



**Nippon Express (UK) Ltd**

**Riverside House**

**Travel Plan**

**May 2024**

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# 1 INTRODUCTION

## Overview

1.1 This Travel Plan which is required under Schedule 6 of the S106 Agreement associated with Planning Permission 35755/APP/2021/4136 has been prepared by TTP Consulting on behalf of Bridge Industrial (the Landlord) and Nippon Express (UK) Ltd (the Occupier) for Riverside House (the Site) which is located in the London Borough of Hillingdon. Condition 10 of planning permission 35755/APP/2021/4136 states that:

### **Condition 10**

*Prior to the occupation of the building a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall be delivered through the development of a robust Travel Plan and specify (but be not restricted to) the following*

- 1) A clear and effective strategy to encourage staff to*
  - a) use public transport;*
  - b) cycle / walk to work where practicable;*
  - c) enter car share schemes;*
  - d) purchase and drive to work zero emission vehicles.*
- 2) Fleet composition - to include a quantified baseline for the current fleet, with targets set for the continued use of lower emission vehicles. This should be reviewed on annual basis to demonstrate continual improvement from this source of emissions, with a view to move towards a Euro VI fleet as soon as practicable;*

### **REASON**

*As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).*

1.2 A Travel Plan is a long-term strategy which sets out the principles and a range of measures to ensure that travel made by staff and visitors is carried out in the most sustainable means possible and to minimise the impact of the proposals on the transportation network including reducing reliance on the private car. This is achieved by setting out a strategy for eliminating the barriers keeping employees and visitors from using sustainable modes, which in effect can self-manage single-occupancy vehicle use. The Travel Plan includes a range of hard and soft measures that will be implemented by the Occupier to promote sustainable travel.

1.3 The primary objective of a Travel Plan is to reduce unnecessary vehicular trips and to increase the use of alternative, more sustainable modes of transport and in particular walking and cycling. It has been prepared in accordance with Travel Plan best practice and guidance taking into account prevailing conditions.

1.4 The responsibility for developing and progressing the various levels are as follows:

- The Landlord is responsible for the preparation of the Interim Travel Plan and Travel Pack,
- The Occupier is responsible for finalising and funding the implementation of the Travel Plan; and
- The Travel Plan Co-ordinator is responsible for overseeing the day to day operation of the Travel Plan.

## The Site

1.5 The Site location is shown at **Figure 1.1**.

**Figure 1.1: Location Plan**



1.6 There will be approximately 66 members of staff operating a 3 shift pattern through the week.

1.7 The Travel Plan Co-ordinator contact details are as follows:

Name: Mohammed Patel

Telephone: [Mohammed.patel@nipponexpress.com](mailto:Mohammed.patel@nipponexpress.com)

Email: 07767003926

## Benefits of a Travel Plan

1.8 The achievement of the objectives will bring about a range of benefits as follows:

1.9 Employee benefits:

- An excellent opportunity for exercise through cycling and walking;
- The opportunity to save money by using alternative modes of travel to the car;
- Improved quality and reliability of journeys to and from work;
- Improved environment for living and working.

1.10 Occupier benefits:

- A demonstration of the environmental credentials of the organisation;
- Reduced infrastructure and maintenance costs associated with parking;
- An incentive to recruiting and retaining staff through travel benefits; and
- A healthier and more productive workforce.

1.11 Wider community benefits:

- A more measured level of traffic generated by the Site and therefore less impact on the highway network;
- Improvements to congestion levels, delay and queuing;
- On-going improvements to air quality and noise.

## Policy and Best Practice

1.12 The need to manage transport in new developments is enshrined in many policy and guidance documents. Over the past ten years or so, the need to reduce car dependency, increase travel choices and encourage sustainable distribution has been established through key documents such as the National Planning Policy Framework, TfL guidance and, the London Borough of Hillingdon Local Plan.

1.13 Guidance documentation produced by the Department for Transport outlines the role and benefits of Travel Plans in the planning process, the way to secure them and their inter-relationship with transport assessments. It also discusses the requirements and elements of an effective travel plan.

