



mode
transport planning

Royal UK Property Holdings LLP

1&2 Longwalk Road, Stockley Park, Uxbridge

Framework Travel Plan

October 2026







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Framework Travel Plan

OFFICE ADDRESS:
Butler House,
177-178 Tottenham Court Road,
London,
W1T 7NY

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1. Introduction

1.1 Overview

1.1.1 This Framework Travel Plan (FTP) has been prepared by mode transport planning (mode) on behalf of Royal UK Property Holdings LLP (the Applicant) to support the planning application associated with the proposed redevelopment of Plots 1 and 2, Longwalk Road, Uxbridge, within the administrative boundary of the London Borough of Hillingdon (LBH).

1.1.2 The site currently comprises two office buildings with a total Gross Internal Area (GIA) of 12,267sqm and circa 380 car parking spaces.

1.1.3 The site is located within Stockley Park, an established managed employment area recognised as a Locally Significant Employment Location (LSEL) within the LBH Local Plan. The site is accessed from Longwalk Road, which forms part of the internal Stockley Park road network and connects with Bennetsfield Road immediately north of the site. Bennetsfield Road provides access to the A408 Stockley Road via Stockley Park Roundabout.

1.1.4 Stockley Park is subject to an established Travel Plan and associated programme of sustainable travel initiatives. This FTP has therefore been developed to complement the existing estate-wide Travel Plan, with future occupiers expected to engage with and benefit from these measures, alongside the site-specific measures and monitoring arrangements established through this FTP.

1.2 Development Proposals

1.2.1 The development proposals comprise the redevelopment of both existing units to provide flexible industrial, storage and distribution uses (Use Classes B2/B8/E(g)(iii)), with ancillary office space, comprising a total GIA of 11,006 sqm (6,052sqm for Unit 100 / 4,954sqm for Unit 200).

1.2.2 Access for vehicles, pedestrians and cyclists will remain via Longwalk Road, though parking provision will be reduced and reconfigured across the site, having regard to relevant policy, standards, guidance and the operational requirements of the proposed uses.

1.2.3 The proposed site layout is presented in Appendix A.

1.3 Purpose of the Framework Travel Plan

1.3.1 This FTP provides an overarching Travel Planning strategy for the future occupiers of the site, to support the ongoing management and monitoring of travel behaviour by the appointed Travel Plan Coordinator (TPC). It has been prepared in accordance with the relevant National, London-wide and Local planning policies applicable to travel planning and the nature of the development proposals.

1.3.2 As the future occupiers of the development are not yet known, it is not possible at this stage to establish site-specific employee travel patterns or detailed occupier-specific measures. This document has therefore been prepared as an FTP, establishing the overarching strategy, interim targets, measures and monitoring arrangements to be implemented and developed further following occupation.

1.3.3 The FTP has also been developed to complement and integrate with the existing Stockley Park Travel Plan and established estate-wide travel planning arrangements. Stockley Park benefits from an existing Travel Plan coordination team and a range of sustainable travel initiatives available to occupiers and employees across the estate. Future occupiers will therefore be expected to engage with these wider arrangements and promote the associated sustainable travel initiatives alongside the site-specific measures identified within this FTP.

1.3.4 The NPPF describes a Travel Plan as a *"long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed"*.

1.3.5 In this context, a Travel Plan establishes a package of measures, targets and monitoring arrangements aimed at reducing the need to travel, reducing reliance on single-occupancy car travel and encouraging greater use of sustainable modes. It is an ongoing process, with monitoring and periodic travel surveys used to identify changes in travel behaviour and inform the review and refinement of measures over time.

1.3.6 This FTP also seeks to support the London Plan's ambition for 80% of all trips in London to be made by walking, cycling or public transport by 2041. It is recognised that this represents a London-wide target and that the characteristics of the site, proposed land uses and future occupiers will influence travel behaviour at the development.

1.3.7 This FTP should be read in conjunction with the Healthy Streets Transport Assessment (HSTA), Car Parking Management Plan (CPMP), Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP), which have been prepared in support of the planning application.

1.4 BREEAM Compliance

1.4.1 This FTP, along with the associated HSTA, have been prepared to support the proposed development in achieving a BREEAM rating of 'Excellent'.

1.4.2 BREEAM is the leading sustainability assessment and certification scheme for the built environment, which recognises and reflects the value in higher performing assets and aims to inspire and empower change by rewarding and motivating sustainability across the life cycle of projects.

1.4.3 In terms of transport, BREEAM "*encourages provision of and improved access to local amenities and to sustainable means of transport, i.e. public transport, and other alternative transport solutions for building users. The aim is to reward locations and solutions that support reductions in car journey and, therefore, congestion and CO_2 emissions over the life of the building.*"

1.4.4 BREEAM includes the following transport-related credits, which are targeted for accreditation at the site:

- Tra 01: Transport assessment and travel plans (2 credits).
- Tra 02: Sustainable transport measures (10 credits).

1.4.5 The following is required to demonstrate compliance with Tra 02 to achieve credits towards the BREEAM Technical Manual Version 7 assessment:

1. *"Complete a transport assessment and travel plan in line with Tra01. If these documents are completed after Concept Design, they can still be used to meet this prerequisite.*
2. *Calculate the credits as follows:*
    a. *Refer to the score given in the PTAI as calculated in Tra01. This score will be used to weight the points awarded in Tra02.*
    b. *Award points for the sustainable transport measures implemented in Tra02, as per Table 48.*
    c. *Use Table 49 to convert the number of points achieved for sustainable transport measures into credits, as weighted by the PTAI score."*

1.4.6 When considering the potential BREEAM transportation credits, the site is treated as a whole rather than individual units.

1.5 Document Structure

1.5.1 The remainder of this FTP is structured as follows:

- Chapter 2: Policy Context
- Chapter 3: Baseline Conditions
- Chapter 4: Development Proposals
- Chapter 5: Overarching Aim, Objectives and Benefits
- Chapter 6: Travel Plan Targets
- Chapter 7: Travel Plan Strategy
- Chapter 8: Sustainable Travel Plan Measures
- Chapter 9: Monitoring and Reporting

- Chapter 10: Action Plan
- Chapter 11: BREEAM Compliance

2. Policy Context

2.1 Overview

2.1.1 This chapter provides a review of the relevant National and Local transport policies that are applicable to the development proposals. This includes:

- National Planning Policy Framework (2026);
- The London Plan (2021);
- Borough of Hillingdon Local Plan Part 1: Strategic Policies (November 2012); and
- Borough of Hillingdon Local Plan Part 2: Development Management Policies (January 2020).

2.1.2 It should be noted that whilst the Draft London Plan (2026) was published in July 2026, at the time of writing, the Draft London Plan is in a public consultation period, before the examination in public and final adoption stages progress in 2027/2028. As such, it has not been reviewed in detail as part of this assessment.

2.1.3 Furthermore, this FTP has been prepared in accordance with the Transport for London (TfL) guidance for Travel Plans.

2.2 National Policy

National Planning Policy Framework (2026)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. The document was most recently revised in August 2026, shifting towards a more vision-led approach to planning.

2.2.2 Chapter 15 focuses on promoting sustainable transport, with the policies in this chapter ensuring that *"transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places".*

2.2.3 Furthermore, Policy TR6 of the NPPF focuses on assessing the transport impacts of development proposals, noting that any development proposals expected to generate significant amounts of movement should be supported by a Travel Plan "*which indicates how sustainable transport objectives will be delivered, monitored and managed over time*". Furthermore, the policy states that Travel Plans should "*reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes)".*

2.3 Local Policy

The London Plan (2021)

2.3.1 The London Plan 2021 sets out the strategic framework for how London will develop over the next 20-25 years. All London Borough Local Planning Authorities' Development Plans are legally required to be in 'general conformity' with the London Plan. This is to ensure an integrated London planning system, which is joined up and reflective of the overall strategy for London, can develop sustainably.

2.3.2 Chapter 10 of the London Plan focuses on Transport and outlines key policies to support sustainable development, with the policies relating to the development proposals summarised below:

Policy T1: Strategic Approach to Transport

2.3.3 Policy T1 states that an integrated strategic approach to transport is needed, along with ambitious aims to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. As such, "all *development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.3.4 In addition, Policy T1 highlights that development proposals should facilitate the delivery of the target of 80% of all trips in London being made by active and public transport by 2041.

Policy T2: Healthy Streets

2.3.5 Policy T2 focuses on the Healthy Streets approach to development proposals, which has been applied to the preparation of the accompanying Transport Assessment. Furthermore, this policy states that development proposals should "*promote and demonstrate the application of the Mayor's Healthy Streets Approach to improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities*".

Policy T4: Assessing and Mitigating Transport Impacts

2.3.6 Policy T4 states that development proposals "*should reflect and be integrated with current and planned transport access, capacity and connectivity*". In addition, it is noted that Travel Plans will be required to have regard to TfL Guidance.

Policy T5: Cycling

2.3.7 Policy T5 states that "*development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle*", which will be achieved by "*supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*" and "securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located".

2.3.8 Policy T5 also recommends that in places of employment, supporting facilities are provided, including changing rooms, lockers and shower facilities, recommending that least two lockers are be provided per three long-stay spaces and at least one shower is provided per ten long-stay spaces. Accessible facilities should also be provided.

LBH Local Plan Part 1: Strategic Policies (2012)

2.3.9 The LBH Local Plan Part 1 sets out the strategic planning framework for the Borough, including the overarching approach to transport and employment development.

2.3.10 The site is located within a designated Strategic Industrial and Business Area and forms part of Stockley Park, which is identified as an important employment location within the Borough. The Local Plan seeks to protect and enhance employment land and support appropriate employment-generating uses.

2.3.11 The Local Plan seeks to promote sustainable forms of transport, improve accessibility and reduce reliance on the private car. Strategic Objective 12 seeks to "*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*".

2.3.12 In addition, Policy T1 (Accessible Local Destinations) supports access to development by sustainable modes, including walking, cycling and public transport, with Policies T2 and T3 further supporting improvements to public transport connectivity and sustainable transport links between residential areas, employment areas and transport interchanges.

LBH Local Plan Part 2: Development Management Policies (2020)

2.3.13 The LBH Local Plan Part 2 provides detailed development management policies which build upon the strategic objectives established within Part 1. The transport policies relevant to the development proposals are summarised below.

Policy DM3: Office Development

2.3.14 Policy DM3 identifies Stockley Park as a preferred location for office growth. Where proposals involve the loss of office floorspace, the policy establishes criteria relating to marketing, the continued viability of the site for office use and the potential effect upon surrounding employment uses. The planning considerations associated with the proposed change in employment use are addressed separately within the wider planning submission.

Policy DMT 1: Managing Transport Impacts

2.3.16 Policy DMT 1 requires development proposals to meet their transport needs and address transport impacts in a sustainable manner. Development should be accessible by public transport, walking and cycling; maximise safe and inclusive accessibility; adequately address delivery and servicing requirements; and avoid significant adverse transport impacts on the local and wider environment, particularly the Strategic Road Network (SRN).

Policy DMT 5: Pedestrians and Cyclists

2.3.17 Policy DMT 5 requires development proposals to provide safe, direct and inclusive access for pedestrians and cyclists, connecting development to the wider network. This includes the retention and enhancement of existing routes where appropriate, provision of a high-quality interface with the public realm and suitable cycle parking and changing facilities.

Policy DMT 6: Pedestrians and Cyclists

2.3.18 Policy DMT 6 notes that in addition to blue badge parking, the LBH operates a brown badge scheme for older residents with restricted mobility. Whilst blue badge spaces are provided, brown badge spaces are not considered to be applicable to the nature of the development proposals.

2.4 Summary

2.4.1 The above policy framework seeks to maximise opportunities for travel by walking, cycling and public transport, reduce reliance on single-occupancy car travel and ensure that Travel Plans provide an effective mechanism for delivering and monitoring sustainable travel measures.

2.4.2 These principles have informed the objectives, interim targets, measures and monitoring strategy set out within this FTP. In particular, the FTP seeks to build upon the existing sustainable travel initiatives available across Stockley Park and encourage future occupiers and employees to make informed and sustainable travel choices.

3. Baseline Conditions

3.1 Overview

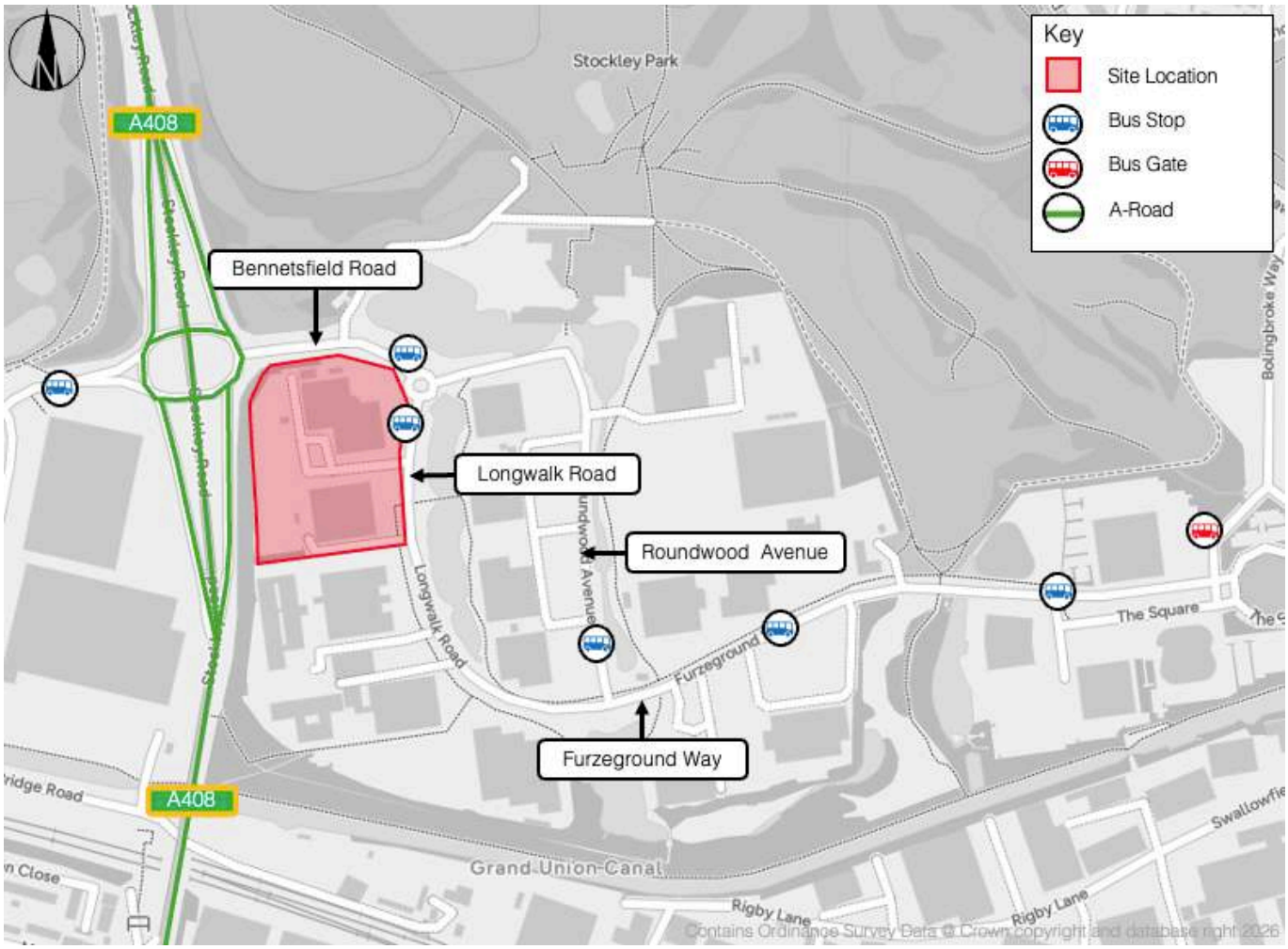
3.1.1 This chapter reviews the existing transport and highways conditions within the vicinity of the site, with a focus on sustainable transport and connectivity.

3.2 Site Location

3.2.1 The site is located within the north western corner of Stockley Park, an established business park approximately 2.5km southwest of Uxbridge. The site is bounded by Bennetsfield Road to the north, Longwalk Road to the east and the A408 Stockley Road to the west, with the wider area comprising predominantly industrial and employment uses.

3.2.2 The site location in relation to the local road network and nearest bus stops is demonstrated on Figure 3.1.

Figure 3.1 Site Location



3.3 Sustainable Transport Infrastructure

Walking and Cycling

3.3.1 Existing pedestrian and cycle infrastructure is provided within Stockley Park, supporting active travel movements within the site and connectivity to the wider area. Footways within Stockley Park are noted to be of good quality and well-landscaped with tree-lined shaded paths. The footways also benefit from being well-lit, with several crossings provided within the site, characterised by dropped kerbs and tactile paving. The area also benefits from wayfinding signage and street furniture that support inclusive access and encourage active travel.

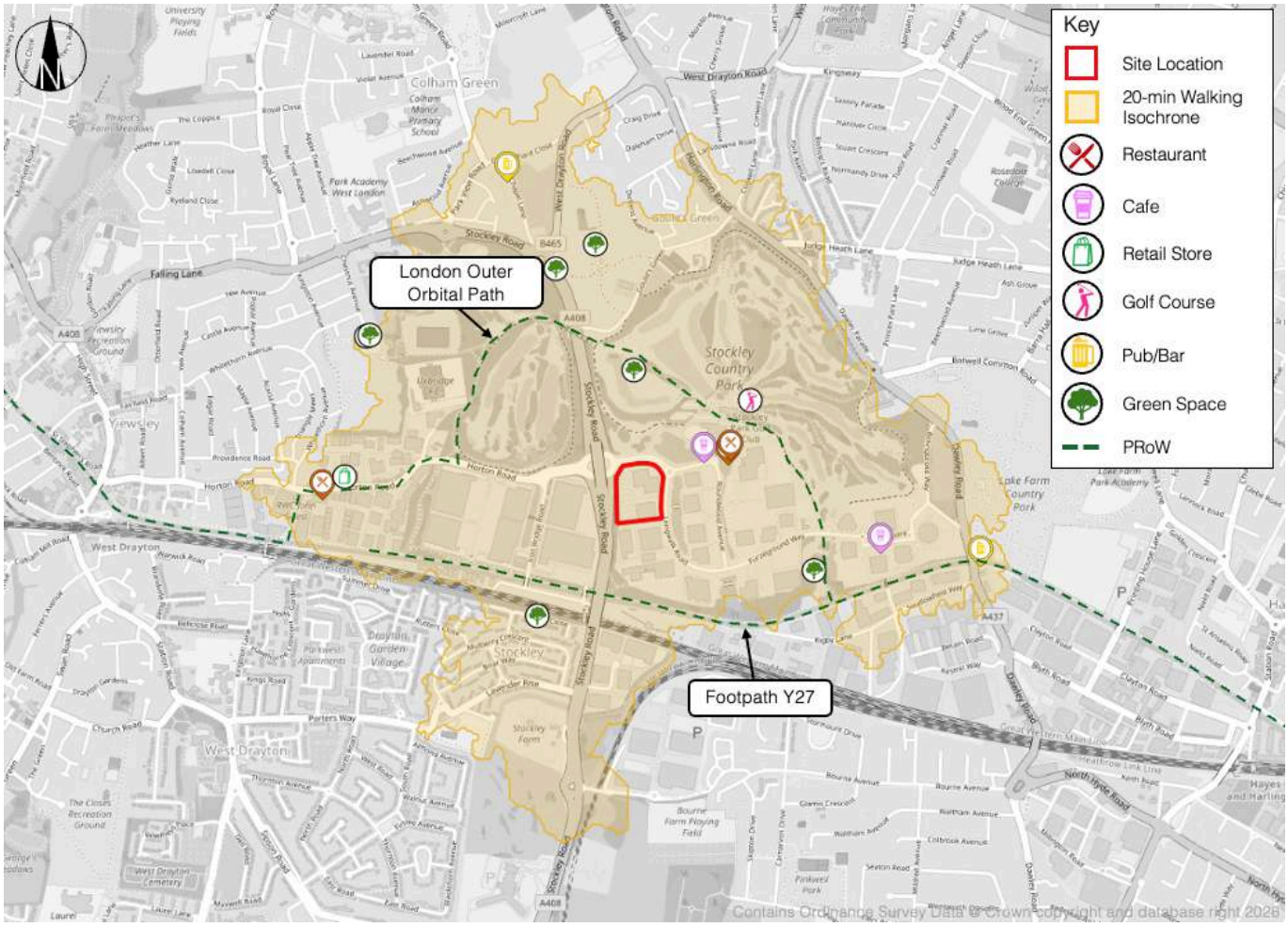
3.3.2 It should also be noted that raised table crossings are present throughout Stockley Park, in addition to a zebra crossing located approximately 50m north of the site access, on the southern arm of the Bennetsfield / Longwalk Road roundabout.

3.3.3 Footpath Y27, which forms part of the Public Right of Way (PRoW) network within the vicinity of the site, is located approximately 500m south of the site along the Grand Union Canal towpath and accessed via Longwalk Road and a footpath within Stockley Park. This route provides pedestrian and cycle access to surrounding residential areas, including West Drayton and Uxbridge, in addition to the West Drayton and Hayes & Harlington Railway Stations.

3.3.4 Additionally, Section 11 of the London Outer Orbital Path (LOOP) is located approximately 500m to the north of the site and connects Hayes and Harlington Railway Station to Uxbridge. This route runs through Stockley Country Park, where a shared footway/cycleway is present to facilitate pedestrians and cyclists crossing over the A408 Stockley Road.

3.3.5 A pedestrian accessibility plan, including a 20-minute walking isochrone, is presented in Figure 3.2.

Figure 3.2 Pedestrian Accessibility



3.3.6 There are several local amenities and facilities that are accessible within a 20-minute walking distance from the site, as demonstrated in Figure 3.2. The local amenities accessible by foot from the site are also noted in Table 3.1, including their approximate distance and walking duration.

Table 3.1 Local Amenities

Amenities	Journey Purpose	Approximate Distance	Approximate Walking Time
Synchronised Swimmers	Leisure	180m	3 minutes
Subway	Retail	350m	5 minutes
Greggs	Food	400m	5 minutes
Nuffield Health Fitness	Health/Leisure	280m	4 minutes
Stockley Park Golf Club	Leisure	600m	9 minutes
Costa Coffee	Food	750m	10 minutes
Smoky Boys	Food	1.3km	18 minutes
Huqqa Garden	Food	1.3km	18 minutes
The Woolpack	Food/Bar	1.3km	18 minutes

3.3.7 With regard to cycling, secure cycle parking facilities are available throughout Stockley Park, supporting the use of active modes by staff and visitors of the site. Advisory cycle lanes are also provided on the A408 Stockley Park roundabout, which then merge with the traffic lanes upon each exit arm. In addition to the above, there are a number of 'borrow bikes' available for occupiers of the site to travel around the wider Stockley Park site during the working day.

3.3.8 The site is located approximately 300m north of the London Cycle Network Route C, which provides connectivity between the site and Central London. The route begins at West Drayton and runs in a west-east direction towards Kensal Town.

