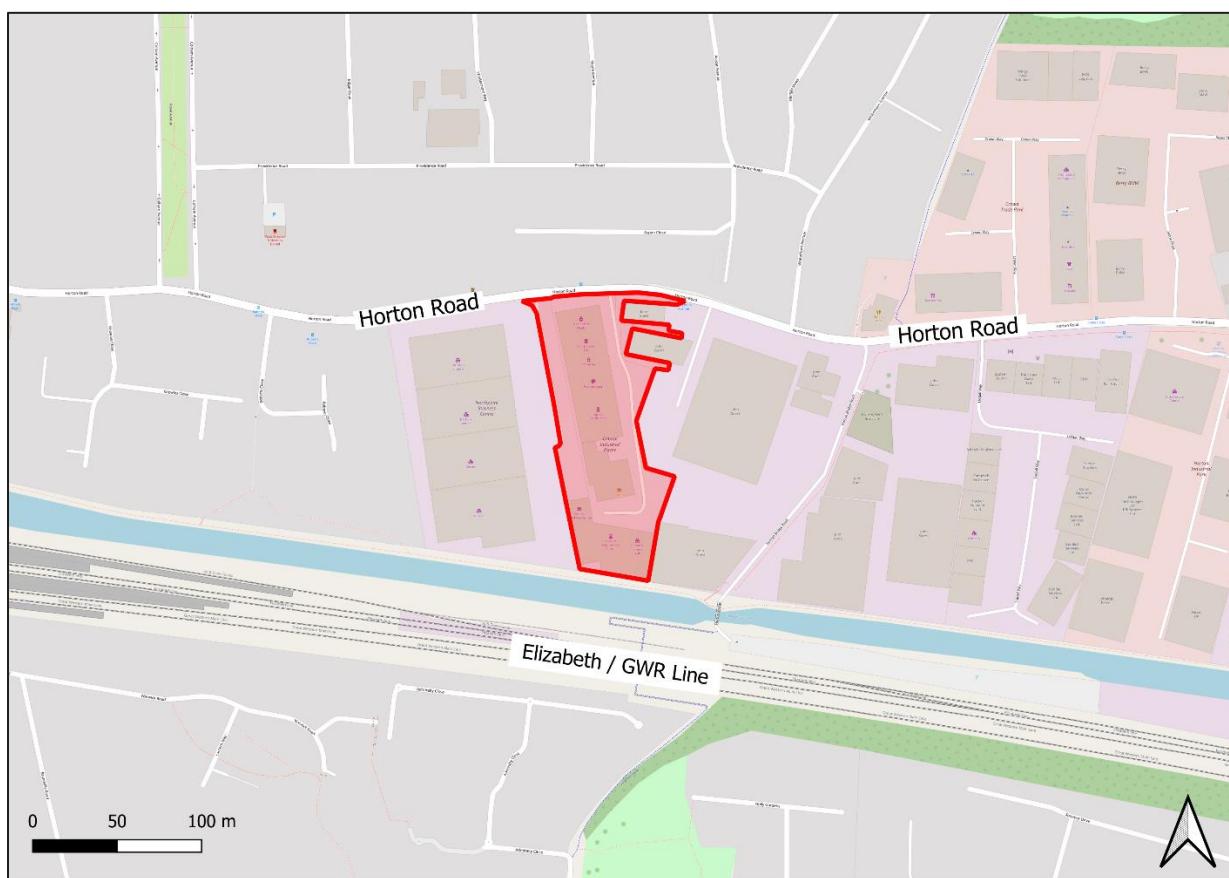
Appendix A	Proposed Site Layout
Appendix B	Example Travel Survey



1.0 Introduction

- 1.1 SLR Consulting (SLR) has been appointed by LMO Overseas Investments Limited (the Applicant) to prepare this Framework Travel Plan (FTP) in respect of a site to the south of Horton Road, West Drayton.
- 1.1 The local planning authority is the London Borough of Hillingdon (LBH). The site is located within a strategic industrial location in the LBH Local Plan (Hayes Industrial Area, Cluster 1).
- 1.2 The site is located to the south of Horton Road, West Drayton. The site is located within an area characterised by industrial and business land uses, primarily located east, along Horton Road. To the north, and west beyond the neighbouring industrial units, extensive residential land use is available.
- 1.3 The south of the site is bound by the Grand Union Canal, south of which runs the Elizabeth and Great Western Railway Lines.
- 1.4 The site location is shown in **Figure 1.1**.

Figure 1.1: Site Location



Development Proposals

1.5 Full planning permission is sought for the:

Demolition of existing buildings and structures and redevelopment of the site to provide modern employment units for flexible use across classes E(g)(iii), B2, B8 with ancillary offices areas for car parking, landscaping, service yard areas and ancillary structures, as well as associated works.

1.6 Two employment units will be provided, comprising the following individual GIA:

- Unit 1 – 1,077sq.m; and
- Unit 2 – 2,074sq.m.

1.7 A total of 32 car parking spaces are proposed, including accessible and electric vehicle charging bays. Cycle parking is also proposed in line with London Plan standards.

1.8 The proposed site layout can be found in **Appendix A**.

Report Purpose

1.9 This FTP has been prepared alongside the Transport Statement (TS) for the site, which should be read in conjunction with this document.

1.10 An FTP is a general term for a package of measures, tailored to the needs of individual sites and aimed at promoting more sustainable travel choices. This FTP has been prepared to promote sustainable travel choices and reduce reliance on private car, associated with staff and visitor trips to the Proposed Development.

Objectives of this Travel Plan

1.11 The FTP's overriding aim is:

“To engage with and encourage staff to use more sustainable ways of travelling to/from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network and public transport network.”

1.12 The sub-objectives are:

- To increase employee awareness of the advantages and availability of the sustainable / active modes of transport;
- To promote the health and fitness benefits of active travel to all users;
- To introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and
- To reduce single occupancy vehicle movement to and from the site.