## 2 SITE ASSESSMENT

### Accessibility by Non-Car Modes

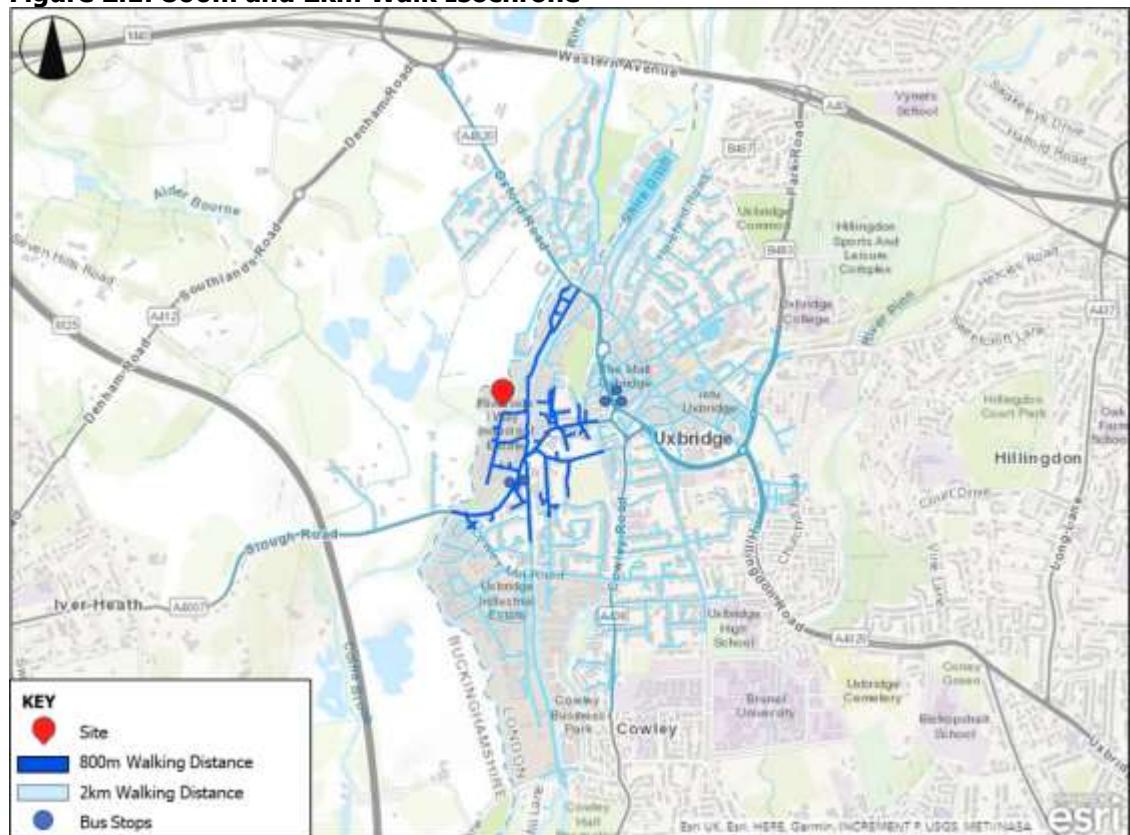
#### Walking

2.1 Walking is considered to be a suitable mode of transport to replace the private car and public transport journeys for distances up to 2km with factors such as health, weather, gradients and facilities along with access to a car and journey purpose influencing a person's choice to walk. There are footways along one or both sides of Riverside Way within the Estate with dropped kerbs and tactile paving provided at access point into units.

2.2 The London Loop footpath is accessible being approximately 120m east of the Site; in the vicinity of the Site the footpath runs along the Grand Union Canal towards Harefield to the north and Cowley to the south.

2.3 **Figure 2.1** provides details of an 800m and 2km catchment zone surrounding the Site. The map shows that residential areas can be accessed on foot, as well as Uxbridge Town Centre, a number of bus stops and an Underground Station.

**Figure 2.1: 800m and 2km Walk Isochrone**



2.4

**Table 2.1** sets out the approximate walk distances and times to local amenities and public transport services within the local area which includes a riverside walk, bus stop and restaurants and hotel along with a primary school within 500m, with the town centre and underground station both circa 1km away.

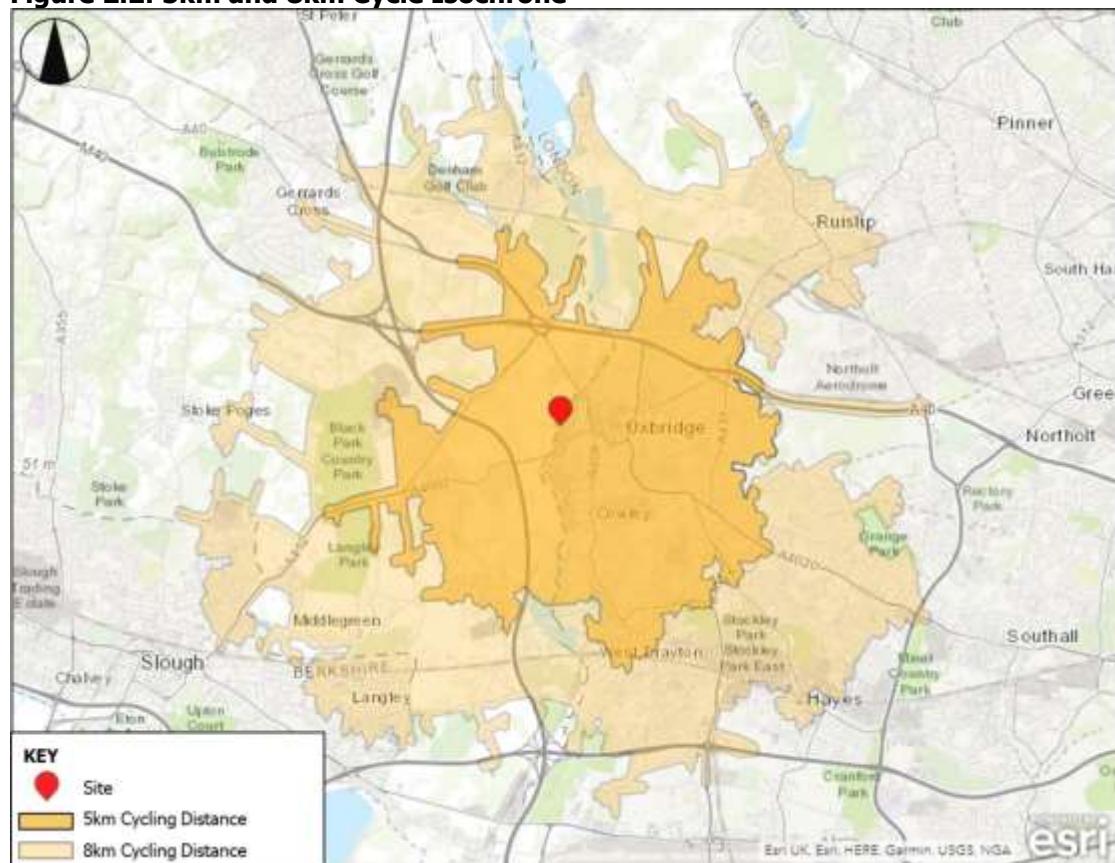
<b>Table 2.1: Summary of Walk Distances and Times to Local Amenities</b>		
<b>Amenity / Public Transport Node</b>	<b>Walk</b>	
	<b>Distance</b>	<b>Time</b>
Riverside Walk	90m	1min
Beefeater Restaurant – Riverside Way	290m	4min
Premier Inn – Riverside Way	300m	4min
Green Elliot Public House – St. Johns Road	350m	4 - 5min
Bus Stop (Riverside Way) – St. John's Road	410m	5min
St. Mary's Catholic Primary School – St. John's Road	470m	6min
Rockingham Recreational Grounds	520m	6 – 7min
Old Station Nursery – St. John's Road	580m	7 – 8min
Uxbridge Town Centre	975m	12min
Uxbridge London Underground Station	1,150m	14 – 15min

## Cycling

2.5 Cycling is considered to be a suitable mode of transport to replace car and public transport journeys for distances up to 8km with similar factors to walking affecting a person's choice to cycle. **Figure 2.2** shows a 5km and 8km cycling catchment from the Site this includes a number of residential areas with Uxbridge, Cowley, Hillingdon and Ickenham within 5km, and Langley, West Drayton, Hayes and parts of Ruislip within 8km.

