

Travel Plan



Waterside House Uxbridge

4 July 2025

Prepared for Elmwin Bridge Ltd

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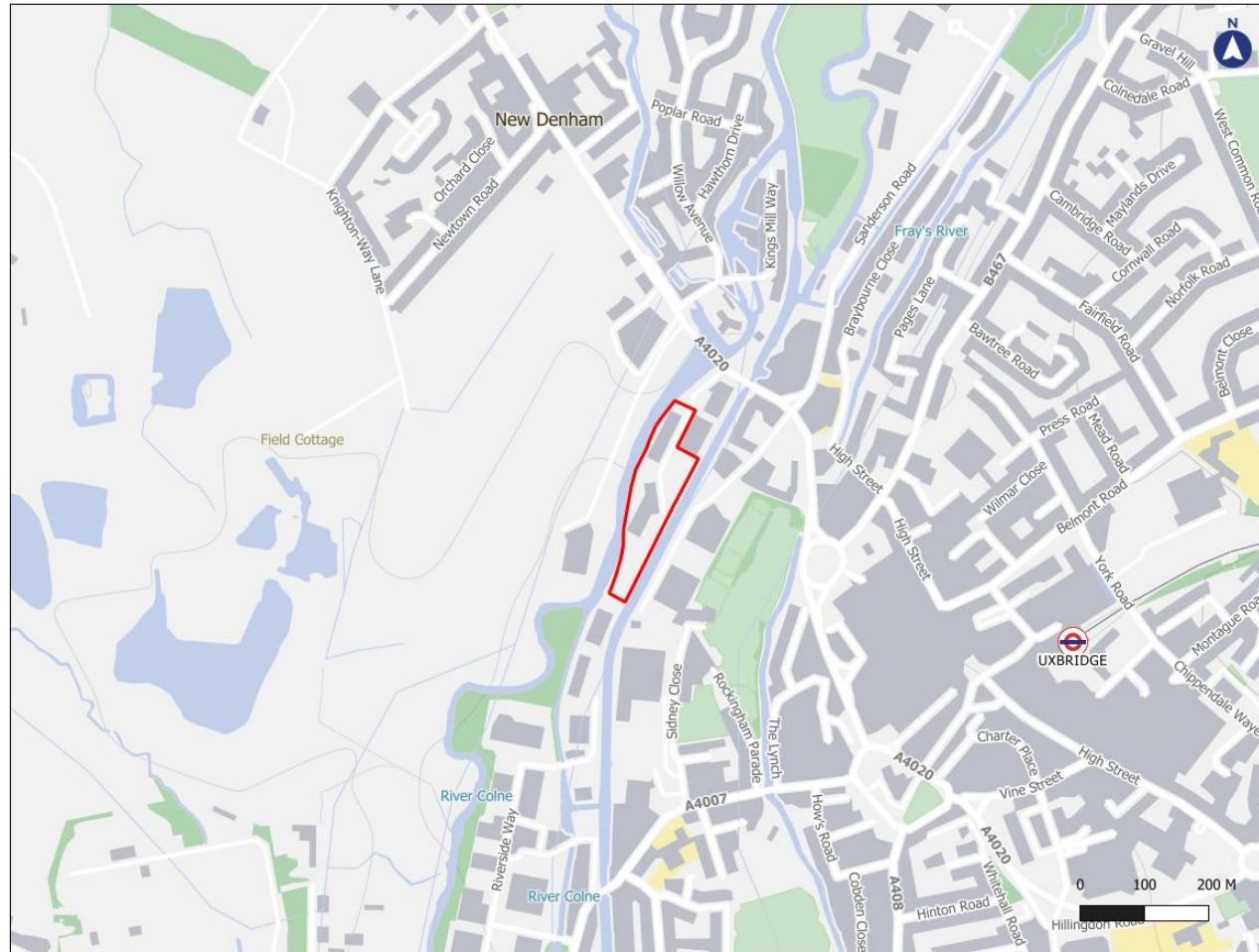
Appendix A – Proposed Site Plan

