



Prologis UK Ltd

EMI DAWLEY ROAD, HAYES

Workplace Travel Plan





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Workplace Travel Plan

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APPENDIX A

MASTERPLAN

1 INTRODUCTION

1.1 PREAMBLE

- 1.1.1. WSP have been commissioned by Prologis UK Ltd (hereafter referred to as 'the Client') to provide transportation and highways advice in relation to the proposed redevelopment of EMI Dawley Road, Hayes (hereafter referred to as 'the Site'), situated in the Speedway Industrial Estate in Hayes, West London and operates under jurisdiction of the London Borough of Hillingdon (LBH).
- 1.1.2. As part of the documentation to support the proposals, this Workplace Travel Plan (WTP) has been prepared to demonstrate the potential for both phases of the Site to encourage sustainable transport and to set the basis for a future Full Travel Plan, which it is anticipated will be conditioned within the planning permission.

1.2 DEVELOPMENT SITE

- 1.2.1. The Site is located in Hayes, West London in the London Borough of Hillingdon (LBH), adjacent to the Grand Union Canal. The Site sits within the Speedway Industrial Estate, which is home to a variety of industrial and office units. Access to the proposed development is via Vinyl Place, which connects to the A437 Dawley Road.
- 1.2.2. The Site is bounded by the Grand Union Canal to the north, to the east it is bounded by the industrial units/warehousing on the neighbouring Clayton Road. The entire southern boundary of the site is bounded by a unit/warehouse and the western boundary is bounded by Vinyl Place.
- 1.2.3. The site location (within Speedway Industrial Estate) is shown in **Figure 1-1** below, with the Proposed Site Plan illustrated in **Appendix A**.

Figure 1-1 - Site Location



1.3 DEVELOPMENT PROPOSALS

1.3.1. The proposed development consists of the redevelopment of the former EMI Music Archives, Vinyl Place, Hayes, London Borough of Hillingdon. Prologis are proposing to the re-development of the former EMI Music Archives and retain the B8 use with a single unit of approximately 2,365m² GIA.

1.4 BENEFITS OF A TRAVEL PLAN

1.4.1. A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a realistic option, communicating these opportunities is also critical to the success of the Travel Plan.

1.4.2. The Travel Plan should demonstrate a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development. It is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the Site and provides continuous improvements for its duration.

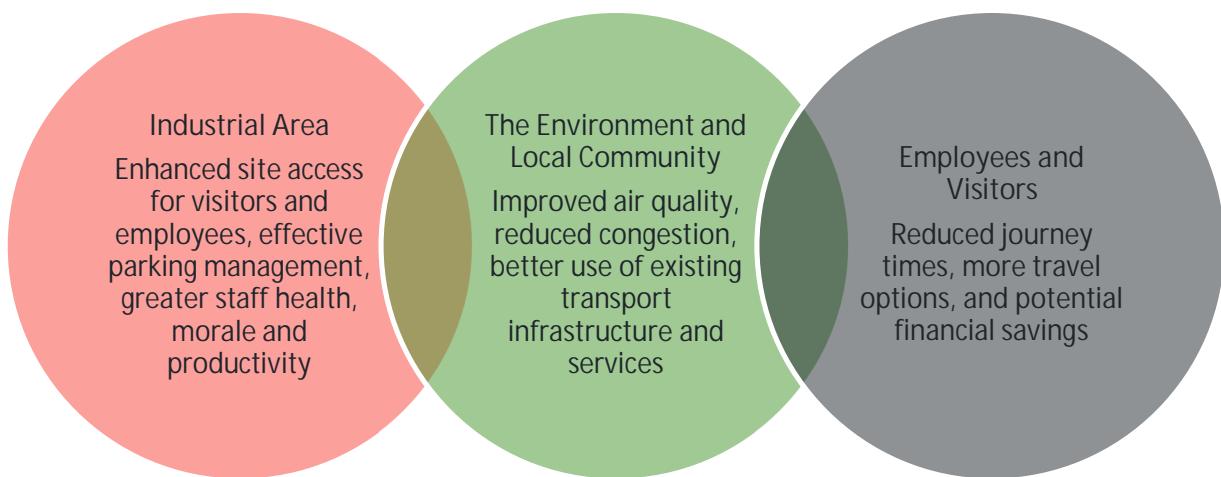
1.4.3. Prologis UK Ltd fully supports the Travel Plan and appreciates the benefit of using and encouraging greater use of sustainable transport for both people and goods.

1.4.4. A Travel Plan can provide several specific benefits to staff. Some of the benefits that can be achieved will be key drivers of this WTP. They are set out below in **Diagram 1**.

- Improved quality of life for staff through adopting healthier lifestyles, for example replacing short car journeys walking and cycling;
- Improved air quality through reduced traffic congestion in the community as a result of the use of alternatives to the private car;
- Less vehicle congestion on local roads because of fewer cars attempting to depart and access the development.
- Cost-saving for car shares – by sharing journeys with colleagues, staff can benefit from sharing the financial cost of making those journeys.

1.4.5. Through identifying an appropriate package of measures and ensuring a joined-up approach to the delivery of the WTP, it is possible that all these benefits can be achieved for the Proposed Development.

Diagram 1 – Travel Plan benefits



1.5 WORKPLACE TRAVEL PLAN OVERVIEW

- 1.5.1. This WTP has been prepared to complete the transport strategy submitted in support of the Proposed Development as set out within the Workplace Travel Plan (WTP); it captures current transport and mobility provision serving the Proposed Development; and provides an insight into the current travel patterns in the area.
- 1.5.2. In accordance with the above, this report outlines opportunities to encourage future users of the Proposed Development towards sustainable travel modes, particularly focused on employees. In each instance, these opportunities are drawn from reviewing the available evidence and considering how industry best practices can be applied to accommodate and promote sustainable travel patterns.
- 1.5.3. TfL define Travel Plans as a “... *long term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site*”. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.
- 1.5.4. A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option, communicating these opportunities to occupiers is also critical to the success of the Travel Plan.
- 1.5.5. A Travel Plan should also demonstrate a holistic approach by incorporating both the 'hard' engineering measures and the 'soft' marketing and management measures necessary to address the transport impacts arising from development.

1.6 REPORT STRUCTURE

1.6.1. The structure of the FTP has been prepared to reflect the structure advised within TfL's 2013 Travel Planning Guidance, as follows:

- Chapter 2: Policy context;
- Chapter 3: Accessibility and existing conditions;
- Chapter 4: Framework Travel Plan strategy;
- Chapter 5: Baseline travel demand: Trip Generation
- Chapter 6: Aim, Objectives and Targets;
- Chapter 7: Framework Travel Plan measures;
- Chapter 8: Action Plan and Budget; and
- Chapter 9: Monitoring and review.

2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1. This chapter summarises the relevant policy and guidance at the national, regional and local level that has been taken into account when preparing this FTP focused on future users of the Proposed Development. The following sections outline the relevant policy and compliance in detail.

2.2 NATIONAL POLICY

PLANNING PRACTICE GUIDANCE (2021)

2.2.1. The guidance states:

"In determining whether a Travel Plan will be needed for a proposed development, the local planning authorities should take into account the following considerations:

- *The Travel Plan policies (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/ strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area;*
- *Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and*
- *Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development."*

NATIONAL PLANNING POLICY FRAMEWORK (NPPF) (2021)

2.2.2. The National Planning Policy Framework (NPPF), updated in July 2021, embraces a presumption favouring sustainable development. It seeks to reduce the complexity and improve the accessibility of the planning system whilst protecting the environment and encouraging growth in a sustainable manner.

2.2.3. Regarding transport, the NPPF sets out the aims for a transport system balanced in favour of sustainable transport modes to give people a real choice about how they travel. It also encourages solutions that support reductions in greenhouse gas emissions and reduce congestion.