2.6 There is parking for up to 20 bicycles within the Site in a shelter adjacent to the office entrance; the spaces are free to use for staff and visitors. Showers and storage facilities are provided within the warehouse.

**Figure 2.2: 5km and 8km Cycle Isochrone**



## Public Transport

2.7 The closest bus stop is the Riverside Way stop located on St John's Road (the A4007) approximately 440m south of the Site which is served by buses on Route 3. Further stops are available on Oxford Road approximately 1km to the east which provides access to a further 9 services. **Table 2.2** provides a summary of the local bus routes.

<b>Table 2.2: Summary of Local Bus Services</b>					
<b>Bus Stop</b>	<b>Route</b>		<b>Frequency (every 'x' minutes)</b>		
	<b>No.</b>	<b>Destination</b>	<b>Mon-Fri</b>	<b>Saturday</b>	<b>Sunday</b>
Riverside Way	3	Uxbridge Station – Slough Bus Station	30	30	60
Crown Walk (Stops P, Q, and R)	222	Uxbridge Station – Hounslow Bus Station	9 - 12	9 - 13	10 - 13
	427	York Road Uxbridge – King Street Acton	6 - 10	7 - 10	8 - 12
	583	Richings Park – York Road Uxbridge	09:00, 10:31, 12:15 and 14:45 Monday – Friday		
	U1	Ruislip Station to West Drayton Station	15	15	30
	U3	Uxbridge Station – Heathrow Central Bus Station	10 - 13	9 - 12	20
	U4	Prologis Park Hayes – Belmont Road Uxbridge	9 - 11	10 - 12	15
	U5	York Road Uxbridge – Hayes and Harlington Station	10 - 12	12 - 15	20
	U7	Uxbridge Station – Lombardy Retail Park	30	30	30
	N207	Uxbridge Station – Bloomsbury Square	20	20	20

2.8 The closest rail service are available at Uxbridge Station which is located approximately 1.3km to the east. The station provides access to London Underground Piccadilly Line service between Uxbridge and Cockfosters, and Metropolitan Line service between Uxbridge and Aldgate. During peak hours the station provides 3 Piccadilly Line services per hour and 8 Metropolitan Line services per hour. The station can be accessed on foot via St John's Road in circa 16min or via buses on Route 3.

2.9 The Site has a PTAL Rating of 1b albeit is in close proximity to areas with a PTAL of 3; the area in the vicinity of the St. Mary's Primary School having a PTAL Rating of 5 being within circa 700m of Uxbridge Station and numerous bus stops.

## Highway Network

2.10 Riverside Way which is an adopted highway runs in a broadly north south orientation through the Estate. It is a two-way single carriageway cul-de-sac which facilitates access to the units within the Estate and is subject to a mix of double yellow line no waiting restrictions and unrestricted parking on both sides. It passes over the eastern branch of the River Colne in the vicinity of the Site where the footway is restricted to the northern side of the carriageway.

2.11 The A4007 (St John's Road) runs in a broadly east to west direction between the A412 (Five Points Roundabout) to the west and the A4020 in the east. In the vicinity of the Site the road is a two way single carriageway road that is subject to double yellow line no waiting restrictions on both sides of the carriageway. There is a right turn refuge for vehicles entering the Estate.

## Baseline Mode Share

2.12 The 2011 Census has been examined to establish the method of journey to work for the workplace population. The data for the super output area – middle layer (Hillingdon 016) in which the Site is located is summarised in **Table 2.3**. The data shows that 65% of people working in the area travel to work by car as driver with 23% of people using public transport and 7% of people using active modes of travel. Data from the 2021 Census is not considered representative given it was undertaken at the time of the COVID-19 pandemic when travel restrictions were in place.

<b>Table 2.3: 2011 Method of Travel to Work [Hillingdon 016]</b>	
<b>Mode</b>	<b>Percentage (%)</b>
	<b>(Workplace Population)</b>
Rail	13%
Bus	10%
Taxi	0%
Motorcycle	1%
Car Driver	65%
Car Passenger	3%
Bicycle	1%
Walking	6%
Total	100%

## 3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives and targets for the Travel Plan along with indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review can be found in **Section 6**.

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

### Objectives

3.2 The Travel Plan's over-riding objective is:

- To engage with and encourage employees to use the most sustainable way of travelling to the workplace through more effective promotion of active modes. This will minimise the impact on the surrounding road and reduce pressure on the public transport network during peak hours.

3.3 The sub-objectives are to:

- Increase employee awareness of the advantages and availability of sustainable / active modes of transport;
- Promote the health and fitness benefits of active travel to all users;
- Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and therefore,
- Reduce unnecessary car and public transport journeys.

### Targets

3.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 6**) to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).

3.5 Targets come in two forms – Action and Aim Targets. 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 Travel Plan relate to the degree of modal shift the plan is seeking to achieve. Whereas Full Travel Plans would include both Aim and Action Targets, Welcome Packs provide information for employees and do not include targets.

## Action Targets

3.6 The Travel Plan Action Targets will include the following:

- Appoint a Travel Plan Co-ordinator prior to opening;
- Launch the Travel Plan within 1 month of opening;
- Promote Walk to Work and National Cycle Week;
- Promote public transport
- Monitor the condition and use of cycle parking;
- Carry out the Baseline Travel Survey (Year 0) within 3 months of opening;
- Undertake a Travel Survey within 12 months of the Year 0 Baseline travel survey;
- Prepare a Monitoring Report and submit to the Council for approval within 1 month of the Year 1 survey;
- Undertake Travel Surveys on the 3<sup>rd</sup> and 5<sup>th</sup> anniversary of the Year 0 Travel Survey;
- Prepare Monitoring Reports within 1 month of the Year 3 and 5 surveys;

## Aim Targets

3.7 The Travel Plan recognises that it is not possible to set accurate targets so far in the future (even when based on the actual Year 0 survey) and as such it should be acknowledged that the targets will change over time as results from on-going monitoring becomes available which will be discussed with the Council.