3.3.9 Additionally, two National Cycle Network (NCN) routes are located to the northwest of the site, accessible from the site within an approximate 19-minute cycle. These routes (NCN Route 6 and Route 61) can be accessed via The Grand Union Canal, partially utilising London Route C. Route 6 routes north from London to Lake district, passing through towns like Market Harborough, Kendal and Windermere. Route 61 routes from Maidenhead to Hatfield, Welwyn Garden City, Hertford, and Hoddesdon.

3.3.10 The Grand Union Canal also provides off-road cycle connectivity between the site and Hayes and Harlington Railway Station, in addition to West Drayton Railway Station, both of which provide rail connectivity into central London and towards Reading. In 2020/2021, the Grand Union Canal had approximately 3.8km of towpaths widened and resurfaced between Hayes and Yiewsley, enhancing the accessibility of the route.

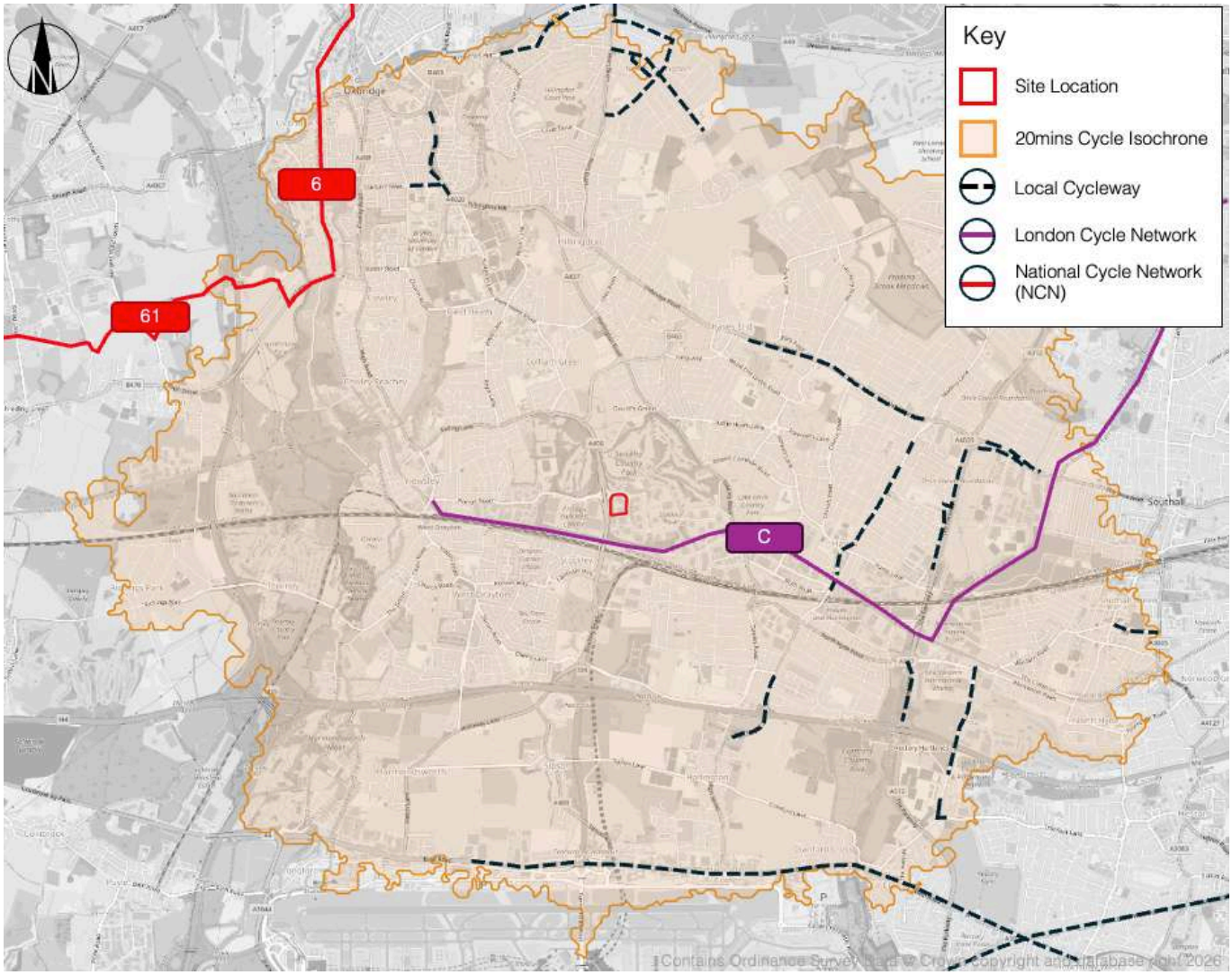
3.3.11 Images of the Grand Union Canal, captured during the Active Travel Zone (ATZ) assessment undertaken to inform the HSTA, are provided in Figure 3.3.

Figure 3.3 Grand Union Canal



3.3.12 A cycle accessibility plan, showing the local and national cycle routes within a 20-minute cycle from the site is presented in Figure 3.4.

Figure 3.4 Cycling Accessibility



3.3.13 In addition to the above, it should be noted that Stockley Park operates a number of sustainable transport initiatives, including a walking club every first Monday of the month and a pop-up bike clinic to encourage people to take up sustainable travel modes, with the information provided via the Stockley Park website as well as on signs throughout the park.

3.3.14 This is also supported by the site-wide Stockley Park Travel Plan, which seeks to further encourage employees and visitors at the park to travel by more sustainable modes.

3.4 Public Transport Accessibility

Public Transport Accessibility Level

3.4.1 The site is noted to have a Public Transport Accessibility Level (PTAL) 1B and 2, with the site access and a section of the northern section having a PTAL 2, whilst the remaining area of the site has a PTAL 1B. Although this represents a relatively poor accessibility level, the site is located within an established employment zone, with its surrounding local active and public transport network providing opportunities for sustainable travel to and from the site. The PTAL report for the site access is presented in Appendix B.

3.4.2 In addition, the Public Transport Accessibility Index (PTAI) assesses the public transport accessibility of a site based on available public transport services surrounding the site. The PTAI assessment typically uses the Tra 01 Calculator to provide an indicator of the accessibility and density of the public transport networks at a point of interest and issues BREEAM credits in accordance with the building type being assessed. The PTAI is determined by entering the following information:

- The distance (m) from the main building entrance to each compliant public transport node (any bus service within 650m and any railway station within 1000m via safe pedestrian routes);
- The public transport type(s) serving the compliant node (e.g. bus or rail);
- The average number of services stopping per hour at each compliant node during the standard operating hours of the building for a typical day.

3.4.3 As the site falls within Greater London, the PTAI should be taken from TfL's Webcat 3.0 online PTAL score, which is automatically calculated using the same methodology as outlined above.

3.4.4 As the site lies across a number of different sectors within the PTAL calculator, an average has been taken of the four most central sectors to determine the PTAI of the site. This gives the site a PTAI score of 4.84.

3.4.5 This PTAI score will be used to inform the BREEAM assessment from a transport perspective, which is detailed further within this FTP.

Bus

3.4.6 Longwalk Road (Stop J) bus stop is the nearest bus stop to the site, located approximately 15m south of the site access on Longwalk Road. The bus stops are provided with a sheltered waiting area and flag poles with bus information and are also accessible via a step-free route. Additionally, TfL bus services are all fitted with access ramps to support step-free access.

3.4.7 This bus stop is served by the U5, 350 and A10 services operated by Transport UK London Bus and Metroline. An overview of the services is provided in Table 3.2.

Table 3.2 Local Bus Services Overview

Bus Service	Route	Average Weekday Frequency
U5	Uxbridge – Hayes Town	Every 10-14 minutes
350	Heathrow T5 – Hayes Town	Every 20 minutes
A10	Heathrow Central Bus Station – Uxbridge	Every 20 minutes

3.4.8 It should also be noted that Stockley Park provides a free shuttle bus service (easitSTOCKLEY PLUS+) between the site and Hayes and Harlington Railway Station as part of their easitSTOCKLEY PARK sustainable travel initiative. As noted within the 2026 Stockley Park Travel Plan, the shuttle bus operates every 20-minutes during weekdays (Monday to Friday) between 06:45-10:05 and 16:00-19:00 to account for peak commuting hours.

Rail

3.4.9 The nearest railway station to the site is the Hayes & Harlington Railway Station, which is located approximately 2.6km east of the site and served by the Elizabeth Underground Line. Hayes & Harlington Railway Station is accessible from the site within a 12-minute bus journey via the U5 or 350 bus services, or a ten-minute cycle via the Grand Union Canal.

3.4.10 Hayes & Harlington Railway Station provides step-free access from all platforms to the street and benefits from approximately 76 cycle parking spaces. The station benefits from approximately 116 car parking spaces, of which four are blue badge spaces, provided in the form of surface level car park.

3.4.11 An overview of the railway services operating at Hayes & Harlington Railway Station are summarised in Table 3.3.

Table 3.3 Rail Services from Hayes & Harlington Rail Station

Destination	Weekday		Saturday		Sunday	
	Operating Hours	Average Frequency	Operating Hours	Average Frequency	Operating Hours	Average Frequency
Shenfield	06:32 – 23:43	30 minutes	08:32 – 23:44	30 minutes	07:46 – 22:12	30 minutes
Abbey Wood	02:53 – 23:35	6 minutes	05:27 – 23:40	15 minutes	07:58 – 22:06	15 minutes
Reading	03:51 – 23:05	30 minutes	03:50 – 23:05	30 minutes	07:02 - 22:57	30 minutes
Heathrow Airport (T4/T5)	04:53 – 23:44	15 minutes	04:53 – 23:45	15 minutes	05:28 – 23:34	15 minutes

3.4.12 West Drayton Rail Station is also located approximately 2.2km west of the site, approximately a 7-minute cycle or 14-minutes utilising the U5 or 350 bus service. West Drayton Station is also served by the Elizabeth Line, with comparable services to those at Hayes & Harlington Station.

3.4.13 On the basis of the above, it is evident that the site is well connected by rail services, providing frequent services throughout the day to a range of destinations across London, westbound towards Reading and eastbound towards Shenfield.

3.5 Staff Mode Share

3.5.1 As part of the existing Stockley Park Travel Plan (included in Appendix C), a staff travel survey was undertaken in late 2025 for the wider Stockley Park site to understand the existing modal split of staff journeys to Stockley Park. The outputs of the survey are presented in Table 3.4.

Table 3.4 Existing Travel Patterns of Stockley Park Staff

Mode	Modal Split	Number of Respondents
Walking	1.68%	6
Cycling (Manual)	1.12%	4
Cycling (EV Bike)	0.28%	1
Shuttle Bus	4.75%	17
Public Bus	8.10%	29
Train	22.63%	81
Car (Driver – Alone)	55.31%	198
Car Share (Driver)	2.79%	10
Car Share (Passenger)	1.12%	4
Taxi	0%	0
Motorcycle / Scooter	0%	0
Other	2.23%	8
Total	**100%**	**358**

3.5.2 The data presented above indicates that single occupancy car driver trips are the most prominent mode of travel used by employees at Stockley Park, with 55.31% of surveyed staff travelling by this mode.

3.5.3 However, the data also demonstrates that train is a popular mode of travel to the site, comprising 22.63% of staff trips made to Stockley Park. Public bus accounts for 8.10% of staff trips, whilst shuttle bus accounts for 4.75% of staff trips. Travel by active modes (i.e. walking and cycling) comprises circa 3% of staff trips made to Stockley Park.

3.5.4 It should also be noted that the 2026 Stockley Park Travel Plan indicates that there has been an overall reduction in single-occupancy vehicle trips when compared to the 2021 mode share recorded at the site. The results also show an increase in public transport trips, though a slight decline in active travel trips to the wider park. A contributing factor to the uptake of public transport could be related to the opening of the Elizabeth Line at the Hayes & Harlington Railway Station in May 2022.

3.6 Summary

3.6.1 This chapter demonstrates that the site is well located with regard to sustainable travel, with Stockley Park benefitting from a good level of pedestrian and cycle infrastructure, including well-maintained and lit footways, shared-use paths, raised table crossings, tactile paving and wayfinding. The site has access to the Grand Union Canal towpath and wider PRoW network, while London Cycle Network Route C and National Cycle Network Routes 6 and 61 provide wider cycling connectivity. A range of local amenities are also accessible on foot.

3.6.2 Despite the site's PTAL rating of 1B/2, the surrounding public transport network provides opportunities for sustainable travel to the site via the nearby bus stops on Longwalk Road and railway stations served by the Elizabeth Line, offering connectivity to London, Reading, Shenfield and Heathrow Airport. This is further complemented by initiatives run within Stockley Park, including the easitSTOCKLEY PLUS+ bus service.

4. Development Proposals

4.1 Overview

4.1.1 This chapter describes the development proposals associated with the forthcoming planning application for the site, including details on access arrangements, the proposed level of vehicle parking and the proposed refuse and servicing arrangements.

4.2 Development Proposals

4.2.1 The development proposals comprise the redevelopment of two existing office units at Stockley Park, comprising a total GIA of 11,006sqm (6,052sqm for Unit 100 / 4,954sqm for Unit 200). Planning permission is sought for flexible industrial, storage and distribution uses (B2/B8/E(g)(iii)) with ancillary office, replacing the existing offices and reconfiguring the site layout to provide appropriate servicing and vehicle parking arrangements.

4.2.2 The site layout is shown in Figure 4.1 and provided at Appendix A.

Figure 4.1 Site Layout



4.3 Vehicle Access

4.3.1 Access to the site will remain from Longwalk Road, with the two existing access points being retained. A central spine road will run between the two units from the northern access, facilitating access to the rear service yards, in addition to the parking area fronting Unit 100. The southern access will continue to provide direct access into the parking associated with Unit 200.

4.4 Pedestrian/Cycle Access

4.4.1 The development proposals will retain the principle of access for pedestrians and cyclists. Pedestrian access will be provided via the existing footways on Longwalk Road, which will connect into the site's internal pedestrian network. A pedestrian-only access will also be provided to the northeast of the site, facilitating access from the existing footway on Bennetsfield Road.

4.4.2 Cyclists will also access the site via Longwalk Road, which is considered suitable for cycling given the wide carriageway and 20mph speed limit.

4.4.3 There will also be a well-connected set of direct internal footways within the site to provide access to both units, along with demarcated and convenient crossing points throughout the site to facilitate safe pedestrian movements. Crossing points will benefit from dropped kerbs and tactile paving provision, with step-free access to the development is also integrated into the design.

4.5 Parking Provision

Vehicle Parking

4.5.1 The development proposals comprise the reconfiguration and reduction of car parking spaces at the site to provide appropriate provision for the nature and scale of the proposed land uses.

4.5.2 A total of 88 car parking spaces (one per 125sqm) will be provided at the site, which represents an approximate net reduction of 292 car parking spaces. This represents a significant reduction when compared to the existing level of parking at the site and below the maximum standards stipulated by The London Plan, reflecting the different characteristics between the existing and proposed use of the site.

4.5.3 The 88 car parking spaces will be split between the two units, with Unit 100 benefiting from 34 parking spaces to the front of the unit and 13 to the rear of the unit. Unit 200 will benefit from 41 spaces, all of which will be provided at the front of the unit. The London Plan Policy T6.5 requires 5% of the total amount of workplace car parking spaces to be allocated as disabled bays. The proposals include six blue badge bays, three attributed to each unit, aligning with the standards set out within the London Plan.

4.5.4 The proposed car parking provision also includes 26 electric vehicle charging points, equating to 30% of car parking bays being allocated for electric vehicles. In addition, 6% of the total parking provision will be allocated to car sharing bays to actively encourage car sharing among future users of the site.

4.5.5 The proposed parking provision at the site reflects the future use of the site and demonstrates how the development proposals seek to encourage sustainable travel to the site, whilst also meeting operational requirements and policy standards.

Cycle Parking

4.5.6 A total of 68 cycle parking spaces will be provided, comprising 54 long-stay and 14 short-stay spaces. Long-stay cycle parking will be provided in secure and sheltered facilities, with the existing provision comprising sheltered Sheffield stands and the remaining long-stay cycle parking provided in the form of sheltered two-tiered racks. Short-stay provision will be provided in the form of sheltered Sheffield stands. Furthermore, 5% of the total cycle parking will be provided to accommodate accessible cycles.

4.5.7 A total of six showers will be provided within the amenity building to the north of the site, including changing facilities and approximately 63 lockers. An accessible shower facility will be provided for each of the units. This provision complies with Policy T5 of the London Plan, overviewed within Chapter 2.

4.6 Deliveries, Servicing and Refuse Collection

Servicing and Delivery

4.6.1 Delivery/servicing bays will be provided to meet the operational requirements of each of the units. A total of eight loading bays will be provided at the rear of Unit 100, whilst seven loading bays will be provided at the rear of Unit 200.

4.6.2 It is important to note that when considering servicing activity associated with the development proposals, Unit 100 and Unit 200 are the closest units to the Stockley Park entrance. As such, vehicles associated with the servicing of the site will not route through the wider Stockley Park to access the site. As noted previously, there is no through access to the southeast of Stockley Park, and so servicing vehicles will route to the site via the A408 Stockley Road.

4.6.3 Servicing activity will be managed to avoid congestion on the internal access road and surrounding highway network.

Refuse Collection

4.6.4 Dedicated refuse storage facilities will be provided within the rear service areas associated with Units 100 and 200.

4.6.5 Refuse collection arrangements will be coordinated by the future occupiers in liaison with the Stockley Park Estates Team, having regard to the wider waste management arrangements operating across the estate.

4.6.6 Refuse collection activity will take place within the site and will be coordinated with other servicing activity where necessary to minimise potential conflict within the service yards.

5. Overarching Aim, Objectives and Benefits

5.1 Overarching Aim

5.1.1 The overarching aim of this FTP is to promote sustainable travel to and from the development by ensuring that future employees and visitors are provided with the information, facilities and incentives necessary to make informed travel choices, thereby reducing reliance on single-occupancy car travel.

5.1.2 The FTP will operate alongside and complement the wider Stockley Park Travel Plan and associated sustainable travel initiatives.

5.2 Objectives

5.2.1 The objectives of the FTP have been developed to align with the wider Stockley Park Travel Plan and are to:

- maximise awareness and uptake of sustainable travel options;
- reduce reliance on single-occupancy car travel;
- promote walking, cycling, public transport and car sharing;
- maximise participation in wider Stockley Park sustainable travel initiatives; and
- monitor employee travel patterns and refine measures where necessary.

5.3 Benefits

5.3.1 The following benefits are expected to be brought about in the local area by the FTP:

- Reduced Congestion: implement strategies which encourage alternative forms of transport other than car usage.
- Cleaner Environment: decreased pollutants from vehicles.
- Greater Travel Choice: a wider mobility choice to meet the needs and requirements of the current population without compromising the aspirations of future generations.
- Social Engagement: as a result of social inclusion, it subsequently decreases the likelihood of social polarisation and increases citizenship power.

5.3.2 In addition to the above benefits, end occupiers of the site could gain the following advantages from the implementation of the FTP:

- Better Time Management: reduced likelihood of traffic congestion, resulting in decreased delay for employees or deliveries.

- Economic Savings: money saved on fuel as alternative methods of transport used, decreased delay for employees or deliveries.

- Corporate Image: enables businesses to improve sustainability practices, thus aiding businesses to improve their corporate and ethical image.

- Improved Recruitment Plan: the business is perceived as a good environment to work in, hence the ability to attract and or retain higher calibre staff.

5.3.3 This FTP, as well as the measures and incentives contained within, has been prepared with the above benefits in mind.

6. Travel Plan Targets

6.1 Overview

6.1.1 A key aim of the FTP is to increase awareness of more sustainable travel options and to encourage their use, to reduce demand for car-based travel. The monitoring and review programmes put in place will enable the progress of their FTP to be checked and assessed in the context of specific targets.

6.2 Targets

6.2.1 Targets are the measurable goals by which progress will be assessed. This FTP sets out targets that the occupiers will seek to achieve. There is merit in all targets being SMART; that is Specific, Measurable, Achievable, Realistic and Time-related.

6.2.2 It is not until the initial travel questionnaire surveys have been completed, reviewed and analysed that specific targets can be identified, which will form the baseline information for future assessments of the success of the FTP. Once the initial travel questionnaire surveys have been undertaken, the FTP will be revised to contain finalised targets against which the success of the FTP can be considered.

6.2.3 In the absence of site-specific employee travel data for the future occupiers, interim targets have been established having regard to the most recent Stockley Park staff travel survey. The estate-wide mode share provides an appropriate initial proxy, although it is recognised that the travel characteristics of future B2/B8/Class E(g)(iii) occupiers may differ from the predominantly office-based occupiers currently represented within the wider Stockley Park survey

6.2.4 The targets propose a ten-percentage point mode shift from car driver trips to sustainable travel modes from the baseline over 5 years. This is in line with the Stockley Park 2026 Travel Plan. The mode split and indicative targets are summarised in Table 6.1.

Table 6.1 Mode Share Targets

Targets	Baseline Modal Split	Year 1 Target	Year 3 Target	Year 5 Target
Achieve a 10% reduction in single-occupancy vehicle travel for employees	55.3%	53.3% (-2%)	49.3% (-4%)	45.3% (-4%)
Achieve a 4% increase in active travel (walking and cycling) for employees	3.1%	4.1% (+1%)	6.1% (+2%)	8.1% (+2%)
Achieve a 6% increase in public transport (shuttle bus, public bus underground and train) use for employees	35.5%	36.5 (+1%)	38.5% (+2%)	40.5 (+2%)

6.2.5 Following completion of the initial site-specific survey, the interim targets will be reviewed and refined where appropriate, having regard to the actual travel characteristics of the occupiers and in consultation with LBH.

7. Travel Plan Strategy

7.1 Overview

7.1.1 This chapter sets out the management and governance arrangements through which the FTP will be implemented. The specific sustainable travel measures to be promoted and delivered as part of the FTP are set out in the next chapter.

7.1.2 The FTP has been prepared to complement and integrate with the existing Stockley Park Travel Plan, which provides an established estate-wide framework for the promotion, management and monitoring of sustainable travel. The wider Travel Plan is coordinated through easitSTOCKLEY PARK, with ongoing engagement undertaken with occupiers across the estate.

7.2 Travel Plan Coordinator

7.2.1 A TPC will be appointed for the development to oversee the implementation, management and monitoring of this FTP and act as the principal point of contact with the LBH.

7.2.2 The TPC will liaise with the existing Stockley Park Travel Plan coordination team to ensure that the development is appropriately integrated into the wider estate Travel Plan arrangements and that future occupiers are able to benefit from and promote the sustainable travel initiatives available across Stockley Park.

7.2.3 Each future occupier will also be expected to nominate an appropriate representative to liaise with the TPC and support the implementation and promotion of sustainable travel measures within their respective unit.

7.2.4 Contact details for the appointed TPC will be provided to LBH prior to first occupation of the development.

7.2.5 The key responsibilities of the TPC will include:

- liaising with LBH as necessary in relation to the implementation and monitoring of the FTP;
- liaising with the Stockley Park Travel Plan coordination team and wider estate management;
- ensuring that future occupiers and employees are made aware of the sustainable travel initiatives available through easitSTOCKLEY PARK;
- coordinating implementation of the site-specific measures identified within this FTP;
- ensuring up-to-date walking, cycling and public transport information is made available to employees;
- coordinating staff travel surveys and monitoring of the FTP;
- reviewing progress against the targets identified within Chapter 6;

- identifying additional or enhanced measures where monitoring indicates that targets are not being achieved; and
- acting as a point of contact for employees, occupiers and other relevant stakeholders in relation to sustainable travel matters.