1. Introduction

1.1 Overview

- 1.1.1 This Travel Plan (TP) has been prepared by Markides Associates (MA) on behalf of Elmwin Bridge Ltd ('the Applicant') to accompany an application for full planning permission for the redevelopment of the **Waterside House** to include an additional two stories, which would provide an additional 38 residential units per building (a total of 76 additional flats).
- 1.1.2 This TP forms part of an application for Permitted Development rights under class AA. A class MA application has previously been submitted at the site, seeking the change of use from Office to Residential land use, which would provide 56 residential units per building. This AA application is in addition to the MA application, which together in total would provide 94 dwellings per building.
- 1.1.3 The site is within the jurisdiction of the London Borough of Hillingdon (LBH), which serves as the planning and highway authority. The two buildings are located on a private access road served from the A4020 Oxford Road, Denham, Uxbridge. The site application boundary within its wider context is indicated in **Figure 1.1**.

Figure 1.1 Site Context



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1.2 Development Proposals

1.2.1 The development comprises of the provision of an additional two storeys to provide an additional 38 dwellings at both Waterside House and Riverview House (a total of 76 additional dwellings). The planning application for Waterside House is submitted alongside a similar (mirrored) planning application for the adjacent Riverview House. For the purposes of this document, elements of the two buildings are considered together as whilst they contain separate applications they share the same wider site boundary, access, car parking and landscaping.

1.3 Scope of the Travel Plan

1.3.1 A TP is defined as a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.

1.3.2 It seeks to identify the overall impact of the proposed development alongside how any impacts will be mitigated, both in terms of design measures that are inherent within the design of the proposed development and wider mitigation measures beyond the site.

1.4 Related Documents

1.4.1 In addition to this TP, separate reports have been prepared as follows:

- A Transport Statement;
- A Delivery and Servicing Plan; and
- An Operational Waste Management Plan.

1.4.2 These documents should be consulted in alongside this report.

1.5 Report Structure

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

- **Chapter 2: Existing Site Context** provides a detailed overview of the site and its wider context within the local transport networks against which the impact of the proposed development will be assessed.
- **Chapter 3: Proposed Development** outlines the transport related design and access strategies associated with the development proposals, demonstrating how active and sustainable travel are at the heart of the development proposals from a transport perspective.
- **Chapter 4: Travel Plan** Strategy lays out the specific strategy and initiatives for the development with the goal of understanding and encouraging sustainable travel amongst site users.
- **Chapter 5: Conclusion** provides a summary of the Travel Plan and the overall conclusions of the scheme impact as assessed.

2. Existing Site

2.1 Overview

2.1.1 This section of the report provides details of the existing site, its permitted uses, access arrangements, and accessibility by all modes of transport.

2.2 Site Description

2.2.1 The site currently comprises of two office buildings with associated landscaping and parking that sits on a connected island bound by River Colne to the west, and the Grand Union Canal to the east, with access to the site from Oxford Road (A4020) to the north; refer to **Figure 2.1** for the site context. The surrounding area contains a mixture of industrial, retail and residential uses.

2.2.2 The two existing buildings are 3-storeys tall and are located within 100m of each other. The northern building is known as the Waterside House, and the southern building as Riverview House. These have been included in **Figure 2.1** for reference.

