

A Planning Application by
PROLOGIS UK CCCXXXVIII S.A.R.L

In respect of
**Land at Prologis Park West, Units DC5 and DC6, Iron Bridge Road
North, West Drayton,
UXBRIDGE, UB11 1BT**

Framework Travel Plan

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Document Management

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1 Introduction

- 1.1 TPA have been commissioned by Prologis UK CCCXXXVIII S.a.r.l to produce a Framework Travel Plan to accompany a change of use planning application for the proposed development at Prologis Park West, Units DC5 and DC6, Iron Bridge Road North, West Drayton, Uxbridge, UB11 1BT. The existing site was granted planning permission in 2022 (planning ref. 39207/APP/2020/2188, London Borough of Hillingdon) for two commercial units with use classes B1(c)/B2/B8 with ancillary offices, parking, access arrangements, landscaping and infrastructure
- 1.2 As part of the documentation to support the proposals, this Framework Travel Plan (FwTP) has been prepared to demonstrate the potential for the site to encourage sustainable transport, to set the basis for a future Full Travel Plan which it is anticipated will be conditioned within the obligations associated to the planning permission.

Existing Site and Location

- 1.3 The Site forms part of Prologis Park West which comprises a total of six, large scale industrial buildings. It is the eastern section of the estate and measures approximately 6.3 ha. The Site currently accommodates two warehouse buildings which were completed in 2023:
- - Unit 1 (DC5 - Distribution Centre 5) ;
 - - Unit 2 (DC6 - Distribution Centre 6).
- 1.4 Unit 1 and Unit 2 are single-storey warehouse units measuring: 18,063 sq m (194,428 sq ft) and 13,290 sq m (143,052 sq ft) respectively. Each building has a clear haunch height of 15m and an overall building height of 18m.
- 1.5 The existing buildings are currently vacant but benefit from the flexible use included within the following use classes: Classes B2, B8 and E(g)(iii).
- 1.6 Direct access to the Site is via Iron Bridge Road, which forms the western boundary and runs in a north-south direction from the Stockley Road roundabout to West Drayton.
- 1.7 The Site is bounded to the east by Stockley Road (A408) and beyond that; Stockley Park which accommodates a series of large office buildings rising two to three storeys high. To the north is Horton Road and beyond that significant mature landscaping, including Stockley Country Park and Stockley Park Golf Course. To the south, between the Grand Union Canal and a mainline railway, lies a cluster of industrial yards that include carparking and storage facilities. Beyond that is the closest area of

residential land use. To the west is Iron Bridge Road North, the remainder of the Prologis Park West Estate and further commercial uses.

- 1.8 The proposed site is shown in proximity to the local highway network in **Figure 1.1** below:

Figure 1.1 Site Location



Development Proposals

- 1.9 To facilitate the application site as a data centre, a full planning application is to be submitted. The description of the proposed development is as follows:

"Partial Deconstruction and adaptation of existing buildings; installation of mezzanines and new gantry decks housing MEP, a sub-station and fire suppression infrastructure; and associated physical works including alterations to the layout of the site."

- 1.10 The proposed development comprises a series of physical works to adapt the existing buildings and install a sub-station and associated plant and electrical equipment to facilitate use of the existing buildings as a data centre which will retain the existing vehicular access points to the site from the

local highway network. The following details relate to the transport and infrastructure changes to the site:

- Installation of internal mezzanines to Increase GIA from 30,627sqm to 49,014sqm.
- Reduction in parking spaces from 239 to 73 spaces with 16 accessible spaces included with those. 11 motorbike parking spaces will be provided with 80 cycle spaces (40 Sheffield stands).
- The car parking areas not required from the existing use will be landscaped.
- The loading bays will be reduced to just two bays per unit with the space being used to accommodate critical equipment gantries to serve the buildings.
- The facility will accommodate 50 staff which includes security, operations and maintenance.
- An expected 8 to 10 visitors per day.
- It is expected that there will be 2 HGV deliveries per day.
- The Data Centre will operate 24 hours a day with staff set up in shift work rotas.

Framework Travel Plan Overview

- 1.11 This FTP has been developed to complement the transport strategy outlined in the accompanying Transport Assessment (TA) for the Proposed Development. It provides a snapshot of the existing transport and mobility infrastructure serving the site and offers an overview of prevailing travel behaviours in the surrounding area. The FTP builds on this foundation to support the planning process and ensure alignment with broader mobility objectives.
- 1.12 Drawing on current evidence and best practice, the FTP identifies a range of measures aimed at encouraging future site users, particularly employees, to adopt more sustainable modes of travel. These measures are designed to reduce reliance on single-occupancy car journeys and promote alternatives such as walking, cycling, public transport, and shared mobility. The approach is rooted in a careful review of local conditions and informed by industry standards for sustainable transport planning.
- 1.13 Transport for London (TfL) defines a Travel Plan as a long-term management strategy that integrates sustainable travel initiatives into the planning and operational lifecycle of a development. A successful Travel Plan sets out clear objectives and targets, supported by robust policies and practical interventions. While the physical location and design of a site can naturally support sustainable choices, effective communication and engagement with occupiers are essential to maximise uptake and ensure lasting impact.
- 1.14 To be effective, a Travel Plan must combine both 'hard' infrastructure measures—such as cycle facilities and pedestrian routes—with 'soft' initiatives like travel awareness campaigns and site management strategies. It should be treated as a dynamic, evolving document that is regularly monitored and updated to reflect changing needs. Prologis fully endorses this FTP and recognises the value of promoting sustainable transport for both people and goods. The plan will build on the existing travel

plan scheme delivered by Easit, Stockley Park for Stockley Park, with the intention of extending its benefits to the Proposed Development. If integration proves unfeasible, a tailored scheme will be implemented to deliver similar outcomes.

Report Structure

1.15 The structure of this FTP is in line with TfL's Travel Planning guidance and includes the following sections:

- Chapter 2: Policy Context
- Chapter 3: Baseline Conditions
- Chapter 4: Framework Travel Plan Strategy
- Chapter 5: Baseline Travel Demand
- Chapter 6: Am, Objectives and Targets
- Chapter 7: Framework Travel Plan Measures
- Chapter 8: Monitoring and Review

2 Policy Context

Introduction

- 2.1 This chapter provides a summary of the relevant transport-related policy and guidance considered in the preparation of this Framework Travel Plan (FTP). The focus is on future users of the Proposed Development, ensuring alignment with national, regional, and local planning objectives. The following sections detail the applicable policies and demonstrate how the FTP complies with them.