<b>Table 3.1: Summary of Assumed Baseline Main Mode Share and Target</b>			
<b>Mode</b>	<b>Assumed Base Mode Share</b>	<b>Year 5 Target</b>	<b>% Change</b>
Public Transport	23%	25%	+2%
Driving a car or van	65%	50%	-15%
Passenger in a car or van	3%	5%	+2%
Bicycle	1%	10%	+9%
On foot	6%	10%	+4%

3.8 **Table 3.1** outlines the targets for the Travel Plan to be achieved within 5 years of the launch of the Travel Plan. The targets will be revised up (or down) if necessary, following the receipt of the various Travel Surveys acknowledging that travel patterns change with time due to a number of factors including employee home origin and opportunities for sustainable travel. The target is to reduce the mode share to car driver by 15% during the course of the Plan with a 15% increase in sustainable modes focusing on active travel.

## 4 TRAVEL PLAN STRATEGY

### Travel Plan Management

4.1 The Occupier will:

- Sign up to the "Cycle to Work" scheme;
- Sign up to the "Liftshare for Work" scheme;
- Provide interest free loans to staff for purchase of bus and rail season tickets; and
- Have a monthly draw for a £50 voucher for staff who travel by modes other than car driver.

4.2 The Travel Plan Co-ordinator will be responsible for overseeing the management, development, implementation and review of the Travel Plan. The primary responsibilities of this role include:

- The implementation of measures as set out in the Travel Plan;
- To undertake Travel Surveys in Years 0 (baseline), 1, 3 and 5;
- To oversee the development and implementation of the Travel Plan;
- Promoting the objectives and benefits of the Travel Plan;
- Regular updating of this Travel Plan to ensure the travel information available is up to date;
- Liaison with the Council;
- Acting as the point of contact for information with employees.

### Marketing Strategy

4.3 Each employee will be provided with a Travel Pack upon commencement of employment which will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network, and contact details for taxi operators.

4.4 Employees will, as a consequence, be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as cycle parking. In conjunction with the Welcome Pack, marketing activity will be undertaken.

4.5 Visitors will be provided with information on how to travel to the Site using public transport when arranging a meeting.

## 5 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

5.1 This section outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, are the core of the Travel Plan. The measures are considered as being suitable for the Site. However, the list is not exhaustive and the Travel Plan Co-ordinator will be free to investigate other potential initiatives.

### Travel Packs

5.2 Travel Packs will be distributed to all employees either digitally or in paper format. The packs will contain a summary of the information provided below that will be useful for employees to make decisions about how to travel in the most sustainable and active manner and will contain the following information:

- Public transport and cycle maps;
- Timetables for local public transport services;
- Details of walk routes and key destinations e.g. local amenities; and
- Details of the Travel Plan Co-ordinator and Travel Plan.

5.3 A copy of the Travel Information Pack is included at **Appendix A**.

### Encouraging Walking

5.4 Walking is free and one of the most sustainable methods of travel having a number of physical and psychological benefits. Furthermore, walking features in most people's journeys, including those who use public transport or those without access to a car.

5.5 Walking offers reliable journey times and has an important role to play for journeys made to the workplace, particularly for short journeys. The Travel Plan Coordinator will liaise with staff who live within walking distance to walk to / from work whenever possible, and to consider walking as part of a longer journey.

5.6 The Travel Plan Co-ordinator will liaise with staff regarding any concerns they may have with local footways / footpaths, and where appropriate look to take up concerns with the relevant authority to ensure that footways / footpaths are maintained to an appropriate standard.

## Encouraging Cycling

5.7 Parking for up to 20 bicycles is provided in a secure covered location adjacent to the office entrance, with showers and storage facilities in the warehouse. The Travel Plan Co-ordinator will monitor the condition of the cycle parking to ensure that they are maintained to a suitable standard. The Occupier will be responsible for maintenance and repairs.

5.8 The Travel Plan Co-ordinator will promote cycling as a viable transport option by supporting those interested in cycling in terms of promoting good routes and maintaining and/or establishing the physical facilities required.

5.9 The Travel Plan Co-ordinator will undertake the following measures to encourage cycling:

- Promotion of the health benefits of cycling;
- Publicise the availability of cycle parking;
- Promote events such as National Bike Week and Cycle Training; and
- Advise staff of the Company's "Cycle to Work" scheme whereby employees can purchase a bicycle along with equipment in a tax efficient manner.

5.10 The Travel Plan Co-ordinator will advise staff of information on cycling included on the Council website at <https://www.hillingdon.gov.uk/cycling> which includes information on cycle tracks along with cycle skills and a link where suggestions on how to improve cycling in the borough.

## Encouraging Public Transport

5.11 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus and train services, including route information and service frequencies, will be made available to employees. Traveline and Council travel websites and enquiry phone numbers will also be promoted through the Travel Packs and at the reception.

5.12 Employees will be advised of the best ways to seek out the most-up-to-date travel information for local and national public transport services, including the use of smart phone technology.

5.13 Details on up to date public transport status can be found on the TfL link (<https://tfl.gov.uk/tube-dlr-overground/status/>) which also include information on planned future works that could affect services.

5.14 Staff will be advised of useful "Apps" such as Citymapper (<https://citymapper.com/>) that can provide information on public transport, walking and cycling along with taxis.

## Car Use

### Car Sharing

5.15 It is recognised that some employees will need to drive to work. However, it is not necessary that each employee who needs to drive travels alone each day, with car sharing a convenient way to reduce the number of vehicles on the road. The Travel Plan Co-ordinator will promote the benefits of car sharing for when employees may need to use a car, and look to allocate parking spaces to those who car share when travelling to / from work each day.