Figure 2.1 Local Road Network

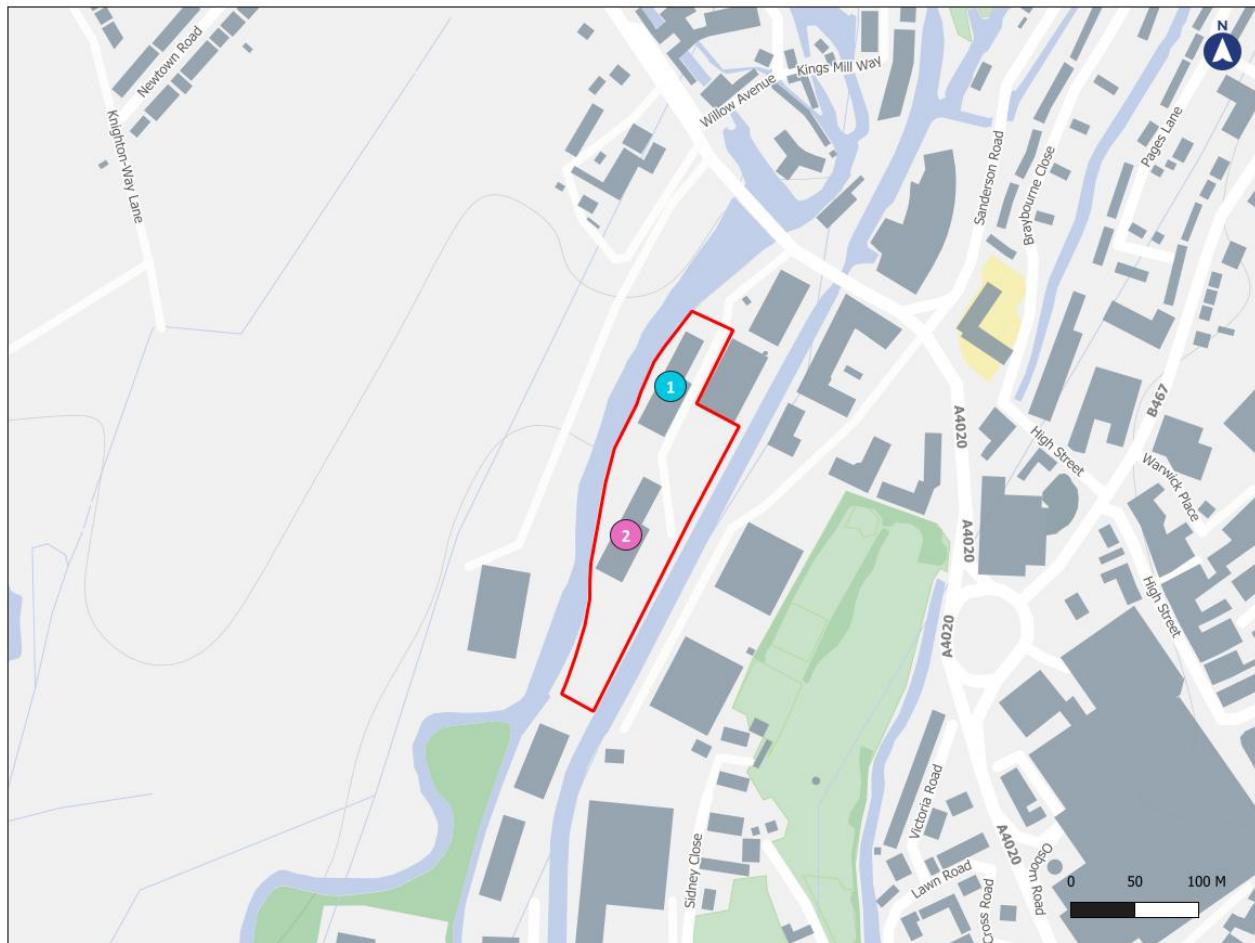


Figure 2.1
Local Road Network
Waterside & Riverview
House

Key:

- Site Boundary
- Buildings
 - 1 Waterside House
 - 2 Riverview House

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2.3 Local Facilities

2.3.1 The site benefits from numerous amenities accessible by foot or pedal cycle. A large proportion of these are located within the Uxbridge local centre, approximately 10-minutes from the site on foot. Additionally, some facilities are located nearby just north of the local centre on Oxford Road/A4020. A selection of the local amenities most likely to be frequented by sites users is summarised in **Table 2.1** overleaf, with their locations mapped correspondingly in **Figure 2.2**.

2.3.2 As demonstrated in **Table 2.1** and **Figure 2.2**, the site is located in an accessible location that is within easy reach of transport nodes, grocery stores, places to eat and drink, local schools, greenspaces, medical facilities and sporting facilities easily within a 20-minute walk or 10-minute cycle.