1.13 This FTP has been developed in accordance with Transport for London Travel Plan Guidance.



1.14 It is noted that this is an FTP as the occupier of the Proposed Development is currently unknown. It is essential that an FTP is not a 'one-off' document but evolves continuously with regular updates so that targets and action plans can be reviewed and tailored to take account of ongoing changes in travel patterns. Each unit will therefore be required to produce a full Travel Plan on occupation, which builds upon the framework set by this FTP.

Report Structure

1.15 The remainder of this document is structured as follows:

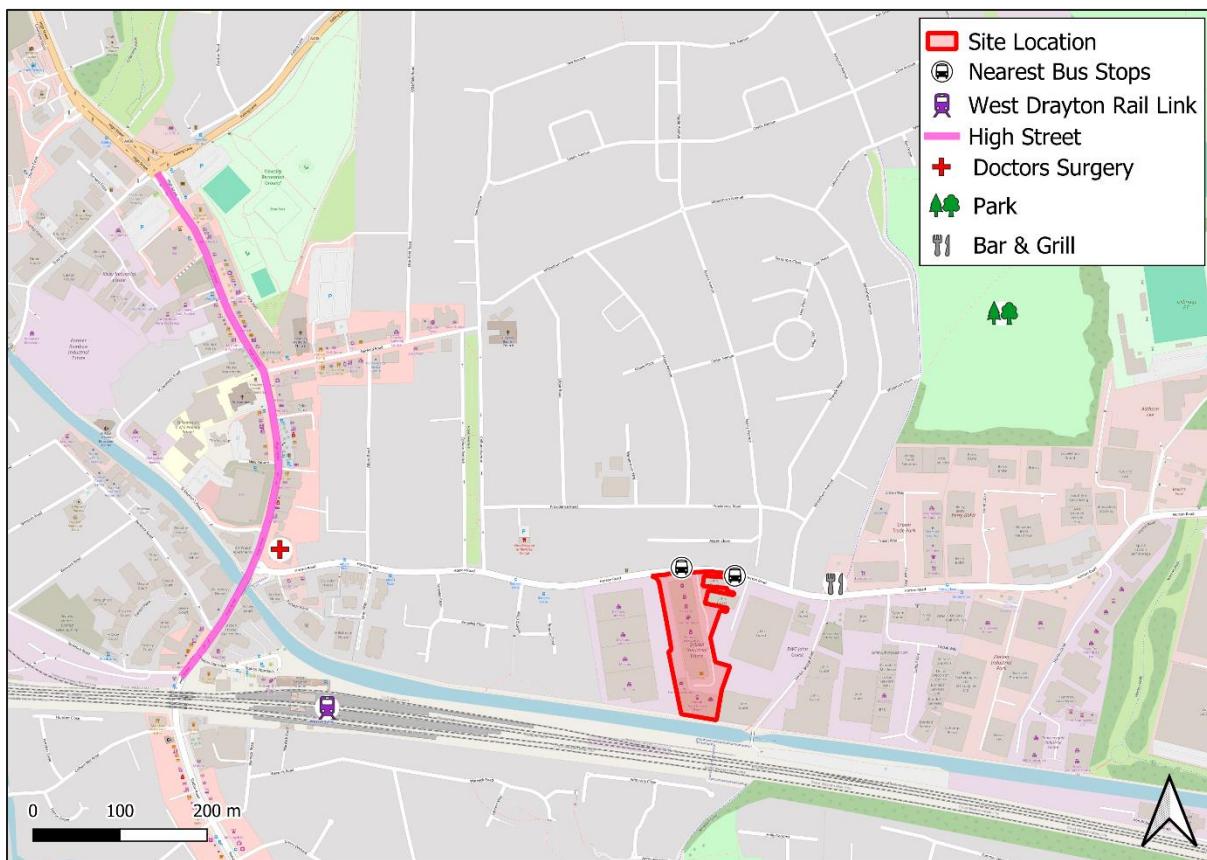
- **Section 2** – existing conditions and access to the site;
- **Section 3** – baseline travel patterns for employees;
- **Section 4** – objectives and targets of the FTP;
- **Section 5** – FTP Strategy;
- **Section 6** – sustainability measures that could be implemented to achieve the targets of the FTP;
- **Section 7** – outlines how the monitoring and review programme will ensure the FTP continues to progress; and
- **Section 8** – action plan for the FTP.



2.0 Existing Conditions

2.1 This section of the FTP provides an overview of the current accessibility of the site in terms of sustainable travel, and a high-level review of the local highway network. **Figure 2.1** demonstrates the location of key accessibility options within the vicinity of the site, including amenities and public transport links.

Figure 2.1: Local Amenities and Public Transport Links



Local Amenities

2.2 Due to the use of the application site for employment purposes, it is necessary to identify local amenities that will prevent employees from having to travel away from the site by car during the day.

2.3 Within 800m of the centre of the application site, approximately a 10-minute walk, employees can access convenience stores, fast food / takeaway restaurants, public transport links, a GP surgery, a pharmacy, and other amenities located on High Street.

2.4 In addition to amenities for employees, the application site is located within a wider area of employment land uses, including industrial and commercial sites and therefore the application site has significant potential for car sharing amongst local businesses.