7.2.6 The wider Stockley Park Travel Plan already operates through an established coordination team and quarterly occupier engagement process, so this site-specific TPC role should work alongside that structure.

7.3 Communication and Marketing

7.3.1 Effective communication will be central to the successful implementation of the FTP. The TPC and occupier representatives will ensure that employees are made aware of the sustainable travel options available both within the development and across Stockley Park.

7.3.2 Sustainable travel information will be provided to employees through appropriate channels, which may include staff induction material, noticeboards, internal communications and occupier intranet or email systems.

7.3.3 Future occupiers will also be encouraged to utilise the existing easitSTOCKLEY PARK promotional material and New Starter Welcome Pack, which provides employees with information on the sustainable travel initiatives available across the estate.

7.3.4 The TPC will also promote relevant estate-wide travel campaigns, roadshows and events where these are available to occupiers of the development.

8. Sustainable Travel Measures

8.1 Overview

8.1.1 This chapter identifies the sustainable travel measures available to future users of the development. These comprise a combination of existing estate-wide initiatives provided through the wider Stockley Park Travel Plan and site-specific measures associated with the development proposals.

8.2 Existing Stockley Park Travel Plan Measures

8.2.1 Stockley Park benefits from an established sustainable travel programme operated through easitSTOCKLEY PARK. Future occupiers of the development will be expected to engage with and promote these existing initiatives to their employees.

8.2.2 The existing measures available across Stockley Park include, amongst others:

- the easitSTOCKLEY PLUS+ shuttle bus between Hayes & Harlington Station and Stockley Park;
- easitSHARE car-sharing facilities;
- rail and public transport offers;
- cycle discounts and cycle-to-work initiatives;
- bike loan schemes;
- walking and cycling route information;
- travel roadshows and promotional events;
- electric vehicle support and charging-related initiatives;
- car club benefits; and
- sustainable travel information for new employees.

8.2.3 The wider Stockley Park Travel Plan identifies a substantial established package of these measures, which the proposed development will encourage. In addition, the proposed development also includes site-specific measures, which are also detailed below.

8.3 Active Travel Measures

8.3.1 Walking and cycling will be promoted to future employees as viable travel options, particularly for shorter journeys and as part of multimodal trips.

8.3.2 The development will provide secure cycle parking together with associated end-of-trip facilities, including six showers, changing facilities and approximately 63 lockers, in accordance with the development proposals.

8.3.3 Employees will be provided with information regarding local walking and cycling routes, including connections through Stockley Park and towards the wider pedestrian and cycle network.

8.3.4 Future occupiers will also be encouraged to promote the cycling initiatives available through easitSTOCKLEY PARK, including cycle discounts, cycle-to-work initiatives and bike loan opportunities where available. The estate Travel Plan already identifies bike-loan, cycle-to-work and cycling discount measures.

8.4 Public Transport Measures

8.4.1 Up-to-date information on nearby bus and rail services will be made available to employees, including details of connections to Hayes & Harlington and West Drayton stations.

8.4.2 Particular promotion will be given to the easitSTOCKLEY PLUS+ shuttle service, which provides a direct connection between Stockley Park and Hayes & Harlington Station during weekday peak periods.

8.4.3 The service currently operates at approximately 20-minute intervals during the morning and evening peak periods and is available free of charge to eligible Stockley Park employees.

8.4.4 Future occupiers will be encouraged to promote any rail and public transport discounts or incentives available through the wider Stockley Park Travel Plan.

8.5 Car Sharing Measures

8.5.1 Car sharing will be promoted as an alternative to single-occupancy car travel for employees who are unable to travel by active or public transport modes.

8.5.2 Future employees will be encouraged to register with and use the established easitSHARE car-sharing platform available to Stockley Park occupiers.

8.5.3 Dedicated car-sharing spaces will be provided within the development in accordance with the site layout and CPMP.

8.5.4 Information on the benefits of car sharing, including potential travel cost savings, will be promoted through the TPC and occupier representatives.

8.5.5 The wider estate Travel Plan records more than 1,500 sharers registered with easitSHARE, so the site should use that existing system rather than establish a separate platform.

8.6 Car Parking and Electric Vehicles

8.6.1 Car parking associated with the development will be managed in accordance with the site-specific CPMP.

8.6.2 These arrangements will operate alongside the established Stockley Park estate management measures, which include a strict no on-street parking policy across the internal road network.

8.6.3 Electric vehicle charging provision will be provided in accordance with London Plan standards, with the use of electric and low-emission vehicles promoted where appropriate.

8.6.4 Further detail regarding the allocation, operation and management of car parking is provided within the CPMP.

9. Monitoring and Reporting

9.1 Overview

9.1.1 Monitoring will be undertaken to assess the effectiveness of the FTP, review progress against the targets identified within Chapter 6 and determine whether any additional or amended measures are required.

9.2 Monitoring

9.2.1 The TPC will be responsible for coordinating monitoring of the FTP in liaison with the relevant occupier representatives and wider Stockley Park Travel Plan team.

9.2.2 An initial staff travel survey will be undertaken within six months of occupation to establish the site-specific baseline travel characteristics of employees.

9.2.3 Formal monitoring surveys will subsequently be undertaken in Years 1, 3 and 5 following establishment of the baseline.

9.2.4 Wherever practicable, site-specific monitoring will be coordinated with the annual Stockley Park staff travel survey to avoid unnecessary duplication, maximise response rates and ensure consistency with the wider estate monitoring programme.

9.2.5 Survey responses associated with the future occupiers of the development will be identified separately, where practicable, to allow the site-specific targets contained within this FTP to be monitored.

9.2.6 The estate-wide Travel Plan already provides for annual surveys and periodic review, which gives the development a useful established monitoring mechanism to tie into.

9.3 Review and Remedial Measures

9.3.1 The FTP will be reviewed following each formal monitoring survey to assess progress against the agreed targets and the effectiveness of the measures implemented.

9.3.2 Where monitoring indicates that an interim or final target is not being achieved, the TPC will review the measures in place in consultation with the occupier representatives and, where appropriate, the wider Stockley Park Travel Plan coordination team.

9.3.3 Additional or enhanced measures may include:

- increased promotion of the easitSTOCKLEY PARK initiatives;
- targeted public transport and shuttle promotion;

- further promotion and incentivisation of car sharing;
- enhanced walking and cycling information;
- targeted employee engagement or travel roadshows; and
- other measures identified through employee feedback and monitoring.

9.3.4 Any additional measures will be proportionate to the results of the monitoring and the specific travel characteristics of the occupiers.

9.4 Reporting

9.4.1 Following each formal monitoring survey, a monitoring report will be prepared setting out:

- the results of the survey;
- progress against the FTP targets;
- review of the measures implemented;
- feedback received from employees and occupiers; and
- any recommended amendments or additional measures.

9.4.2 Monitoring reports will be submitted to LBH for review where required.

9.4.3 Following completion of the initial five-year monitoring period, the requirement for formal monitoring will be reviewed. Where the final targets have not been achieved, further monitoring or additional measures may be agreed with LBH as appropriate.

10. Action Plan

10.1 Overview

10.1.1 An Action Plan is provided in Table 10.1, which includes a summary of the FTP commitments and timescales for undertaking each of these. The Action Plan will be updated over the course of the monitoring period, with commitments added and removed as appropriate.

Table 10.1 Action Plan

Measure	Status/Target Date	Responsibility	Method of Monitoring	Short / Medium / Long Term
General				
Appointment of the Travel Plan Co-ordinator (TPC)	Prior to occupancy of first commercial units	Occupier	N/A	Short Term
Baseline assessment of modes of travel and preferences and questionnaires	Within 6 months of occupation of units	TPC	N/A	Short Term
Analysis of Baseline Information	Within two months of baseline survey	TPC	N/A	Short Term
Develop Action Plan	Within two months of baseline survey	TPC	Years 1, 3 and 5	Long Term
Review, Update and Report	For 5-year period, post occupation	TPC	Years 1, 3 and 5	Long Term
Information Provision				
Provide a travel noticeboard	Prior to commercial units opening to the public	TPC	N/A	Short Term
Promote car sharing	To align with wider estate car sharing initiatives	TPC	N/A	Long Term
Promote Walking				
Provision of information related to walking routes in the area	On-going through noticeboards	TPC	N/A	Long Term
Promote Cycling				
Provision of cycle stands	Provided as part of the development proposals	Developer / Occupier	Checks during maintenance rounds at the site.	Long Term

Provision of cycling route maps, local training opportunities and other information	On-going through noticeboards	TPC	N/A	Long Term
Promote national cycle initiatives	Annually	TPC	TPC to monitor when updating sustainable travel information	Long Term
Promote Public Transport				
Provide travel information with timetable and bus stop information	Upon occupation of units	TPC	N/A	Long Term

11. BREEAM Compliance

11.1 Overview

11.1.1 The FTP and associated HSTA have been prepared to support the development's targeted BREEAM rating.

11.1.2 This chapter provides a summary of how the transport-related BREEAM criteria have been addressed within the supporting transport documentation.

11.2 BREEAM Compliance Checklist

11.2.1 A review of the requirements associated with Tra 01 has been undertaken, with the relevant matters addressed through this FTP and the associated transport assessment.

11.2.2 The assessment indicates that the applicable Tra 01 requirements have been addressed, subject to confirmation by the appointed BREEAM Assessor.

11.2.3 A summary of the BREEAM compliance checklist regarding Tra 01 is provided in Table 11.1.

Table 11.1 Tra01 Compliance Checklist

BREEAM Compliance Checklist Tra 01 Criteria	Requirement addresses/evidence provided	Comments
Conduct a site-specific transport assessment.	Yes	Transport Assessment prepared.
The site-specific travel assessment or statement covers as a minimum:		
Development description: An overview of the proposed development.	Yes	Outlined in Chapter 4 and the associated Transport Assessment.
Existing transport infrastructure: An analysis of the current transport infrastructure and services to identify constraints and opportunities.	Yes	Outlined in Chapter 3 and the associated Transport Assessment.
Inclusive design: Evaluation of transport infrastructure for people with disabilities.	Yes	Outlined in the associated Transport Assessment.
Accessible amenities: The number and type of existing accessible amenities within 500m of the site.	Yes	Details of local amenities are detailed in Chapter 3 and the associated Transport Assessment.
Public Transport Accessibility Index (PTAI): Calculate the existing PTAI.	Yes	PTAI is summarised in Chapter 3 and the associated Transport Assessment.
Future Travel Patterns: Predicted travel patterns and transport impacts of future building users.	Yes	Multi-modal trip generation assessment is undertaken within the associated Transport Assessment.
Stakeholder engagement: Consultation with local authorities, building users and the surrounding community to ensure the travel plan aligns with local needs.	Yes	Relevant consultation undertaken with LBH and local stakeholders including adjacent occupiers/units

11.2.4 A review of the sustainable transport measures relevant to Tra 02 has also been undertaken.

11.2.5 The development benefits from a combination of site-specific sustainable transport measures and established estate-wide initiatives available through the Stockley Park Travel Plan, including public transport information, the easitSTOCKLEY PLUS+ shuttle, car sharing, cycle facilities, end-of-trip facilities and wider sustainable travel incentives.

11.2.6 On the basis of the measures currently proposed, the assessment indicates that the development has the potential to achieve the relevant Tra 02 credits, subject to confirmation by the appointed BREEAM Assessor.

11.2.7 A summary of the BREEAM compliance checklist in relation to Tra 02 is provided in Table 11.2.

Table 11.2 Tra 02 Compliance Checklist

Assessment Option	Points Available	Assessment Met (Y/N)	Points Achieved	Notes
1: PTAI > 8	1	N	0	PTAI of 4.84 has been achieved.
2: Increase of PTAI	3	N	0	No increase to PTAI has been proposed.
3: On-site information on public transport and transport infrastructure	1	Y	1	This will be provided as part of the development proposals.
4: EV charging provision	2	Y	2	There are 26 EV spaces provided, equating to 30% of car parking provision.
5: Car sharing scheme implemented	1	Y	1	Five car sharing spaces will be provided at the site and prioritised for staff/visitors who car share.
6: Consultation with LA	2	Y	2	Pre-application undertaken with the LBH.
7: Cycle storage provision	1	Y	1	28 long stay and 14 short stay spaces to be provided in the form of sheltered and secure two-tier racks and Sheffield Stands.
8: At least 2 of the following provided: Showers, Changing Facilities, Lockers, Drying Spaces	1	Y	1	Approximately 63 lockers, six showers and changing facilities are provided within the amenity building, to the north of Unit 100.
9: At least three existing amenities are accessible (500m)	1	Y	1	Three amenities are within 500m of the site via safe pedestrian routes. (Food Outlet, Outdoor Open Space and Access to a leisure facility for fitness).
10: One new amenity is provided	2/3	Y	2	Enhanced amenity space is provided in the north-eastern corner of the site.

Assessment Option	Points Available	Assessment Met (Y/N)	Points Achieved	Notes
11 – Implementation of one site specific measure (reviewed by BRE)	1-3	Y	2	Users of the site will be able to access the measures associated with the easitSTOCKLEY PARK sustainable travel initiative such as rail discounts and discounts of cycles and accessories.

11.2.8 Based on the assessment against the criteria set out in Table 48 of the BREEAM UK New Construction Version 7 Technical Manual (2025), the development is considered to achieve 13 points, as summarised in Table 11.2.

11.2.9 On this basis, the assessment indicates the potential to achieve ten credits under Tra02, subject to confirmation by the appointed BREEAM Assessor in accordance with Table 49 of the BREEAM UK New Construction Version 7 Technical Manual (2025). Overall, the assessment indicates that the development has the potential to achieve up to 12 credits across Tra01 and Tra02.

mode
transport planning

APPENDICES

APPENDIX A

Proposed Site Layout

Schedule of Accommodation

Unit 100		
Warehouse Area	55,359 ft²	5,143 m²
Ground Floor Core	1,410 ft²	131 m²
Ground Floor Escape Stair	291 ft²	27 m²
First Floor Office	8,084 ft²	751 m²
Total GIA Area	**65,144 ft²**	**6,052 m²**

Unit 100		
Warehouse Area	56,554 ft²	5,254 m²
Ground Floor Core	1,518 ft²	141 m²
Ground Floor Escape Stair	323 ft²	30 m²
First Floor Office	8,428 ft²	783 m²
Total GEA Area	**66,823 ft²**	**6,208 m²**

Unit 200		
Warehouse Area	44,455 ft²	4,130 m²
Ground Floor Core	1,098 ft²	102 m²
North GF Escape Stairs	291 ft²	27 m²
South GF Escape Stairs	291 ft²	27 m²
First Floor Office	7,190 ft²	668 m²
Total GIA Area	**53,325 ft²**	**4,954 m²**

Unit 200		
Warehouse Area	45,510 ft²	4,228 m²
Ground Floor Core	1,141 ft²	106 m²
North GF Escape Stairs	323 ft²	30 m²
South GF Escape Stairs	323 ft²	30 m²
First Floor Office	7,535 ft²	700 m²
Total GEA Area	**54,832 ft²**	**5,094 m²**

Total GIA Area	**118,469 ft²**	**11,006 m²**
Total GEA Area	**121,655 ft²**	**11,302 m²**

Site Area	**6.26 acres**	**2.53 ha**



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North

Document Scale(s)

10m SCALE 1:500

Project Name

1 & 2 Longwalk Road

Employer	Project Address
Royal UK Property Holdings LLP	**Stockley Park Uxbridge**

RIBA Workstage	Suitability
1 - Preparation and Brief	**S2 - Information**

Drawn	Checked	Created	Size
KRW	**MT**	**07.10.26**	**A1**

UMC Project Reference	Scale	LOD	LOI
23517	**As Indicated**	**1**	**1**

Document Title

Site Layout

Document Reference

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Revision Note

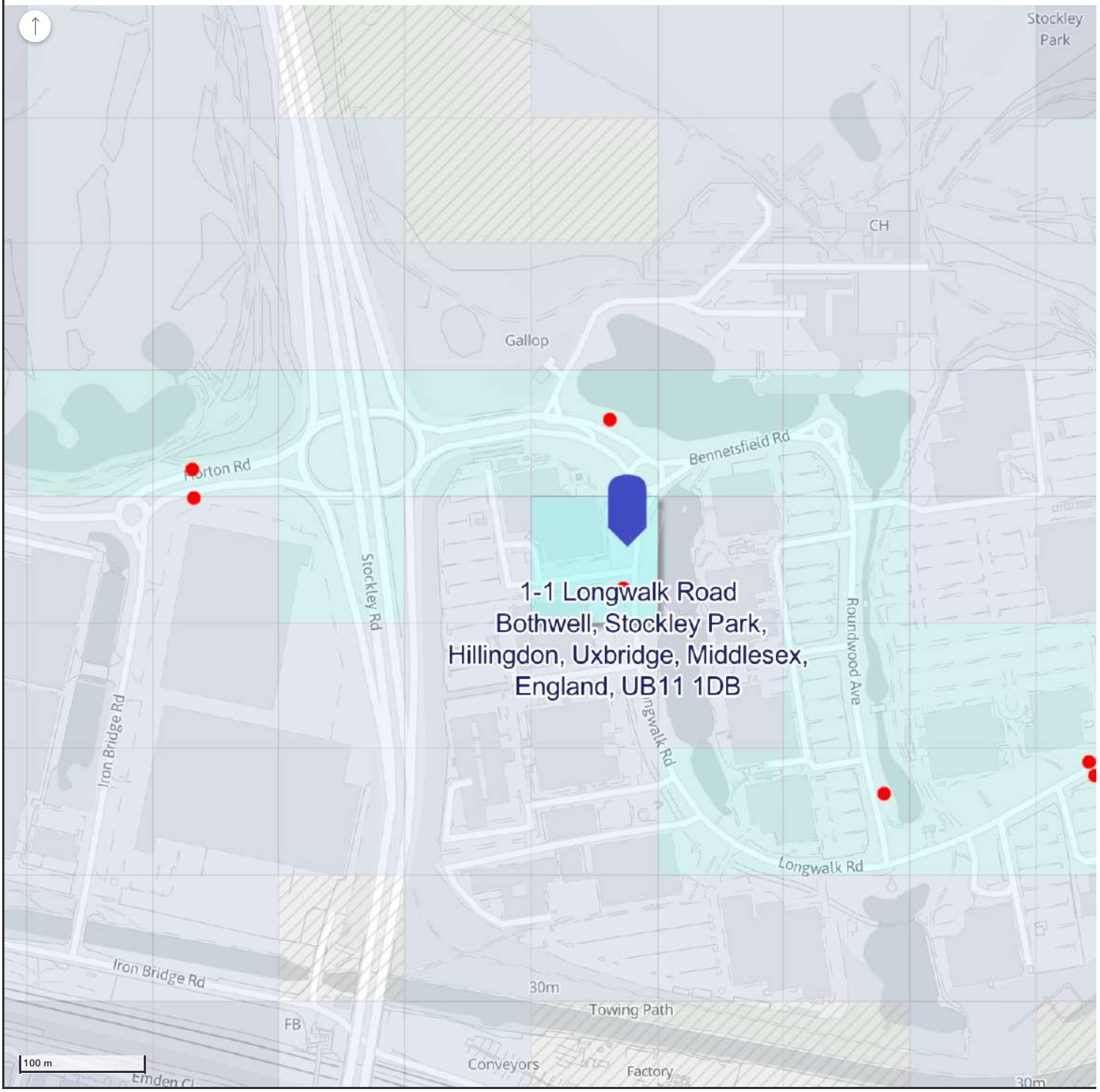
Initial Issue

Issue Date	Status	Current Revision
07.10.26		**P01**

APPENDIX B

PTAL Report

PTAL Report



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TfL Stations
Underground Stations

National Rail Stations

Bus Stops

PTAL 2023 RESULT

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

Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations



PTAL 2023 Score

2

Grid ID: 79093

Coordinates: 507845,180252 (BNG)

Accessibility Index (PTAI) : 5.41

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Bennetsfield Road	U5	5.00	114.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Bennetsfield Road	350	3.00	114.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Bennetsfield Road	A10	3.00	114.48

APPENDIX C

Stockley Park Travel Plan

STOCKLEY PARK

STOCKLEY PARK

2026 TRAVEL PLAN

PROJECT NO. 1100 DOC NO. D006

DATE: MAR 2026

VERSION: 1.0

CLIENT: SPECL

Velocity Transport Planning Ltd

www.velocity-tp.com



VELOCITY
Transport Planning

DOCUMENT CONTROL SHEET

Document Reference

Project Title	Stockley Park
Document Title	2026 Travel Plan
Project Number	1100
Document Number	D006
Revision No.	1.0
Document Date	MAR 2026

Document Review

	Name	Date completed
Prepared By	JEH	05/03/2026
Reviewed By	JEH	05/03/2026
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Notes

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1 INTRODUCTION

1.1 INTRODUCTION AND BACKGROUND

1.1.1 Stockley Park is a business estate covering 88 acres with 23 office buildings, offering 165,000sqm of B1 office space. As of February 2026, approximately 3,500 people work within the Stockley Park estate.

1.1.2 This Travel Plan (TP) has been prepared by Velocity Transport Planning for Stockley Park, in consultation with easit and the Stockley Park Estate Management Company Limited (SPECL).

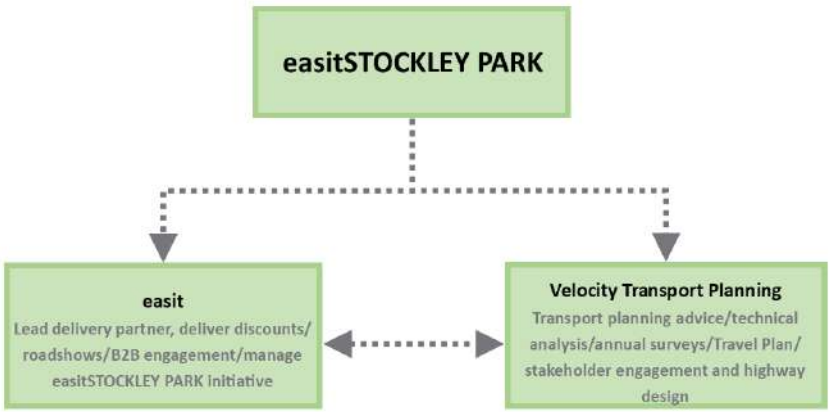
1.1.3 Since July 2017, Velocity Transport Planning and easit have worked in partnership providing travel plan co-ordination support to the SPECL.

1.1.4 Framed as easitSTOCKLEYPARK, all transport planning related matters including highway design advice, traffic and travel surveys, analysis, reporting and annual mode share monitoring are undertaken by Velocity Transport Planning. Both Velocity Transport Planning and easit attend quarterly meetings with key occupier representatives from across the park, where transport is a major agenda item for discussion, effectively forming a steering group, where opportunities to address identified travel issues are discussed and measures implemented to address these and encourage further uptake of travel by non-car modes.