2.2.4. Paragraph 110 outlines the requirements for a development that should be considered during the assessment of the proposals stating: *"It should be ensured that:*

- *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *b) safe and suitable access to the Site can be achieved for all users;*
- *c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and*
- *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.2.5. Paragraph 112 considers that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use" and...
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.6. Paragraph 113 requires 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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

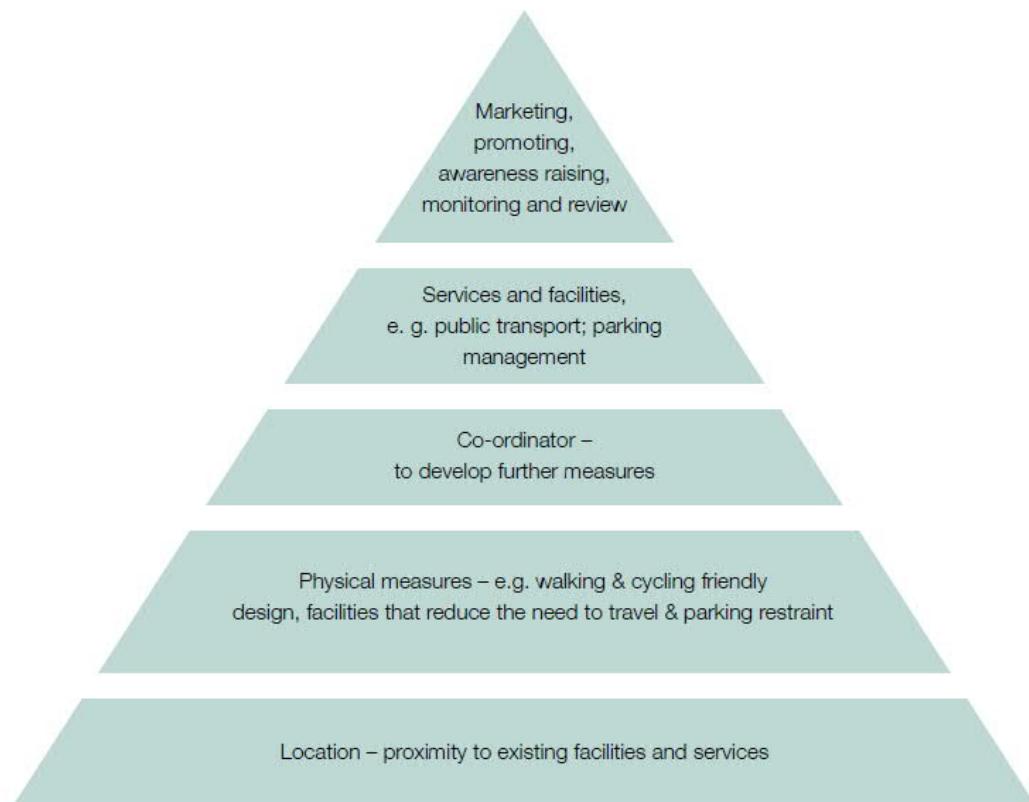
2.2.7. Importantly, NPPF states in paragraph 111 that "...Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DFT, 2009)

2.2.8. The DfT guidelines are intended to assist all stakeholders in determining when a travel plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines also set out how travel plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. It states that travel plans are important for major new developments to:

- "Support increased choice of travel modes;
- Promote and achieve access by sustainable modes;
- Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
- Promote a partnership between the authority and the developer in creating and shaping 'place'."

2.2.9. The document recognises that it can be helpful to view a travel plan for new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last, all set within the context of the outcomes sought, as detailed below.



- 2.2.10. The DfT's Travel Plan Pyramid illustrated above helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.
- 2.2.11. Considering all of the above it has been concluded that a Travel Plan is required for the Proposed Development.

2.3 STRATEGIC POLICY

LONDON PLAN (2021)

- 2.3.1. The New London Plan was published and adopted in March 2021. Policy T2 relates to Healthy Streets and seeks developments that "reduce the dominance of vehicles on London's streets". The Healthy Streets approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected with walking, cycling and public transport networks.
- 2.3.2. Policy T4 identifies that "development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity". Travel plans are noted as being able to help reduce negative impacts and bring about positive outcomes and are required in accordance with relevant Transport for London guidance.
- 2.3.3. Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists.

MAYOR'S TRANSPORT STRATEGY (2018)

2.3.4. The Mayor's Transport Strategy was produced in 2018 and incorporates both the Healthy Streets and Vision Zero approaches, aiming to achieve:

- Active, inclusive and safe travel choices.
- More efficient use of the street network.
- Improvements to air quality and the environment.

2.3.5. Good Growth is a key concept of the Mayor's Transport Strategy and involves ensuring that people have travel options other than driving. Indeed, Policy 21 states that:

"The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:

- *Create high density, mixed-use places, and*
- *Unlock growth potential in underdeveloped parts of the city."*

2.3.6. There are seven key transport principles of Good Growth. How the Proposed Development is envisaged to achieve some of these is outlined as follows:

- Access to public transport: The Site benefits from a Public Transport Accessibility Level (PTAL) rating of 2 at the current access point. It is in close proximity to bus services on A4 Great West Road and within cycling distance to London Overground and National Rail services (10-minute cycling distance).
- People choose to walk and cycle: the existing infrastructure around the Site lends itself to short journey distances on foot or by bicycle to/from public transport services and residential areas, which can potentially be the origin of employees of the Site. In addition, the on-site cycling facilities (such as cycle parking, storage and showers) will further encourage cycling as a viable modal choice.
- Inclusive, accessible design: accessible car and cycle parking is proposed to be provided in accordance with London Plan requirements. All elements of the ancillary offices will be wheelchair accessible at ground level, with lifts providing connections to offices on the floors above.
- Carbon-free travel: London Plan policies and LBH's requirements regarding electric vehicle charging points (EVCP) has been incorporated into the design. In particular, and in accordance with discussions with LBH, 20% of car parking spaces will be provided with active EVCP, and the 80% remainder will be provided with passive provision. Additionally, all parking spaces for operational vehicles will be provided with active EVCP. Efficient freight: A Delivery and Servicing Plan has been prepared under a separate cover outlining measures to manage freight efficiently, as summarised in Chapter 6 of the TS.

2.4 LOCAL GUIDANCE

LONDON BOROUGH OF HILLINGDON LOCAL PLAN PARTS 1 AND 2

2.4.1. LBH's LPP1 identifies the spatial vision and strategic objectives for the borough. Strategic Objective 12 outlines the importance of travel plans in achieving climate change mitigation:

"Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans."

2.4.2. These strategic objectives and policies are then further detailed in the Local Plan Part 2 (LPP2).

2.4.3. Specifically, LPP2 Policy DMT 1: 'Managing Transport Impacts' states that:

"Travel Plans should follow the guidelines and good practice issued by Transport for London. The plans should demonstrate how measures will be implemented, such as new local bus stops and cycle ways with cycle storage, and soft measures such as discounts on season tickets or by providing advice on individual journey planning. These measures should be integrated into the marketing and occupation of the development, with remedial measures implemented if outcomes are not achieved."

2.4.4. In accordance with the above, this FTP forms part of the Proposed Development strategy to promote sustainable travel. Therefore, this FTP will align with the London Borough of Hillingdon Local Plan Parts 1 and 2 by implementing all measured detailed within Chapter 8.

2.4.5. Policy DMT 1 also explains that for development proposals to be considered, they need to be within reach of public transport or walking / cycling distance:

"In order for developments to be acceptable they are required to be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development."

2.4.6. In accordance with the above, this FTP sets out the accessibility of the Proposed Development to public transport, walking and cycling connections in the local area, for the purpose of site end-users, following occupation. An assessment of accessibility is provided below in Chapter 3 and in more detail within the accompanying TS.

3 ACCESSIBILITY AND EXISTING CONDITIONS

3.1 INTRODUCTION

- 3.1.1. This chapter outlines the existing transport conditions surrounding the Site, including available facilities for walking, cycling, and public transport services, which will facilitate sustainable access to local amenities from the Proposed Development.
- 3.1.2. The Active Travel Zone (ATZ) assessment is required by TfL, which is included in TfL's Healthy Streets Transport Assessment guidelines and considers transport impact on a spatial scale rather than by travel mode. The ATZ assessment contained within Chapter 4 of the TS (and considered within this FTP) shows that opportunities for sustainable travel to and from the Site have been identified.
- 3.1.3. As detailed in Chapter 2, Policy T4 of the London Plan emphasises the integration of land-use, transport and planning decisions. In order to achieve good integration, developments should be encouraged in areas with good levels of accessibility to local facilities and employment, as well as to public transport services. Therefore, this chapter summarises the baseline connectivity of the Site in terms of the pedestrian, cycle, and public transport modes, which has already been included in detail in Chapter 3 and Chapter 4 of the TS .