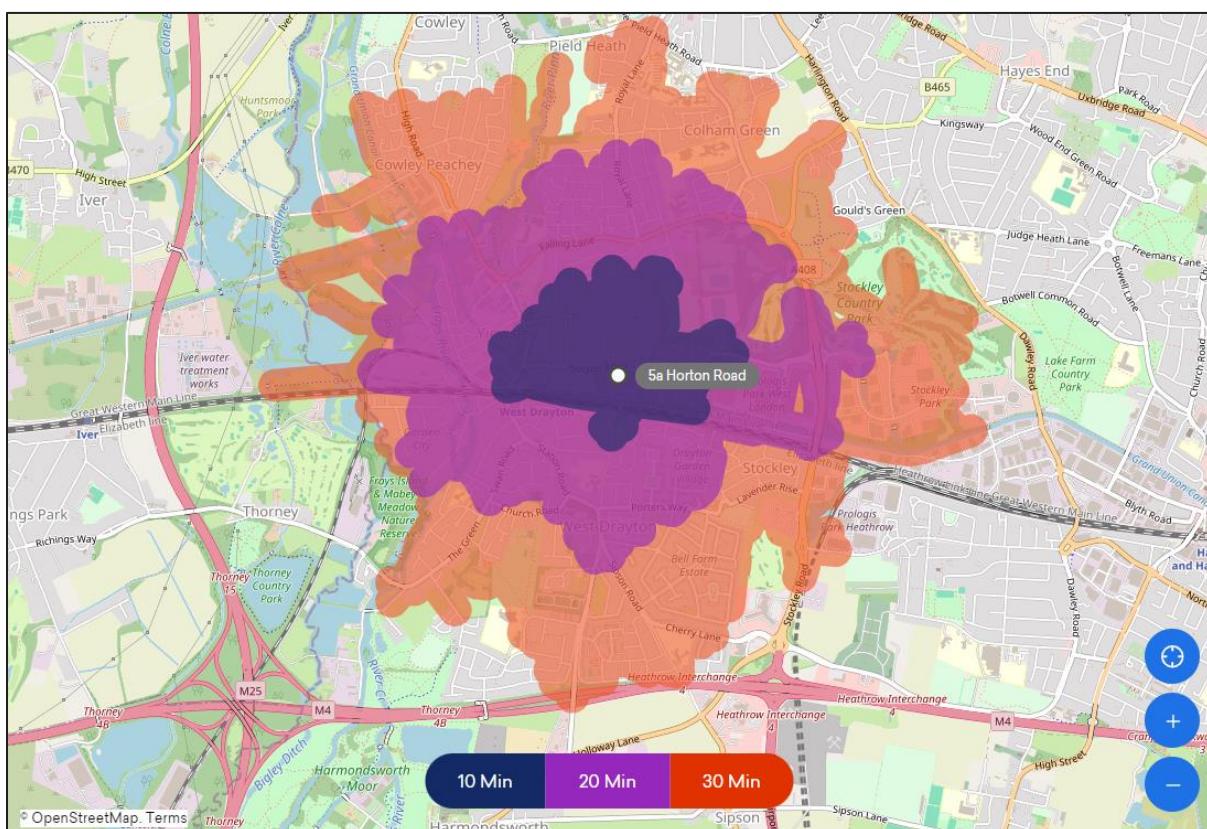
Walking

2.5 Horton Road has footways and street lighting along both sides of the carriageway from the site access in each direction. Continuous footways are present from the site access to amenities highlighted earlier in this section.

2.6 To the south of the site, the Grand Union Canal Walk can be accessed, which forms part of the London Loop.

2.7 MfS states walking is generally well suited to replace short car trips, particularly those under 2km. Land use within 2km of the site includes mostly residential dwellings, identifying that walking could be a reasonable travel option for local employees. With reference to this, **Figure 2.2** sets out areas within a 10, 20 and 30-minute walking distance of the application site, representing approximately 700m, 1.5km and 2.4km of the site (based on Google Maps measurements).

Figure 2.2: Walking Isochrone Map



(source: journeyplanner.travelwest.info)