1.1.5 easit is an organisation that supports and encourages businesses and organisations across the UK to adopt alternative and sustainable transport behaviours for staff across Stockley Park, and across the south-east of England. They facilitate this by providing staff from membership organisations with a range of benefits including discounted public transport and cycling offers, a bespoke car-share database, one-on-one business engagement via travel roadshows, and thus making travel by non-car modes that more attractive, cheaper and provide more choice for both commuting and business travel.

1.1.6 The aforementioned Travel Plan governance for Stockley Park, which is described in further detail in **Section 6** of this report, is highlighted in **Figure 1-1**.

Figure 1-1: Stockley Park Travel Plan Governance

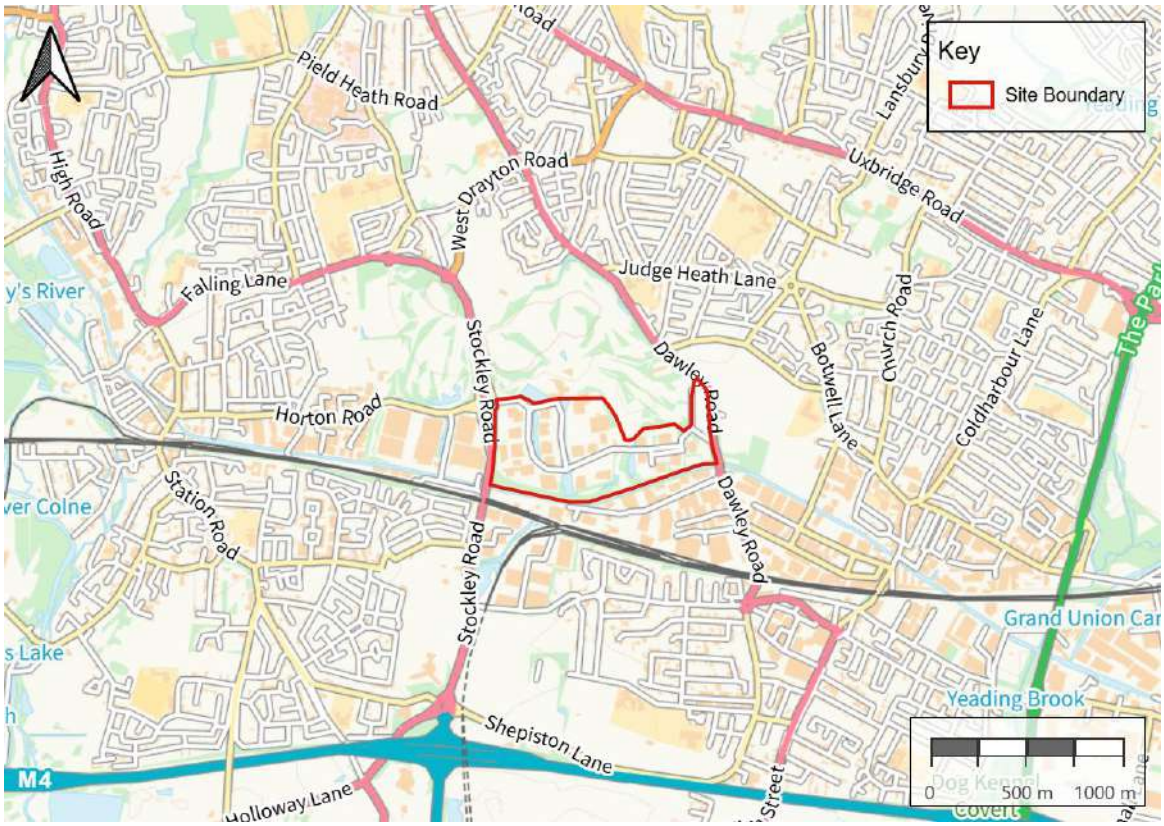


1.2 SITE LOCATION

1.2.1 The Stockley Park estate is situated between Hayes and West Drayton within the London Borough of Hillingdon (LBH), in west London.

1.2.2 Stockley Park is situated inside of the M25 to the west of London; it is located approximately 2.5 kilometres (km) north of the M4 Junction 4 and approximately 4km north of London Heathrow Airport. **Figure 1-2** shows the location of the site within its surrounding context.

Figure 1-2: Site location and local context



1.2.3 The estate is one of Europe's most prestigious business parks and is home to multinational companies such as Canon Europe, IMG, Hasbro, Sharp Electronics, Gilead, Marks and Spencer and Warner Bros. Discovery. The business estate site is bound by Stockley Park Golf Course to the north, the A437 Dawley Road to the east, Grand Union Canal to the south and the A408 Stockley Road and Stockley Park Roundabout to the west.

1.3 TRAVEL PLAN BACKGROUND

1.3.1 This Travel Plan supersedes the previous version dated May 2022 and has been designed to be an overarching plan for all employees and visitors of the Stockley Park site. The Travel Plan is primarily aimed at influencing the travel choices of staff at the site by non-car modes. The production of this document is not connected to any planning commitments and thus is a voluntary Travel Plan. Nonetheless, the results will be shared with LBH and their Travel Plan monitoring team as the estate continues to work in partnership with external stakeholders such as the local authority to reduce congestion, improve road safety and promote sustainable travel.

1.3.2 In preparing this Travel Plan, National, Regional and Local Transport Policy have been reviewed to ensure this document is in line with current travel planning guidance. In addition to this, Transport for London (TfL) Guidance for Travel Planning (November 2013), contained online, has been applied to scope the content of the Travel Plan.

TRAVEL SURVEY 2025

1.3.3 A travel survey was conducted in December 2025 which informs the direction and initiatives within the 2026 Stockley Park Travel Plan.

1.3.4 The information collected via the 2025 travel survey, outlined in **Section 4** of this report is being used to identify actions that may help to improve journeys to/from the estates for staff and visitors, facilitate a transition/increase in occupation, as well as helping to reduce travel costs, identify ways to tackle road safety concerns and localised congestion, and potentially save businesses money and secure future travel benefits for tenants of the park.

1.4 DOCUMENT STRUCTURE

1.4.1 The remainder of this Travel Plan is structured as follows:

- **Section 2** - Existing transport conditions and site accessibility
- **Section 3** - Existing Safety Record
- **Section 4** - Baseline Travel Patterns
- **Section 5** - Vision and Objectives
- **Section 6** - Targets and Measures, Responsibility for Delivery and Funding
- **Section 7** - Travel Plan Governance
- **Section 8** - Monitoring Strategy
- **Section 9** - Action Plan

2 EXISTING TRANSPORT CONDITIONS

2.1 INTRODUCTION

2.1.1 To understand the travel characteristics of Stockley Park and the transport conditions of the surrounding area various assessments have been made over the lifetime of this travel plan and previous iterations, involving the following activities:

- Site visits;
- Journey time surveys;
- Speed surveys;
- Review of personal injury accident data in proximity to the site;
- Meetings/discussions with occupiers and other stakeholders;
- Review of traffic flow and journey time survey data, and
- Review of existing public transport, cycling, and walking services and infrastructure.

2.2 SITE DESCRIPTION

2.2.1 In addition to the businesses situated within the site, the wider park accommodates a number of retail units, a golf course (to the north), a Nuffield Health Fitness and Wellbeing Gym and a Travel Lodge. Figure 2-1, shows the site within its immediate context, illustrating the existing vehicular, rail, waterway, bus and pedestrian access routes, through and around the Stockley Park site.

Figure 2-1: Stockley Park



2.2.2 Across Stockley Park there are 38 businesses, which are individually set out in **Table 2-1** below. Between the 42 businesses and the SPECL management team, the site employs over 3,500 members of staff.

Table 2-1: Organisations/businesses within Stockley Park

ORGANISATIONS		
IMG Productions	Imprivata UK	Keyence
Gilead	PORR UK	Practice Plus Healthcare Group
Sharp Electronics Europe	SPECL	The FoodFellas
Marks and Spencer	Heidelberg Graphics	Africa Global Logistics
MSC Cruise Management	Orega	Amin Motors
Canon (Europe) Ltd	Regus	Apex Accountancy
Mitsubishi	Warner Bros. Discovery Inc	Sun Pharmaceuticals Ltd
Hasbro	AESN Ltd	Reckitt
Accord Healthcare	Carey England Ltd	Milpharm
Teledyne	Holy Group Limited	Universal Call Ltd
JLL	ICTS	HIKVision
Trinity London Concierge	Medpure Ltd	Nobel BioCare
Samsonite Ltd		Saroj Therapy

2.3 EXISTING ACCESS

2.3.1 As shown in **Figure 2-2** there is one main access into the site, which is via the Stockley Park Roundabout onto Bennetsfield Road. Bennetsfield Road, shown in the below figure, provides access and egress for vehicles, cyclists and pedestrians into the site.

Figure 2-2: Vehicular access



2.3.2 The access and egress lanes are segregated by a grass verge, which is utilised closer to the mouth of the junction as a refuge point for pedestrians crossing Bennetsfield Road. There are two egress lanes on approach to the roundabout; one lane is for traffic entering the M4 and the inside lane is for all other routes.

2.3.3 In 2025, LBH delivered improvements to the Stockley Park Roundabout. The works provided a number of improvements with the aim of improving road safety, accessibility and cycle provision for those travelling around the area. The works included:

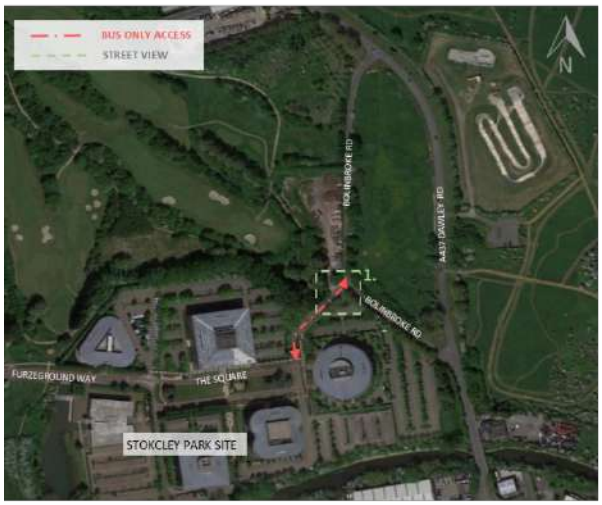
- Improved 30mph signage and markings on the approach slip roads to ensure vehicles slow down on the approach
- Upgrade of the low and high level lighting
- New shared use paths under the flyover
- Installation of dropped kerbs and tactile paving
- Conversion of existing footpaths to shared use
- Informal crossing on all arms of the junction

2.3.4 Within the site, Bennetsfield Road provides a route into the Stockley Park Golf Course and to a second on-site roundabout with Longwalk Road and Bennetsfield Road (east) which provides access into Stockley Park.

2.3.5 There is a second vehicular access to the east of the Stockley Park site from the A437 Dawley Road via Bolingbroke Way; only buses, emergency and service vehicles have permitted access in/out of the site via this road. There is a bus gate and no-entry signs are provided at the southern end of The Square to prevent general traffic travelling northbound via Bolingbroke Way.

2.3.6 The bus-only access route (in plan) and the most southern access (in street view) is shown below in Figure 2-3.

Figure 2-3: Rear vehicular access from the A437 (leading to Bolingbroke Way)





PEDESTRIAN/ CYCLE ACCESS

2.3.7 Footways are provided on both sides of the A408 Stockley Road and the A437 Dawley Road, ranging from approximately 1.5m to 3m in width, providing pedestrian access into Stockley Park.

2.3.8 Within the site, there is a network of footpaths which enables pedestrian access throughout the site. The pedestrian environment both on-site and surrounding the site is described further in the sub-section 2.6 of this section of this Travel Plan.

2.3.9 As shown in **Figure 2-2** above, advisory cycle lanes are provided on the A408 Stockley Park roundabout and upon each exit, the advisory cycle lanes merge with the traffic lanes. This is the only formal cycle access in/out of the site. Due to the extensive width of the carriageways within Stockley Park there are no on-site marked cycle routes.

2.4 PARKING

VEHICLE PARKING

2.4.1 The Stockley Park Estate provides over 6,500 vehicle parking spaces (excluding the Arena) within the site and Figure 2-4 shows the location of the on-site car park plots for each on-site building.

Figure 2-4: Stockley Park on-site car parks (excluding the Arena)



2.4.2 Stockley Park operates a strict no on-street parking policy within the site and car parking within the Stockley Park estate is generally managed by the site's management team. The result is that there are no issues of on-street parking within the main estate roads, minimising congestion and protecting key visibility splays at junctions and crossing points.

CYCLE PARKING

2.4.3 Cycle facilities are provided within the grounds of the majority of buildings within the site which range in size, cover and security. In addition, there's a number of 'borrow-bikes' available for occupiers to get around the Park during the working day, with great roads and pathways that lend themselves neatly to both walkers and cyclists and joggers. The docking station in front of the management centre is shown in **Figure 2-5**.

Figure 2-5: Borrow Bike Cycle Parking





2.5 EXISTING TRAFFIC CONDITIONS

STOCKLEY PARK ROAD NETWORK

2.5.1 The road network within the site is subject to a 20mph speed limit and the roads which make up the on-site network, shown in **Figure 2-4**, includes:

- Bennetsfield Road (site access/egress);
- Longwalk Road;
- Roundwood Avenue;
- Furzeground Way, and
- The Square.

2.5.2 The site operates a one-way route around The Square in clockwise direction and speed calming measures including the use of buildouts to narrow the carriageway in combination with speed humps have been implemented to managed speeding throughout this section of the site.

2.5.3 The on-site speed limit was reduced from 25mph to 20mph following feedback from tenants via the 2017 staff travel survey, anecdotal feedback from the Tenants Forum speed surveys undertaken in October 2017 and delivered as part of a site wide initiative to manage vehicle speeds and road safety concerns.

CONGESTION

Journey Time Surveys

2.5.4 Historically, concerns were raised over delays to tenants attempting to exit the site at the end of the working day, specifically the afternoon peak period, with tenants citing journey times of up to an hour to exit the park.

2.5.5 Automatic Number Plate Recognition (ANPR) cameras capturing journey times during October 2017 extracted journey times from three key locations covering all major routes out of the park. The overall conclusion of the assessment is that the vast majority of registered vehicles (around 98%) were able to egress within under five minutes.

2.5.6 Journey time surveys were conducted again from January to April 2018, with average journey times recorded at just over 1 minute (a speed of 22mph when travelling to the Park exit from the Longwalk Road junction with Roundwood Avenue). It was concluded that throughout the first quarter of 2018, any congestion outside of the Park was not severe enough to cause queuing/congestion within the Park.

2.5.7 As congestion was judged to be a key area of interest, SPECL continued to review options to tackle congestion which was considered most likely the result of traffic conditions beyond the estate. This was addressed through:

- Engagement with and promotion on the on-going sustainable travel options/benefits available through easitStockley Park membership
- On-going monitoring of journey times by SPECL management security who report back on delays occurring within the Park on a monthly basis

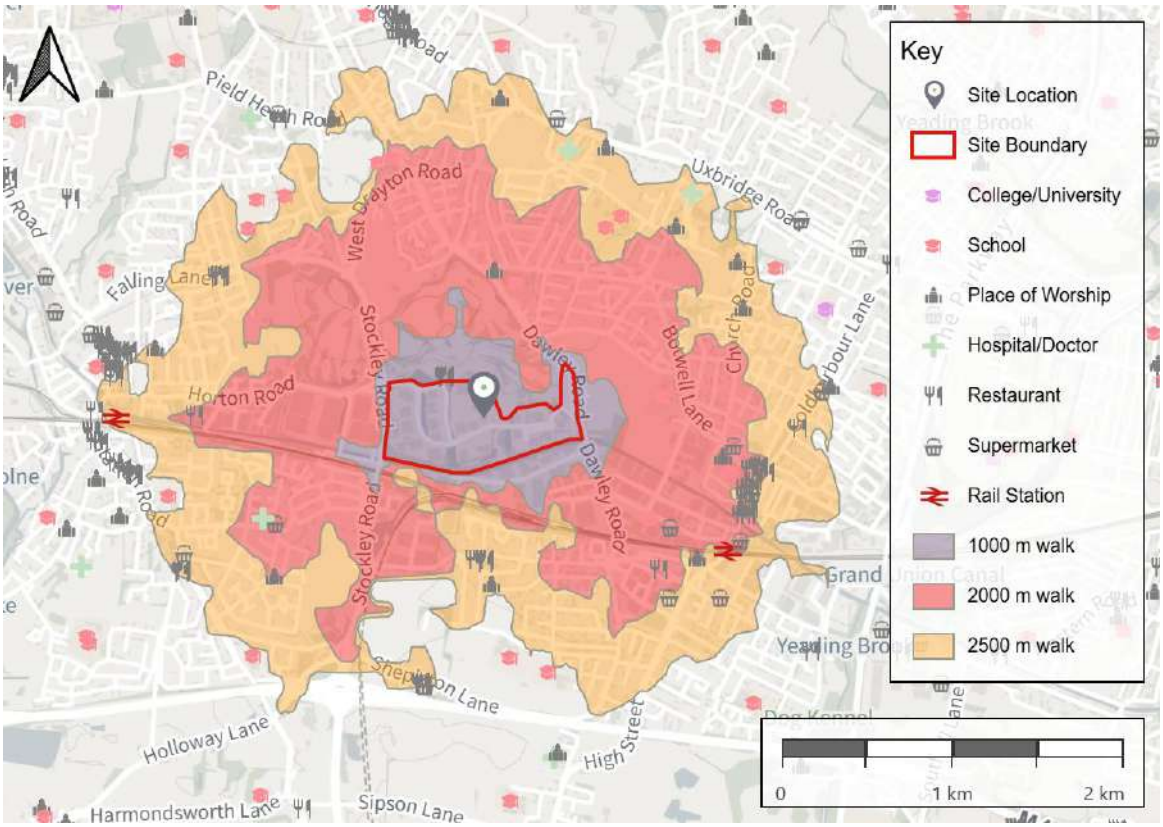
2.5.8 Journey time surveys were conducted again in August and September 2021 to assess the change in traffic conditions during the latter stages of the pandemic as tenants began working more regularly within the estate after lengthily periods of working from home.

2.5.9 Overall, the results showed a gradual increase in background traffic from August to September, with average journey times at around 46 seconds (using the same origin and destination survey locations within the estate). It showed that local traffic conditions in the latter stages of the pandemic were comparable to those seen pre-Covid and their associated impact on estate vehicle departures times. It was also considered that Stockley Park vehicular traffic (including the shuttle bus service) had been unimpacted by traffic conditions i.e., from queuing and delays outside the estate) post pandemic lockdown restrictions.

2.6 WALKING

2.6.1 The Chartered Institute for Highways and Transportation's (CIHT) 'Guidelines for Providing for Journeys on Foot', advises that a distance of 2km is a 'preferred maximum distance for commuting, accessing local amenities and sight-seeing journeys. As is shown in **Section 4** in the baseline mode share results and below, there is a wide local residential area within 2km and thus which is accessible on foot for commuting to work. Furthermore, Drayton Garden Village, Yiewsley, Hayes and Hayes Town have a number of local amenities, retailers and restaurants, as shown in **Figure 2-6** which can be accessed within and just over 2km of the site.

Figure 2-6: Local Amenities and Facilities



2.6.2 As such, there are opportunities for members of staff to use modes other than the private car, such as walking, cycling or bus for both commuting, lunchtime and business-related trips.

2.6.3 All local roads within the vicinity of the site have footways on both sides of the carriageway. The local area is provided with well-maintained footways, street lighting and pedestrian crossings with dropped kerbs and tactile paving in the majority of locations.

2.6.4 The A408 Stockley Road and the A437 Dawley Road provides pedestrian footways on both sides of the road (for the most part), and street lighting is provided along the length of both roads.

2.6.5 To the south of Stockley Park, there is a towpath, extending along the northern side of the Grand Union Canal. The towpath can be accessed via steps/ or a ramped footpath from the A408 Stockley Road, the A437 Dawley Road and there is a pedestrian route connecting Stockley Park to the canal from Furzeground Way, accessed via a 10-minute walk on average from various points within the Stockley Park site.

2.6.6 The towpath, known as Grand Union Canal Walk, provides pedestrian/ or cycle connections to various locations including Hayes and Harlington Station (2.4km to the east) and West Drayton Station (2.4km to the east).

2.6.7 Through discussions with the Canal River Trust and London Borough of Hillingdon a major project to improve the canal towpath took place adjacent to Stockley Park where the upgraded towpath stretches from Hayes to West Drayton. Gone are the potholes and puddles as the pathway is now smooth and safer to use. As can be seen from **Figure 2-7**, cyclists, as well as walkers, are able to use the towpath for a picturesque trip around the local area.

Figure 2-7: Canal Towpath



2.6.8 To make the area look as neat the new towpath deserves, the Stockley Park Landscaping team spent time litter picking the stretch by Stockley Park.

2.6.9 On-site, Stockley Park has an established network of footways, which range from 1.8m to 2m in width. The majority of routes including Longwalk Road, Furzeground Way and The Square which provide footways on one side of the road (i.e. to the north). Street lighting and wayfinding signage is provided on- site and is located at regular intervals.

2.6.10 All pedestrian crossing facilities within the Stockley Park site are uncontrolled, all of which are provided with dropped kerbs and tactile paving. Raised tables are provided at the majority of crossings, serving dual purpose as a speed calming measure but also level access across the road and enabling ease of access for mobility impaired pedestrians, as shown in **Figure 2-8**.

Figure 2-8: Stockley Park's uncontrolled pedestrian crossings



2.7 CYCLING

2.7.1 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres in length, however, many more confident cyclists will cycle longer distances. The majority of businesses are located in buildings which are equipped with basic internal cycle storage, showers and lockers.