National Policy

- 2.2 Planning Practice Guidance (November 2016, updated October 2018), the Planning Practice Guidance outlines key considerations for determining whether a Travel Plan is required for a proposed development. Local planning authorities are advised to assess:

- The presence of Travel Plan policies within the Local Plan
- The scale of the development and its potential to generate additional trips (smaller schemes with limited impact may not require a Travel Plan)
- Existing transport usage and public transport availability
- Proximity to environmentally sensitive areas or designations
- Impacts on other strategic priorities, such as promoting walking and cycling
- Cumulative effects of multiple developments in the area
- Specific transport impacts to be addressed, such as peak-time traffic generation
- Relevant national policies, including the removal of maximum parking standards for residential and non-residential developments

National Planning Policy Framework (December 2024)

- 2.3 The Government's revised National Planning Policy Framework ('NPPF'), which was last revised in December 2024, retains the core principles local authorities and developers rely on when making decisions regarding future developments.

- 2.4 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 79).

- 2.5 The NPPF states in paragraph 115 that development proposals should ensure:

- "a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.."*

2.6 NPPF (Paragraph 117) requires applications for developments to:

- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.7 Additionally, in paragraph 118:

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

2.8 Paragraph 116 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.9 The proposed development is in accordance with the NPPF and aligns with the criteria above.

Transport and Travel Plan Considerations

2.10 The NPPF emphasises that developments generating significant movement should be situated where travel demand is minimised and sustainable transport options are maximised. Paragraph 110 recommends that developments be designed to:

- *Support efficient delivery of goods and supplies*
- *Prioritise pedestrian and cyclist movement, with access to high-quality public transport*
- *Address the needs of disabled users across all transport modes*
- *Create safe, secure, and attractive environments that reduce conflicts between transport users, eliminate unnecessary street clutter, and reflect local character and design standards*
- *Facilitate access for service and emergency vehicles*
- *Include infrastructure for charging plug-in and ultra-low emission vehicles*

2.11 Travel Plans are recognised as essential tools for achieving these goals and are expected for developments with substantial movement impacts, as stated in paragraph 111.

Good Practice Guidelines: Delivering Travel Plans Through the Planning Process (DfT, 2009)

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

- *Promote a partnership between the authority and the developer in creating and shaping 'place'."*

Strategic Policy

- 2.13 **The London Plan** (March 2021) sets out a strategic framework for sustainable development across the capital, with travel planning playing a key role in achieving its transport and environmental goals. Central to this is the Mayor's target for 80% of all trips in London to be made by walking, cycling, or public transport by 2041. To support this, development proposals are expected to maximise site accessibility, reduce reliance on private vehicles, and integrate with existing and future transport infrastructure. Travel planning is not just a technical requirement; it's a strategic tool to shape behaviour and reduce transport impacts from the outset.
- 2.14 Travel Plans are viewed as long-term management strategies that must be embedded into the planning process. They should include clear targets, measures to promote active and sustainable travel, and mechanisms for monitoring and enforcement. The London Plan emphasises that developments generating significant movement must be located and designed to minimise travel demand and prioritise sustainable modes. This includes provisions for freight, service access, and facilities for ultra-low emission vehicles, alongside safe and inclusive design for pedestrians and cyclists.
- 2.15 The **Mayor of London's transport strategy** (2018) places travel planning at the heart of efforts to reduce car dependency and promote sustainable mobility across the capital. A key ambition is for 80% of all trips in London to be made by walking, cycling, or public transport by 2041. To achieve this, the Mayor advocates for developments to be designed around the "Healthy Streets" approach, which prioritises active travel, public realm improvements, and access to high-quality public transport.
- 2.16 Travel Plans are seen as essential tools for embedding these principles into new developments. They should include measures that reduce car use, support behavioural change, and integrate with wider strategies such as Vision Zero and the London Environment Strategy. The Mayor has set a target to reduce total car vehicle kilometres travelled in London by 27% by 2030, recognising that this shift is critical to tackling congestion, improving air quality, and meeting climate goals.
- 2.17 The concept of Good Growth underpins the Mayor of London's Transport Strategy, promoting development that supports sustainable travel and reduces reliance on private cars. Policy 21 specifically commits Transport for London (TfL), the boroughs, and stakeholders to deliver new homes and jobs in ways that align with transport principles designed to benefit both current and future Londoners. This includes creating high-density, mixed-use communities and unlocking development potential in underutilised areas through strategic transport investment.

2.18 The Proposed Development reflects these principles by supporting all seven transport pillars of Good Growth, these are:

- **Access to public transport** - Developments should be located and designed to maximise connectivity to high-quality public transport networks.
- **People choose to walk and cycle** - Streets and public spaces should be safe, attractive, and convenient for walking and cycling, encouraging active travel as the default choice.
- **Car-free and car-lite places** - New developments should minimise car use and parking provision, supporting a shift away from private vehicle dependency.
- **Inclusive, accessible design** - Transport infrastructure and public spaces must be designed to be accessible to all, including disabled people and those with mobility challenges.
- **Carbon-free travel** - Developments should support the transition to zero-emission transport, including provision for electric vehicles and clean energy infrastructure.
- **Efficient freight** - Freight and servicing should be managed to reduce congestion and environmental impact, using smarter logistics and delivery planning.
- **Digital connectivity** - Integration of digital infrastructure should support flexible working, reduce the need to travel, and enable smarter mobility solutions.

London Borough of Hillingdon Local Plan

2.19 The London Borough of Hillingdon's Local Plan Part 1 (LPP1) sets out the borough's long-term spatial vision and strategic objectives. Among these, Strategic Objective 12 highlights the role of Travel Plans in supporting climate change mitigation by reducing car dependency and promoting safer, more sustainable transport options such as walking and cycling.

2.20 These objectives are further refined in Local Plan Part 2 (LPP2), particularly through Policy DMT 1: 'Managing Transport Impacts'. This policy requires Travel Plans to follow Transport for London's guidance and demonstrate how both physical and behavioural measures—such as new bus stops, cycle infrastructure, travel discounts, and journey planning support—will be delivered. These initiatives should be embedded into the development's marketing and operational phases, with corrective actions in place if targets are not met.