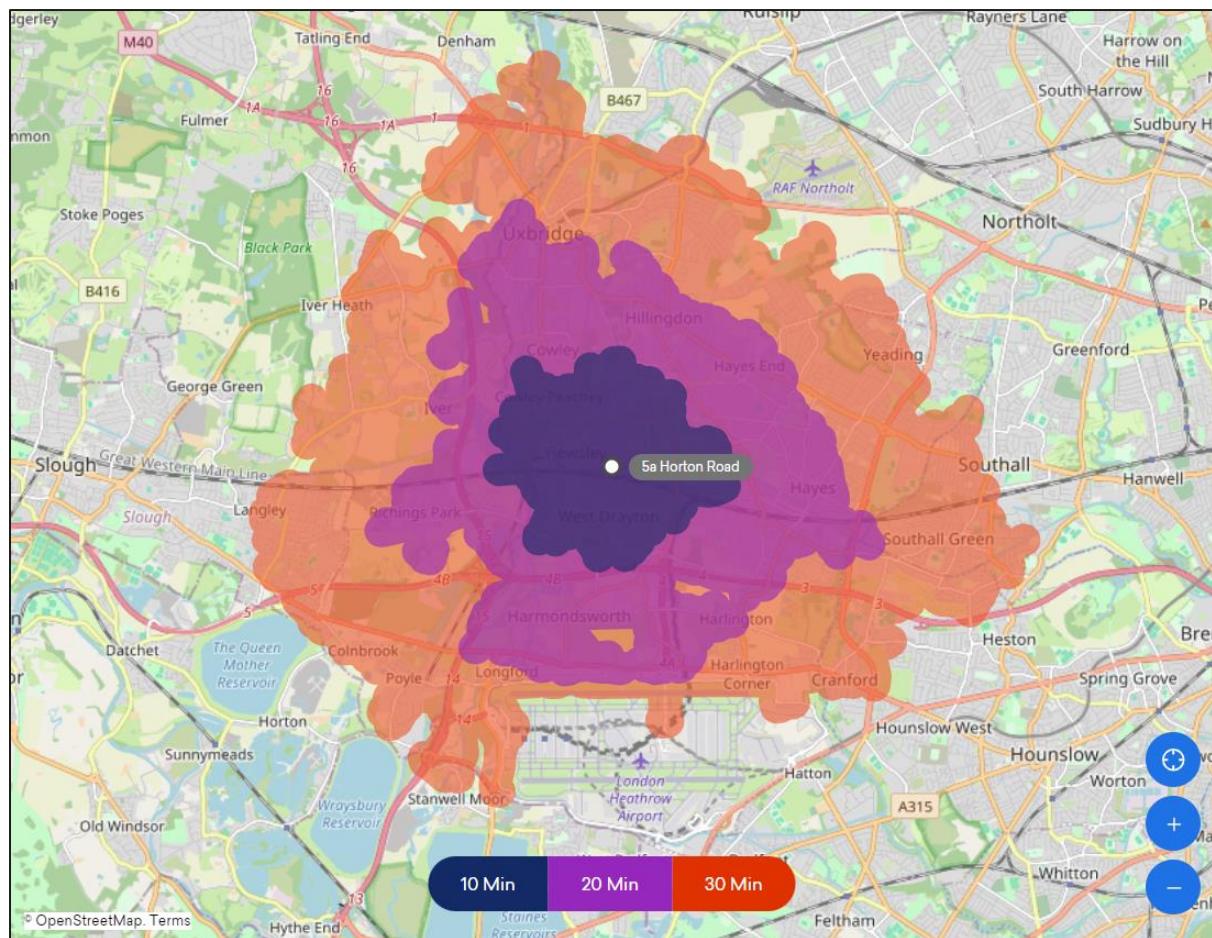
Cycling

2.8 In terms of acceptable cycling distance, LTN 1/20 states that 'two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people.'

2.9 It is therefore concluded, based on Government guidance, that areas within 8km of the application site can be considered accessible by cycling. **Figure 2.3** sets out areas within a 10, 20 and 30-minute cycling distance of the application site, representing approximately 2km, 5km and 7km of the site (based on Google Maps measurements).



Figure 2.3: Cycling Isochrone Map



(source: journeyplanner.travelwest.info)

2.10 Whilst there are no segregated cycle facilities in the immediate vicinity of the application site, it is noted that Horton Road forms a local cycle route.

Public Transport

2.11 The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given point to the surrounding public transport network, considering walk access time and service availability. It considers the density of the public transport network. A review of Transport for London's (TfL's) online tool confirms that the application site comprises multiple PTAL ratings, with the access achieving a PTAL of 3.

Bus

2.12 Bus services are accessible from the 'Whitethorn Avenue' bus stops located along Horton Road, located within 100m of the centre of the application site. Both the westbound and eastbound stops comprise a bus shelter with printed timetable information.

2.13 The 'Whitethorn Avenue' bus stops are served by the 350 bus service, operating between Hayes and Heathrow Terminal 5. A summary of the service is presented in **Table 2.1**.



Table 2.1: Bus Timetable Summary

Service	Route	Days	Timetable Summary		
			First Service	Approx. Frequency	Last Service
350	Millington Road – Heathrow Terminal 5	Mon - Fri	04:10	20 mins	03:40
		Sat	04:09	20 mins	03:39
		Sun	04:09	20 mins	03:39
	Heathrow Terminal 5 – Fairey Corner	Mon - Fri	04:24	20 mins	00:52
		Sat	04:21	20 mins	00:52
		Sun	04:21	20 mins	00:52

2.14 It is concluded that the available bus service provides a suitable travel option for employees and visitors.

Rail

2.15 West Drayton Station is the nearest railway station to the application site, located approximately 800m walking distance to the west. West Drayton Station is served by Great Western Railway and the Elizabeth Line.

Car Users

2.16 The application site is well located to encourage car sharing amongst employees via websites such as Liftshare. Additionally, an internal car sharing database can be explored at the site. Measures to incorporate this are set out in **Section 6**.

Summary

2.17 The site and wider area currently comprise industrial land uses, and therefore it is concluded that the availability of sustainable transport opportunities is suitable to continue serving the development. This view is shared by LBH through their designation of the site within a wider Industrial Business Area.

2.18 Local amenities are available to prevent the need for travel off-site by car during the day, with residential land available within walking and cycling distance to promote commuting trips by active travel.

2.19 The site is located in a PTAL 3 location, with access to local bus stops within 100m and rail links, including the Elizabeth Line, within 800m.



3.0 Baseline Travel Patterns

This section will set out the baseline mode split information for employees of the development. These will be used as a basis for setting future targets in this FTP.

Existing Mode Share

- 3.1 2011 Census journey to work data has been used as a proxy for the site to establish typical travel behaviour of workers in the local area. Data from the 2021 Census has not been used as this data is distorted by the Covid-19 pandemic, with a high proportion of people working from home on the day of the Census and low responses for commuting to office spaces.
- 3.2 The modal split for residents has been derived using the 2011 Census Data, using method of travel to work data (WU03EW) for area of work MSOA E02000518: Hillingdon 025. This is summarised in **Table 3.1**.

Table 3.1: Method of Travel to Work Census Data

Method of Travel to Work	Mode Split
Underground, metro, light rail or tram	3%
Train	4%
Bus	6%
Taxi	0%
Motorcycle	1%
Driving a car or van	76%
Passenger in a car or van	4%
Bicycle	2%
On Foot	4%
Total	100%

- 3.3 **Table 3.1** shows the mode share for car drivers is 76%. Approximately 19% of employees are anticipated to travel to the site via non-car modes, such as public transport, walking and cycling.

Baseline Surveys

- 3.4 A baseline travel survey will be carried out within the first six months of the first occupation of each unit. The surveys will produce baseline information on the travel patterns and travel behaviour of employees, in particular their main mode of travel to and from the site. The baseline data will be a useful guide in the setting of realistic targets for mode shift over the life of the development.
- 3.5 The undertaking of the baseline surveys represents the start of the TP for monitoring purposes and is described as Year 0. Follow-up surveys will be undertaken in the first, third and fifth year of site occupation. Surveys will be undertaken under 'neutral' conditions and at a similar time each survey year.