### Lift Share

5.16 The Travel Plan Co-ordinator will advise staff of the Company "Liftshare for Work" programme whereby staff can arrange a lift with people who undertake a similar journey each day with detail available on the following link: <https://www.mobilityways.com/liftshare-for-work/>

### Low Emission Vehicles

5.17 The Occupier will encourage staff who need to drive to work to purchase / drive low or zero emission vehicles. Priority will be given to staff who use Zero and Low Emission vehicles.

## Staff Incentives for Adopting Sustainable Travel Habits

5.18 The Travel Plan Co-ordinator will advise staff of the following for adopting sustainable habits when travelling to or from work each day:

- The ability to purchase a bicycle and / or equipment through the "Cycle-to-work" scheme;
- Loans to purchase a bus or rail season ticket; and
- A monthly draw for a £50 voucher for staff who have travelled to work each day by modes other than car driver.

## HGV Fleet

5.19 The Occupier will endeavour to convert the Fleet based at the site to currently Euro VI compliant as soon as practically possible. The Travel Plan Co-ordinator will undertake a review of the Fleet annually in January each year, and liaise with Management with the aim of maintaining a Euro VI compliant fleet with the aim of increasing the percentage of Zero Emission Vehicles.

## 6 MONITORING AND REVIEW

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

### Monitoring

6.2 The monitoring of the Travel Plan will take place through the five-year life span of the plan. All monitoring will follow the most relevant up to date guidance and will be the responsibility of the Travel Plan Co-ordinator.

6.3 The monitoring process will start with the implementation of the Travel Plan with the Travel Plan Co-ordinator monitoring the condition of the cycle parking on a frequent basis along with liaising with staff on travel related subjects. Year 0 Baseline surveys will be undertaken within 3 months of the Unit opening for trading. Further Travel Surveys will be undertaken on the 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> anniversary of the Year 0 Baseline survey.

6.4 The Travel Plan Co-ordinator will monitor the following on an ongoing basis:

- Demand for cycle parking;
- The number of car sharers;
- The number of staff using low emissions vehicles;
- The condition of cycle parking, storage and changing facilities;
- The number of staff taking advantage of company incentives; and
- Offers promoted by the council.

6.5 The Travel Plan Co-ordinator will submit a Monitoring Report to the Council within 2 months of each Travel Survey. The Monitoring Report will include the results of the survey along with details of any new measures introduced and a general summary.

6.6 A copy of the Travel Survey Questionnaire is included at **Appendix B**.

## Review

6.7 The review of the Travel Plan which will be carried out after each monitoring survey in consultation with Council Travel Plan officers will consider the following:

- The success of the measures since the previous review;
- The need to amend or introduce new targets;
- The need to change or introduce new measures; and
- The Fleet composition.

6.8 The Travel Plan Co-ordinator will review the Travel Pack annually on the anniversary of the opening of the Unit for trading to ensure that it is up to date.

## 7 ACTION PLAN

7.1 **Table 7.1** sets out a draft Action Plan which will be revised, if necessary, following each Travel Plan Monitoring and Review.

<b>Table 7.1: Travel Plan Action Plan (2024 / 2025)</b>				
<b>Action</b>	<b>Target</b>	<b>Funding</b>	<b>Measure</b>	<b>Responsibility</b>
Provision of Cycle Parking	Prior to opening Unit	Landlord	On completion of the development	Landlord
Maintenance of Cycle Parking	Ongoing	Occupier	Condition of cycle parking	Occupier
Appointment of TPC	Prior to opening Unit	Occupier	TPC appointed	Occupier
Production of Travel Plan	Prior to opening Unit	Occupier	Travel Plan	TPC / Occupier
Production of Welcome Pack	Prior to opening Unit	Landlord	Completed Welcome Pack	Landlord
Updating Welcome Pack	Annually	Occupier	Updated Welcome Pack	Occupier
Launch of Travel Plan	Within 1 months of the Unit opening	Occupier	Travel Plan Launched	TPC / Occupier
Welcome Pack issued to staff	Prior to commencement of employment	Occupier	Staff received Welcome Pack	TPC
Baseline Travel Survey (Year 0)	Within 3 months of Unit opening	Occupier	Receipt of survey results	TPC
Update Travel Plan	Within 1 month of receipt of survey	Occupier	Updated Travel Plan	TPC
Promote walking & cycling	Ongoing with focus on summer months	Occupier	NA	TPC

# **Appendix A**

## **(Travel Information Pack)**

# Workplace Travel Pack

Riverside Way

Travel  
Planning  
Tools

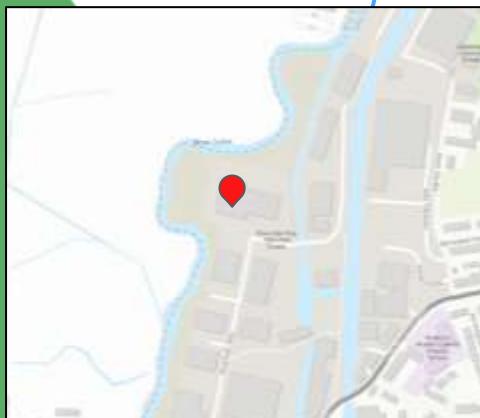
Walking

Car  
Share

Bus

Cycling

Tube



Information correct as of October 2023

# Why?

This Travel Pack has been prepared for staff at **Riverside Way** to increase awareness of the advantages and potential for travel by more active modes of transport.

The aim of this Travel Pack is to provide a long-term strategy aimed at changing travel habits away from unsustainable use of the private car to more sustainable modes such as walking and cycling as well as public transport.

## Health Benefits

- Incorporating walking and cycling into your everyday travel can significantly improve both physical and mental health.
- Department of Health studies show that active travel can be as effective for weight loss as supervised weight loss programmes.
- Walking or cycling to and from work is a convenient way to add exercise into your daily routine.

## Cost Benefits

- The opportunity to save money – driving is getting increasingly expensive whilst cycling and walking are free.
- Using public transport has the potential to be significantly cheaper than car use, removing the cost of both running and servicing a vehicle.
- Buying and maintaining a bicycle is cheaper than public transport and owning a vehicle in the long run.