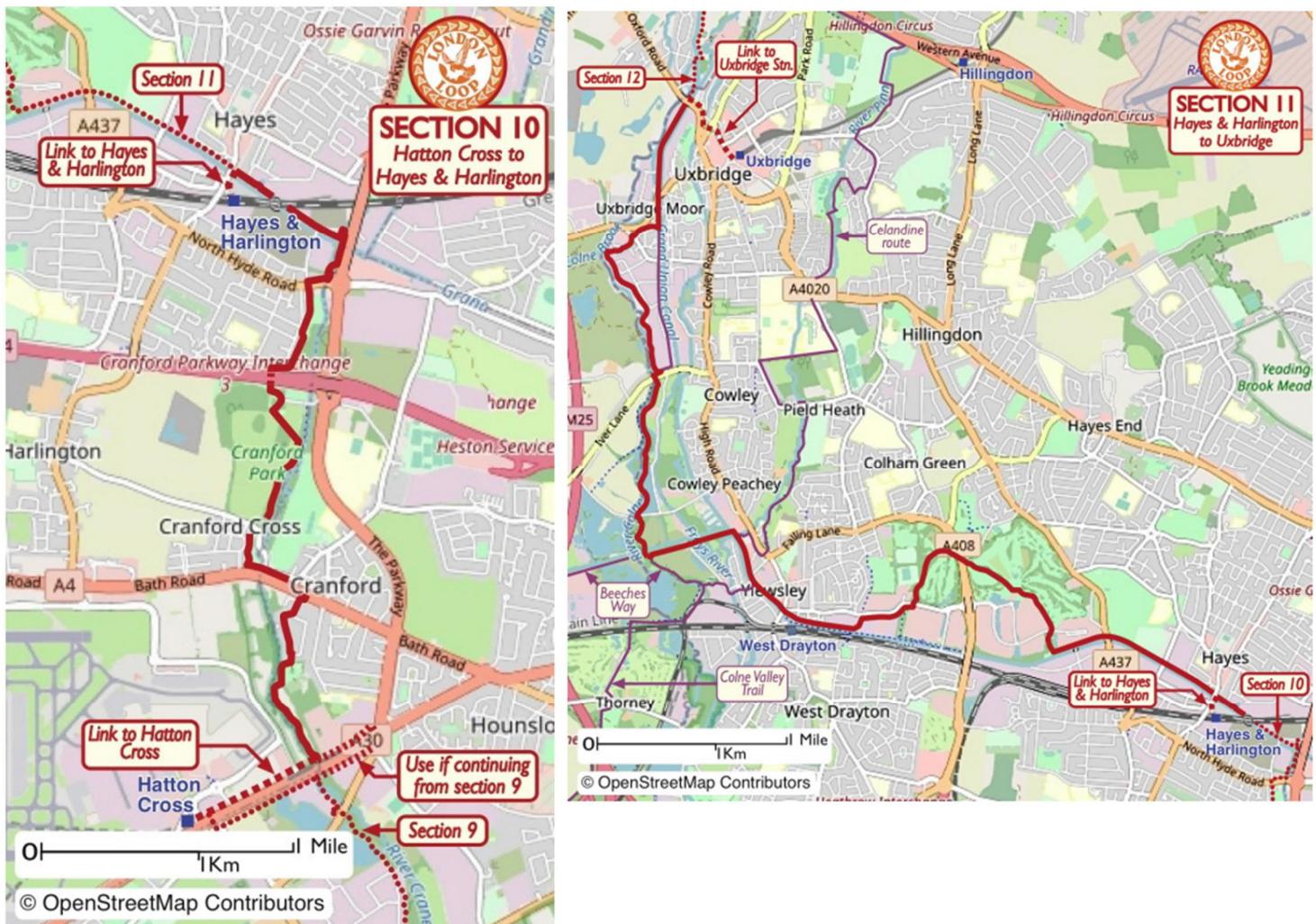
3.2 LOCAL CONTEXT

- 3.2.1. The application site is in Speedway Industrial Estate in Hayes, West London. The site comprises of the EMI Music Archives and Levantine Limited Offices, which border the Grand Union Canal in the North. The site is accessible via Vinyl Place which connects to the local highways network through Dawley Road, that runs the length of the industrial estate.
- 3.2.2. The Site is well situated in terms of existing walking and cycling infrastructure, as described within this subsection.

PEDESTRIAN ACCESSIBILITY AND INFRASTRUCTURE

- 3.2.3. The Site and the surrounding area has a number of pedestrian links, with compliant dropped kerbs, ramps and crossing points. The immediate surrounding area within the industrial estate has footways on both sides of the carriageway, which are well lit, to ensure pedestrians can access the Proposed Development safely.
- 3.2.4. Alternatively, there are a number of other pedestrian links that site occupants may wish to use. The Proposed Development borders the Grand Union Canal and multi-use path, which is suitable for use by pedestrians and cyclists. The canal's mainline runs 220km between Birmingham and London but can be used by residents of local areas including parts of West Drayton, Colham Green and Hayes Town.
- 3.2.5. Sections 10 and 11 of the London LOOP footpaths also operates within close proximity to the site, following a small section on the Grand Union Canal, as well as the River Crane south of the site towards Cranford and the River Colne to the north of the site towards Uxbridge as seen in **Figure 3-1**.

Figure 3-1 - Section 10 and Section 11 of the London LOOP



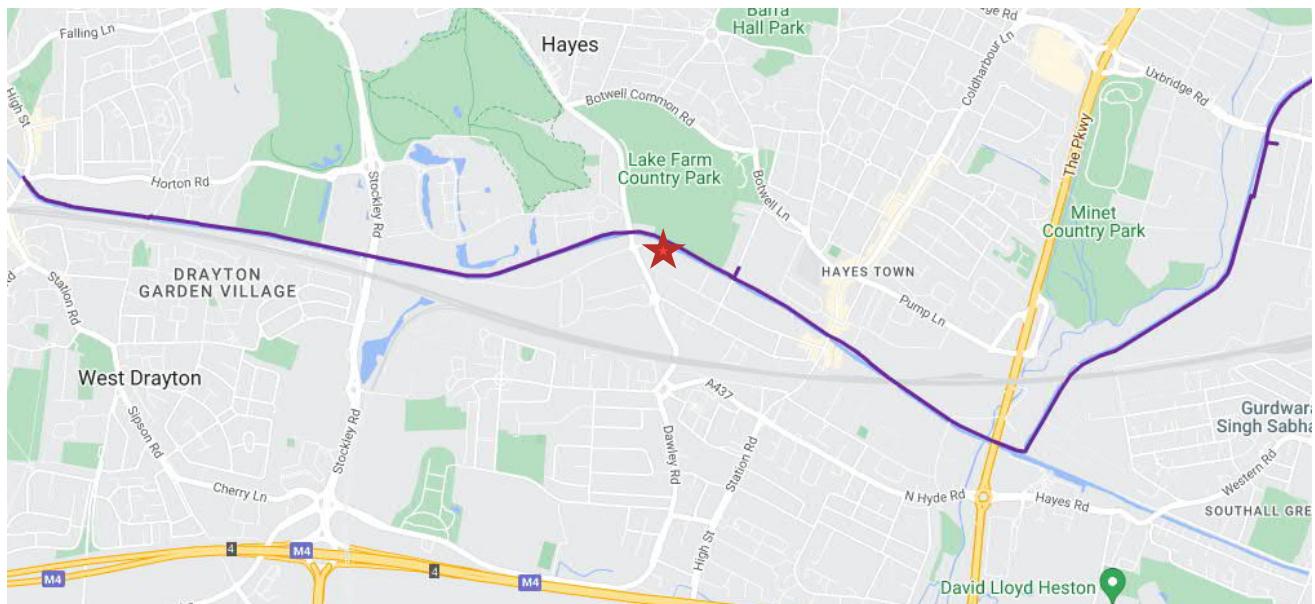
3.2.6. As seen in **Figure 3-1**, section 10 and 11 of the London Loop provide access to Dawley Road from Hayes and Harlington Railway Station, providing an off-carriageway pedestrian route for employees and visitors to the proposed development.

CYCLING ACCESSIBILITY AND INFRASTRUCTURE

3.2.7. The area has limited designated cycle lanes in close proximity to the site, however, does benefit from a shared pedestrian and cycle lane along Shepiston Lane towards the M4.

3.2.8. In addition, a designated TfL cycle route within close proximity to the Proposed Development is the Quietway Link, in **Figure 3-2**, which spans between West Drayton and West Kilburn. The route utilises sections of the Grand Union Canal, facilitating good cycle access to the site from West Drayton and Colham Green in the west, as well as parts of Southall, Greenford and Northolt.