3.6 Specifically, the surveys will aim to:

- Identify which modes of transport could be promoted in light of the survey findings; and
- Establish the popular alternative modes of travel to the site, i.e. what do people want to use but currently do not/cannot.

3.7 The exact scope and content of the survey will be discussed with LBH Travel Plan Officers prior to undertaking; however, an example survey template is provided at **Appendix B** for reference.

3.8 The mode share shown above will be used to derive FTP targets, as included in **Section 4**. If, after the baseline travel surveys have been carried out, it is found that the expected mode split is not accurate, the modal shift targets will be adjusted to reflect the actual mode split.



4.0 Objectives and Targets

4.1 This chapter sets out the overarching objectives for the FTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the FTP can be found in **Section 7**.

- **Objectives** are the high-level aims of the FTP. They help to give the FTP direction and provide a clear focus; and
- **Targets** are the measurable goals by which progress will be assessed. The FTP sets out targets which future occupiers will seek to reach within the period covered by this Travel Plan.

Objectives

4.2 The FTP's overriding aim is:

"To engage with and encourage staff to use more sustainable ways of travelling to/from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network and public transport network."

4.3 The sub-objectives are:

- To increase employee awareness of the advantages and availability of the sustainable / active modes of transport;
- To promote the health and fitness benefits of active travel to all users;
- To introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and
- To reduce single occupancy vehicle movement to and from the site.

Targets

4.4 Targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 7**) to ensure they remain SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic, and **T**ime-related).

4.5 There are two types of Targets defined in this FTP – Action and Aim.

- **Action Targets** are non-quantifiable actions that need to be achieved by a certain time.
- **Aim Targets** are quantifiable and in the case of this FTP relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

4.6 The initial Action Targets for this FTP are:

- Appointment of Travel Plan Coordinator (TPC) (see Travel Plan Strategy, **Section 5**)
- To coordinate baseline staff travel surveys (see Monitoring and Review, **Section 7**)



- To raise employees' awareness of sustainable travel opportunities and their benefits at first occupation of each unit and in particular:
 - How to contact the Travel Plan Co-ordinator;
 - The bus services which are available;
 - The rail services which are available;
 - The range of local facilities and amenities which are within walking distance and the health benefits of travelling by foot;
 - Car share schemes which are available; and
 - The cycle parking facilities provided for employees use and the health benefits of cycling.

Aim Targets

4.7 The following targets have been derived using the assumed mode split for the development as set out in **Section 3**. The targets are focused on encouraging the uptake of active travel modes, such as walking, cycling and public transport. **Table 4.1** shows the target mode split for the development once the FTP has been implemented.

Table 4.1: Sustainable Transport Targets

Travel Mode	Census %	Year 1 %	Year 3 %	Year 5 %
Driving a car or van	76.0%	74.5%	71.4%	68.4%
Passenger in a car or van	4.0%	4.3%	4.8%	5.3%
On foot	4.0%	4.3%	4.8%	5.3%
Bicycle	2.0%	2.1%	2.4%	2.7%
Bus, minibus or coach	6.0%	6.4%	7.2%	8.0%
Train	4.0%	4.3%	4.8%	5.3%
Underground, metro, light rail, tram	3.0%	3.2%	3.6%	4.0%
Motorcycle, scooter or moped	1.0%	1.0%	1.0%	1.0%
Total	100.0%	100.1%	100.0%	100.0%

4.8 As previously noted, the targets listed in **Table 4.1** are based on preliminary data and, therefore, may be adjusted once an accurate baseline modal share has been established from the baseline (Year 0) travel survey. Any adjustments to the targets will be discussed and agreed with LBH Travel Plan Officers.

4.9 This target will be achieved by introducing a package of physical and management measures that will facilitate employee travel by sustainable modes. A description of these measures is set out in **Section 5**. Details on the review and monitoring of these targets are set out in **Section 7**.



5.0 Travel Plan Strategy

Management

- 5.1 A Travel Plan Coordinator (TPC) should be appointed to manage and implement the FTP at least one month prior to occupation of the site. As yet a TPC has not been appointed; LBH will be notified of the TPC's contact details once they are known.
- 5.2 A single TPC could be appointed to cover both units or each individual unit occupier could appoint their own TPC. Due to the size of the development, it is forecast that the TPC role can be undertaken by a member of staff.

Travel Plan Coordinator Responsibilities

- 5.3 The TPC will be responsible for the administration of the FTP, the implementation of measures, and for the ongoing monitoring and review of the FTP. They will have the overall responsibility for ensuring that measures are successfully delivered on time and budget.
- 5.4 The TPC will liaise with stakeholders such as employees, staff associations (if applicable) and LBH regarding the implementation and progression of the FTP.
- 5.5 The TPC will be responsible for overseeing the FTP for the development. The primary responsibilities of this role include:
 - The implementation of measures as set out in the FTP;
 - Reporting to and consulting with the building management team and other involved stakeholders such as the local authority (LBH) and TfL regarding the implementation and progression of the FTP;
 - Managing the development and implementation of the FTP measures;
 - Acting as a point of contact for travel questions raised by staff;
 - Promoting the objectives and benefits of the FTP;
 - Monitoring the success of the FTP against the agreed targets; and
 - Reporting the results of the FTP to the stakeholders.
- 5.6 Regular updating of the FTP document is part of the responsibility of the nominated TPC, including the production of annual monitoring report after the completion of the yearly travel surveys.

Marketing Strategy

- 5.7 Each employee will be provided with a Welcome Pack on first occupation. The Welcome Pack will include a summarised version of the FTP along with information on the local walking and cycling network, public transport, and contact details for taxi operators, detailed further in **Section 6**.



5.8 Employees will, consequently, be made aware of the FTP on occupation, including its purpose and objectives, along with specific measures such as the cycle parking. In conjunction with the Welcome Pack, information will be made available upon the point of sale as well as on communal noticeboards within the site and on any development websites.