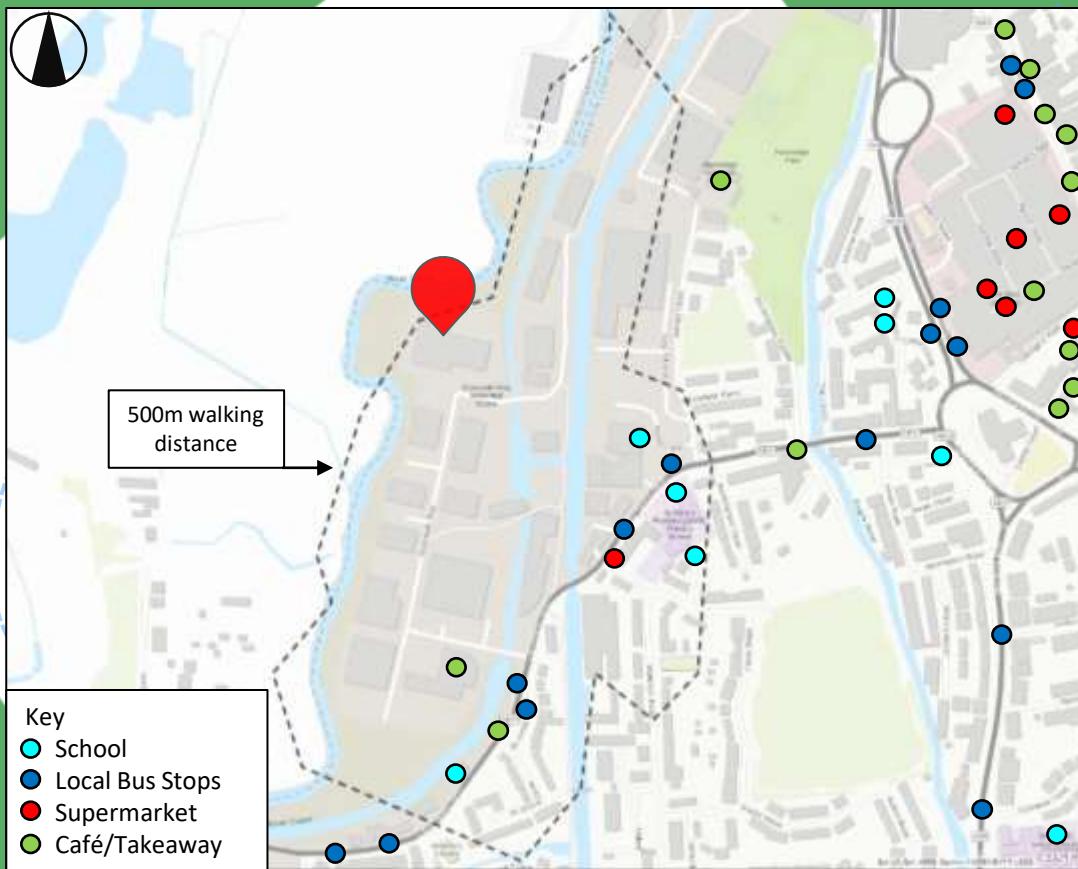
## Environmental Benefits

- Across UK local Authorities transport was the largest emitter, accounting for 28% of all UK emissions (ONS 2020).
- Shorter car journeys are particularly harmful to the environment and sometimes, walking or cycling is quicker.
- An increase in active travel modes will be a major contributor to meeting Government Net Zero targets.

The following pages highlight the most sustainable and convenient ways to explore the area surrounding your workplace.

# Walking in Your Local Area

Riverside Way has good connections to local pedestrian routes with a range of facilities and amenities for employees located within a short walking distance. Not only is walking **free**, but it's the most environmentally friendly mode of transport and a convenient way to include exercise into your day.



## Local Facilities

- The Dolphin Public House – 480m (6-minute walk)
- Riverside Cafe – 480m (7-minute walk)
- Rockingham Recreation Ground – 640m (9-minute walk)
- Marks & Spencer – 1.1km (16-minute walk)