Table 2.1 Local Facilities

Facility	Location	Distance from Centre of Site	Travel Time (mins)	
			Walk	Cycle
Rail Station				
Uxbridge Underground	UB8 1JZ	850m	12	5
Groceries				
Convenience Day 1	UB9 4DQ	300m	4	1
Tesco Express	UB8 1ND	600m	9	4
Marks and Spender	UB8 1TL	800m	12	4
Uxbridge Grocery	UB8 1AB	900m	13	5
Iceland Supermarket	UB8 1LH	950m	13	4
Places to Drink				
Swan & Bottle	UB8 1LZ	190m	3	2
The Crown & Treaty	UB8 1LU	280m	4	3
Bite Sandwich Bar	UB9 4DQ	290m	4	1
Syrup Bar Cocktail Lounge	UB9 4DQ	350m	4	1
Javitri Indian Restaurant	UB8 1JA	400m	6	3
Wenzel's The Bakers	UB9 4DH	550m	8	3
McDonalds	UB9 4DA	600m	8	2
The Good Yarn – JD Wetherspoon	UB8 1JX	600m	9	4
The Rusty Bike Café	UB8 2UW	750m	10	5
Bertram's Café	UB9 4DE	900m	12	3
Schools				
Buckinghamshire New University	UB8 1NA	290m	4	3
St Mary's Catholic Primary School	UB8 2UA	1.1km	15	7
Hermitage Primary School	UB8 1RB	1.2km	18	7
Greenspace				
Fassnidge Park	UB8 2UW	750m	10	5
Medical				
Specsavers	UB1 1JP	700m	10	4
Flora Fountain Pharmacy	UB8 1LQ	1km	15	6
Boots Pharmacy	UB8 1GA	1km	15	7
Uxbridge Health Centre	UB8 1UB	1.1km	16	6
Central Uxbridge Surgery	UB8 1UB	1.2km	17	6
Sport				
JD Gyms	UB8 1JR	450m	7	3
The Gym Group	UB9 1TD	1.1km	15	4
PureGym	UB8 1LA	1.1km	16	6