6.0 Measures and Initiatives

6.1 This section of the FTP outlines a list of specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of measures, which include awareness initiatives and infrastructure provision, are the core elements of the Travel Plan.

Travel Information Boards

6.2 Travel information boards will advertise travel information and will be provided on site. These boards will share:

- Name and contact details of the TPC and their availability to speak with staff about travel queries;
- An overview of the FTP, its purpose, and a summary document;
- Information about the health benefits of using active modes of transport;
- Public Transport information including bus route maps and timetables;
- Maps showing walking and cycling routes close to the site;
- Any relevant company policies related to travel; and
- Details of any cycle discounts and local schemes.

Welcome Packs

6.3 As noted, in **Section 5**, staff will receive information about the travel planning options through a travel welcome pack. The pack will contain at least the following information:

- A summarised version of the Framework Travel Plan document, that sets out the purpose and benefits etc;
- Timetables and route maps for public transport, particularly buses;
- Contact numbers and web details for Traveline, Underground details and National Rail Enquiries;
- Links to relevant travel apps, including Citymapper;
- Car share scheme details;
- Cycling and walking maps for the local area to key destinations; and
- Any relevant employer specific company policies related to transport.

6.4 Welcome packs will be updated where relevant upon arrival of new employees the site to ensure up-to-date information is provided. This will be the responsibility of the TPC.



Measures to Reduce Single Occupancy Private Car and Promote Active Travel

Car Sharing

- 6.5 Car sharing will be encouraged to reduce the number of single occupancy vehicles. As discussed in the DfT Future Mobility: Urban Strategy (March 2019), car sharing is “*formal or informal sharing of rides between unlicensed drivers and passengers with a common or similar journey route.*” It is recognised that car sharing can be an important mode of transport to reduce the occurrence of single-occupancy trips.
- 6.6 The TPC will encourage staff to find car share patterns through the creation of an internal car share database. The TPC should contact other local business to understand their car sharing strategies, and whether a collaborative approach can be implemented.
- 6.7 The TPC is to monitor the use of the staff car park and whether many staff are car sharing. If deemed appropriate going forward dedicated car share spaces could be marked in the car park in priority locations to further encourage car sharing.
- 6.8 Staff will also be made aware of external car share schemes such as Liftshare and BlaBlaCar, which allow users to advertise their journeys and find others to car share with.

Public Transport

- 6.9 Details/ timetables of local bus and rail services will be made available to staff where possible via information boards located in prominent positions and welcome packs. The 350-bus service is routed in proximity to the site and has a frequency of 20 minutes. West Drayton Station is located 800m from the site.

Walking and Cycling

- 6.10 All staff will be informed about the Travel Information Boards and welcome packs, which will include maps of local walking and cycle routes and information.
- 6.11 The TPC will raise awareness of the health benefits of walking and cycling.
- 6.12 There are footways located from key amenities to the site and all are of good quality. Internal footways within the site ensures pedestrian safety. For short distance trips such as to get lunch/ those who live locally, walking will be encouraged.
- 6.13 High quality cycle parking will be provided on site (a minimum of five and six cycle parking spaces will be provided to serve Unit 1 and Unit 2)). The TPC will monitor the use of cycle parking provided to ensure the supply is sufficient to meet demand.
- 6.14 The TPC will promote a cycle to work scheme if made available by each occupier, the purposes of which is to make cycle equipment more easily affordable and accessible for staff at the site.



Measures and Initiatives

6.15 Measures to raise travel awareness will be promoted by the TPC, with these including national events such as those listed below:

- National Liftshare Week;
- Walk to Work Day; and
- National Bike Week.



7.0 Monitoring and Review

7.1 The FTP is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the units and their occupiers. This chapter sets out the proposals for monitoring and review of the FTP.

Monitoring

7.2 All monitoring will follow the most up to date DfT and TfL best practice guidance and will be the responsibility of the TPC of each tenant. The main reasons for monitoring the TP are:

- To measure the level of success in meeting identified targets using key performance indicators; and
- To provide feedback to the TPC and LBH so the TP can be refined where necessary.

7.3 Monitoring surveys will be undertaken within six months of occupation, and after the first baseline travel survey. The baseline survey represents the start of the TP for monitoring purposes and is known as Year 0.

7.4 In accordance with TfL guidance, travel surveys will be iTrace compliant.

7.5 Further surveys will be undertaken at Years 1, 3 and 5. Surveys will focus on the following aspects:

- Monitoring the occupancy/utilisation of cycle parking;
- Demand for additional cycle parking facilities;
- Employee travel questionnaires; and
- Comments received from employees relating to the operation and implications of the TP.

7.6 The TPC will also continually monitor the use of the following, and liaise with management whether facilities can be added to as required, such as:

- Cycle parking;
- Car sharing;
- Accessible parking;
- Electric vehicle parking; and
- Take up of cycle to work scheme.

Reporting

7.7 The TPC will prepare a TP Monitoring Report after the completion of each travel survey. This will include an update on the travel measures in place, the results of the travel surveys and comparison against targets set. Each Monitoring Report will be provided to LBH within six weeks of the survey data being available.



7.8 The TPC will review the monitoring reports and determine if:

- The development is meeting, or on track to meet, the mode share targets and no amendments to the Action Plan or mode share targets are required;
- The development is not on track to meet the mode share targets, but it is considered that no further action should be taken either because there are remedial measures already in place, or because any reasons for divergence from the target mode share are considered reasonable and legitimate; or
- The development is not on track to meet the full occupancy mode share targets and will consider whether revised targets should be provided.



8.0 Action Plan

8.1 The Action Plan outlined below in **Table 8.1** summarises the measures in **Section 6** which are aimed at influencing staff travel, to meet the initial targets outlined in this Travel Plan.