2.21 In line with these policies, this FTP forms a core part of the Proposed Development's strategy to promote sustainable travel. It aligns with both LPP1 and LPP2 by incorporating the measures detailed in Chapter 7, ensuring compliance with borough and regional expectations.

2.22 Policy DMT 1 also stipulates that developments must be accessible by public transport, walking, or cycling from the areas they are likely to serve. Accordingly, this FTP includes an assessment of the Proposed Development's connectivity to local transport networks, ensuring that future occupiers can make sustainable travel choices from day one.

3 Baseline Conditions

Overview of Existing Transport Conditions

- 3.1 This chapter provides a summary of the current transport environment surrounding the Site, including infrastructure for walking, cycling, and public transport. These facilities are key to enabling sustainable access to nearby amenities for future occupiers of the Proposed Development.
- 3.2 Transport for London (TfL) now requires an Active Travel Zone (ATZ) assessment as part of its Healthy Streets Transport Assessment guidance. This spatial analysis, included in the accompanying Transport Technical Note (TN) for the datacentre development, and referenced within this FTP, identifies opportunities to enhance sustainable travel to and from the Site.
- 3.3 As outlined in Chapter 2, Policy T4 of the London Plan emphasises the integration of land use, transport, and planning decisions. Developments should be located in areas with strong accessibility to local services, employment centres, and public transport. Accordingly, this chapter outlines the Site's baseline connectivity across pedestrian, cycling, and public transport modes.

Local Context

- 3.4 The Site is situated within Stockley Park, positioned on the eastern side of Iron Bridge Road North. It is visually screened from surrounding highways by mature trees and landscaped buffers.
- 3.5 It is bounded by Prologis Park West London to the west, the A408 Stockley Road to the east, the Grand Union Canal and railway line to the south, and Stockley Park Golf Club to the north.
- 3.6 The surrounding area comprises a mix of industrial and residential land uses. Despite this, the Site benefits from proximity to West Drayton, Yiewsley, and Hayes Town, where employees can access everyday amenities such as cafés, shops, and leisure facilities.

Pedestrian Accessibility

- 3.7 The National Travel Survey data which is updated annually supports a case that walking is the most common mode for short-distance trips under one mile (1.6 km), accounting for over 80% of such journeys. This highlights the importance of pedestrian infrastructure in supporting sustainable travel and reducing short car trips.

- 3.8 The Site is well-served by footways. The Grand Union Canal Walk, a vehicle-free 'quietway' running along the southern boundary, offers a continuous shared pedestrian and cycle route linking to key destinations in Yiewsley, West Drayton, and Hayes Town, including access to West Drayton and Hayes & Harlington train stations.
- 3.9 Pedestrian access to the Site is currently provided via Iron Bridge Road North, where a footpath runs along the eastern side, separated from traffic by a grass verge and tree line. Street lighting is available along the full stretch of this route.
- 3.10 Horton Road features pedestrian infrastructure and lighting on both sides. At the roundabout with Iron Bridge Road, uncontrolled crossings on the eastern and southern arms connect pedestrians to nearby bus stops. Approximately 100 metres west of this roundabout, the southern footpath transitions into a shared pedestrian and cycle space, clearly marked and signposted.
- 3.11 Footways are also present on both sides of the A408 Stockley Road, extending north and south from the Site. These routes provide pedestrian access to nearby residential areas such as Drayton Garden Village to the south and Colham Green to the north.

Cycle Accessibility

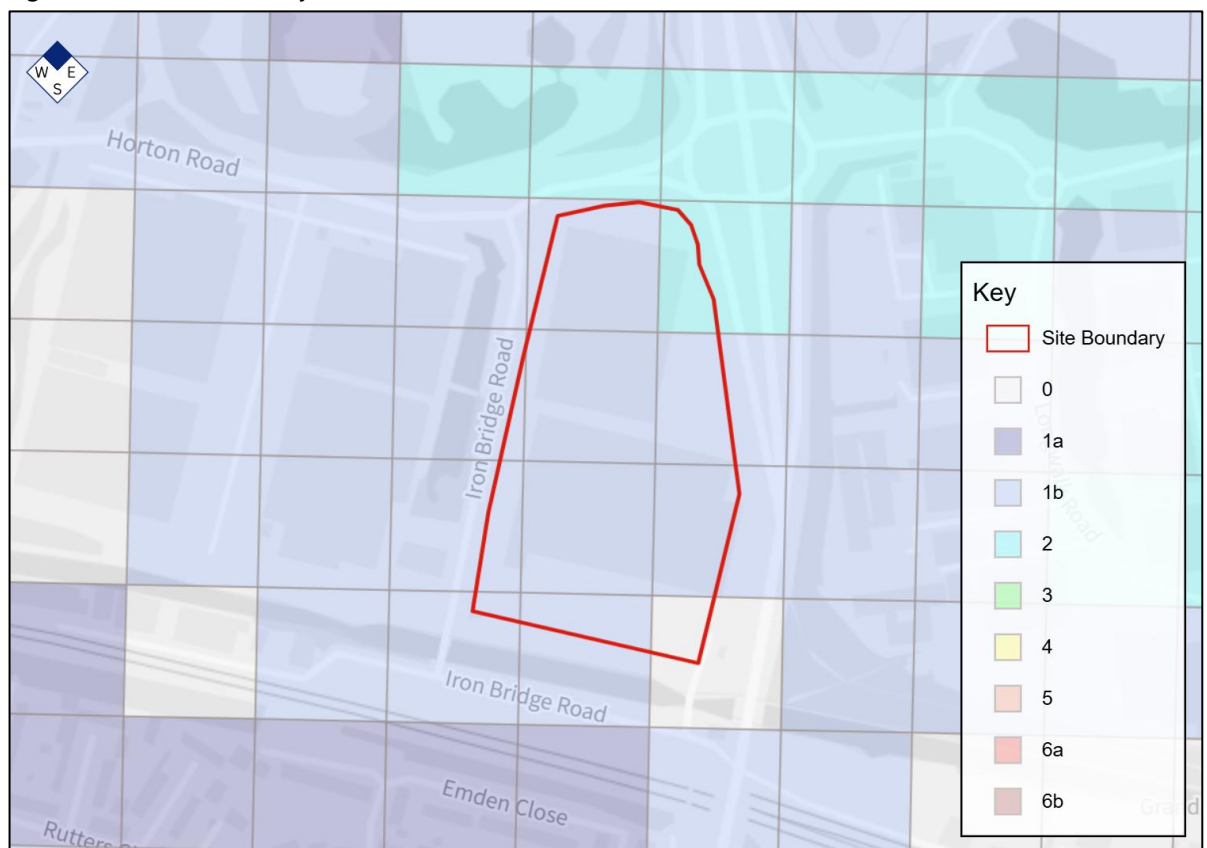
- 3.12 Cycling is a widely used and accessible mode of transport across London, particularly effective for replacing short car journeys under 5 km. Given the Site's proximity to residential areas such as Yiewsley and Drayton Garden Village, cycling is anticipated to be a practical and popular commuting option for future employees.
- 3.13 Access for cyclists is currently available via Iron Bridge Road North and the Grand Union Canal Walk. These routes provide direct and safe connections to the Site, supporting both commuter and leisure cycling.
- 3.14 Shared cycle infrastructure is present along Horton Road, linking the Site to Yiewsley High Street and nearby residential communities. Horton Bridge further enhances connectivity by providing access to quieter southern neighbourhoods and residential streets suitable for longer-distance cycling.
- 3.15 The Grand Union Canal Walk offers a continuous 'quietway' route that connects the Site westward to West Drayton Station and eastward to Hayes and Harlington Station. This corridor also integrates with the broader West London cycling network, extending as far as Southall Green and connecting to locations such as Slough, Hayes End, and Cranford.