Figure 2.2 Local Facilities

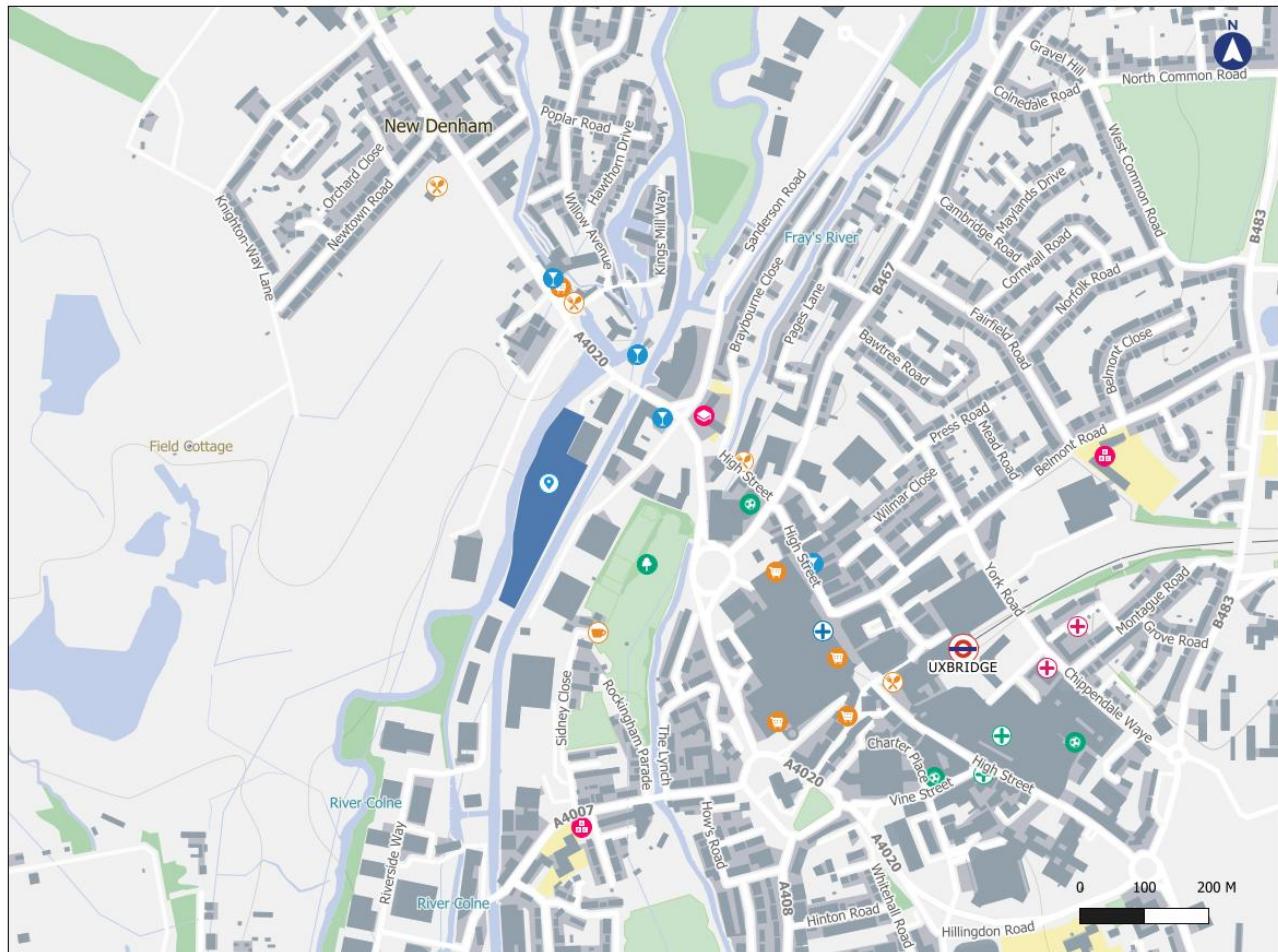


Figure 2.2
Local Facilities
Waterside & Riverview
House

Key:

-  Site Boundary
-  London Underground
-  Groceries
-  Pub/Bar
-  Cafe
-  Restaurant
-  Primary School
-  University
-  Greenspace
-  Optometrist
-  Pharmacy
-  Medical GP
-  Gym

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2.4 Active Transport

Pedestrian Environment

- 2.4.1 There is a well-established network of footways within the area, providing access to numerous local amenities and bus stops, with street lighting throughout.
- 2.4.2 A variety of leisure walking trails also exist within the vicinity of the site, including the London Loop (London Outer Orbital Path), which forms part of a 242km ring around Greater London. The section of the trail nearest to the site goes along the Grand Union Canal directly adjacent to it, with users having the option of walking northwards or southwards along the trail.

Cycle Environment

- 2.4.3 In terms of cycle infrastructure, the site is closely situated to Cycle Route 6 / 61, which is part of the National Cycle Network and connects Uxbridge northwards to Rickmansworth and Watford. Some sections of the route are on road, with dedicated cycle lanes located on Oxford Road and largely commencing from Park Road adjacent to Uxbridge Common. Where Cycle Route 6 / 61 operates on the Grand Union Canal towpath, this provided as dedicated off-road cycleway.
- 2.4.4 There are also Advanced Stop Lines (ASLs) for cyclists at a majority of the local signalised crossings, which allow for cyclists to queue at the front of the line of traffic in order for them to be seen easily.
- 2.4.5 Permeable neighbourhoods are also located within reasonable walking distance from the site. These help to facilitate ease of pedestrian and cyclist movement and connectivity through a combination of features such as mixed-use developments, integrated street networks and connected open spaces.
- 2.4.6 A summary of these routes has been included in **Figure 2.3**.
- 2.4.7 The site is therefore well placed to encourage trips to be undertaken on foot and by bicycle.