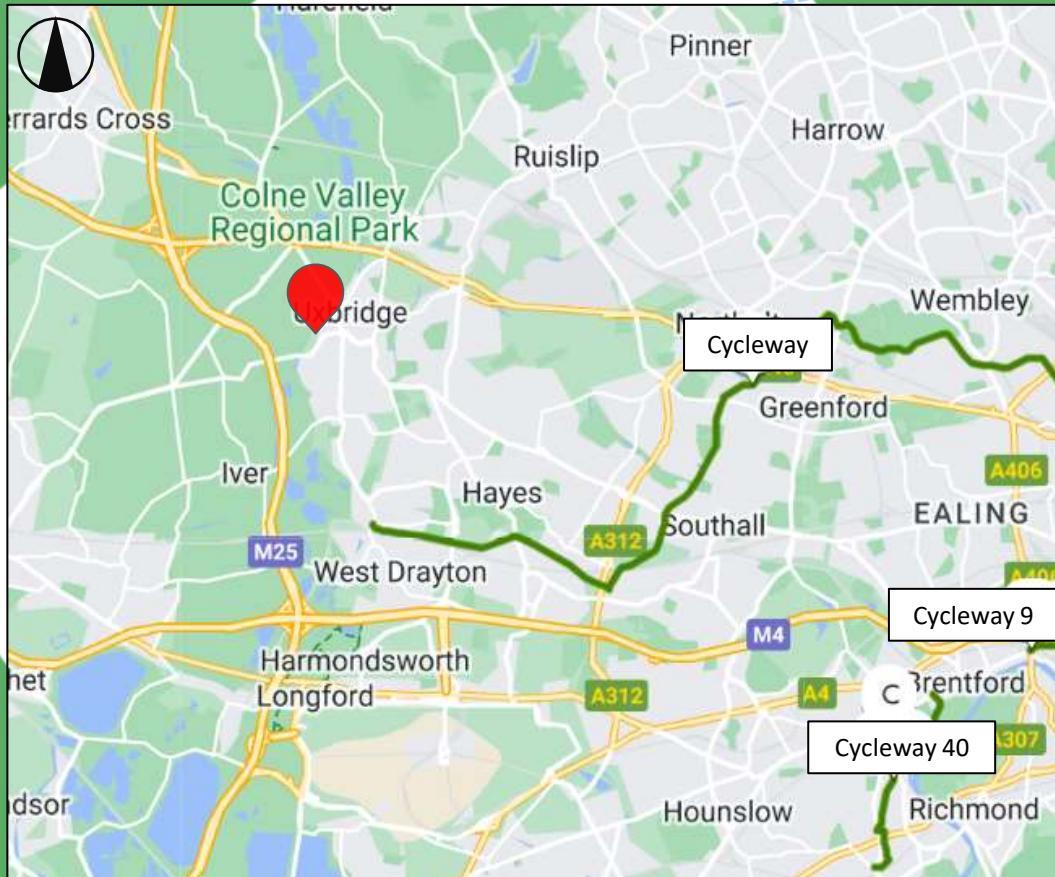
## Public Transport

- Bus Stop 'Riverside Way' – 480m (6-minute walk)
- Bus Stop 'Rockingham Road' – 480m (7-minute walk)
- Bus Stop 'Cowley Mill Road' – 640m (9-minute walk)
- Uxbridge Underground Station – 1.2km (18-minute walk)

# Cycling in Your Local Area

Cycling is a cheap, reliable and enjoyable form of exercise that provides a realistic alternative to short car journeys. There are a number of cycle routes in your area, both on-road and off-road.

The TfL cycle map is free and can be found at [here](#). An extract is shown below.



## Remember:

- Lock your bike to a solid, fixed object.
- Lock your frame and both wheels.

For more information about cycling and initiatives in Hillingdon, click [here](#).

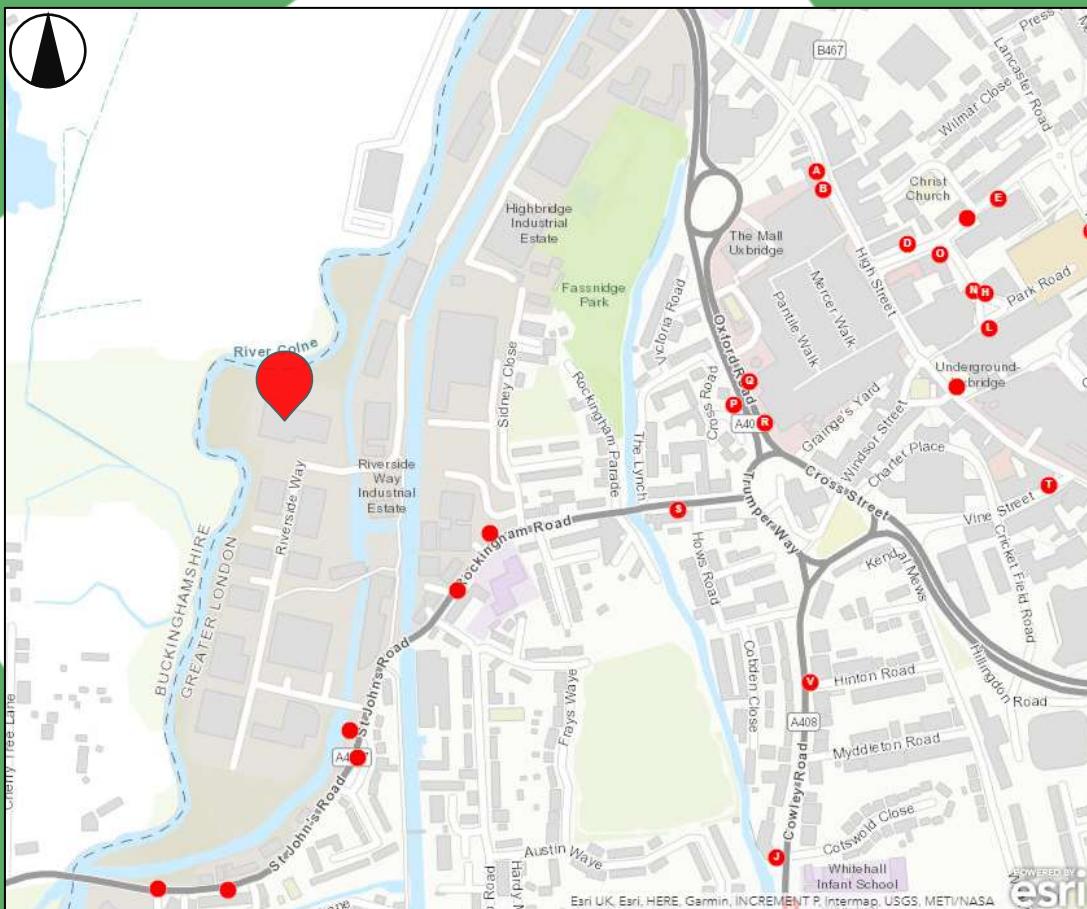
**Uxbridge Station**  
6-minute cycle

**New Denham**  
7-minute cycle

**West Drayton Station**  
16-minute cycle

# Your Local Bus Services

Your nearest bus stops are located on the A4007 Rockingham Road to the southeast of Riverside way, from which there are regular services to bus routes 3 and 583. The location of the nearest bus stops are identified on the map below.



Additional services can be accessed via bus stops near Uxbridge Underground Station approximately 20-minute walk to the east. Routes include the 331, U1, U2, U3, U5, U9 and U10, providing access to destinations including Ruislip, Heathrow Airport, Harefield Hospital, Hounslow, Slough, Brunel University and Stockley Park.