- 3.16 In addition, recreational cycling routes are available to the north within Stockley Park Golf Club, offering links to northern residential areas and enhancing the Site's overall cycling accessibility.

Public Transport Accessibility

- 3.17 The Public Transport Accessibility Level (PTAL) rating of a site within London denotes the degree to which public transport services serve that site, expressed as a rating between 0 ("worst" - no access to public transport services) within TfL thresholds) and 6b ("best" - excellent accessibility). PTAL is a function of the distance and frequency of bus services available within 640 m and underground/railway services available within 960 m.
- 3.18 As shown in **Figure 3.1**, the site lies close to areas with a PTAL rating of 1b level of accessibility to the site via public transport services.

Figure 3.1 PTAL Analysis



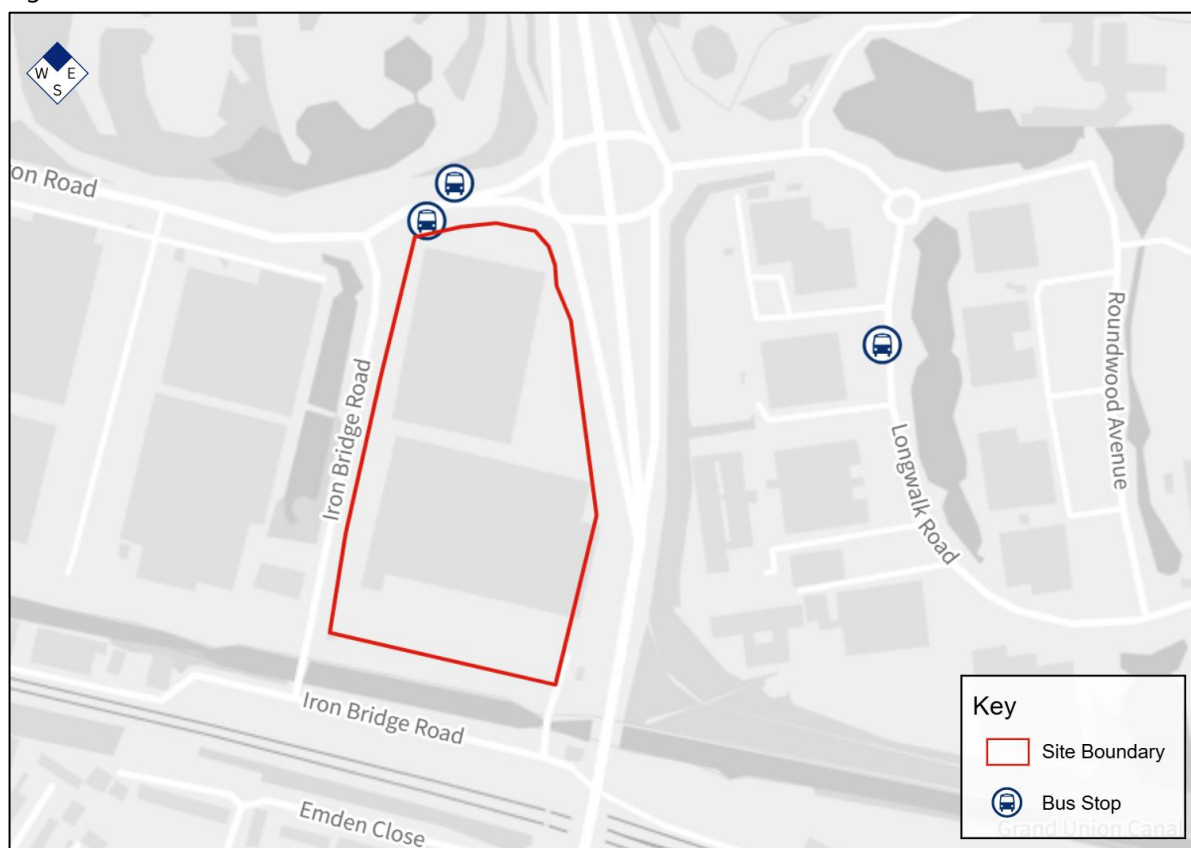
Source: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

Public Transport

Buses

- 3.19 There are a number of bus stops available within close proximity to the site. The nearest bus stop to the site is Iron Bridge Road located approximately 178m from the site, enabling access to bus services 350 and A10.
- 3.20 **Figure 3.2** below illustrates the local bus stops in the proximity of the site. A summary of the local bus routes and their service frequencies is summarised in **Table 3.1** below.
- 3.21 As can be seen in the below table, the Site lies close to a number of bus routes that provide access both within the area and further afield.