Figure 3-2 - Quietway Link



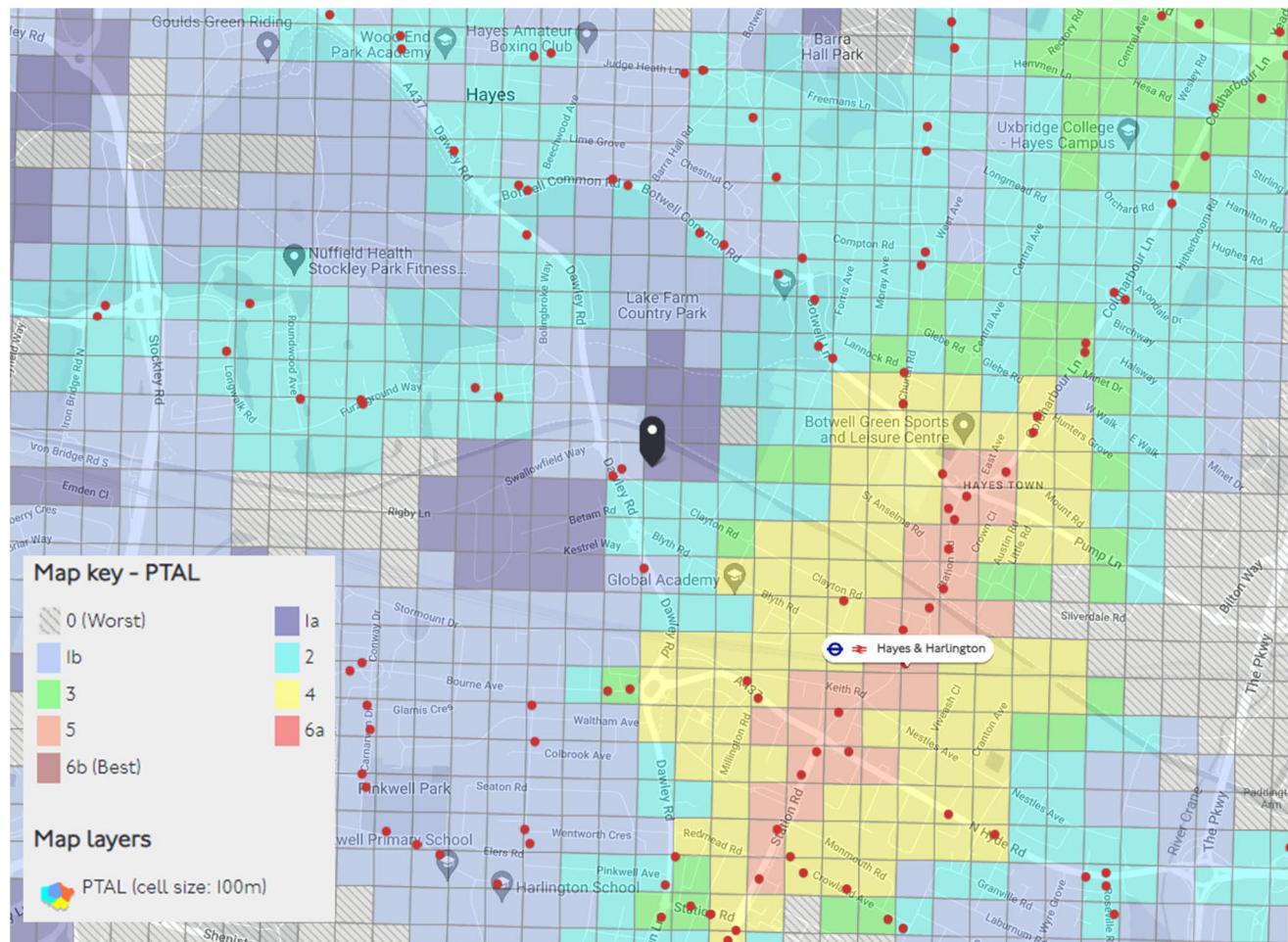
PUBLIC TRANSPORT ACCESSIBILITY

PUBLIC TRANSPORT ACCESSIBILITY LEVEL

3.2.9. The Public Transport Accessibility Level (PTAL) methodology adopted by TfL represents a means of quantifying and comparing accessibility by public transport for a given site. The PTAL methodology is based on assessing the connectivity (or level of access) to the public transport services from a given location, combining walking time to the public transport network with the frequency of services. The PTAL assessment is undertaken using the AM peak period (07:00-10:00) operating patterns of existing public transport services.

3.2.10. **Figure 3-3** below provides a snapshot of the TfL's WebCAT output. This indicates that the Site is located in an area with mixed provision, with the majority of the Site having a PTAL value of 1a with a small section of the Site having a PTAL value of 2. The result is based on a grading system between 0 and 6, where 0 is very poor, and 6 is excellent. A score of around 2 is considered an average score in terms of public transport accessibility.

Figure 3-3 - Site PTAL Assessment



BUS SERVICES

3.2.11. The closest bus stop to the Proposed Development is Swallowfield Way, less than 100m from the site. This stop is served by one service only, the U5, between Stockley Park and Hayes & Harlington Station with the service running every 6 times an hour from the stop.

3.2.12. Hayes & Harlington Station has the best served bus stops in relatively close proximity to the site (15-minute walk or a 5-minute cycle), with the services provided by the stop seen in **Table 3-1**.

Table 3-1 – Local Bus Timetables

| Service Number | Route | Frequency (Mon – Fri) | First / Last Bus |
|----------------|--|-----------------------|------------------|
| U5 | Stockley Park – Hayes & Harlington Station | Every 10 minutes | 15:15 / 00:15 |
| 90 | Northolt – Feltham | Every 10 minutes | 04:57 / 00:47 |
| 140 | Long Elms – Hayes & Harlington | Every 5 minutes | 05:01 / 01:01 |
| 195 | Romney Road – Brentford County Court | Every 10 minutes | 05:31 / 00:41 |

| | | | |
|------|--|------------------|---------------|
| 278 | Heathrow Central Bus Station – Brickwall Lane | Every 15 minutes | 04:27 / 00:20 |
| 350 | Millington Road – Heathrow Terminal 5 | Every 20 minutes | 04:39 / 01:01 |
| 696 | Conway Drive – Hume Way | 2 per day | 15:59 / 16:09 |
| 698 | West Drayton Station – Ickenham Station | 5 per day | 15:25 / 15:45 |
| E6 | Rockford Avenue / Greenford Station – Bulls Bridge Tesco | Every 12 minutes | 05:38 / 01:18 |
| H98 | School Road – Wood End Green Road | Every 10 minutes | 05:18 / 00:18 |
| U4 | Prologis Park – Belmont Road | Every 10 minutes | 05:39 / 23:42 |
| X140 | Heathrow Central Bus Station – Harrow Bus Station | Every 15 minutes | 06:07 / 22:47 |

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RAIL SERVICES

3.2.13. Hayes and Harlington is the closest railway station to the site, accessible via the pedestrian network. Travel time to the station is less than 15 minutes on foot (assuming a typical walking speed of 4.8km/h) or five minutes by cycling (assuming a typical cycling speed of 16km/h). This is an acceptable walking and cycling distance from the development Site, meaning public transport can be accessed on foot or as part of a linked trip by cycle.

3.2.14. Hayes and Harlington Station currently provides two services, including National Rail services from Great Western Rail between London Paddington and Didcot Parkway, as well as the newly opened Elizabeth Line, that operates between Reading and Heathrow in the west and London Paddington Station in London. Details of trail timetables are seen in **Table 3-2**.

Table 3-2 - Rail Services

| Railway Station | Destination | Journey Time (minutes) | Frequency (Mon-Fri) | First / Last Train |
|----------------------|-------------------|------------------------|---------------------|---|
| Hayes and Harlington | London Paddington | 20 | 8 per hour | 01:50 / 01:50 inbound 02:53 / 01:44 outbound |
| Hayes and Harlington | Reading | 38 | 7 per hour | 02:53 / 01:44 inbound 01:50 / 01:50 outbound |
| Hayes and Harlington | Didcot Parkway | 8 | 2 per hour | 06:12 / 23:55 inbound 06:10 / 22:13 outbound |

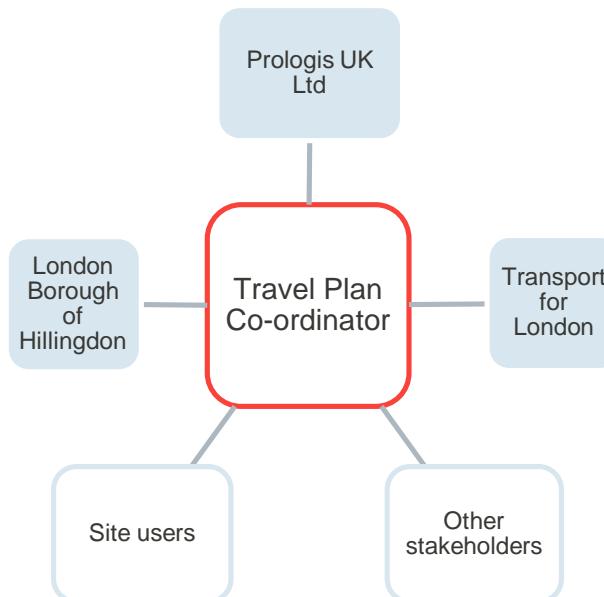
3.2.15. Elizabeth Line services to Hayes and Harlington station is now open and was in operation as of 24th May 2022. The Elizabeth line and has improved services from the Hayes and Harlington station across London and towards Reading and Heathrow. Services to and from the station commence at 05:00 and finish at 00:02 between Reading and Paddington. The Elizabeth Line will enable full journeys from Hayes and Harlington towards the eastern ends of the line, as current services finish at Paddington with passengers needed to change line.