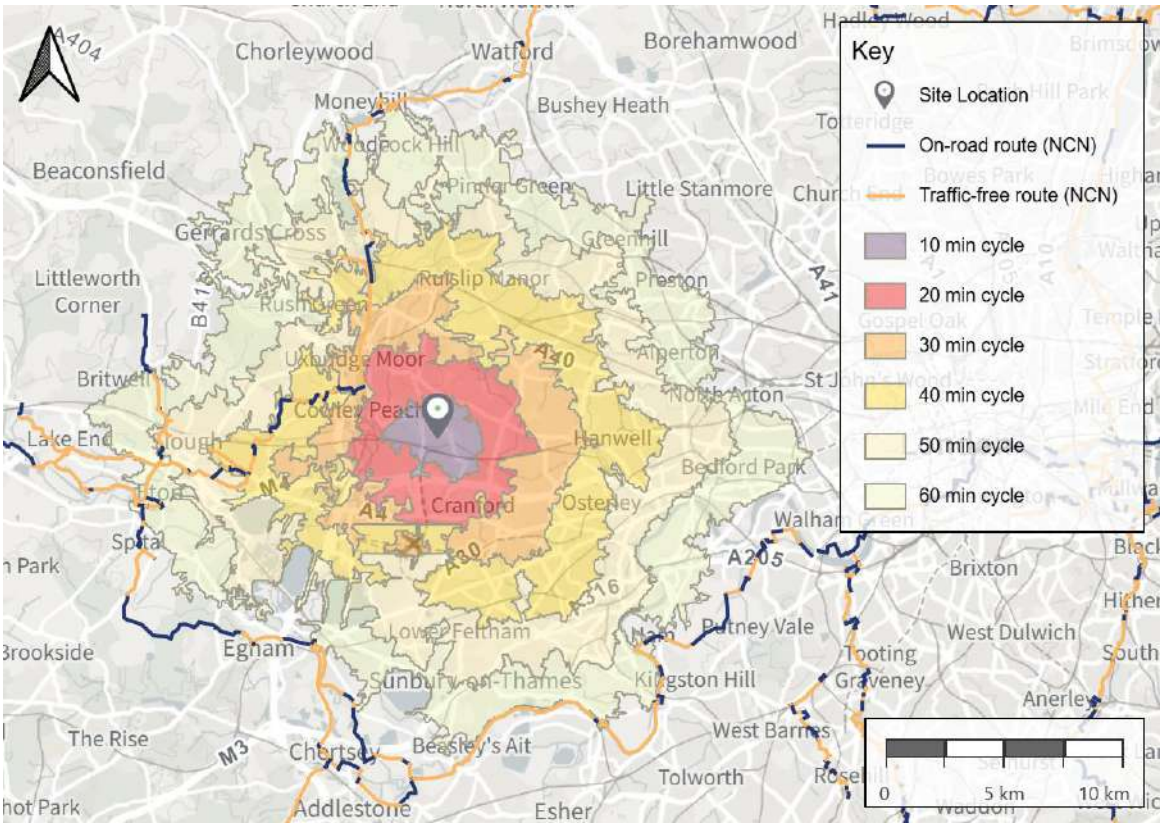
2.7.2 Generally speaking, as the site only attracts destination-only traffic and through-site bus services, traffic flows are expected to be lower than that of the surrounding street network and is, therefore, a more desirable environment for cyclists.

2.7.3 The main access for cyclists is via the Stockley Park Roundabout which is provided with advisory cycle lanes which merge with traffic upon exiting the roundabout. In addition to the main access off the Stockley Park Roundabout, cyclists approaching the site from the east can use the rear access road from Bolingbroke Way.

2.7.4 **Figure 2-9** shows cycle isochrones from Stockley Park up to 60 minutes travel time, with National Cycle Network Route 61 routing approximately 5km to the west of the Stockley Park and can be reached in a 20-minute cycle. The aforementioned cycle route connects Maidenhead to Hatfield.

2.7.5 The Figure shows isochrones up to 60 minutes of cycle travel time, which shows that key town centres such as Hanwell, Kingston, Acton and Slough are all within an hour cycle.

Figure 2-9: Cycle Isochrone with National Cycle Network Routes

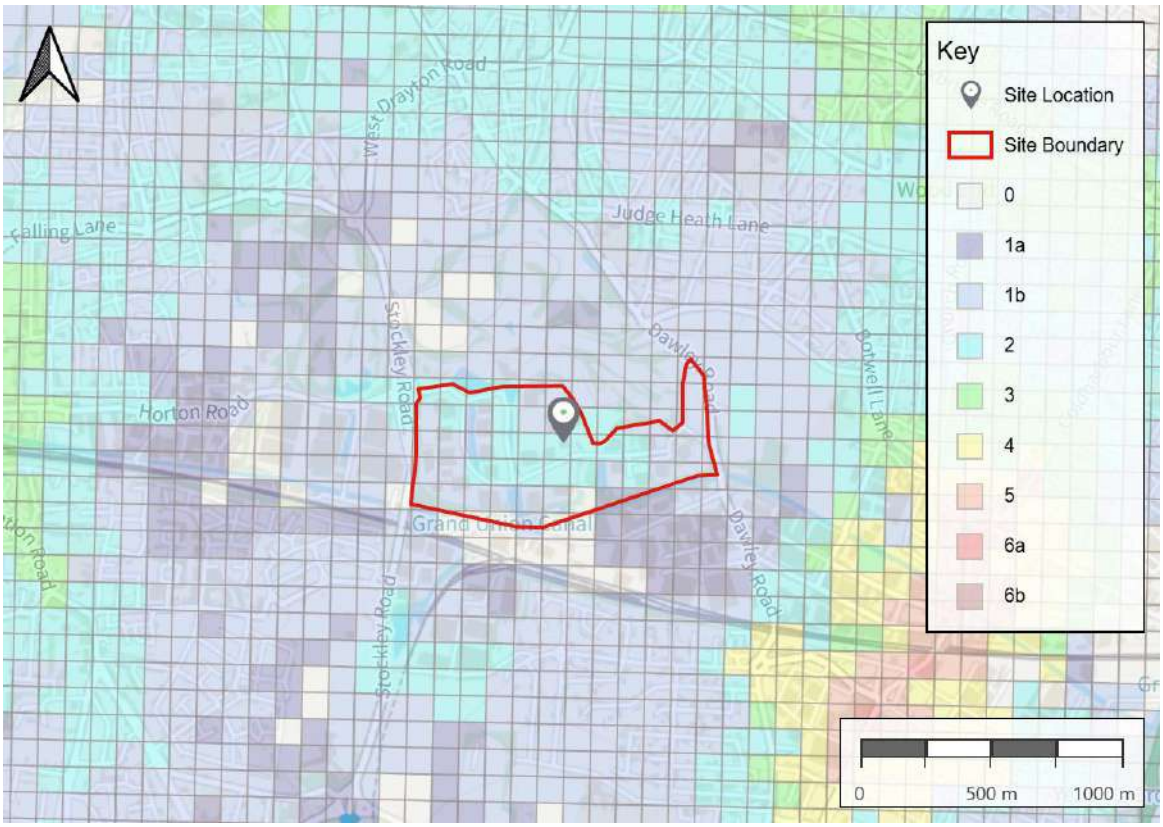


2.8 PUBLIC TRANSPORT ACCESSIBILITY LEVEL

2.8.1 Public Transport Accessibility Level (PTAL) is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.

2.8.2 The PTAL value of the site ranges from 1a to 2. The PTAL value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (very poor) and 6b is the highest level of accessibility (excellent). The WebCAT PTAL output is summarised in **Figure 2-10.**

Figure 2-10: Site PTAL Map



2.8.3 This PTAL level is in fact artificially low as it excludes the benefit to tenants of the easitSTOCKLEY PLUS shuttle bus service which, as discussed below, now provides an excellent standard of bus service with high frequency between Hayes and Harlington Station and Stockley Park. The fact that Hayes and Harlington Station has a PTAL of 6a indicates that public transport accessibility to the Site, inclusive of the easitSTOCKLEY PLUS shuttle bus service, is provided to a good level.

2.8.4 Further to the PTAL level, the DfT have recently introduced a connectivity score tool which covers the country. This assesses the level of connectivity provided by different modes at a location. For Stockley Park, the public transport connectivity score ranges from 73 to 79, shown in **Figure 2-11**.

Figure 2-11: DfT Connectivity Tool



2.9 BUS ACCESS

2.9.1 Stockley Park is served by three TfL bus services that provide connections to Hayes & Harlington and West Drayton Stations, Uxbridge underground station and Heathrow airport. On-site there are nine bus stops situated in various locations.

2.9.2 In September 2019, a shuttle service was launched (now called easitSTOCKLEY PLUS) as a demand responsive shuttle bus operating between Hayes and Harlington and Stockley Park. Staff within Stockley Park that hold an easitCARD can alight the bus for free.



2.9.3 The service runs on a 20-minute frequency between Hayes and Harlington Station and Stockley Park 06:45 to 10:05 and 16:00 to 19:00, Monday - Friday. For ease, staff are NOT required to book a seat on the shuttle service and can simply turn up and show their valid easitCARD. During the pandemic, the service was reduced to one bus. From July 2022, a second bus was put into service. Since July 2024, two larger vehicles have replaced the smaller buses, each now carrying up to 70 passengers. The timetables for the easitSTOCKLEY PLUS shuttle services are included in **Appendix B** of this report.

2.9.4 **Table 2-2** provides details of the frequency of all TfL public transport routes and the easitSTOCKLEY PLUS service and **Figure 2-12** highlights the local routes.

Table 2-2: Frequency of Buses Serving Stockley Park

SERVICE NO.	ROUTE	PEAK HOUR FREQUENCY (SERVICES PER HOUR)
350	Hayes & Harlington Station – Furzeground Way – West Drayton Station – Heathrow Terminal 5	3
U5	Uxbridge Station – Hillingdon Hospital - West Drayton Station – Hayes & Harlington Station	4 - 6
A10	Uxbridge Station – Furzeground Way – Heathrow Central Bus Station	4
Stockley Park Shuttle	Hayes and Harlington Station and Stockley Park Estate	3 (every 20 minutes)

Figure 2-12: Bus Routes Serving Stockley Park



2.10 LONDON UNDERGROUND

2.10.1 Heathrow Terminals 2&3 Underground Station is located circa 6km south of the site and can be accessed via a 20-minute cycle or a 35-minute bus journey on the A10 bus route. Heathrow Terminal 5 Station can be reached by bus route 350 with a journey time of 35 minutes.

2.10.2 Heathrow Terminals 2&3 Underground Station is served by the Piccadilly Line on the Heathrow Terminals branch and provides direct services into Central London. The station is located in Travel Zone 6. **Figure 2-13** shows the nearest station to the site (Heathrow Terminals 2&3 and 5 stations) within the Piccadilly Line.

Figure 2-13: Heathrow Terminals Underground Station on the Piccadilly Line



2.10.3 Heathrow Terminals 2&3 Station provides access to six train services per hour during peak periods in each direction. Similarly, during the day there are typically six train services per hour.

2.10.4 The Heathrow Express can also be accessed from Heathrow Terminals, which provides express train services with a frequency of one train every 15 minutes to/from Paddington Station with a journey time of 15 – 20 minutes.

2.11 ELIZABETH LINE (RAIL NETWORK)

2.11.1 The Elizabeth Line, which launched in 2022, provides a service across London, from Reading / Heathrow through to Abbey Wood / Essex. The closest Elizabeth Line stops are Hayes and Harlington and West Drayton, which are located 2.0km and 2.2km from Stockley Park respectively.

2.11.2 The Elizabeth Line at Hayes & Harlington provides 10 trains per hour and runs from 05:27 to 00:19 providing access from Stockley Park to central London and beyond. **Table 2-3** provides details on the journey between the Elizabeth Line and Stockley Park.

Table 2-3: Elizabeth Line Access

STATION	RAIL LINE	DISTANCE TO SITE	WALK TIME	CYCLE TIME	BUS CONNECTIONS
Hayes and Harlington	Elizabeth Line	2.0km	24 mins	8 mins	Stockley PLUS,350, U5
West Drayton		2.2km	25 mins	10 mins	Stockley PLUS,350, U5

HAYES AND HARLINGTON STATION

2.11.3 Hayes and Harlington Station is situated approximately 2.0km to the east of Stockley Park and can be reached within a 24-minute walk, or via the Stockley PLUS (within 8-10 minutes at peak times), or by bus routes 350 or U5, (within a 14-minute journey throughout the day). The station is on the same line as West Drayton Station and is served by Elizabeth line services with a frequency of 10 services per hour to Paddington and four services per hour to Heathrow Terminal 4 and four services per hour to Reading.

WEST DRAYTON STATION

2.11.4 West Drayton Station is situated approximately 2.2km to the west of the Stockley Park site and can be reached in approximately 25 minutes on foot. Within the station there is wayfinding signage provided identifying that this station stop caters for alighting passengers travelling to Stockley Park. Destinations accessible from West Drayton Station are the same as Hayes & Harlington.

3 ROAD SAFETY

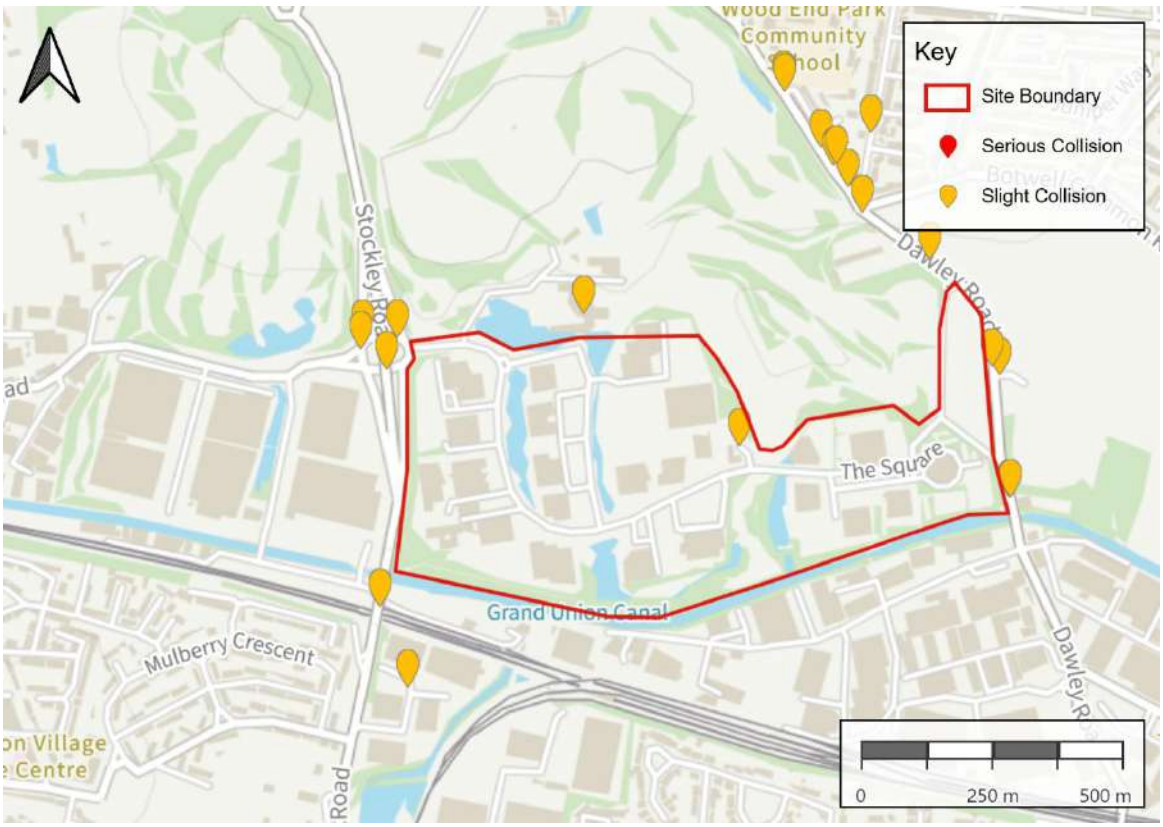
3.1 PERSONAL INJURY ACCIDENT DATA

3.1.1 Historically, concerns were raised regarding road safety, principally the risk of accidents and speeding. In response to this, the previous Travel Plan included a review of accidents surrounding the estate, commissioning of speed surveys within the estate and proposed measures to reduce perceived risks/reductions in actual vehicle speeds. This Travel Plan has an updated accident review.

ROAD SAFETY SURROUNDING THE SITE

3.1.2 A review of personal injury accident data has been undertaken for the most recently available since the previous Travel Plan (May 2022) provided by the Department for Transport (DfT). This assess all accidents within 800m of the Stockley Park boundary, and the resultant accident plot is shown in **Figure 3-1**.

Figure 3-1; Accident Plot



3.1.3 While the search includes the entirety of the estate, given Stockley Park roads fall outside of public highway, it is not entirely clear if all accidents that occur within the estate are reported.

3.1.4 A review of the total number of accidents, by severity is outlined in **Table 3-1** below.

Table 3-1: Accident data summary (by severity)

SEVERITY	2022 - 2024
Fatal	0
Serious	1
Slight	20

3.1.5 There has been just the one slight accidents that have occurred and been reported within Stockley Park. There is a cluster of slight accidents at Stockley Park Roundabout, as seen in the previous accident data review covering data from 2016 to 2020. There are also several accidents along Dawley Road, again reflecting what has occurred in previous years.

3.1.6 The quantum of accidents has reduced over the study periods, and the severity has remained similar. As such the conclusions of the accident data analysis for 2022 – 2024 reflect the conclusions of the analysis in the 2022 Travel Plan, namely:

- Accidents occurring within Stockley Park itself are minimal, with only one slight injury accidents recorded over the review period. This suggests that internal estate roads do not present a material road safety concern, although it is acknowledged that some internal incidents may go unreported due to the private road status.
- On the surrounding public highway, accident levels on Dawley Road and non-roundabout sections of the A408 Stockley Road are relatively low and dispersed, with no clear or recurring collision pattern identified. Injuries on these links were predominantly slight.

3.1.7 Overall, the accident data does not indicate a systemic road safety issue across the wider highway network or within the Stockley Park estate. However, the Stockley Road Roundabout represents a clear and identifiable exception. The concentration of collisions at this junction, combined with recorded speeding and conflict between vehicles and vulnerable road users, demonstrates a localised but material road safety risk.

3.1.8 This risk exists both during peak periods associated with estate traffic and during off-peak conditions. Accordingly, while the general highway layout remains broadly appropriate, the evidence supports the need for targeted intervention at the Stockley Road Roundabout. Ongoing engagement with the London Borough of Hillingdon and the road safety team, alongside speed management measures and proposed roundabout improvements, is therefore considered both necessary and proportionate.

SUMMARY OF SPEED CONTROL MEASURES AND SPEED SURVEYS

3.1.9 A series of physical and behavioural speed control measures have been implemented across the Stockley Park estate in response to historic speeding concerns. These include the introduction of thermoplastic speed humps at key locations, a site-wide reduction in the speed limit from 25mph to 20mph, and the installation of vehicle-activated radar speed signs to increase driver awareness.

3.1.10 Follow-up vehicle speed and flow surveys undertaken in August and September 2021 focused on Furzeground Way and Bennetsfield Road, enabling a direct comparison with 2017 pre-intervention data. The results demonstrate a clear reduction in vehicle speeds on Furzeground Way, with 85th percentile speeds reducing by approximately 3mph eastbound (12%) and 5mph westbound (19%). Similar outcomes were observed across both 2021 survey periods.

4 BASELINE TRAVEL PATTERNS

4.1 INTRODUCTION

4.1.1 The most recent Stockley Park Staff Travel Survey was undertaken in late 2025.

4.1.2 The 10-minute Travel Survey was designed to help understand how employees in Stockley Park travel to work and what factors affect their travel choices.

4.1.3 This information is being used as part of the on-going objectives of easitSTOCKLEY PARK to identify Travel Plan measures and actions that may help to improve journeys to/from the estate for staff and visitors, as well as helping to reduce travel costs, identify ways to tackle road safety concerns and localised congestion, and secure future travel benefits for tenants of the park.

4.1.4 The survey was conducted electronically using an online survey tool. The survey remained open for a period of six weeks. Pre-prepared mailshots were issued to each of the key business contacts to ensure promotion of the survey to all staff prior to and during the survey period, as well as promotion of the survey on the Stockley Park website and online newsletter.

4.1.5 A summary of the results is provided below, and the associated outcomes/actions captured in **Section 6** of this document.

4.2 SURVEY RESULTS

RESPONDENTS PROFILE

4.2.1 The travel survey received a total of 365 responses, from 25 of the 38 businesses based at Stockley Park. **Table 4-1** shows the composition of respondents by organisation. Of the businesses that took part, the maximum employee base combined is estimated at around 2,000.

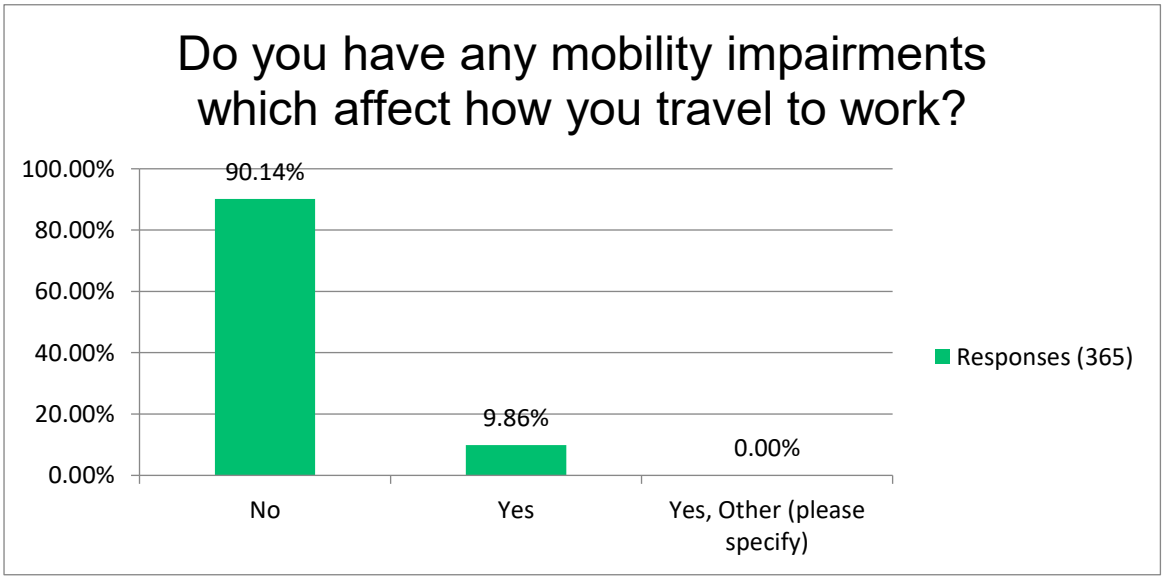
Table 4-1: Number of respondents per business

Organisation	Responses	
Canon Europe	35.07%	128
IMG Productions	29.04%	106
Hasbro	8.22%	30
Sharp Electronics Europe	4.66%	17
MSC Cruise Management	3.29%	12
HIKVision	3.01%	11
Other (please specify)	2.74%	10
Mitsubishi Heavy Industries	2.47%	9
Gilead	2.19%	8
Accord Healthcare	1.37%	5
Teledyne	1.37%	5

Imprivata UK Ltd	0.82%	3
PORR UK Ltd	0.82%	3
SPECL	0.82%	3
Heidelberg Graphics	0.55%	2
Orega	0.55%	2
Regus	0.55%	2
Warner Bros. Discovery Inc	0.55%	2
AESN Ltd	0.27%	1
Carey England Ltd	0.27%	1
Holy Group Limited	0.27%	1
Keyence	0.27%	1
Marks & Spencer	0.27%	1
Practice Plus Healthcare Group	0.27%	1
The FoodFellas	0.27%	1
Total	**100%**	365

4.2.2 **Figure 4-1** shows that 36 (10%) of respondents have mobility impairments which affect how they can travel. This is consistent with 2023 survey results.