Figure 3.2 Local Bus Network



Source © OpenStreetMap contributors and © DfT

Table 3.1 Summary of Bus Services

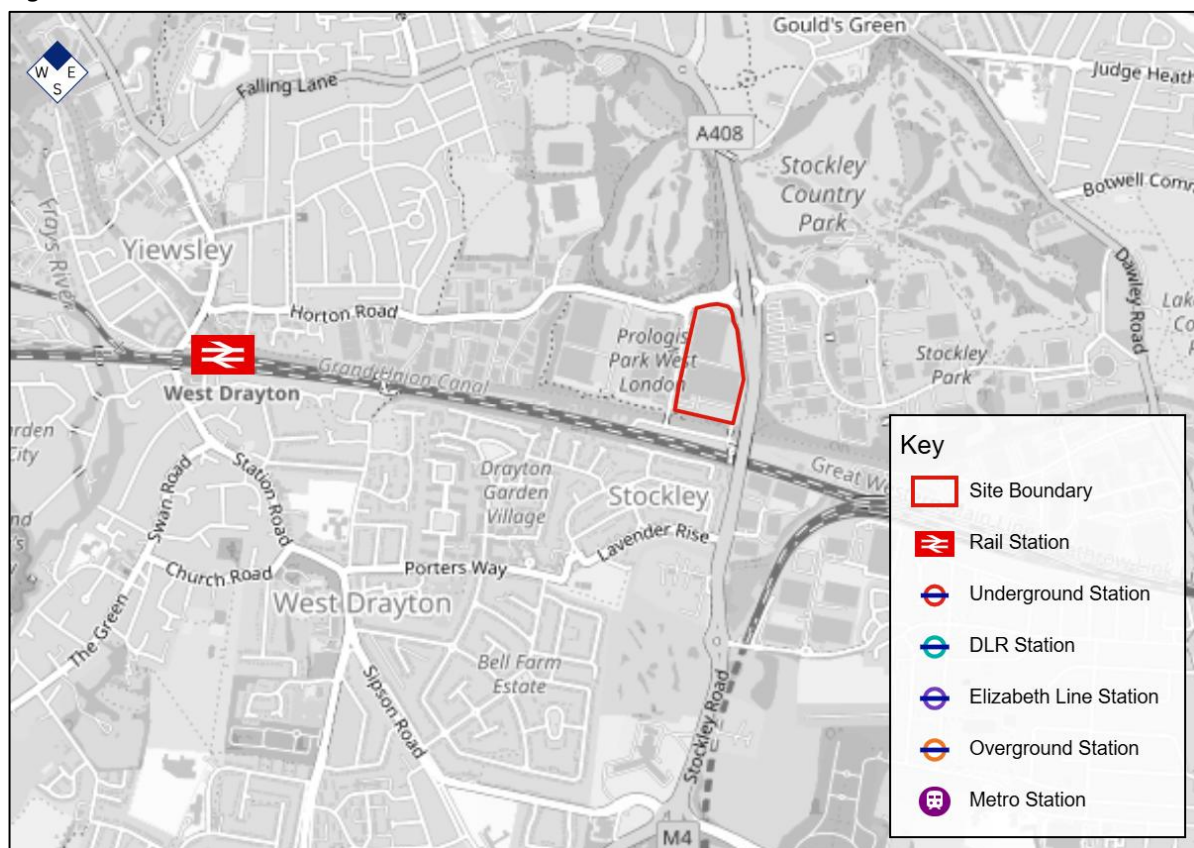
Service	Bus Stop	Route	Average Frequency		
			Monday – Friday	Saturday	Sunday
350	Iron Bridge Road	Hayes Town - Heathrow Airport Terminal 5	3 per hour	2 per hour	2 per hour
A10	Iron Bridge Road	Uxbridge - Heathrow Airport	3 per hour	3 per hour	2 per hour
U5	Iron Bridge Road	Hayes Town - Uxbridge	5 per hour	3 per hour	2 per hour
350	Iron Bridge Road	Heathrow Airport Terminal 5 - Hayes Town	3 per hour	2 per hour	2 per hour
A10	Iron Bridge Road	Heathrow Airport - Uxbridge	3 per hour	2 per hour	2 per hour
U5	Iron Bridge Road	Uxbridge - Hayes Town	5 per hour	3 per hour	2 per hour
350	Longwalk Road	Hayes Town - Heathrow Airport Terminal 5	3 per hour	2 per hour	2 per hour
A10	Longwalk Road	Uxbridge - Heathrow Airport	3 per hour	3 per hour	2 per hour
U5	Longwalk Road	Hayes Town - Uxbridge	5 per hour	3 per hour	2 per hour

Source: Department for Transport

Rail

- 3.22 West Drayton is the nearest station to the site and is located approximately 1.9 km from the site, as shown in **Figure 3.3**, which corresponds to a 23 mins walk or 7 mins cycle. If required, the station could be accessed by vehicle in 3 mins.

Figure 3.3 Local Rail Services



Source© OpenStreetMap contributors and © DfT

- 3.23 **Table 3.2** displays a summary of rail services available from West Drayton. Destinations such as Ealing Broadway and London Paddington are available with regular services throughout the day.