Table 8.1: Action Plan

Action	Notes	Status/Target Date	Responsibility
Appointment of TPC	A TPC will be appointed	Six months prior to occupation	Occupier
Welcome Packs for Employees	Provision of Welcome Packs to employees setting out transport options and travel information	Upon occupation and ongoing updates for 5 years	TPC
Travel Information Notice Boards	Boards containing travel information for employees regarding walking, cycling and public transport routes and frequencies of service	Upon occupation and ongoing updates for 5 years	TPC
Provision of cycle parking	Cycle parking spaces provided to meet operational requirements	Within construction schedule	Developer
Promotion of Car Sharing	Promote the relevant car sharing services to employees/ discuss car sharing with local businesses.	Upon occupation	TPC
Baseline Travel Survey	Monitoring survey to be undertaken to understand the baseline mode split	Within 6 months of occupation	TPC
Ongoing annual surveys	Monitoring surveys to be undertaken to understand the change in employee's mode split	Years 1, 3 and 5 following the baseline	TPC
FTP Monitoring Report	A report on the travel measures in place, the results of the travel surveys and comparison against targets set.	Within 6 weeks of travel survey data being available	TPC
Review demand for cycle parking/ EV charging bays	TPC to encourage cycling and provide more parking if required. TPC to monitor EV charging use.	Annual Review	TPC



Appendix A Proposed Site Layout

Framework Travel Plan

Horton Road, West Drayton

LMO Overseas Investments Limited

SLR Project No.: 425.065716.00001

25 July 2025



PL07	15/07/2025	Fence line amended	sd	mk
PL00	15/07/2025	Red line amended	sd	mk
PL05	23/06/2025	Substation added	sd	mk
PL04	23/06/2025	General update	sd	sd
PL03	20/05/2025	Amenity spaces added. Acoustic fence amended	sd	sd
		Unit 1 cycles moved. PV area increased.	sd	sd
PL02	20/05/2025	Issued for planning	sd	sd
PL01	30/04/2025	preliminary issue	sd	sd
REV	DATE	NOTES	DRAWN CHECKED	

**MICHAEL
SPARKS
ASSOCIATES**

LE MASURIER

11 PLATO PLACE ST DIONIS ROAD, LONDON SW8 4TU
CHARTERED ARCHITECTS 020 7736 6162
WWW.MSA-ARCHITECTS.CO.UK

PROJECT TITLE
HORTON ROAD, WEST DRAYTON

MSA JOB No. **31906**

CLIENT
LE MASURIER

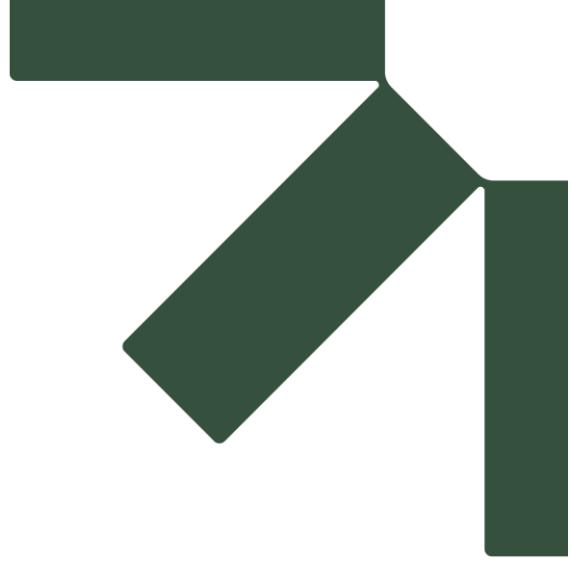
DOCUMENT TITLE
SITE LAYOUT PLAN

SCALE
1:500 @ A1 DATE
DRAWN
CHECKED

DOCUMENT NUMBER
HRWD-MSA-SI-00-DR-A-20002

STATUS
PLANNING REV
PL07

0 5 10 15 20 25 50 m



Appendix B Example Travel Survey

Framework Travel Plan

Horton Road, West Drayton

LMO Overseas Investments Limited

SLR Project No.: 425.065716.00001

25 July 2025



As part of the development at Horton Road, West Drayton, there is a requirement to produce a Travel Plan to promote sustainable transport (e.g. walking, cycling, public transport) to seek to reduce the number of single occupancy car trips at the site. As part of this Travel Plan, we want to know some information about your likely travel to and from work at the new premises.

All information provided will not be used to identify individuals unless specifically stated and will be kept confidential.

1. What is your home postcode?.....
2. Do you have a disability which affects your travel arrangement?
 Yes
 No
3. What time will you usually arrive at work?
 7.00 – 7.30am
 7.30 – 8.00am
 8.00 – 8.30am
 8.30 – 9.00am
 9.00 – 9.30am
 10.00 – 10.30am
Other (please specify)
4. What time will you usually leave for home?
 3.00 – 3.30pm
 3.30 – 4.00pm
 4.00 – 4.30pm
 4.30 – 5.00pm
 5.00 – 5.30pm
 5.30 – 6.00pm
 6.00 – 6.30pm
 6.30 – 7.00pm
Other (please specify)
5. Will you work:
 Part time
 Full time
Other (please specify)
6. How will you usually travel to work?
 Car (on your own)
 Car (with others)
 Bus
 Train
 Tube/Underground
 Motorbike
 Walk
 Cycle
7. Why will you choose to travel in this way?
(Tick all that apply)
 Convenience
 Cost
 Health reasons
 Alternatives not available
 Need to for work purposes
Other (please specify)
8. Will you ever use a different mode of transport?
 Yes
 No
9. If yes, how?
 Car (on your own)
 Car (with others)
 Bus
 Train
 Tube/Underground
 Motorbike
 Walk
 Cycle
Other (please specify)
10. Will you ever work from home?
 Yes
 No
If so, how often?
 more than once a week
 once a week
 once a fortnight
 once a month
 occasionally
11. How far will you travel to work?
 Less than 1 mile
 1-2 miles
 2-5 miles
 6-10 miles
 11-25 miles
 26 miles or more