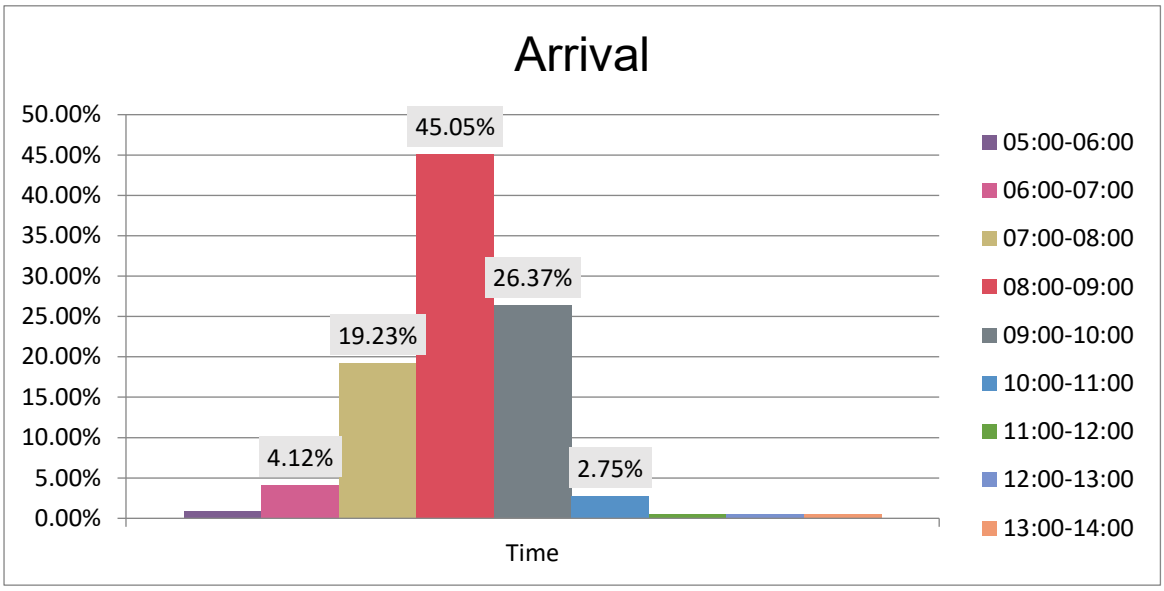
Figure 4-1: Number of People with Mobility Impairments who Travel to Stockley Park



TRAVEL PROFILE

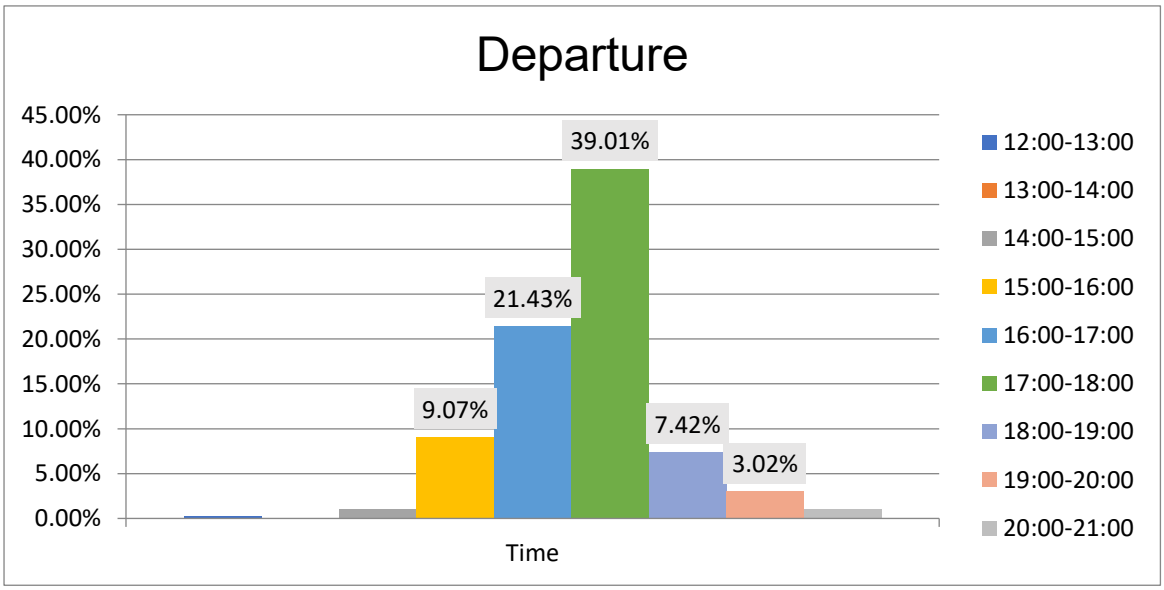
4.2.3 **Figure 4-2** shows the peak arrival time is between 08:00 and 09:00, with 45% of staff arriving at this time. This is in line with the 2023 survey.

Figure 4-2: Respondent Arrival Times



4.2.4 **Figure 4-3** depicts similar leaving times as the 2023 travel survey, with a pronounced peak between 17:00 and 18:00, with 39% of staff departing at this time. Variation in arrival and departure times highlight there is flexibility in working arrangements, which may be due to childcare responsibilities or options to work from home for portions of the day.

Figure 4-3: Respondent Departure Times

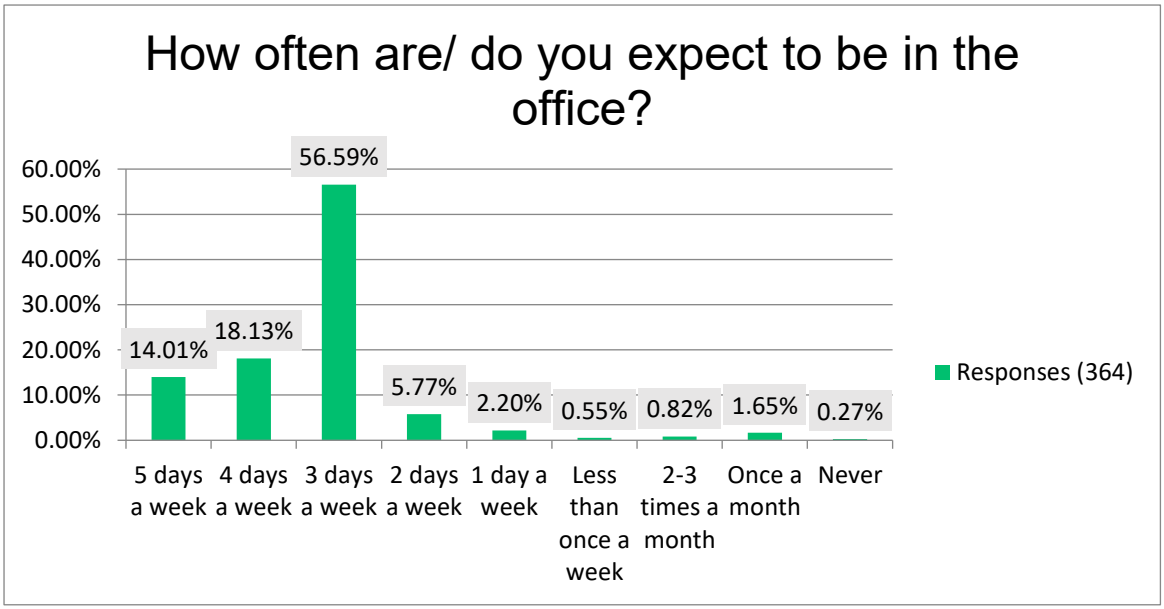


4.3 TRAVEL PATTERNS

4.3.1 As would be expected, most respondents follow a hybrid approach to working in the office, with 57% working in the office three days a week. This is an increase over the 2023 travel survey, where 38% of respondents worked in the office three days a week.

4.3.2 Compared to the 2023 survey, there has been an increase in respondents who work in the office four days a week, and a decrease in respondents who work two and five days a week in the office. **Figure 4-4** shows how many days per week respondents work from Stockley Park.

Figure 4-4: Frequency of Working in the Office



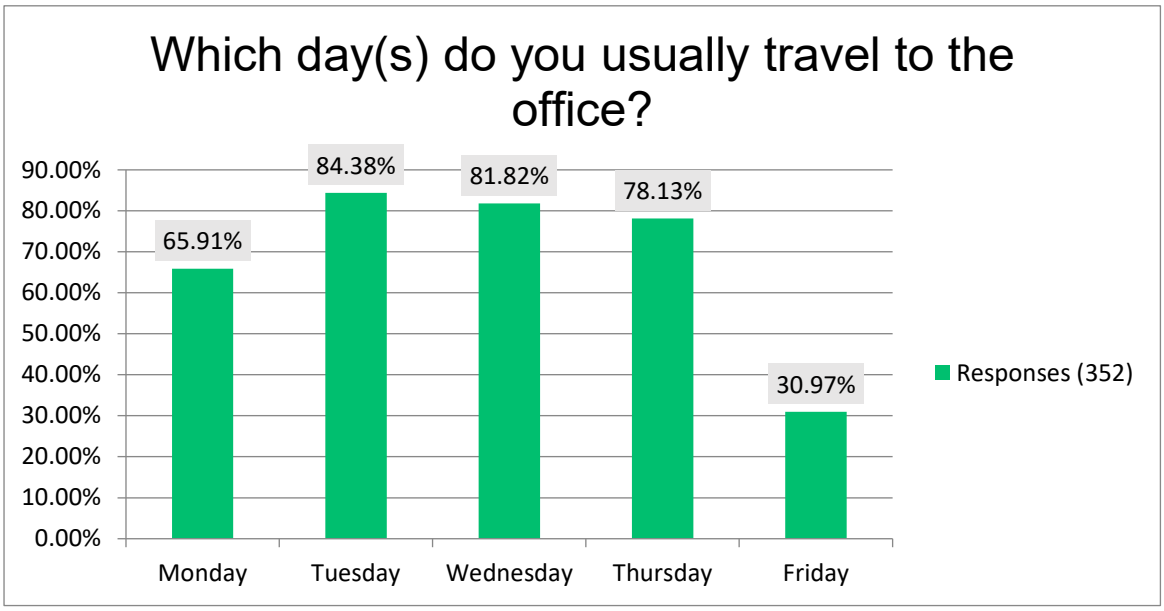
4.3.3 Respondents were asked which days of the week they would usually travel to the office. This was to analyse which days are expected to be busier in terms of travel to the office.

4.3.4 **Figure 4-5** shows what days of the week respondents usually travel to the office. It shows that Tuesdays and Wednesdays are the most popular days of the week to be in the office, with over 80% of respondents going to the office on both days.

4.3.5 Thursday is also a popular day to be in the office, with 78% of respondents heading in. Friday is the least popular day to be in the office, with only 31% of respondents saying that they travel to the office then, whilst Monday sees 66% of respondents travel in.

4.3.6 In comparison to the 2023 travel survey results, there is a slightly higher percentage of respondents who work in the office on Mondays, and a slightly lower percentage of respondents who work in the office on Fridays.

Figure 4-5: Days in the Office

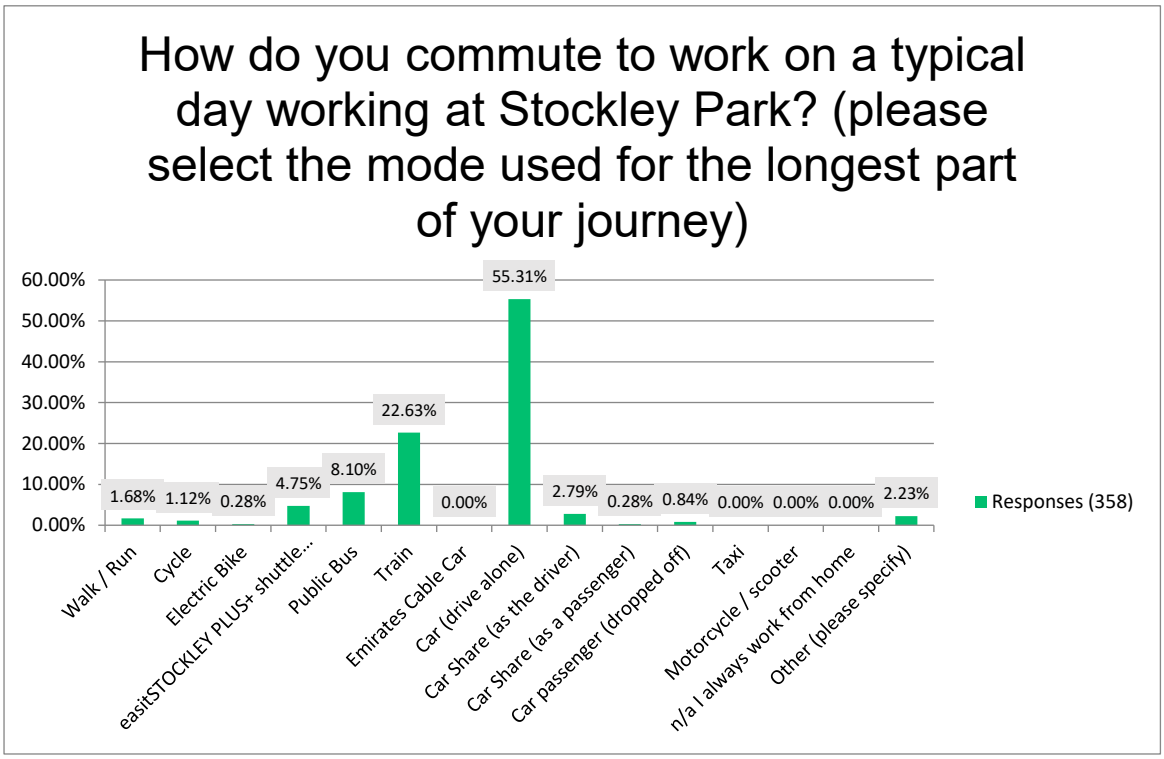


4.3.7 **Figure 4-6** shows the main mode of transport used by respondents to travel into Stockley Park. As expected, travel by car (drive alone) is the most popular mode of transport, with 55% choosing to travel by this mode. When comparing to the 2023 Stockley Park travel survey, this is an increase in people driving alone of 6%.

4.3.8 35% of respondents have indicated that they travel by public transport for the main part of their journey to work, with 22% getting the train, 8% getting a public bus, and 5% using the easitSTOCKLEY PLUS+ shuttle service. In comparison to 2023, train use and bus use have stayed consistent. In terms of active travel, just over 3% of respondents cycle or walk to work. This is a similar compared to the 2023 travel survey.

4.3.9 A small percentage of respondents stated that they car share, with 2.8% car sharing as a driver, and just under 0.3% car sharing as a passenger. This is likely due to those respondents who travel as a car share passenger not completing the survey, or the car share drivers giving lifts to people who work at places other than Stockley Park. As of February 2026 over 1,500 sharers are signed up to easitSHARE.

Figure 4-6: Mode of Transport Used

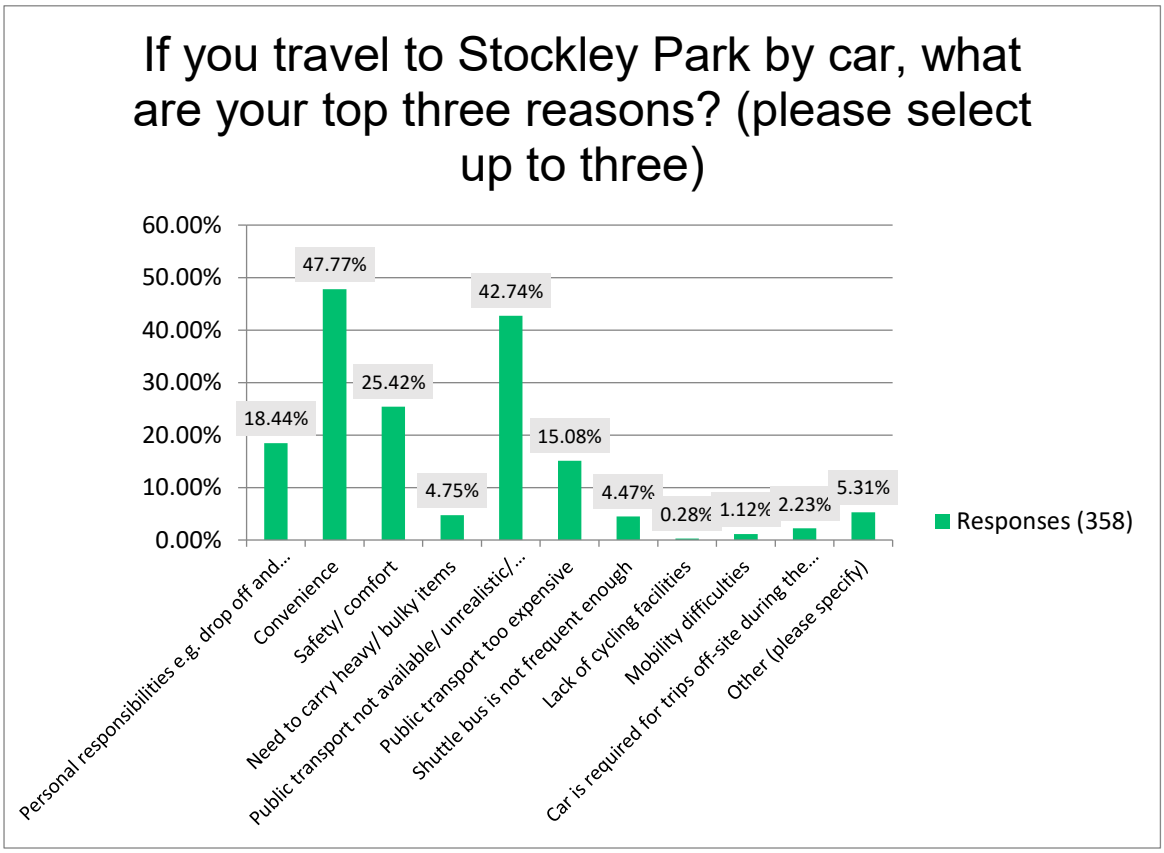


RESPONDENTS WHO COMMUTE BY CAR

4.3.10 Convenience, safety/comfort and the unavailability of convenient public transport were the three most cited reasons for continuing to use a car as the main mode of transport. Many respondents live over 20km from Stockley Park and felt transport options other than a car would take more time, require too many changes and are of greater expense.

4.3.11 Other reasons were the lack of safe cycle routes and managing other personal responsibilities such as dropping children off at school. **Figure 4-7** shows the top reasons why people travel to Stockley Park by car.

Figure 4-7: Reasons for travelling by car

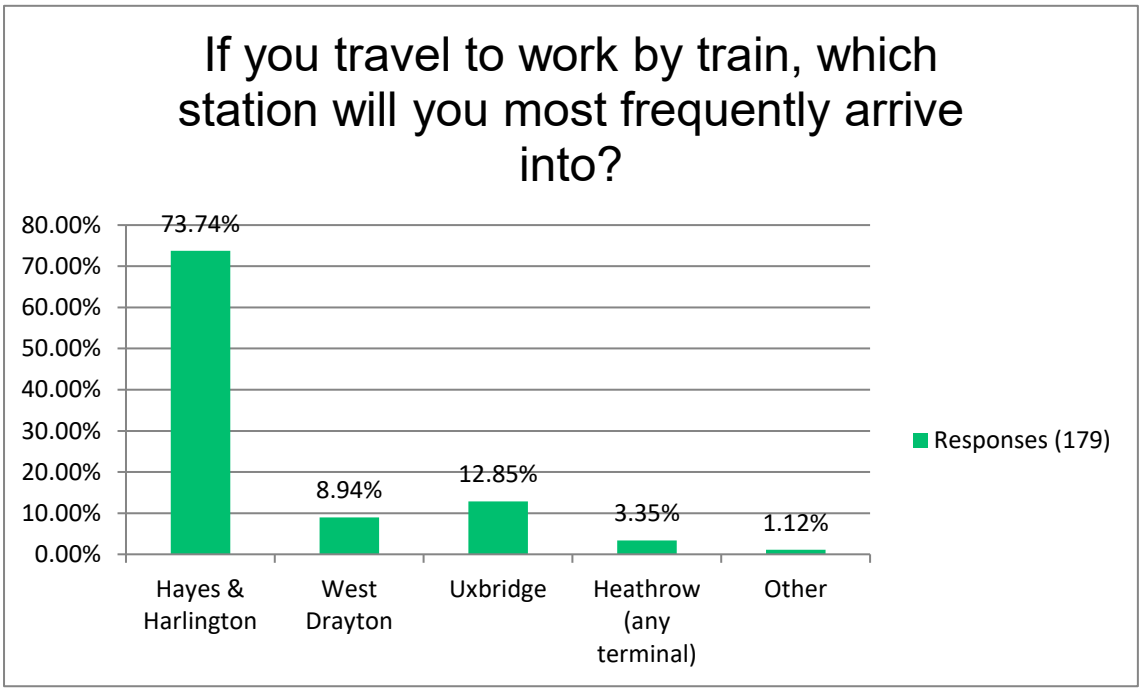


RESPONDENTS WHO COMMUTE BY PUBLIC TRANSPORT

4.3.12 Respondents that travel by train were asked which stations they most frequently use, shown in **Figure 4-8**. The vast majority travel through Hayes & Harlington Station, with smaller percentages travelling via West Drayton, Uxbridge and Heathrow.

4.3.13 Whilst only 81 respondents stated that they travelled via train, **Figure 4-8** shows that 179 respondents stated which train station they most frequently use. This suggests that in some instances, train use may be higher. For example, there may be respondents who travel by car two days a week, and by train one day a week.

Figure 4-8: Travel by Train



RESPONDENTS WHO USE THE EASITSTOCKLEY PLUS+ SHUTTLE SERVICE

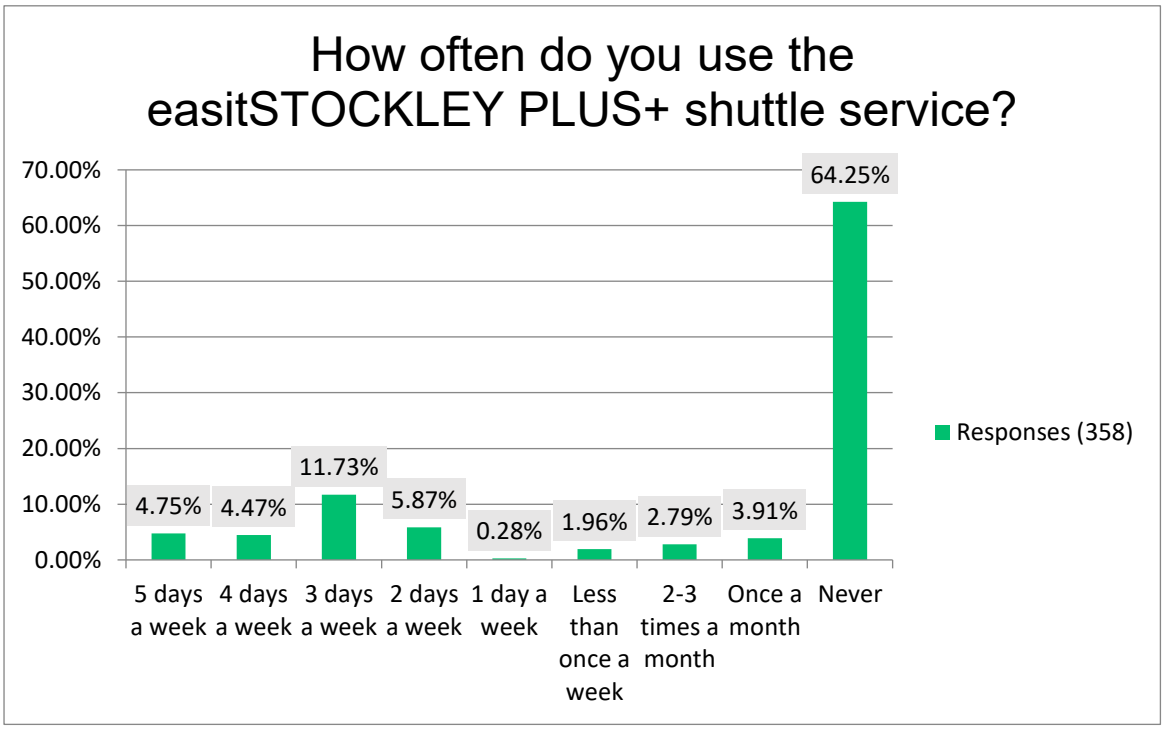
4.3.14 **Figure 4-9** shows how often respondents use the easitSTOCKLEY PLUS+ shuttle service. 12% (43) respondents use the service three days a week, and 5% use the service 5 days a week. This indicates that there is a good level of demand for the service through the week.