4 FRAMEWORK TRAVEL PLAN STRATEGY

4.1 MANAGEMENT

4.1.1. Overall responsibility of the FTP will be primarily held by the Travel Plan Coordinator (TPC) which will be a key part of the FTP management structure, as illustrated in **Figure 4-1**.

Figure 4-1 – Framework Travel Plan Management Structure



4.2 TRAVEL PLAN COORDINATOR

4.2.1. A TPC will be appointed to take responsibility for the management of the Full Travel Plan and ensure that the adoption of the same is effective and efficient.

4.2.2. The TPC role will be funded by the occupier from the commencement of the Full Travel Plan and until the completion of the final monitoring surveys. After this time, it is envisaged that the TPC role will be reduced but will include keeping travel information up-to-date and relevant.

4.2.3. The responsibilities of the TPC can be summarised as:

- Giving advice and information on transport-related subjects to staff and visitors;
- On-site co-ordination of data collection for monitoring of the Full Travel Plan;
- Ensuring information provided to users of the Site is up to date; and
- Helping establish and promote the individual measures in the Full Travel Plan.

4.3 MARKETING

4.3.1. It is recognised that a marketing and communication strategy is key to the success of the future Full Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Full Travel Plan and disseminate travel information and notification of facilities provided.

4.3.2. Details of the proposed marketing strategy for the Site are contained within Chapter 7, noting the definitive list of measures will be agreed within the Full Travel Plan.

4.4 SECURING THE FRAMEWORK TRAVEL PLAN AND FUNDING

4.4.1. The provision of a Full Travel Plan in accordance with current TfL's guidance together with the implementation of Site-wide 'action' type targets is envisaged to be secured through planning condition and be based on this FTP.

4.4.2. A commitment to the sustainable transport strategy for the Site forms part of the commitment to implement, monitor and review the Full Travel Plan.

4.4.3. Funding for the implementation, monitoring and management of the Full Travel Plan is expected to be secured by way of a planning condition.

5 BASELINE TRAVEL DEMAND: TRIP GENERATION

5.1 TRIP RATES AND GENERATION

EXISTING TRIP RATES AND TRIP GENERATION

5.1.1. The site currently comprises of two units of 2,888m² GIA connected by a glass walkway with a car parking area to the west of the units. The current consented use is as a B8 warehouse facility and is not in current operation. However, it was previously used as an archiving facility.

5.1.2. It is not possible to survey the site, so in order to estimate the volume of trips that could be produced by the existing/extant land use the TRICS database has been interrogated and used to analyse other sites considered comparable to the B8 consented land use under the following criterion.

B8 Warehouse

- Main Land Use: Employment
- Sub Land Use: F Warehousing (Commercial)
- Region: London, South East and Midlands
- Location: Industrial Zone / Commercial Zone
- Area Range: 3625 – 3665 sqm GFA
- Survey Period between 01/01/14 and 27/09/21

5.1.3. The existing trip rates for the existing land use are set out below in Error! Reference source not found. and included within **Appendix E**.

Table 5-1 – Existing Site Trip Rates and Trip Generation (B8 Warehouse)

| Existing Use | AM Peak (0800 – 0900) | | | PM Peak (1700 – 1800) | | | 12hr (0700 – 1900) | | | 24hr | | |
|------------------------|-----------------------|-------|---------|-----------------------|-------|---------|--------------------|-------|---------|------|-----|---------|
| | Arr | Dep | Two Way | Arr | Dep | Two Way | Arr | Dep | Two Way | Arr | Dep | Two Way |
| Vehicle Trip Rates | 0.329 | 0.055 | 0.384 | 0.055 | 0.343 | 0.398 | 1.770 | 1.907 | 3.677 | - | - | - |
| Total Vehicle Trip Gen | 10 | 2 | 11 | 2 | 10 | 11 | 51 | 55 | 106 | 65 | 70 | 134 |
| OGV Trip Rates | 0.014 | 0.014 | 0.028 | 0.014 | 0.000 | 0.014 | 0.316 | 0.300 | 0.616 | - | - | - |
| OGV Trip Generation | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 9 | 18 | 9 | 9 | 18 |

Source: TRICS 7.9.1

5.1.4. **Table 5-1** demonstrates that the existing site could generate up to 11 vehicular trips in the peak hours, if used for general B8 logistics. It also illustrates the 12hr and 24hr trip generation for the proposed B8 land use. The 24hr trip generation was derived by applying an uplift factor to the 12hr trip generation. The uplift factors of 1.32 for car and LGV trips and 1.00 for OGV/HGV trips was used and calculated using a DFT AADF count point 37193 located within close proximity to the proposed development.

PROPOSED TRIP RATES AND TRIP GENERATION

5.1.5. The TRICs 7.9.1 database was interrogated to determine the proposed uses trip rates. Error! Reference source not found. below detail the proposed trip rates and trip generation for the development for B8 uses, applying the 2,365m² proposed floor area.

5.1.6. Following discussions with the Prologis operational team the trip rates have been updated compared to those originally set out in the Scoping letter. This was completed to better reflect the size of the proposals and the operational capacity of the site.

5.1.7. The Prologis team indicated that the previous rates resulted in a daily generation that was not serviceable at the proposed development given the volume of parking and available loading bays. This is considered particularly prudent given the likely use of a vehicle booking system on site, which will be directly linked to the available parking and operational space on site. As such it is considered appropriate to revise the rates to reflect this.

5.1.8. As such, the TRICS exercise has been updated to better represent the proposed development – with smaller sites chosen from the database. This results in two survey locations being applicable, both of which are in similarly built up areas with large populations nearby in the South and Midlands.

5.1.9. For consistency, these trip rates have been updated both in the proposed and existing trip generation to ensure that a fair comparison of the potential trip generation under B8 uses is included within this TS.

Table 5-2 – Proposed B8 Trip Rates and Trip Generation AM and PM Peak

| Proposed B8 use | AM Peak (0800 – 0900) | | | PM Peak (1700 – 1800) | | | 12hr (0700 – 1900) | | | 24hr | | |
|------------------------|-----------------------|-------|---------|-----------------------|-------|---------|--------------------|-------|---------|------|-----|---------|
| | Arr | Dep | Two Way | Arr | Dep | Two Way | Arr | Dep | Two Way | Arr | Dep | Two Way |
| Vehicle Trip Rates | 0.329 | 0.055 | 0.384 | 0.055 | 0.343 | 0.398 | 1.770 | 1.907 | 3.677 | - | - | - |
| Total Vehicle Trip Gen | 8 | 1 | 9 | 1 | 8 | 9 | 42 | 45 | 87 | 53 | 57 | 110 |
| OGV Trip Rates | 0.014 | 0.014 | 0.028 | 0.014 | 0.000 | 0.014 | 0.316 | 0.300 | 0.616 | - | - | - |
| OGV Trip Generation | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 7 | 15 | 7 | 7 | 15 |

Source: TRICS 7.9.1 *Some rounding errors may occur

5.1.10. As seen above in Error! Reference source not found. the proposed B8 trip generation in the AM and PM peak is 9 total vehicular trips respectively. It also illustrates the 12hr and 24hr trip generation for the proposed B8 land use. As with the existing trip generation, discussed in 5.1.4 above, the 24hr trip generation was derived by applying an uplift factor to the 12hr trip generation.

5.1.11. As seen above there is proposed to be 87 two-way total vehicular trips over 12 hours and 110 two-way trips over 24 hours

NET TRIP GENERATION

5.1.12. The net trip generation for the proposed development has been calculated using the calculated trip data for the consented and proposed development. The net trip generation will illustrate the impact of the proposed development on the local highways and transport routes. Error! Reference source not found. illustrates the net trip generation for the AM and PM peaks comparing the existing trip generation to the worst-case scenario trip generation.