Other (please specify)

12. How long will your journey generally take you?

- Less than 15 minutes
- 16-30 minutes
- 31-45 minutes
- 46-60 minutes
- Over 1 hour

Car Driver Specific Information

If you do not regularly drive to work,
please go to Question 19

13. What will be your main reasons for driving to work? (Tick no more than 3)

- Drop off / collection child at school on way
- Need car for other activities after work
- Distance from home too far to walk or cycle
- No one to car share with
- No public transport or it would take too long
- Personal safety
- Car needed because of health
- Cheaper than public transport
- More reliable than public transport

Other (please specify)

14. On average, how often will you use your car alone for work purposes?

- Less than once a month
- One day per week or less
- At least 2 days per week
- At least 4 days per week

15. How many miles for work purposes will you travel on average per month?.....

16. Will you use any other transport for work travel?

- Passenger in car/van or car sharing
- Pool vehicle
- Taxi
- Tube/Underground
- Bus
- Train
- Motorbike
- Walk
- Cycle

Other (please specify)

17. Would you be prepared to car share?

- Yes
- No
- Already do

18. Are you prepared to pay for parking?

- Yes
- No

If yes, how much per day?.....



Other Travel Ideas

19. Below is a list of other possible ideas that could be implemented at the new premises to reduce the number of journeys made commuting to and from work, and for work during the day.

Please tick one box in each row to indicate how useful you find each idea.

	Very Useful	Fairly Useful	Not Very Useful	Not at all Useful
Car share scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of taxi to train/tube station (for business journeys)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Company pool cars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Discounted bus / train travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Showers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lockers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle stands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle and pedestrian paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify).....				

20. If you have any other comments, suggestions or ideas for travel at the new premises, please let us know below.

.....

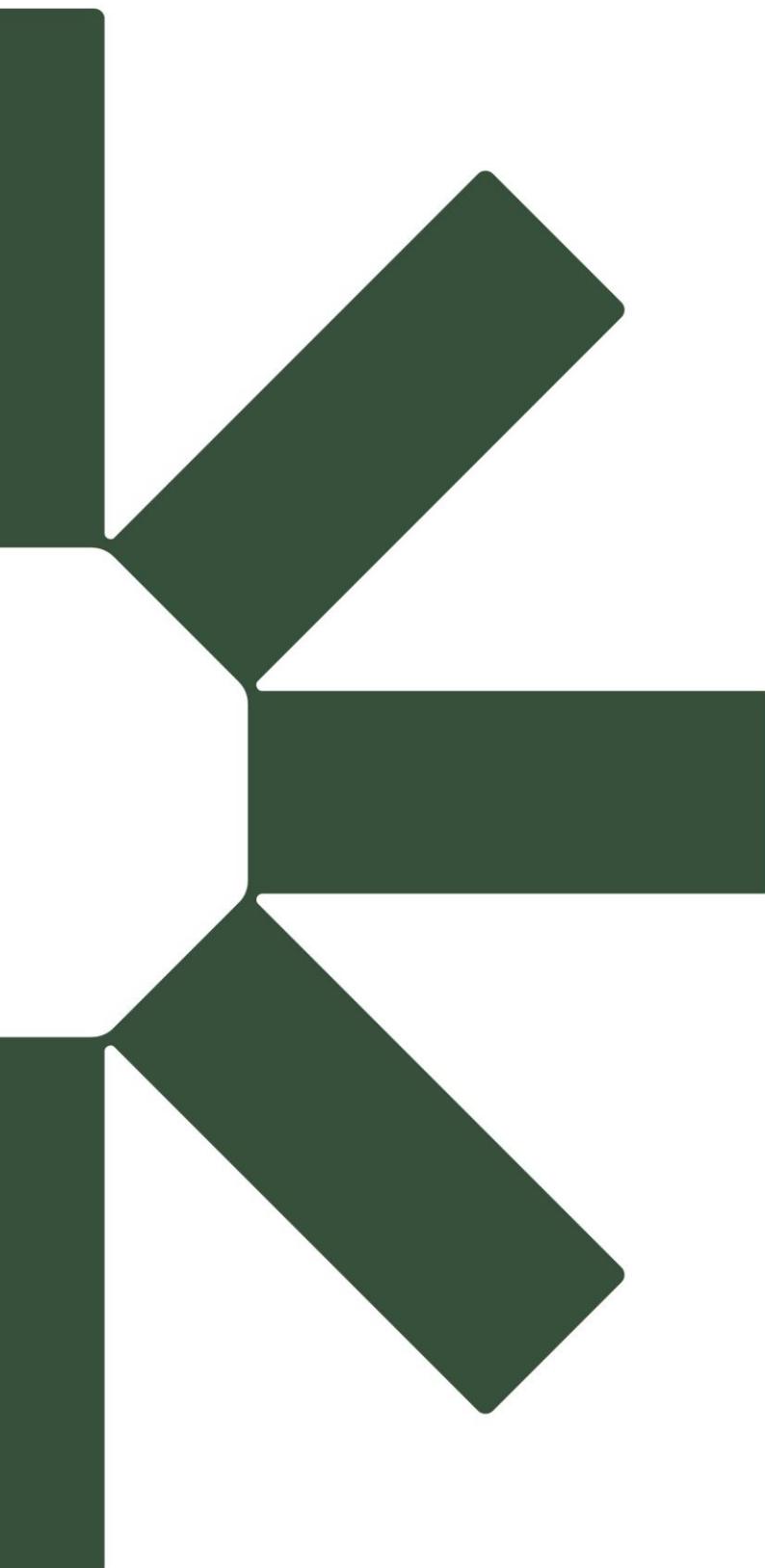
.....

.....

.....

.....

.....



Making Sustainability Happen