4.3.15 The survey also asked respondents whether there was anywhere that they felt would benefit from a new bus or shuttle service. The most frequently mentioned locations for a new service were Uxbridge, followed by services provided at West Drayton Station. Respondents also offered feedback stating that increased frequency, increased capacity and increased hours of operation would be beneficial.

4.3.16 Although Uxbridge is the second choice for a new shuttle service, it is economically unviable, as it would cost around £4,000 per annum per commuter, based on potential user numbers.

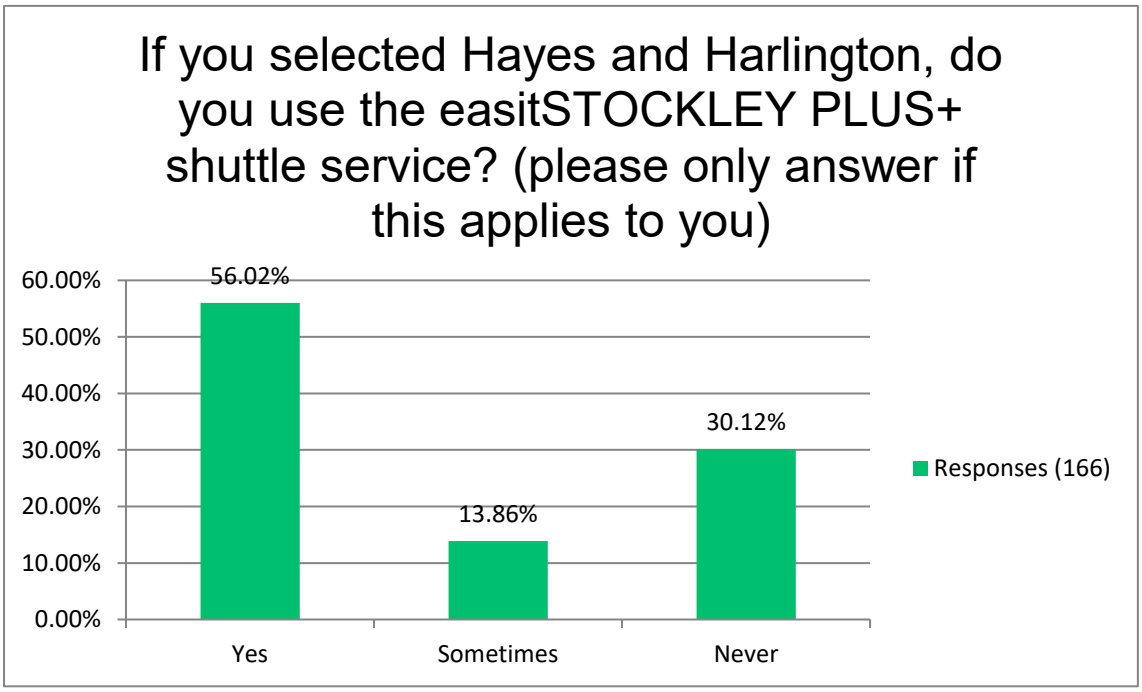
4.3.17 There was also positive feedback received, with many respondents stating they were happy with the current level of service.

Figure 4-9: Travel by the easitSTOCKLEY PLUS+ shuttle service



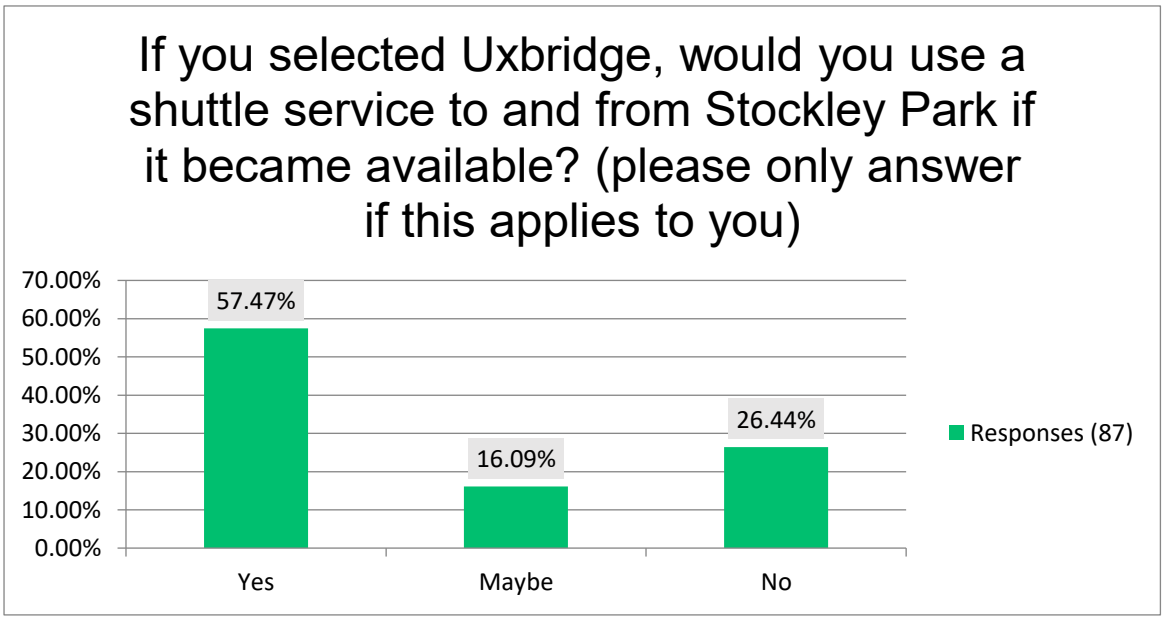
4.3.18 **Figure 4-10** shows how many respondents use the easitSTOCKLEY PLUS+ shuttle service, which connects Stockley Park to Hayes and Harlington Station. Of the respondents who travel by train to Hayes and Harlington, almost 70% utilise the shuttle service.

Figure 4-10: Travel by easitSTOCKLEY PLUS+ at Hayes and Harlington



4.3.19 **Figure 4-11** shows how many respondents would use a shuttle service from Uxbridge to Stockley Park if it became available.

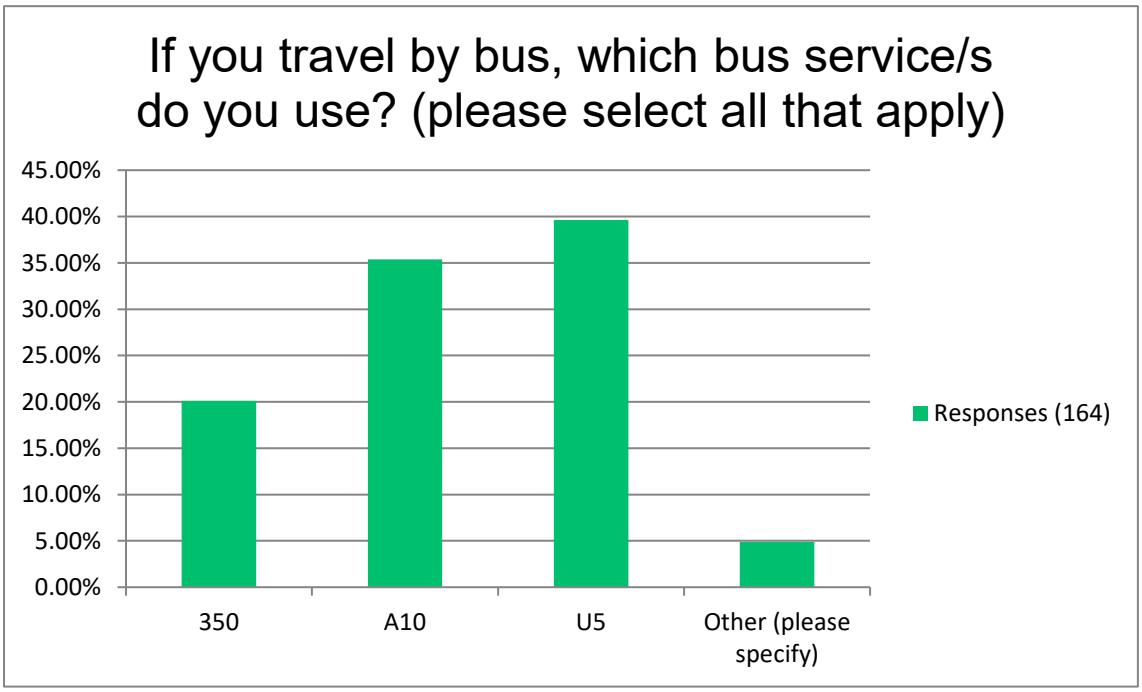
Figure 4-11: Potential Uxbridge Shuttle Users



RESPONDENTS WHO COMMUTE BY BUS

4.3.20 **Figure 4-12** below shows which bus services respondents use, if they stated that they travel by bus. The U5 was the most popular service with 40% of respondents who travel by bus using this service (65 people). The A10 is also a popular service with 35% of respondents who travel by bus using this service, with 350 being well utilised also.

Figure 4-12: Travel by Bus



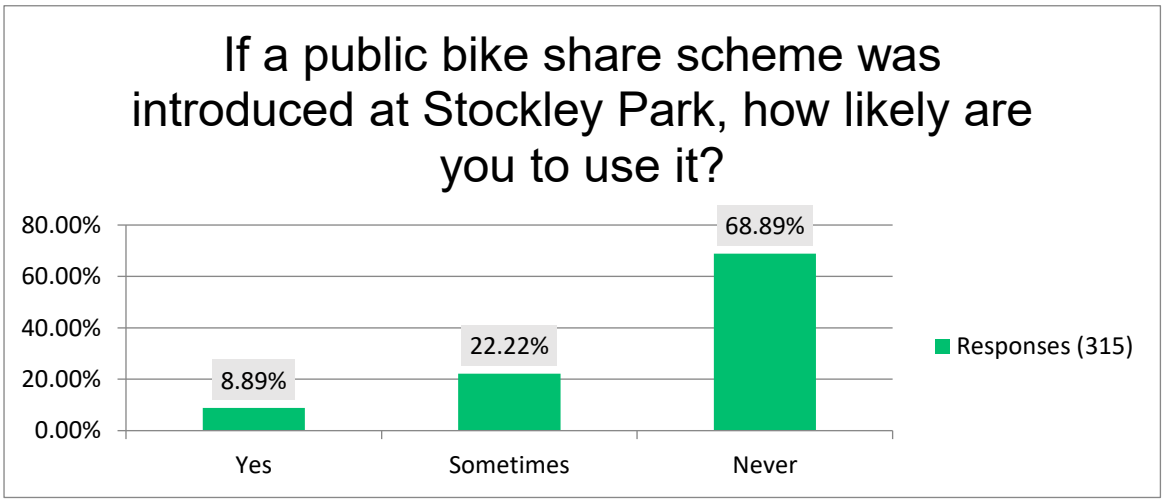
RESPONDENTS WHO COMMUTE BY ACTIVE MODES OF TRAVEL

4.3.21 **Figure 4-6** earlier in the report highlighted a low percentage of respondents choosing to travel to work through walking or cycling. Based on postcode data collected, there are a limited number of respondents who live within 2km of the site which helps to explain why there are low levels of people walking and running. In terms of the low proportion of people cycling, the lack of dedicated cycle routes was a concern highlighted in open ended responses.

4.3.22 Respondents were asked whether they would use a public bike share scheme if it was introduced at Stockley Park. As shown in **Figure 4-13** 9% of respondents said yes, and 69% said no. Open-ended feedback was also provided summarised in the paragraph below.

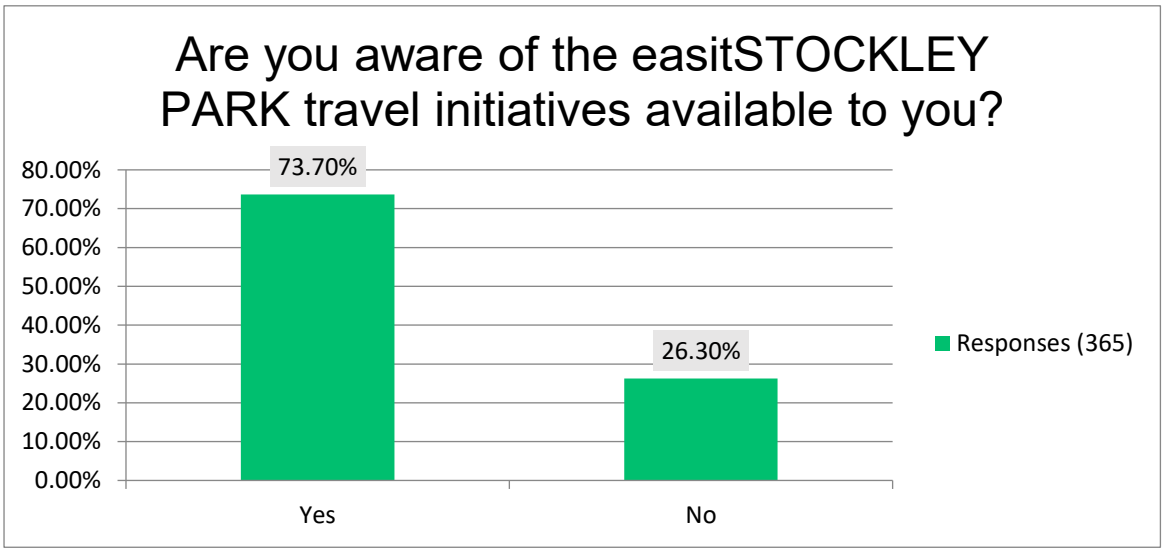
4.3.23 Overall, the feedback suggests that use of a bike-share scheme would depend heavily on supporting conditions, including safe and segregated routes, reliable bikes, secure docking or locking at key locations, and clear integration with nearby transport hubs. Without these, uptake is expected to be limited; with them, a bike-share scheme would likely be used by a specific subset of staff rather than the majority.

Figure 4-13: Potential Bike Share Scheme Usage



4.3.24 Respondents were asked to confirm if they are aware of the easitSTOCKLEY PARK travel initiatives with 80% indicating that they are, which is up 25% from the previous year. While 20% advised they are unaware of the initiatives, this can only be seen as an opportunity in that many staff (possible new arrivals) can be made aware of the benefits.

Figure 4-14: Awareness of easitSTOCKLEY Park Travel Initiatives



4.3.25 Survey respondents were also asked whether there are any additional measures to help enable them to travel sustainably and to make their journeys safer. This was an open-ended question, and the themes are summarised in the below paragraph.

4.3.26 The feedback suggests that staff are generally aware that sustainable travel initiatives exist at Stockley Park.

4.3.27 Further open-ended feedback is provided below:

- Respondents broadly acknowledge the importance of sustainable travel. However, many indicate that their current travel behaviour is driven by practical constraints including distance, journey time, cost, safety, and personal responsibilities. As a result, the scope for behaviour change varies widely across the workforce.
- Electric vehicles (EVs): A significant proportion of respondents use EVs and view this as their most viable sustainable option. Common feedback highlights the need for increased charging capacity, faster charging, and more equitable access. For some, EV use is seen as the only realistic alternative to conventional car travel. Easit continues to work with occupiers to assess EVCP needs and discuss the viability for them to be installed into occupier locations.
- Feasibility and journey time: Many respondents report that sustainable alternatives are not feasible from their home location due to long or indirect journeys, multiple interchanges, or limited flexibility for early and late working hours. For these individuals, car use is described as necessary rather than discretionary.
- Cost considerations: Public transport costs are frequently cited as a barrier, particularly where they exceed the cost of driving or do not align with hybrid or part-time attendance patterns. Some respondents suggest that flexible discounts or subsidies could improve viability.
- Cycling and micromobility: There is interest in cycling, e-bikes, and similar options, particularly for shorter distances. Barriers include road safety, inadequate infrastructure, weather exposure, and limited secure parking or maintenance facilities. Cycling is generally viewed as practical only for those living nearby.

- Information, safety, and user experience: Respondents note that clearer travel information, improved lighting, shelters, seating, and safer walking and cycling routes would enhance confidence, particularly outside standard working hours. These factors influence comfort and perceived safety rather than mode choice alone. Easit have undertaken a safer streets audit which ensures local streets are safe to travel through.
- Supporting measures: Suggestions such as car sharing, incentives, flexible working arrangements, and employer-led initiatives are viewed as supportive measures that may encourage uptake but are unlikely to drive change on their own.

5 VISION AND OBJECTIVES

5.1 TRAVEL PLAN VISION

5.1.1 The Travel Plan looks to continue to promote sustainable transport options to employees at Stockley Park, unlock further options to access the site by non-car modes and help reduce the reliance on single occupancy vehicle travel and the associated pressure on the highway, particularly as tenants transition/increase levels of occupation closer to pre-Covid levels.

5.1.2 This process also supports active and healthy lifestyles, and provides benefits for individual tenants, the environment and local community from reduced vehicular traffic.

5.2 TRAVEL PLAN OBJECTIVES

5.2.1 Taking into consideration the existing travel conditions and baseline travel patterns of Stockley Park, three objectives to achieve the Travel Plan vision have been identified as follows:

1. Improve services and facilities for sustainable travel (ie through hard engineering/infrastructure measures);
2. Promote smart working practices and reduce the overall need to travel (ie promote 'soft' communications and management measures with the aim of maximising sustainable travel behaviour), and
3. Increase employee and business awareness and encourage the use of sustainable travel options for commuting and business travel (ie promotion of easitSTOCKLEYPARK and the key initiatives, services and facilities).

5.3 SUPPORTING TRANSPORT AND PLANNING POLICY

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS

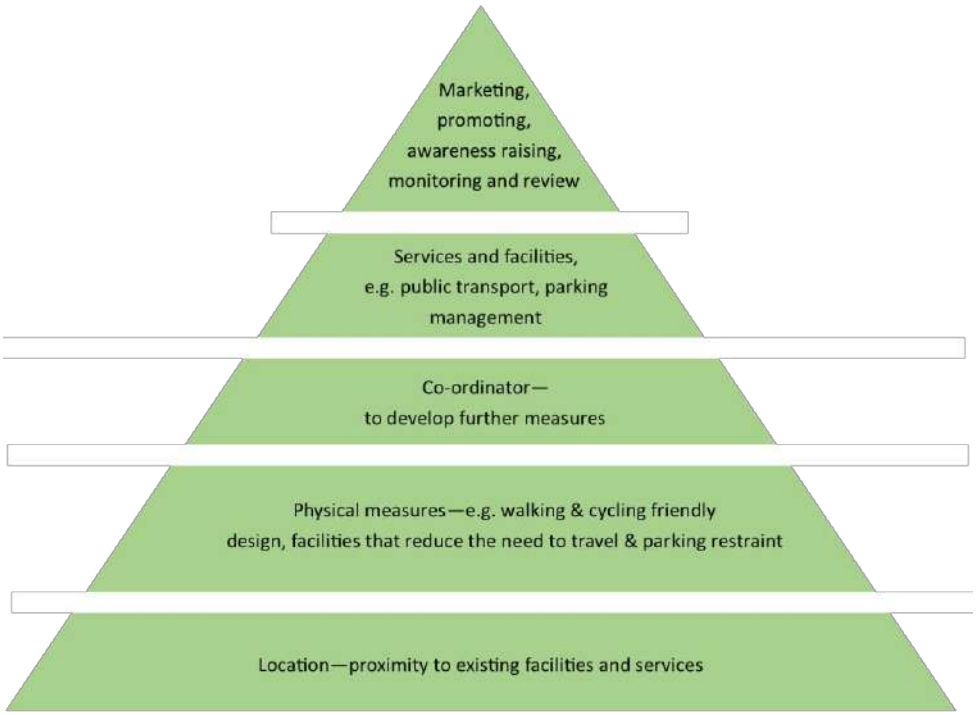
5.3.1 The Department for Transport (DfT) developed 'good practice' guidance in 2009 to assist all stakeholders to secure an effective policy framework; determine when a Travel Plan is required; and outline how it should be prepared, within the context of an integrated planning and transport process. The document comprises technical guidelines and does not set out any new policy or legal requirements. Whilst the focus of the guidance is on Travel Planning for new development the framework is still applicable to the Stockley Park context.

5.3.2 Travel Plans are important in order 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 a business estate in creating and shaping a 'place'.

5.3.3 The document also recognises that it can be helpful to view a Travel Plan as a pyramid of measures and actions, which are constructed from the ground up with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 5-1.**

Figure 5-1: Travel Plan Pyramid



5.3.4 The Travel Plan Pyramid demonstrates how successful plans (such as Voluntary Travel 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.

5.3.5 The DfT guidance identifies that Workplace Travel Plans should focus primarily on commuter travel and travel in the course of work but should also include strategies to make visitor and freight travel more sustainable. The guidance also notes how Travel Plans typically combine measures to support walking, cycling, public transport and car sharing, reinforced with promotion and incentives and the management of workplace parking.

5.3.6 Workplace Travel Plans such as this should also include actions to reduce the need to travel, such as policies to encourage home working and video conferencing, something which is significantly better supported across workplaces since the start of the pandemic.

5.3.7 This Travel Plan has, therefore, been guided by this framework.

6 TARGETS, MEASURES, RESPONSIBILITY FOR DELIVERY AND FUNDING MECHANISMS

6.1 INTRODUCTION

6.1.1 This section sets out the specific targets and measures, either currently in progress or planned for Stockley Park to support achieving the vision specified in the previous section.

6.2 TRAVEL PLAN TARGETS

SETTING SMART TARGETS

6.2.1 It is widely recognised that targets for Travel Plans are most effective if they are 'SMART', in that they are: Specific; Measurable; Achievable; Realistic and Time-bound.

6.2.2 As such, two types of targets have been identified:

- 'Action' type targets are physical actions that can be achieved by a set date; and
- 'Aim' type targets are those which relate to outcomes achieved through implementation of measures. They are set on the basis of the results of the travel survey.

6.2.3 The action and aim type targets for this Travel Plan are set out in turn below.

6.3 'ACTION' TYPE TARGETS

6.3.1 The following action targets have been implemented:

- Appointment of a site-wide Travel Plan co-ordination team (easitSTOCKLEYPARK & Velocity Transport Planning);
- Engagement with tenants via a dedicated travel forum to promote the health and environmental benefits of sustainable travel including walking and cycling to and from work as part of a healthy lifestyle (undertaken via the quarterly Stockley Park tenant forum), and
- Set up a dedicated Travel Webpage to be used for promotion to existing and incoming staff, and used during the process of recruitment (https://stockleypark.co.uk/location-travel/);

6.4 'AIM' TYPE TARGETS

6.4.1 The main aim type target is to achieve a shift in travel mode towards sustainable means of transport. On the basis of the excellent mode shift achieved in the last year, it would be positive just to maintain the current mode share.