Table 3.2 Summary of Rail Services

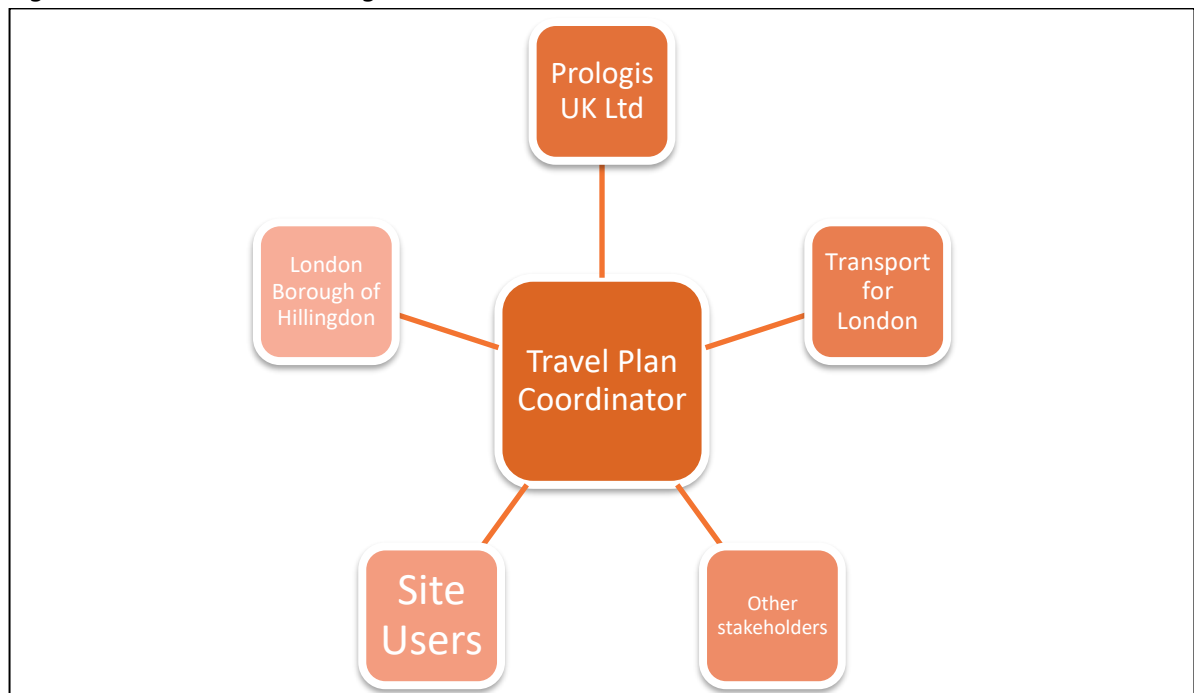
Station	Destination	Approx Frequency (Monday – Friday)	Approx Journey Time
West Drayton	Ealing Broadway	7 / day	11 mins
West Drayton	London Paddington	7 / day	19 mins
West Drayton	Slough	1 / hour	6 mins
West Drayton	Southall	7 / day	7 mins
West Drayton	Hayes & Harlington	7 / day	3 mins
West Drayton	Reading	1 / hour	27 mins
West Drayton	Burnham (Bucks)	1 / day	14 mins
West Drayton	Langley (Berkshire)	1 / day	4 mins
West Drayton	M Maidenhead	1 / hour	12 mins
West Drayton	Iver	1 / day	3 mins

4 Framework Travel Plan Strategy

Management

- 4.1 The overall responsibility for the FTP will be the Travel Plan Coordinator (TPC), which will be a key part of the FTP management, implementation and operation; this is indicated in the **Figure 4.1** below.

Figure 4.1 Travel Plan Management Structure



- 4.2 Stockley Park currently benefits from a sustainable transport initiative known as Easit STOCKLEY PARK, which aims to positively influence commuting habits by offering staff a range of sustainable travel options. This partnership supports modal shift away from single-occupancy car use and encourages more environmentally friendly commuting choices. There is a website to inform people of their travel options (<https://stockleypark.co.uk/location-travel/>) which also has a links to the Travel Plan and recent Travel Survey results.
- 4.3 Prologis is actively exploring the extension of this service to include the Proposed Development once it becomes operational. Discussions are underway with both Easit and Stockley Park to facilitate this integration. Should this not be feasible, Prologis intends to implement a tailored service at the Site, led by Easit, to deliver the Travel Plan and its associated measures. In this scenario, Easit may also assume the role of Travel Plan Co-ordinator (TPC).

Travel Plan Coordinators

- 4.4 A TPC will be appointed to take responsibility for the management of the Full Travel Plan and ensure that the adoption of the same is effective and efficient.
- 4.5 The TPC role will be funded by Prologis UK CCCXXXVIII S.à r.l. from the commencement of the Full Travel Plan and until the completion of the final monitoring surveys. After this time, it is envisaged that the TPC role will be reduced but will include keeping travel information up-to-date and relevant.
- 4.6 The responsibilities of the TPC can be summarised as:
- Giving advice and information on transport-related subjects to staff and visitors
 - On-site co-ordination of data collection for monitoring of the Full Travel Plan
 - Ensuring information provided to users of the Site is up to date
 - Helping establish and promote the individual measures in the Full Travel Plan

Marketing Strategy

- 4.7 A clear and proactive marketing and communication strategy is essential to the success of the Full Travel Plan. Its purpose will be to raise awareness of the sustainable transport services and facilities available to site users, ensuring that travel information is effectively communicated and regularly updated. Tenants will be informed of the Travel Plan's aims, benefits, and specific measures to support sustainable travel choices. Further details of the proposed marketing approach are outlined in Chapter 7, with the final list of initiatives to be confirmed within the Full Travel Plan.

Securing the Travel Plan and Funding

- 4.8 The Full Travel Plan will be secured through planning conditions and will align with current Transport for London guidance, including the adoption of site-wide action-based targets. Prologis is committed to delivering, monitoring, and reviewing the Travel Plan as part of its broader sustainable transport strategy. Funding for its implementation and ongoing management is expected to be secured via a Section 106 agreement, ensuring long-term support for sustainable travel at the Site.

5 Baseline Travel Demand

Forecast Baseline Travel Demand

- 5.1 Expected modal shares have been derived from the former Transport Assessment undertaken for the site by WSP for the location of the site within the Stockley area. The anticipated modal share of the proposed development is set out in the Table 5.1 below.

Table 5.1 Forecast Baseline Mode Share (without TP measures)

Mode	Forecast Daily Mode Share
Cars & MCs	75%
Walking & Public Transport	24.6%
Cycling	0.4%
Total	100%

- 5.2 The forecast daily modal share presented above shows an expectation of modal share without intervention of the Travel Plan. The actual mode share will be determined by a baseline travel survey as set out below.

Baseline Travel Survey

- 5.3 To gain insight into the initial travel choices of future employees at the Proposed Development, a baseline travel survey is scheduled to take place three months after the first unit becomes occupied. This survey will offer a detailed breakdown of the travel modes used by staff and serve as the foundation for setting future targets.
- 5.4 The baseline survey will consist of a questionnaire designed to capture each employee's mode of travel. The Travel Plan Coordinator (TPC) will distribute the questionnaire to the managers of each unit for onward dissemination. An example of the travel survey is included in **Appendix A**.