Table 5-3 –Net Trip Generation

| Net Trip Change | AM Peak (0800 – 0900) | | | PM Peak (1700 – 1800) | | | 12hr (0700 – 1900) | | | 24hr | | |
|-----------------------------|-----------------------|-----|---------|-----------------------|-----|---------|--------------------|-----|---------|------|-----|---------|
| | Arr | Dep | Two Way | Arr | Dep | Two Way | Arr | Dep | Two Way | Arr | Dep | Two Way |
| Existing B8 Trip Generation | 10 | 2 | 11 | 2 | 10 | 11 | 51 | 55 | 106 | 65 | 70 | 134 |
| Proposed B8 Trip Generation | 8 | 1 | 9 | 1 | 8 | 9 | 42 | 45 | 87 | 53 | 57 | 110 |
| Net Change | -2 | 0 | -2 | 0 | -2 | -2 | -9 | -10 | -19 | -12 | -13 | -24 |

5.1.13. As seen above in Error! Reference source not found., there is a reduction of two two-way vehicular trips in both the AM and PM peaks, therefore the proposed re-development of the site will have a nil detriment impact on the surrounding local road network within the AM and PM peaks. **Error! Reference source not found.** above illustrates that there is a daily reduction in trip generation with a two-way reduction of 21 total vehicular trips. Therefore, the proposed development will have a nil detriment traffic impact on the local highway network.

SENSITIVITY TEST

5.1.14. It is acknowledged that the existing site formed the EMI music archives, whilst falling under the B8 land use category, may experience lower traffic volumes than traditional warehouses.

5.1.15. **Table 5-4** illustrates the net trip generation for the AM and PM peaks comparing the existing trip generation, but with a 50% reduction as a sensitivity test.

Table 5-4 – AM and PM Net Trip Generation

| Net Trip Change | AM Peak (0800 – 0900) | | | PM Peak (1700 – 1800) | | |
|------------------------------|-----------------------|-----|---------|-----------------------|-----|---------|
| | Arr | Dep | Two Way | Arr | Dep | Two Way |
| Existing B8 Trip Generation* | 5 | 1 | 6 | 1 | 5 | 6 |
| Proposed B8 Trip Generation | 8 | 1 | 9 | 1 | 8 | 9 |
| Net Change | 3 | 1 | 4 | 1 | 3 | 4 |

*50% Reduction

5.1.16. As seen above even accounting for a lower existing trip generation, the development proposals result in a immaterial change in traffic volumes within the peak hours. As such, no further assessment is considered appropriate.

5.2 EXISTING MODAL SHARE

5.2.1. The 2011 Census data WP7103EW - Workplace and usual residence by method of travel to work has been used to determine the existing modal share in the workplace area to which the Site sits within. Table 5-5 illustrates the existing modal share of Workplace E330029948, which covers the development proposals.

Table 5-5 - WP7103EW - Workplace and usual residence by method of travel to work - Workplace E33029948

| Mode of Travel | % |
|--|-------|
| Work mainly at or from home | 0.7% |
| Underground, metro, light rail or tram | 2.2% |
| Train | 3.9% |
| Bus, minibus or coach | 11.9% |
| Taxi | 0.0% |
| Motorcycle, scooter or moped | 0.5% |
| Driving a car or van | 69.4% |
| Passenger in a car or van | 3.4% |
| Bicycle | 3.2% |
| On foot | 4.9% |
| Other method of travel to work | 0.0% |

5.2.2. It can be seen from the workplace mode shares that the local mode share is predominantly via driving a car or a van, with sustainable modes such as travel on foot, bus, train or by bicycle representing a 26% share of trips each.

5.2.3. It is expected that the development will mirror these mode shares, however as shown below in the Actions chapter, focus will be on encouraging uptake of sustainable travel to reduce private car use.

6 AIMS, OBJECTIVES AND TARGETS

6.1 AIMS AND OBJECTIVES

6.1.1. This FTP aims to set up the basis to develop a set of mechanisms, initiatives and targets which seek to bring about a reduction in the impact of travel on the environment arising from the Proposed Development. The over-arching aim of the Full Travel Plan is proposed to be:

'Ensure that staff and visitors of the Site travel to and from the Site in the most sustainable manner appropriate for their journey'.

6.1.2. To achieve the overarching aim of the Full Travel Plan, the following objectives have been identified:

- To establish sustainable travel principles for the Proposed Development as a whole;
- To facilitate tailored travel information;
- To encourage healthy and active travel;
- To reduce local congestion and associated externalities;
- To minimise single occupancy vehicle and taxi trips and to support car free lifestyles; and
- To raise awareness of sustainable modes of transport available for employees and visitors travelling to and from the Site.

6.1.3. It is critical that the mechanism of the Full Travel Plan is an evolving process. Regular evaluation and if necessary, adaptation of implemented measures will increase the likelihood of the Full Travel Plan meeting its aims. It will also ensure that any shortcomings are identified and addressed at the earliest opportunity.

6.2 TARGETS

6.2.1. In accordance with TfL's best practice guidance all targets identified will be SMART, in that they are Specific; Measurable; Achievable; Realistic and Time-bound.

6.2.2. Two types of targets have been identified. 'Action' type targets are defined within Appendix 3 of TfL's guidance as '*non-quantifiable actions that need to be achieved*' (e.g. appointing a Travel Plan Coordinator one month before occupation), whilst 'Aim' type targets are '*quantifiable and relate to the degree of modal shift the plan is seeking to achieve or to other outcomes*' (e.g. the date by which car driver mode split will be achieved). The suggested Action and Aim type targets for the Site are set out below and will be confirmed within the Full Travel Plan.

ACTION TYPE TARGETS

6.2.3. The following action type targets are set for the Proposed Development:

- Appoint a TPC prior to occupation;
- Cycle parking spaces will be provided in accordance with the London Plan prior to occupation (as detailed within Chapter 7);
- A travel pack will be produced to promote the range of sustainable transport modes immediately available and the key services provided through the Full Travel Plan;
- Information on a range of local facilities and amenities which are within walking distance and the health benefits of travel by foot and bicycle; and
- Travel surveys will be undertaken in years one, three and five after first occupation.

AIM TYPE TARGETS

6.2.4. Targets are set to measure progress towards the main objectives over the first five years of the Full Travel Plan and will be revised first when the Full Travel Plan is being prepared, and thereafter after the baseline travel survey is undertaken and analysed to align with revealed modal shares.

6.2.5. Targets are generally based on achieving modal shift through reductions in car use, particularly with a single occupant, and increases in the use of sustainable modes such as cycling. Given the nature of the Proposed Development and the resulting net reduction in private vehicle trips for staff, it is not considered necessary to formulate specific 'aim type' targets for single-occupancy vehicle trips and instead, it is proposed that the aim targets will focus primarily on the promotion of commuting by cycling to and from the Site.

6.2.6. It is recognised that the uptake of cycling is a viable alternative mode of transport for short commutes to and from the Proposed Development. It is noted however that the viability for staff to commute by bicycle is dependent on where staff live and the cycle facilities available to them on their journey. This is reflected in the modal shift targets for increasing cycling mode share as shown in **Table 6-1**.

Table 6-1 – Interim Cycling Mode Share Targets (to be agreed after baseline surveys)

| Mode | Year 1 | Year 3 | Year 5 |
|---------|---|---|---|
| Cycling | 2% increase in employees cycling from baseline survey | 3.5% increase in employees cycling from baseline survey | 5% increase in employees cycling from baseline survey |

6.2.7. It is noted that increases in walking and public transport mode shares would contribute to delivering a mode shift away from private car usage. Whilst the location of the Proposed Development and its accessibility to public transport services would be expected to encourage a natural modal shift towards these modes, further promotion of the availability of public transport services will be provided through the production of an employee travel pack with targeted personalised journey planning being deployed in the event that the targets identified are not achieved.

6.2.8. The above interim targets will be reviewed after the initial travel survey has been undertaken at the Site and will be focused towards walking and public transport modes if it is found shares are significantly lower than forecasted.

7 MEASURES

7.1 INTRODUCTION

7.1.1. This chapter outlines the FTP measures that are proposed to be implemented throughout the Site as part of the strategy to maximise staff / visitors' sustainable travel behaviour, however this will be reviewed when the Full Travel Plan is prepared to incorporate any additional changes that may have occurred during the planning process.

7.1.2. In accordance with the above, this chapter outlines the overarching measures which could be implemented at the Proposed Development in order to achieve the objectives as identified in Chapter 6. The measures have been grouped into two types, as follows, and considered in turn in the following sections:

- Hard measures: these are engineering measures incorporated into the design of the Proposed Development; and
- Soft measures: related to marketing and management, which are proposed to be implemented to ensure that Site users' sustainable travel behaviour is maximized.