6.4.2 **Table 6-1** reviews the mode share targets of the 2022 travel plan, and where mode share is according to the 2025 travel survey.

Table 6-1: Mode Share

MODE	MODE SHARE %			
	2021 Current	2024 Target	2025 Actual	Net change
Car driver	74.3%	71.8%	55.3%	-19%
Car share (driver)	2.0%	2.25%	2.79%	+0.79%
Car share (passenger)	1.5%	1.75%	0.28%	-1.22%
Taxi	0.0%	0.0%	0.0%	\
Motorcycle / Scooter	0.5%	1.0%	0%	-0.5%
Train	12.0%	12.5%	22.6%	+10.6%
Bus	5.0%	6.0%	8.10%	+3.1%
Walk / Run	2.5%	2.75%	1.68%	-0.82%
Cycle	1.6%	2.35%	1.40%	-0.2%

6.4.3 Compared to the 2021 actual mode share, and the 2024 target mode share of the 2022 Travel Plan, the 2025 actual mode share show's strong progress in reduction single vehicle occupancy trips and increasing travel by sustainable modes. Car driver mode share has reduced by 19%, far exceeding the 2024 target. Further to this

6.4.4 Nonetheless, taking the existing travel modes as reported in the 2025 travel survey as a starting point, it is an objective of this Travel Plan to encourage uptake of the measures listed in the actions so as to bring about further mode shift.

6.4.5 **Table 6-2** below sets out the mode share targets as part of a 5 Year Plan. This includes a goal to increase mode share of the easit STOCKLEY PLUS shuttle service.

Table 6-2 Mode Share Targets

MODE	MODE SHARE %			
	2025 Current	2026 Target	2027 Target	Net change
Car driver	55.3%	50%	45%	-10.3%
Car share (driver)	2.79%	3.5%	4%	+1.21%
Car share (passenger)	0.28%	1%	1.5%	+1.22%
Taxi	0.0%	0.0%	0.0%	\
Motorcycle / Scooter	0%	0.0%	0%	\
Train	22.6%	23%	24%	+1.4%
Bus	8.10%	9%	10%	+1.9%
Walk / Run	1.68%	2%	2.5%	+0.82%
Cycle	1.40%	2%	2.5%	+1.1%
easitSTOCKLEY PLUS shuttle service	4.75%	6%	7.5%	+2.75%

6.4.6 It is proposed to seek a 5% reduction in single occupancy vehicle trips by December 2026, taking this to a 10% reduction by December 2027.

6.5 MEASURES COMPLETED AND ONGOING (2017-PRESENT)

6.5.1 Since July 2017, easitSTOCKLEYPARK and Velocity Transport Planning have worked in partnership with SPECL to deliver a number of Travel Plan measures which are summarised below. **easitSTOCKLEY PARK** provide staff across the estate with a range of benefits including:

- easitSTOCKLEYPLUS+ - easit runs the shuttle service to and from Hayes and Harlington Station, ensuring a timely, reliable service and handling any issues that arise. Each year easit tenders the bus service to potential suppliers and selects the best option
- Journey Share - Access to the largest journey share database in the UK included within your fee and is valued at approximately £8,000 to £10,000 per annum.
- Free EVCP assessment – available to all occupiers.
- EVCP user process - Supporting occupiers to prioritise usage of EVCP bays through a Policy of Use Guide. Usually costs £1,500 per occupier.
- Bike loan scheme - Occupier staff can borrow a bike from our fleet for up to one month to trial cycling before committing to a purchase.
- The SPECL Borrow Bike scheme allows bikes to be used on the park
- SODEXO Cycle to Work scheme
- Halfords - Access to varying discounts on bicycles and accessories for occupier staff.
- EcoMove - Discounted clothing and accessories.
- Hovertravel - 25 percent discount.
- Maeving - Free CBT motorbike training.
- Kia GWR - £50 Amazon voucher.
- Tusker car salary-saving scheme
- Enterprise Car Club - Free driving credits.
- Co Wheels Car Club - Free membership.
- Chargebase - Discounts on EVCPs.
- Go Jauntly - Access to curated walking routes.
- Roadshows - On site publicity events used to promote green travel at occupier locations.
- Member onboarding - Registering new members and providing access to our promotional toolkit and the New Starter Welcome Pack, which provides information on the initiatives available to everyone on Stockley Park.
- easitACTIVITY - Engagement with all Stockley Park occupiers, regardless of size, on all transport related matters. - This spans a wide range of topics, from EVCP installation planning through to HMRC benefit in kind (BIK) advice.
- Easit manage public bus operator contracts

6.5.2 Examples of topics covered in the last 12 months include:

- EVCP assessments, including charge point locations and usage guidance.
- EVCP usage policies.
- Overseeing the tendering and installation process for EVCP supply and installation.
- Guidance on HMRC benefit in kind (BIK) implications when providing free or subsidised electricity for vehicle charging.
- Pricing for bicycle fleets.
- Taxi pricing to support inter site movement.
- Pricing for ad hoc and regular shuttle services.
- Guidance on bicycle security and bike marking.
- Advice on EV models.
- Guidance on the legal and insurance rules around car sharing.
- Engagement with TfL, Abellio and Metroline on public transport issues impacting the park, including incidents, spillages, layovers and timetable changes.
- Regular engagement, including face to face meetings, with the local authority on transport strategy and its impact on Stockley Park.
- Management and promotion of the biennial travel survey for all occupier's, ensuring feedback is captured and findings are reported back.
- Oversight and management of the Travel Plan updates following the outcome of the Travel Survey.
- Attendance at regular occupier meetings to brief on new initiatives, upcoming changes and any issues relating to easitSERVICES.
- Promotion is a core activity and underpins the success of each initiative. This is delivered through on-site roadshows and regular news alerts to a database of over 3,500 Stockley Park staff. Activities are also promoted via our website and direct communications with occupier contacts.
- The initiatives listed above form our core offering and are regularly updated or adapted in response to member needs.
- Management of the shuttle bus service, including tendering, day to day operational oversight, weekly usage reporting, enforcement of service use via the easitCARD, and the creation of etiquette guidance to maximise passenger numbers on each service.

6.5.3 easit also provide one-to-one business engagement via travel roadshows and thus making travel by non-car modes that more attractive, cheaper and provide more choice for both commuting and business travel. Teaming up with Velocity Transport Planning, the easitSTOCKLEYPARK initiative also provides extensive technical support, planning, highways and road safety expertise, and on-going Travel Plan monitoring through initiatives such as the annual staff travel survey;

- **On-going stakeholder engagement** continuous engagement with the development control and road safety and travel plan teams at LBH, local bus operators, TfL, and representation at the Heathrow Area Transport Forum;

- **Automatic Traffic Counters and Speed Surveys** were commissioned to analyse the speed of vehicles travelling within the premises of Stockley Park and on the adjacent the A408 Stockley Road.
- **On-site Journey Time Surveys** were utilised to establish and evidence the extent and frequency of congestion within the park and delay associated with departures from the park.
- **Accident History** analysis was undertaken to establish and evidence the extent of accidents reported within the park and in proximity to Stockley Park over the last five year period, using data obtained from TfL and SPEC incident reports.
- **Stockley Park Biennial Staff Travel Surveys** were developed in consultation with TfL and LBH to establish the wide mode share for trips to/from the park, to ascertain staff members' propensity to travel by different modes, and to obtain feedback on how travel to/from Stockley Park can be improved.
- **Shuttle bus services** for the Stockley Park site were introduced following support and requests from both the tenant forum and 2017 staff travel survey. Improvements have been since then. Since the shuttle service was introduced, there has been a 23% increase in staff use of buses with a need to increase the size of the vehicles.
- **Car Park Occupancy Survey** which was commissioned to identify the exiting and residual demand for parking across Stockley Park. As part of the additional analysis and reporting undertaken, Velocity Transport Planning are using this information to identify whether there any opportunities to increase efficiency in the use of parking spaces and allow businesses to negotiate the cross-sharing of spaces.
- **Miscellaneous measures** which included coordination associated with the A408 Stockley Road Roundabout improvements, the installation of the Stockley Park CCTV camera showing staff live traffic footage, improvements to the Stockley Park Travel section of the website, roll-out of the Tenant Travel Satisfaction Survey and providing on-going Travel Plan support.

6.6 PROPOSED MEASURES

6.6.1 Alongside the existing ongoing measures being delivered by easit and Velocity, there are several proposed measures that could come forward over the lifetime of this travel plan. These include:

- Audit of end-of-trip facilities and cycle parking usage survey. This will an analyse and assess the current provision and usage of cycle facilities, and will look to provide solutions to help increase cycle mode-share which is a key target of the travel plan.
- EVCP review – assess existing EVCP provision across the site and identify whether supply is meeting demand, or if there is a requirement for additional EVCP's across the park
- Personalised Travel Plans (PTPs) – Velocity and easit can provide personalised travel planning advice for any commuters who may benefit from further assistance and advice.

6.7 HEADLINE FINDINGS AND ACTIONS

6.7.1 Based on the significant response rate there is a large amount of data presented in this report and associated outcomes/actions. For ease of reference the headline results which will be considered and actioned over the coming months are as follows:

Travel Behaviour Change

- Travel survey data from 2023 and 2025 indicates that single occupancy vehicle use is falling, and use of sustainable transport is rising. Since 2021 single occupancy vehicle use has reduced by 20% and train use has increase by 10%. Active modes still show low usage.
- Most businesses are requiring staff to follow a hybrid approach to office attendance, with around 80% of respondents commuting to Stockley Park on Tuesday, Wednesday and Thursday, and a higher number of respondents working from home on Monday and Friday, with only 30% of respondents commuting to work on Fridays. This follows the general trend of hybrid working that has settled since the pandemic.

Action: There may be a need to assess why office attendance is noticeably lower on Fridays (possibly due to company work from home policies) and explore options to encourage office attendance on Fridays.

Workplace Accessible Parking and Charging

- Electric vehicles (EVs): A significant proportion of respondents use EVs and view this as their most viable sustainable option. Common feedback highlights the need for increased charging capacity, faster charging, and more equitable access. For some, EV use is seen as the only realistic alternative to conventional car travel.

Action: Subsequently a review should be conducted on the availability and distribution of workplace charging facilities to accommodate what will likely be an increase in demand.

- 10% of staff advised they have a mobility impairment which affect how they can travel to work.

Action: A further review to be conducted by respondent business and 1) measures on existing public transport routes to facilitate mobility impairments, and 2) the level of accessible parking bays by business to ensure there is sufficient provision for those that hold a blue badge.

Public Transport

- Increase in respondents travelling by train of 10% since 2021 indicating that the Elizabeth Line is serving many commuters travelling to the Site.
- There has been an increase in bus usage of 3%, which with the continually improving ridership of the easit Stockley Plus shuttle service indicates wider growth in public transport usership.

Action: Velocity to engage with easit to assess the increase in demand for shuttle service based on further analysis of Work from Office days to inform any potential change/increase in service frequency.

- Feedback suggests that while staff are generally aware that sustainable travel initiatives exist at Stockley Park, many feel these are not communicated clearly or consistently enough. Awareness varies widely, with some people knowing about services like the shuttle while others are unsure what is available or whether it applies to them.

Action: Velocity will engage with easit to enable further outreach to staff that advised they are unaware of the benefits available, many of whom may be new staff.

- A considerable level of respondents provided feedback on travel matters generally within the estate, with over 300 open ended responses.

Action: These have been grouped into themes, presented and discussed in this travel plan. Velocity to engage with easit and SPECL to identify any potential further measures.

6.7.2 Key issues and opportunities were raised by over 200 respondents via open-ended feedback in the travel survey. **Table 6-3** below summarises the suggestions and issues.

Table 6-3 Summary of Responses by Theme

RANK	THEME	ISSUE/SUGGESTION	NUMBER OF RESPONSES
1	Shuttle Service	More frequent shuttle buses (esp. in peak times)	30+
2	Shuttle Service	New / extended shuttle routes (Uxbridge most mentioned, also West Drayton, Heathrow, Feltham, Reading)	20+
3	Shuttle info / wayfinding	Live tracking / Clearer timetable / where to stand directions	10+
4	Cost / Incentives	Subsidised public transport / rail discounts	~10
5	EV Support	More EV charging points / Faster chargers / Subsidised charging	~10
6	Cycling	Better cycle infrastructure (cycle lanes, safer routes)	~10
7	Cycling	Bike storage and security / bike/e-bike/e-scooter hire	~10
8	Safety	Lighting / safer walking routes / shelters at bus stops	~5
9	Car Share	Car sharing / ride matching / pool cars	~5
10	Site Access / Traffic	Access through Bolingbroke / more exits / manage congestion / traffic info	~5
11	Public transport reliability	Unreliable buses / trains, indirect commuting routes	~5

6.7.3 The proposed measures have been identified based on the extensive analysis of all qualitative and quantitative data evidence extracted as part of this Travel Plan, including in response to the results of the site-wide audit, staff travel survey, structured interviews, tenant contact survey, site visits, and both internal and external meetings.

6.7.4 All measures have been grouped into three categories as follows and which are directly linked to travel plan objectives in **Section 5.0**:

- 'Hard' engineering measures;
- 'Soft' communications and management measures which would be implemented with the aim of maximising sustainable travel behaviour, and
- Key services and facilities; and

6.7.5 **Table 6-4** provides a summary of these measures.

6.7.6 Measures 10 - 14 consist of support, technical expertise and benefits which are available through and delivered as part of the easitSTOCKLEY PARK initiative delivered by easit and Velocity Transport Planning and outlined (as per Travel Measure **1**).

SUMMARY OF KEY SERVICES AND FACILITIES MEASURES

Table 6-4: Summary of Proposed Forthcoming & On-going Travel Plan Measures

REFERENCE	MEASURE	CATEGORY	DESCRIPTION
1	easitSTOCKLEYPARK	Services/Facilities	○ Continue to provide staff with access to the various initiatives available through membership of easitStockley Park. ○ Access to ongoing travel plan co-ordination support ○ easitSHARE car sharing scheme. ○ Travel Roadshows
2	Travel Workshop	Soft	○ Engaging with Stockley Park tenants to explore key themes identifies in the travel survey. ○ Investigate constraints and opportunities related to travel.
3	Stockley Plus+ Shuttle Bus	Soft	○ Continued running of the existing 2 No. Stockley Plus+ shuttle bus services with each having a capacity of 69 passengers. ○ Determine the viability of providing a third Stockley Plus Bus service. ○ Monitor lunchtime shopper demand and propose amendment to destination/timetable as demand dictates.
4	Further promotion and incentivisation for easitSHARE	Soft/Hard	○ Further engagement with business contacts/staff of easit car sharing scheme. ○ Establish opportunities to implement dedicated car share bays at all office

REFERENCE	MEASURE	CATEGORY	DESCRIPTION
			locations, but as a priority the businesses with high parking demand. ○ Review opportunities for implementation of additional car share incentives ie guaranteed ride home in the event of an emergency. ○ Review opportunities for the cross sharing of parking spaces to reduce existing parking pressures.
5	Electric Vehicle Charging Points (EVCPs)	Soft/Hard	○ Introduce additional EVCP active spaces.
6	Flexible/remote working	Soft	○ Encourage businesses to introduce flexible work hours or staggered shifts.
7	Footway/cycleway accessibility and site maintenance	Soft	○ Investigate options for implementation of additional crossing points and improved pedestrian/cyclist priority. ○ The security team has an alert system that notifies contacts of any urgent network issues
8	Potential for new on-site cycle routes	Soft/Hard	○ Determine the feasibility of providing an on-site cycle lane and additional facilities such as cycle parking, showers, changing rooms and lockers. ○ Discuss with TfL/LBH planned cycle routes proposed for the Hillingdon area which could provide better connections into the Stockley Park site

6.8 PROMOTION OF MEASURES

6.8.1 All measures will continue to be promoted through the Stockley Pulse Newsletter, email communications with individual business members, the quarterly tenant forum, at travel roadshows, printed maps and promotional material, and via noticeboard displays within individual workplaces as appropriate.

7 TRAVEL PLAN GOVERNANCE

7.1 INTRODUCTION

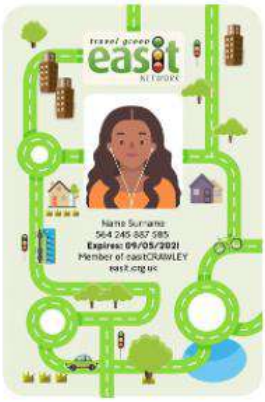
7.1.1 This section details the governance arrangements for the Travel Plan.

7.2 TRAVEL PLAN COORDINATOR

7.2.1 Since July 2017, easit and Velocity Transport Planning have worked in partnership as the new Travel Plan Coordination team for Stockley Park, framed as easitSTOCKLEYPARK.

7.2.2 easit is an organisation that aims to support and encourage businesses and organisations across the UK to adopt alternative and sustainable transport behaviours of staff from membership organisations by providing discounted public transport and cycling offers, making these more realistic and attractive travel options for commuting to work, business travel and traveling outside of work.

7.2.3 easit offer a complete long-term managed transport solution, are excellent at keeping businesses engaged and offer numerous benefits.



easitSTOCKLEY PARK initiatives available to members

- Rail Season Tickets - available to order online
- Free easitSTOCKLEY PLUS+ Shuttle Bus between Hayes & Harlington Station and Stockley Park
- Discount with Halfords on all in-store purchases (terms & conditions apply).
- Sharing your journey to work has never been easier with easitSHARE and is free for staff to join.
- 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
- Cycle Routes https://www.stockleypark.co.uk/travel/
- Link to the Stockley Park portal www.stockleyparkestates.co.uk
- Bespoke Company/Business Park Cycle Hire Schemes
- Promotional and Marketing material
- Travel planning/surveys
- Carbon neutral car benefit scheme
- Cycle-to-work scheme
- Rotational staff parking schemes

7.2.4 All transport planning related matters including transport planning, highways design, surveys, analysis, reporting and the annual Stockley Park staff travel survey are undertaken by Velocity Transport Planning, who attend the quarterly Occupier Forum meetings where transport/travel planning is the first agenda item.

7.3 STAKEHOLDER ENGAGEMENT

STOCKLEY PARK OCCUPIER FORUM

7.3.1 easit have been attending Tenant Forum meetings since July 2017. The meetings take place quarterly which are attended by representatives from each of the tenant businesses. easit have a dedicated slot on the agenda to discuss transport/travel planning matters.

7.3.2 During this any issues regarding travel to/from site are discussed, presentations are made on initiatives/measures delivered, feedback given on progress made with respect to implementation of these measures and opportunities are discussed to implement further measures with the aim of meeting/exceeding the Travel Plan objectives.

7.3.3 The discussion is encouraged to be two-way to ensure the needs to businesses are listened to and implemented where possible.

STOCKLEY PARK BOARD

The outcomes of the Travel Plan initiatives delivered in the year are monitored and reviewed by the Stockley Park Board of Directors (including the outcomes of travel surveys), the budget regularly reviewed (including implementation of schemes such as easitSTOCKLEY PLUS) and Travel Plan targets set.

7.4 TRAVEL PLAN FUNDING

7.4.1 The Travel Plan measures identified in this document, and the TPC role which is funded by SPECL.

7.4.2 Input from individual businesses is principally staff time to attend Occupier Forum meetings, to assist with engaging employees, to promote the Travel Plan, and to support the delivery of initiatives within their respective companies.

8 MONITORING STRATEGY

8.1 INTRODUCTION

8.1.1 A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated; this will establish whether set agreed targets are being met. Monitoring and review will be the responsibility of Velocity Transport Planning.

8.2 MONITORING

8.2.1 The TPC will organise follow-up travel surveys on an annual basis. These will follow the methodology of the November/ December 2025 surveys, with updated questions to ask for feedback about new measures that have been implemented prior to the surveys being issued. The TPC should also undertake a bi-annual review of this Travel Plan. The bi-annual review will report on the findings of the survey and will consider:

- Whether and to what extent the Objectives of the Travel Plan have been met;
- Details of any bi-annual review of the Objectives of the Travel Plan;
- What progress has been made in meeting the targets of the Travel Plan;
- Details of the Travel Plan Measures to be implemented during the upcoming year, and
- Details of how the easitSTOCKLEYPARK initiative has been successful in delivering road safety and sustainable travel information across the estates.

8.3 OBJECTIVES

8.3.1 The below presents the indicators that will be used to monitor progress of the Travel Plan made towards achieving each objective previously identified.

8.3.2 To increase employee and business awareness of sustainable travel options for commuting and business travel:

- Record the number of people using the easitSTOCKLEYPARK measures/benefits.
- Weekly updates on the Stockley Plus+ shuttle bus, including user numbers and any issues from the previous week.
- Monitor the number of people registered with the easitSHARE scheme.

8.3.3 To improve services and facilities for sustainable travel:

- Review of transport facilities/improvements planned and implemented at the park.
- Analysis of staff travel survey data on use of services and facilities.

8.3.4 To promote smart working practices and reduce the overall need to travel:

- Consultation and review of individual business policies on flexible start/finish times.
- Analysis of staff travel survey data on start/finish times compared to November/ December 2018.
- Analysis of staff use of the online travel information to decide when to leave the estate.

9 ACTION PLAN

9.1 INTRODUCTION

9.1.1 This Action Plan sets out tasks, intended implementation dates and funding sources to deliver the outcomes aimed for as part of this Travel Plan. The Action Plan is presented below in **Table 9-1.**

Table 9-1: Action Plan

TIMESCALE	ACTION / MEASURE	DELIVERY RESPONSIBILITY
Complete	New local cycleway / footway routes/connections	Velocity to enquire and contact: TfL/ LBH
On-going	easitSTOCKLEYPARK Travel Plan co-ordination	easit/Velocity
Complete	Review of the parking survey to establish locations for EVCPs and parking for car sharers	Velocity
On-going	Updates to Stockley Park Travel Information webpage	Velocity
Quarterly	Attend the Stockley Park Tenant Forum Meeting (**every 3 months**) and discuss:	easit/SPECL
On-going	Promotion of Stockley Plus shuttle bus route	SPECL/easit/Velocity
On-going	On-site cycle dedicated lane (subject to feasibility of design by the TPC)	Velocity
On-going	Stockley Park Cycle Docking Stations	Brunel University/ LBH/Velocity
Biennial	Staff Travel Survey	Velocity Transport Planning (TPC)
On-going	Lobby LBH for yellow lines on Bolingbroke Way	easit

9.1.2 As this is a live document and travel planning activity will be on-going, additional measures will be discussed and identified over time.

9.1.3 Amendments to the above implementation dates will be subject to discussion and agreement made through consultation with SPECL and the quarterly tenant forum. Additional measures will be discussed and identified over time.

9.1.4 Any additions to the above action plan will be documented in updated versions of the Travel Plan as part of the bi-annual reviews.

mode
transport planning

keep up with mode:

Birmingham
0121 794 8390

London
020 3848 9719

Manchester
0161 464 9495

info@modetransport.co.uk modetransport.co.uk