6 Aims, Objectives and Targets

- 6.1 The purpose of this FTP is to lay the groundwork for a coordinated set of strategies, actions, and performance targets aimed at reducing the environmental impact of travel associated with the Proposed Development. At its core, the FTP seeks to promote more sustainable travel behaviours among all site users.
- 6.2 The overarching goal of the FTP is to ensure that both staff and visitors travel to and from the Site using the most sustainable mode of transport available and appropriate for their individual journeys. To support this aim, the FTP sets out a series of key objectives:
- To embed sustainable travel principles across the Proposed Development
 - To provide personalised travel information to support informed choices
 - To promote active and healthy travel options
 - To alleviate local traffic congestion and its associated impacts
 - To discourage single-occupancy car and taxi trips, and to enable car-free lifestyles
 - To increase awareness of the sustainable transport options available to employees and visitors
- 6.3 Recognising that travel behaviours and site conditions may evolve over time, the FTP is designed as a dynamic and responsive framework. Ongoing monitoring and periodic review of the measures in place will be essential to ensure the Plan remains effective. Where necessary, adjustments will be made to address any gaps or emerging challenges, helping to maximise the Plan's success in achieving its sustainability goals.

Targets

- 6.4 In line with TfL best practice guidance, all targets set within this Travel Plan will adhere to the SMART framework—ensuring they are Specific, Measurable, Achievable, Realistic, and Time-bound.
- 6.5 Two distinct categories of targets have been identified, these are:
- **Action Targets:** These are qualitative, non-quantifiable steps (e.g. appointing a Travel Plan Coordinator before occupation). They focus on implementing measures and processes.
 - **Aim Targets:** These are quantitative and outcome-focused (e.g. reducing car driver mode share by a certain date). They relate to modal shift or other measurable impacts.
- 6.6 A full list of proposed Action and Aim Targets for the Site will be included and confirmed within the final version of the Travel Plan. For the purpose of this FTP, the 'Action' and 'Aim' targets are set out below.

Action Type Targets

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

- Appoint a TPC prior to occupation
- Cycle parking spaces will be provided in accordance with the ITP London Plan 2019 prior to Occupation (as detailed within Chapter 7)
- A travel pack will be produced to promote the range of sustainable transport modes immediately available and the key services provided through the Full Travel Plan
- Information on a range of local facilities and amenities which are within walking distance and the health benefits of travel by foot and bicycle
- Travel surveys will be undertaken in years one, three and five after first occupation.

Aim Type Targets

6.8 Targets will be established to monitor progress against the core objectives of the Full Travel Plan over its initial five-year period. These targets will first be reviewed during the preparation of the final Travel Plan and subsequently refined following the completion and analysis of the baseline travel survey, ensuring alignment with actual modal share data.

6.9 The targets will primarily aim to support modal shift—reducing reliance on single-occupancy car travel and encouraging greater use of sustainable transport options, particularly cycling. Given the anticipated reduction in private vehicle trips associated with the Proposed Development, it is considered unnecessary to set specific ‘aim-type’ targets for single-occupancy car use. Instead, the focus will be placed on promoting cycling as a preferred commuting option for staff.

6.10 Cycling is recognised as a practical and sustainable alternative for short-distance commutes to and from the Site. However, its uptake will depend on individual circumstances, including the location of employees’ homes and the availability of suitable cycling infrastructure along their routes. The interim mode share cycle targets are set out in Table 6.1 below:

Table 6.1 Interim Cycling Mode Share Targets

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

- 6.11 An increase in walking and public transport usage is recognised as a key contributor to reducing reliance on private car travel. Given the location of the Proposed Development and its good access to public transport services, a natural shift towards these more sustainable modes is anticipated. To further support this shift, an employee travel pack will be developed to raise awareness of available public transport options. If initial targets are not met, personalised journey planning will be introduced to help employees identify viable alternatives.
- 6.12 Following the initial travel survey, the interim targets will be reviewed. Should the uptake of walking or public transport be notably lower than projected, future targets will be refined to place greater emphasis on promoting these modes.

7 Measures

- 7.1 This chapter sets out the proposed measures to be implemented across the Site as part of the strategy to encourage and maximise sustainable travel behaviour among staff and visitors. These measures will be reviewed and refined during the preparation of the Full Travel Plan to reflect any updates or changes that may arise through the planning process.
- 7.2 In line with this approach, the chapter presents a set of overarching interventions designed to support the objectives outlined in Chapter 6. These measures are categorised into two types and explored in the following sections:
- **Hard measures:** physical or engineering interventions integrated into the design of the Proposed Development; and
 - **Soft measures:** initiatives focused on marketing, communication, and management, aimed at promoting and supporting sustainable travel choices among Site users.

Hard Measures

- 7.3 This chapter outlines the physical design features integrated into the Proposed Development that aim to encourage sustainable travel from the outset. These 'hard' measures include pedestrian and cycle access, parking provision, electric vehicle charging infrastructure, and on-site facilities—all of which contribute to shaping travel behaviour.

Pedestrian and Cycle Access

- DC01 (Unit 1) will be accessible via an extended footpath from Iron Bridge Road North, running parallel to the car park entrance.
- DC02 (Unit 2) will feature a dedicated pedestrian and cyclist entrance at the north-west corner of the Site, aligned with desire lines to and from Horton Road bus stops.
- Internal footpaths will provide direct access to both building entrances, ensuring safe and convenient movement for all users.
- Cycle parking areas are connected to these footways, allowing easy access for employees and visitors

Parking Provision: Car and Motorcycle Parking

- 7.4 The Hillingdon Local Plan (Part 2: Development Management Policies, adopted Jan 2020) sets a maximum car parking standard for B2 to B8 use of 1 space per 500sqm. Based on the proposed gross

internal area (GIA) of the two units, 49,014sqm, this gives a maximum parking provision of 98 spaces. The proposed development provides 73 car parking spaces, with the justification for this reduced level of provision set out in this Transport Note. As the Local Plan standards represent maximums rather than minimum requirements, the proposed provision of 73 spaces is fully compliant with policy.

7.5 Of the proposed 73 parking spaces, 16 accessible spaces will be provided and initially 6 EV charging spaces with the provision for more EV charging spaces if the demand increases. Parking levels will be monitored by the management as part of the travel planning remit for the site.

7.6 Motorcycle parking will be provided at 11 spaces for the site.

Parking Provision: Cycle Parking

7.7 Cycle parking will be provided at 80 spaces comprising of 40 Sheffield stands located adjacent to each unit on site. Lockers and showers are provided for cyclists within the buildings.

Sustainable Travel Website

7.8 Easit STOCKLEY PARK currently hosts a website offering staff access to a range of sustainable travel resources, including walking route suggestions, rail season ticket purchases, and various discounts. If integration with the existing Stockley Park scheme is not feasible, a dedicated website for the Proposed Development will be created by Easit to provide similar functionality. A link to this site may be embedded within the marketing website for the development, alongside additional public transport information such as the TfL Journey Planner, the London Borough of Hillingdon website, and digital versions of the Welcome Travel Pack and promotional travel leaflets detailing the services and facilities available.