7.2 HARD MEASURES

7.2.1. As mentioned above, these measures refer to engineering measures incorporated into the design of the Proposed Development to promote more sustainable travel. Many physical aspects of the Proposed Development design will influence travel patterns from the outset. These 'hard' engineering measures are set out below.

PEDESTRIAN AND CYCLE ACCESS

7.2.2. Pedestrians will access the Site via a segregated pedestrian and cyclist access at the north western corner of the Site which will follow desire lines from/to the bus stops at Horton Road Iron Bridge Road North. The access will be extended into the car park where footways are provided as well as road markings delineating pedestrian space.

7.2.3. From the cycle parking areas, employees and visitors will be able to walk to the entrance of the building via the above footways and delineated pedestrian walkways.

7.2.4. This can be seen in **Appendix A** where the masterplan is provided.

PARKING PROVISION

7.2.5. The car parking strategy is defined in accordance with LBH's parking standards for employment uses in consideration with the London Plan requirements.

7.2.6. Current proposals seek to deliver the following:

- 26 car parking spaces (including 2 disabled spaces)
- 6 HGV parking spaces
- 2 new HGV level access doors
- Retention of 4 existing level access doors

7.2.7. As noted above, LBH LPP2 Development Management Policies documents includes the parking standards to be applied. LBH's standards refer to maximum levels of provision and are summarised for the Proposed Development land uses in **Table 7-1**

Table 7-1 – LBH's Car Parking Standards and resulting policy compliant number

| Land Use | Car and Other Vehicles Parking (Maximum Requirement) |
|-------------------------|--|
| ALL OTHER B CLASS USES* | 2 spaces plus 1 space per 50 – 100 sqm of gross floorspace |
| Policy compliant - B8 | 55 |
| Proposed Development | 26 |

7.2.8. **Table 7-1** above illustrates the maximum parking requirement for the proposed development

7.2.9. As seen above the maximum car and other vehicles parking spaces at the proposed development is 55 parking spaces. In relation to the proposed car parking spaces at the proposed development, 26 car parking spaces are proposed which is within the maximum requirement, therefore the car parking proposed adheres to LBH policy.

7.2.10. EVCP provision will adhere to the LBH Development Management Policy guidance on parking which states

7.2.11. *“Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor’s targets”*

7.2.12. The proposed development proposes that at least 20% of staff parking will have active provision whilst the remaining 80% will have passive provision. Charging infrastructure will be provided in operational areas to allow installation of facilities when required.

CYCLE PARKING

7.2.13. The Proposed Development will include cycle parking for visitors and employees. **Table 7-2** outlines LBH's maximum cycle parking standards and compares it to the London Plan minimum cycle parking standards.

Table 7-2 – Cycle Parking Standards

| Use Class | London Plan Long-stay Provision Min. Requirement | London Plan Short-stay Provision Min. Requirement | LBH's Bicycle Parking Max. Requirement |
|---|--|---|--|
| B2 and B8 Storage or Distribution | 1 space per 500sqm GEA | 1 space per 1,000sqm GEA | 1 space per 500sqm GFA |
| B2 and B8 Storage or Distribution Numbers | 5 | 2 | 5 |

Table 10.2 London Plan ITP and LBH's LPP2 Appendix C

7.2.14. As per the parking standards above **Table 7-2** illustrates the cycle parking minimum and maximum cycle parking that the proposed development will adhere to.

7.2.15. The long-stay cycle parking for employees will be provided at ground level within dedicated secured cycle storage facilities in close proximity to the Proposed Development, whilst the short-stay cycle parking provision for visitors will be provided within easy access of the building access. Cycle parking will be designed in accordance with the London Cycling Design Standards (TfL, 2016), where feasible

ON SITE CHANGING / SHOWERING FACILITIES

7.2.16. The warehouse will include changing and showering facilities for use by all staff. This will be of particular use to both cyclists and motorcyclists.

7.3 SOFT MEASURES

7.3.1. As already outlined, soft measures refer primarily to marketing and management measures, as opposed to engineering measures incorporated into the design of the Proposed Development.

SUSTAINABLE TRAVEL WELCOME PACK AND BOARDS

7.3.2. Staff will be provided with a Sustainable Travel Welcome Pack promoting sustainable modes of transport and key services provided through the FTP and directing employees towards the Travel Information Boards on site.

7.3.3. These Travel Scheme initiatives will be reviewed and may include items such as;

- Order Rail Season Tickets online
- Discount with Halfords on all in-store purchases (terms & conditions apply)
- Loan bikes including electric and folding
- 25% discount on EcoMove Smart Electric Mopeds
- Discounted electric vehicle charging units
- Savings and Free driving credit with Enterprise Car Club
- Free Co-Wheels Car Club membership
- Walking routes with Go Jauntly
- Walking and Running Routes

7.3.4. The Welcome Pack will also build upon these initiatives to also include details and information on cycling, walking and public transport.

7.3.5. These further details could include information on routes to key local facilities, current timetables for local bus and rail services, the location of cycle parking, maintenance facilities and hints and tips for all cyclists in the area including cycle training and clubs.

7.3.6. The London Cycling Campaign (LCC) will also be promoted, which is a cyclist's organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough, organise leisure rides and social events and provide support for cyclists. The benefits on offer to LCC members include discounts at bike shops, exclusive cycle theft insurance packages, free third-party insurance for damage or injury up to the value of £1M, access to local LCC borough groups and free legal advice.

7.3.7. Moreover, information on the health benefits associated with alternative modes of transport could form part of the Welcome Pack. It will also provide the details of the appointed TPC and invite future users of the Site to raise specific transport-related matters with them.

APPOINTMENT OF TRAVEL PLAN COORDINATOR

7.3.8. A TPC would be appointed prior to first occupation and be responsible for managing and implementing the Full Travel Plan. Further detail of the TPC responsibilities has already been given within Section 4.2 of this FTP.

CAR SHARING PROMOTION

7.3.9. Car sharing schemes are particularly suitable for the occupier's storage and delivery unit as there are regular shift patterns in place meaning that many staff will start and finish at the same time.

7.3.10. The TPC will work closely with LBH to promote lift share schemes. The TPC will also encourage staff to find car share opportunities.

7.3.11. 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 to further encourage car sharing.

CYCLE TO WORK SCHEME

7.3.12. The prospective occupier would investigate the feasibility of providing a Cycle to Work scheme at this site, which could be made available to all permanent members of staff. If considered feasible at this site, it would enable staff to purchase a tax-exempt bicycle and cycling safety equipment. The employee would loan the bicycle from the occupier with payment taken as a salary sacrifice. At the end of the 12-month period the worker would be able to then purchase the bicycle for a nominal fee.

TRAVEL AWARENESS

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

- National Liftshare Week;
- Public health campaigns encouraging walking and cycling;
- Walk to Work Day; and
- National Bike Week.

PERSONALISED TRAVEL PLANNING

7.3.14. Employees will have access to personalised travel advice through the TPC. This will provide employees with the motivation and information to make more sustainable travel choices.

8 ACTION PLAN

8.1 ACTION PLAN

- 8.1.1. Implementation of the WTP will be an important part of the redevelopment process. It must be seen as effortless by the employees and a structure must be in place prior to occupation. This section will highlight how this will be achieved. Ultimately, 'the owner' (as defined and tied within the s106 Agreement to ensure consistency across all occupiers) will be responsible for implementing, monitoring and reviewing the WTP in consultation with the occupier and Hillingdon Borough Council.
- 8.1.2. The WTP will be specific to the occupier and based on employee travel patterns and working hours. As with all plans and associated measures, setting a timescale for implementation and review if necessary/ As such, this WTP has set out the measures that are considered appropriate for implementation. However, the end tenant will also review and provide updates as necessary.
- 8.1.3. A programme for the implementation of the WTP measures is set out in the Action Plan. Individual tasks are set out alongside intended implementation dates and funding sources. It is intended to be a live document that will be updated by the TPC following consultation with LBH once the first multi-modal travel survey has been completed.
- 8.1.4. An action plan for the site is included below in **Table 8-1** it indicates how the various elements of the WTP will be managed and how actions prioritised.