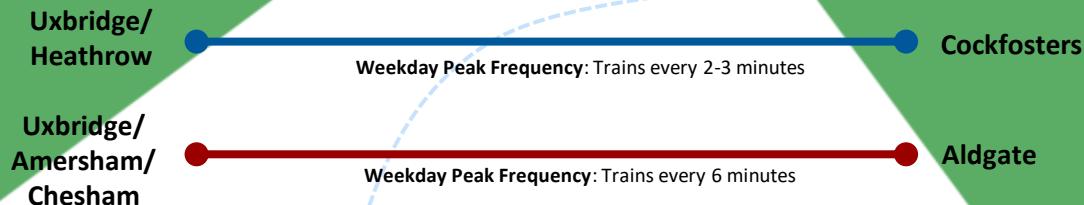
## Local Bus Services

More information on local bus route can be found on the TfL website, click [here](#).

# Your Local Tube Services



The nearest underground station is Uxbridge which is located within a 20-minute walk and provides access to the **Piccadilly** and **Metropolitan** Lines. The lines serve a range of destinations in central London including Great Portland Street, Knightsbridge, Piccadilly Circus, Aldgate and Farringdon.



## Elizabeth Line



The Elizabeth Line has recently opened, and West Drayton Station is located 4.5km to the south. The station provides access to trains between Reading and Heathrow in the west and Shenfield to the east. The line serves a range of central London destinations including Tottenham Court Road, Bond Street, Farringdon and Liverpool Street.



## Car Sharing

Car sharing allows two or more people to share their journey with others who travel from a similar location, reducing cars on the street, the need for workplace parking and running costs. Benefits include:

- Travel and parking savings
- Reduced maintenance costs
- Reduce pollution caused by traffic
- Meeting new people

Through car sharing websites, drivers can advertise their journey and earn money by offering someone a spare seat in their car. For information, visit the [Liftshare](#).

## For More Information...

### Useful websites:

- TfL Journey Planner
- National Rail
- Google Maps
- Sustrans - UK Cycling Charity

### Useful Mobile Apps:

- Citymapper
- NextBuses - bus times at your bus stop
- National Rail
- CycleMaps
- All Trails – walking routes

**Appendix B**

**(Travel Questionnaire)**

## Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire. The information you provide will be treated in the strictest confidence with no reference to individuals. Thank you for your co-operation.

### 1. How often do you travel to Work on average each week?

1 to 2 days (01)  3 to 4 days (02)  5 days (03)  Weekend (04)

### 2. What time do you normally arrive at Work?

Before 07:00 (01)  07:00-08:00 (02)  08:00-09:00 (03)  09:00-10:00 (04)  
 10:00-16:00 (05)  16:00-17:00 (06)  17:00-18:00 (07)  18:00-19:00 (08)  
 19:00-20:00 (09)  20:00-21:00 (10)  After 21:00 (11)

### 3. What time do you normally leave Work?

Before 07:00 (01)  07:00-10:00 (02)  10:00-14:00 (03)  14:00-17:00 (04)  
 17:00-18:00 (05)  18:00-19:00 (06)  19:00-20:00 (07)  20:00-21:00 (08)  
 21:00-22:00 (09)  22:00-23:00 (10)  23:00-24:00 (11)  After 24:00 (12)

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

0-15min (01)  16-30min (02)  31-45min (03)  46-60min (04)  
 61-75min (05)  76-90min (06)  Over 90min (07)

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

0-1 Mile (01)  2-3 Miles (02)  4-5 Miles (03)  6-10 Miles (04)  
 >10 Miles (05)

### 6. What mode of transport do you use for the last part of your journey to Work (last one-two miles)?

Drive Alone (01)  Car Passenger (02)  Bus (03)  Train / Light Rail (04)  
 Underground (05)  Walk (06)  Cycle (07)  Cycle Hire (08)  
 Motorbike (09)  Taxi (10)  Car Share (11)  Other (12)

### 7. What mode of transport do you use for the LONGEST part of your journey to Work?

Drive Alone (01)  Car Passenger (02)  Bus (03)  Train / Light Rail (04)  
 Underground (05)  Walk (06)  Cycle (07)  Cycle Hire (08)  
 Motorbike (09)  Taxi (10)  Car Share (11)  Other (12)

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

Drive Alone (01)  Car Passenger (02)  Bus (03)  Train / Light Rail (04)  
 Underground (05)  Walk (06)  Cycle (07)  Cycle Hire (08)  
 Motorbike (09)  Taxi (10)  Car Share (11)  Other (12)

### 9. What would encourage you to use an alternative mode of travel?

More frequent bus services (01)  Better pedestrian / cycle routes (02)  
 A cleaner walking / cycling environment (03)  A friend to walk / cycle with (04)  
 A safer walking / cycling environment (05)  Nothing (06)  
 Better information on alternatives (07)

### 10. In what age category do you fall?

25 and under (01)  26 to 40 (02)  41 to 60 (03)  Over 61 (04)

## **Appendix C**

### **(BREEAM Considerations)**

## BREEAM Considerations

1. The following have been considered when preparing the Travel Plan in line with BREEAM New Construction 2018.

Measure	Consideration
Negotiation with local bus, train or tram companies an increase in the local service provision for the development	The scale of the development is such that capacity enhancements are not deemed necessary.
Provision of a public transport information system in a publicly accessible area	Public transport information will be available from reception on request.
Provision of electric recharging stations	6 spaces are provided with Electric Charging facilities.
Provision of parking priority spaces for car sharers	The Travel Plan Coordinator will allocate parking spaces to drivers who car share.
Consultation with the local authority on the state of the local cycling network and on improvements	The Travel Plan Coordinator will liaise with the local authority regarding the local footway and cycleway network if required following discussions with staff.
Provision of dedicated and convenient cycle storage	Parking is provided for up to 18 bicycles in a shelter adjacent to the office entrance
Provision of cyclists' facilities	Changing rooms and storage facilities along with showers are provided for staff.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas	N/A as there are no public transport waiting areas on the Site.
Restrictions or charging for car parking	Car parking is free for staff and visitors

<p>Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes</p>	<p>N/A as there are no cycle lanes or footways within the Site</p>
<p>Provision of suitable taxi drop-off or waiting areas</p>	<p>Taxi drop-off will be within the car park or adjacent highway with a direct connection to the office / warehouse.</p>