Appointment of Travel Plan Coordinator (TPC)

7.9 A TPC will be appointed prior to first occupation and be responsible for managing and implementing the TP.

8 Monitoring and Review

- 8.1 A programme of monitoring and review will be implemented to generate information by which the success of the FTP will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of TPC.

Monitoring and Review

- 8.2 To track progress against the Aim-type Targets, a structured monitoring regime will be implemented and formally agreed during the preparation of the FTP. This will include a Year 1 Baseline Survey, conducted three months after the first unit becomes occupied. The results will be compiled into a monitoring report and submitted to the London Borough of Hillingdon (LBH) within three months of receiving the survey data.
- 8.3 Follow-up Monitoring Surveys will be carried out in Years 3 and 5, during the same calendar month as the baseline survey, with corresponding reports submitted to LBH within the same three-month timeframe. These surveys will provide LBH with insight into evolving travel behaviours at the Proposed Development and inform any necessary interventions or adjustments to the Travel Plan.

Review

- 8.4 The TPC will submit the monitoring survey results to the approving authority within three months of receiving the data. Following this, LBH, relevant stakeholders, and the TPC will jointly review the findings and, where appropriate, adjust the targets to reflect observed travel behaviours. These survey outcomes and any revised targets will be incorporated into future updates of the FTP. In some cases, if the initial survey demonstrates that targets have been met and sustainable travel patterns are already established, further monitoring may not be required.

9 Action Plan

- 9.1 As part of the monitoring of the Travel Plan measures, which need to have a measured output, the following action plan will be implemented for the development (and revised once the first travel survey has been undertaken).

Table 9.1 Action Plan

Action	Target Date	Funding	Responsibility
Appointment of TPC	Prior to first occupation	Prologis UK Ltd	Prologis UK Ltd
Implementation of EV charging points	Prior to first occupation	Prologis UK Ltd	Prologis UK Ltd
Provision of cycle parking facilities	Prior to first occupation	Prologis UK Ltd	Prologis UK Ltd
Provision of pedestrian and cycle access	Prior to first occupation	Prologis UK Ltd	Prologis UK Ltd
Provision of changing and showering facilities	Prior to first occupation	Prologis UK Ltd	Prologis UK Ltd
Distribution of sustainable travel Welcome Packs	Upon occupation	Occupier	TPC
Creation of sustainable travel website – link to Easit website	Prior to first occupation	Occupier	TPC
Monitoring – surveys to employees and site survey to be undertaken three months after first occupation and bi-annually after	Years 1, 3 and 5	Prologis UK Ltd	TPC
Monitoring – Monitoring report to be submitted to LBH within 3 months of receiving travel survey data	Within 3 months of receipt of each travel survey results	Prologis UK Ltd	TPC

APPENDIX A

Employee Travel Survey – Proposed Development

This survey helps us understand how staff travel to work and what might encourage more sustainable travel choices. Please complete all sections.

Section A – About You

1. **Where do you live?** (Town/Village, e.g. Hayes): _____
2. **Home postcode** (First part only, e.g. UB3): _____

Section B – About Your Job

3. **Typical arrival time** (e.g. 8:00 AM): _____
 4. **Typical leaving time** (e.g. 6:00 PM): _____
 5. **Unit or department you work in:** _____
 6. **Is your work:**
☐ Full-time ☐ Part-time
 7. **Which days do you work?**
☐ Monday–Friday ☐ Weekends ☐ Other (please specify): _____
 8. **Are you aware of the Travel Plan for this site?**
☐ Yes ☐ No
 9. **If yes, how did you find out about it?**
-

Section C – Your Journey to Work

10. Usual method of travel to and from work

(Select one or two if modes are linked):

- ☐ Car (alone) ☐ Car share ☐ Walk ☐ Cycle ☐ Bus ☐ Train
☐ Taxi

11. Main reason for choosing this travel mode:

- ☐ Dropping off/collecting others ☐ Health reasons ☐ Time efficiency
☐ Cost ☐ Lack of alternatives ☐ Other (please specify):

12. Average commuting time:

- ☐ Up to 15 min ☐ 15–30 min ☐ 30–45 min ☐ 45–60 min
☐ 1–2 hours ☐ More than 2 hours

13. Approximate commuting distance:

- ☐ Less than 2 km ☐ 2–5 km ☐ 5–10 km ☐ More than 10 km

14. Do you travel to other sites as part of your work?

- ☐ Yes ☐ No

15. If you commute by car, where do you usually park?

- ☐ On-site parking ☐ Free on-street parking ☐ Paid parking

Section D – Encouraging Sustainable Travel

Please indicate how likely the following would encourage you to change your travel mode:

Walking to Work

Option	Very Likely	Possibly	Not Likely
Safer, better-lit footways	☐	☐	☐
Improved changing facilities/lockers	☐	☐	☐
Increased difficulty in parking	☐	☐	☐
More direct walking routes	☐	☐	☐
Other (please specify):	☐	☐	☐

Cycling to Work

Option	Very Likely	Possibly	Not Likely
Safer, better-lit cycleways	☐	☐	☐
Improved cycle facilities/lockers	☐	☐	☐
Secure bicycle parking	☐	☐	☐
Increased difficulty in parking	☐	☐	☐
Bicycle safety advice/training	☐	☐	☐
Tax-free loan scheme	☐	☐	☐
Other (please specify):	☐	☐	☐

Using Public Transport

Option	Very Likely	Possibly	Not Likely
Subsidised/discounted fares	☐	☐	☐
More direct routes	☐	☐	☐
Better waiting environments	☐	☐	☐
Improved station links	☐	☐	☐
More frequent bus service	☐	☐	☐
More timetable information	☐	☐	☐
Increased difficulty in parking	☐	☐	☐
Other (please specify):	☐	☐	☐

Car Sharing

Option	Very Likely	Possibly	Not Likely
Help finding car share partners	☐	☐	☐
Reserved parking for car-sharers	☐	☐	☐
Free taxi home if let down	☐	☐	☐

Option	Very Likely	Possibly	Not Likely
Increased difficulty in parking	☐	☐	☐
Reduced parking charges	☐	☐	☐
Other (please specify):	☐	☐	☐