Table 8-1 – Action Plan

| Action | Target date | Funding | Responsibility |
|--|---|-----------------|-----------------|
| Appointment of TPC | Prior to occupation | Prologis UK Ltd | Prologis UK Ltd |
| Implementation of Electric Vehicle charging points | Prior to occupation | Prologis UK Ltd | Prologis UK Ltd |
| Provision of cycle parking facilities | Prior to occupation | Prologis UK Ltd | Prologis UK Ltd |
| Provision of pedestrian and cycle access | Prior to occupation | Prologis UK Ltd | Prologis UK Ltd |
| Provision of changing and showering facilities | Prior to occupation | Prologis UK Ltd | Prologis UK Ltd |
| Provision and promotion of PTP | Upon Occupation | Occupier | TPC |
| Distribution of Sustainable Travel Welcome Packs | Upon occupation, within first 12 months | Occupier | TPC |
| Investigation into a car share scheme | Upon occupation, within first 12 months | Occupier | TPC |
| Promotional Events | Throughout lifetime of the Plan | Occupier | TPC |

| Action | Target date | Funding | Responsibility |
|--|--|----------|----------------|
| Monitoring – surveys to employees to be undertaken after 1 year from first occupation and bi-yearly thereafter | Years 1, 3 and 5 after first occupation | Occupier | TPC |
| Monitoring – Monitoring Report to be submitted to LBH within three months of receiving the questionnaires from the employees | Within three months of each monitoring survey results being received | Occupier | TPC |

9 MONITORING AND REVIEW

9.1 INTRODUCTION

9.1.1. The WTP will be monitored to assess its impact on travel behaviour and the progress being made towards meeting the objectives that have been identified in Chapter 6. Monitoring will require data collection for companions with baseline information to determine changes in travel patterns over time.

9.2 MONITORING

9.2.1. The following regime is proposed to measure the progress against the Aim type targets, which will be agreed upon when the WTP is examined.

9.2.2. The first travel survey will commence one year after full occupation and coordinated by the TPC. The initial survey will provide a baseline and will also indicate where additional measures could be used to facilitate sustainable travel and will be used to outline mode share percentages. **Table 9-1** illustrates the monitoring and methodology that will be implemented at the Proposed Development

Table 9-1 – Monitoring Surveys and Methodology

| Date / Period | Survey / Methodology |
|---------------|---|
| Year 1 | Staff questionnaire and monitoring survey (iTRACE) |
| Year 3 | Staff questionnaire and monitoring survey (iTRACE) (if required following review of targets/actions) |
| Year 5 | Staff questionnaire and monitoring survey (iTRACE) (if required following review of targets/actions) |

9.2.3. This WTP will be fully reviewed following completion and analysis of the staff travel surveys. Particularly with reference to ensuring that the measures are appropriate and that SMART targets have been determined.

9.2.4. The baseline and monitoring surveys will allow LBH to understand emerging travel behaviour at the Proposed Development and to make an informed decision about what, if any, actions should be taken at this stage.

9.3 REVIEW

9.3.1. The TPC will report the results on monitoring to the approving authority within three months of the surveys being received. LBH, relevant stakeholders and the TPC will then review the results and, if appropriate, revise targets accordingly. The results of the travel survey and revised targets will be included in subsequent revisions of the WTP as required. In some instances, targets are achieved and sustainable travel behaviour is proved following the initial survey, precluding the requirement for further monitoring.

Appendix A

MASTERPLAN



AREA SCHEDULE

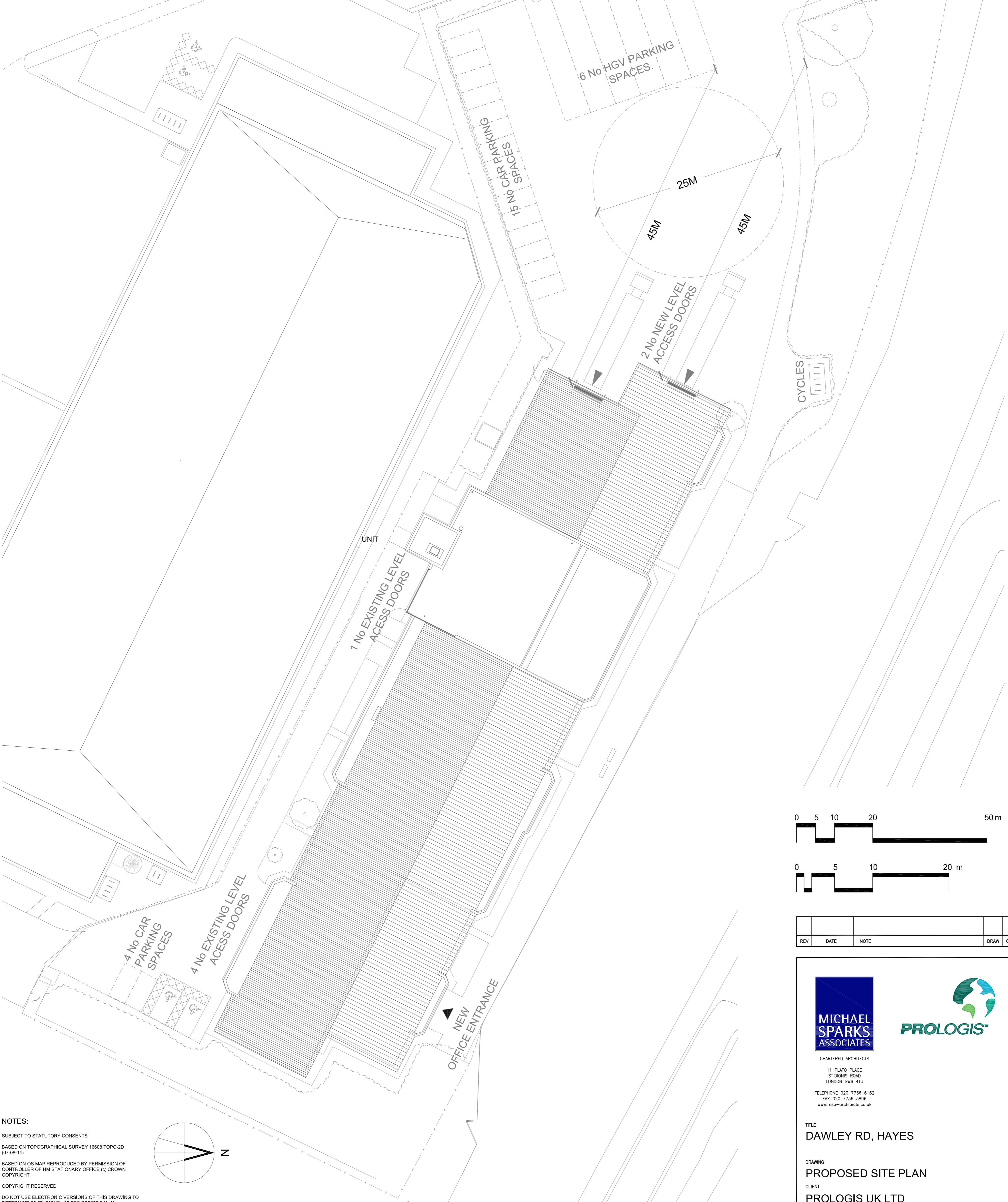
GIA (Areas based on Hollis survey)

| UNIT | sqm | sqft |
|--------------------|--------------|---------------|
| Unit (inc Stair to | 2,134 | 22,970 |
| Offices | 231 | 2,480 |
| TOTAL | 2,365 | 25,450 |

| SITE AREA | Ha | acres |
|-----------|-------|-------|
| | 0.829 | 2.049 |

CAR PARKING SPACES TOTAL
NEW LEVEL ACCESS DOORS
EXISTING LEVEL ACCESS DOORS
HGV PARKING SPACES TOTAL

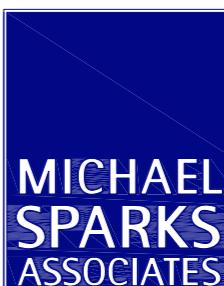
26
2
5
6



01
104

SITE LAYOUT PLAN

1:250

| | | | | |
|--|--------------------------|-----------|------|-----|
| REV | DATE | NOTE | DRAW | CHK |
|   | | | | |
| <p>CHARTERED ARCHITECTS 11 PLATO PLACE ST. DIONIS ROAD LONDON SW6 4TU TELEPHONE 020 7736 6162 FAX 020 7736 3896 www.msa-architects.co.uk</p> | | | | |
| <p>TITLE: DAWLEY RD, HAYES DRAWING: PROPOSED SITE PLAN CLIENT: PROLOGIS UK LTD</p> | | | | |
| DATE: JULY 2022 | SCALE: 1:250@A1/1:500@A3 | DRAWN: PF | | |
| STATUS: PLANNING | CHECKED: PW | | | |
| DRAWING NUMBER: 31515-PL-104 | | | | |



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