Figure 2.3 Pedestrian and Cycle Environment

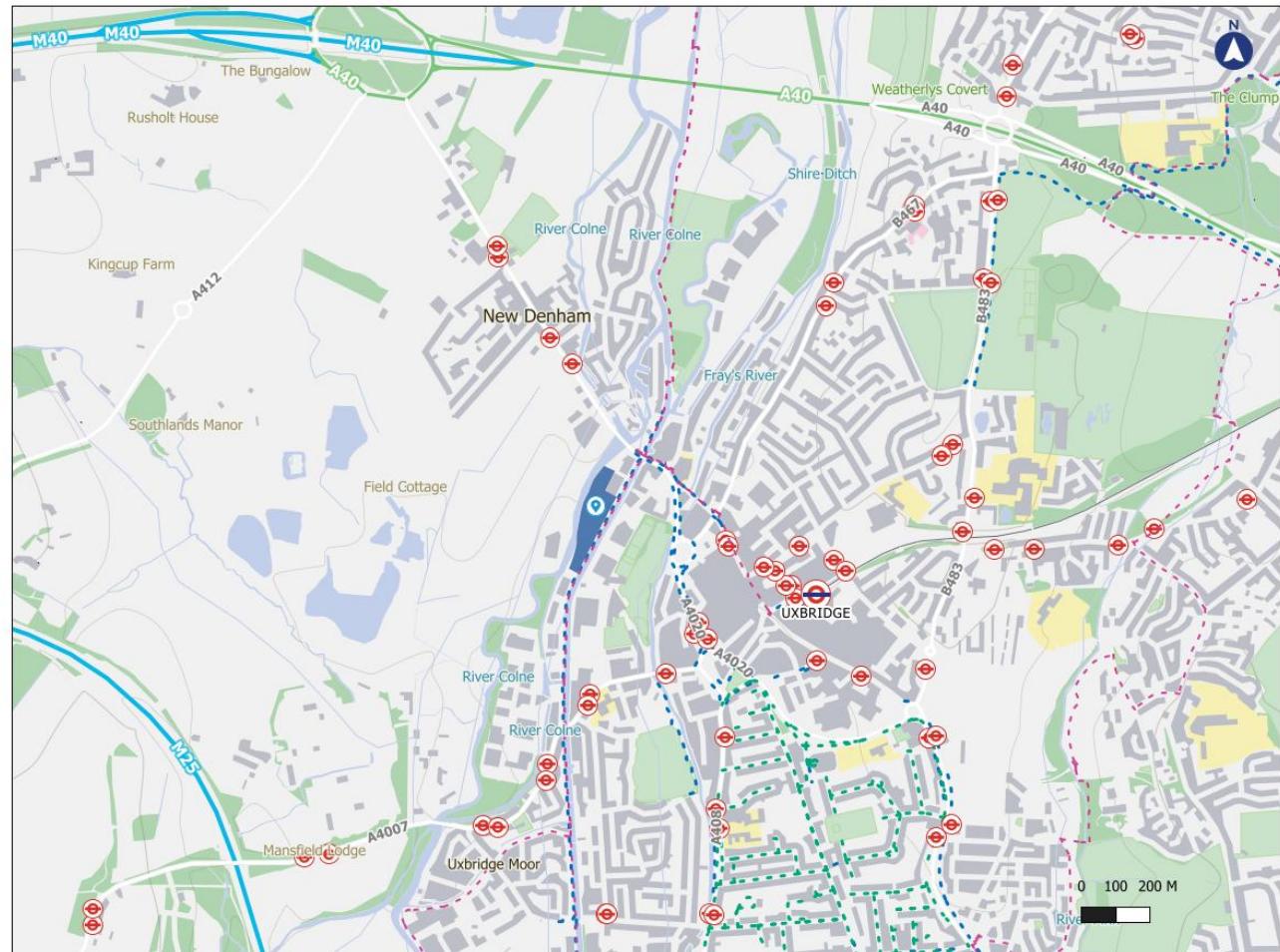


Figure 2.3
Pedestrian/Cycle Map
Waterside & Riverview
House

Key:

-  Site
-  London Underground
-  Bus Stops
-  Walking Trail
-  London Permeable
Neighbourhoods
-  London Cycle Lane
or Track

2.5 Public Transport

PTAL

2.5.1 Public Transport Accessibility Levels (PTALs) are a theoretical measure of accessibility of a given point to the public transport network, considering walk access time and service accessibility. All bus routes within 640m and underground/rail stations within 960m are considered within the calculation; any transport services beyond this distance are disregarded.

2.5.2 A PTAL score ranges between 0 and 6b, where 0 represents a poor level of accessibility and 6b an excellent level. The PTAL Rating of the site has been assessed using the TfL land use planning PTAL assessment tool WebCAT. The WebCAT assessment of the site location identifies a PTAL rating of 4 for Waterside House, which is considered to be a good level of accessibility, and a PTAL rating of 4 to 1b at the Riverview House site entrance, which is considered to be a good to poor level of accessibility. The 'good to poor' level of accessibility assigned to Riverview House is considered to be as a result of PTALs method of assessment, with the limitations of applying a PTAL score on the basis of a 100m square. Riverview House is considered to have a 'good' level of accessibility like Waterside House.

Bus Network

2.5.3 The nearest bus stop is located on Oxford Road, approximately 500m or a 7-minute walk from the site. It serves bus routes 102, 104, 331 and 581.

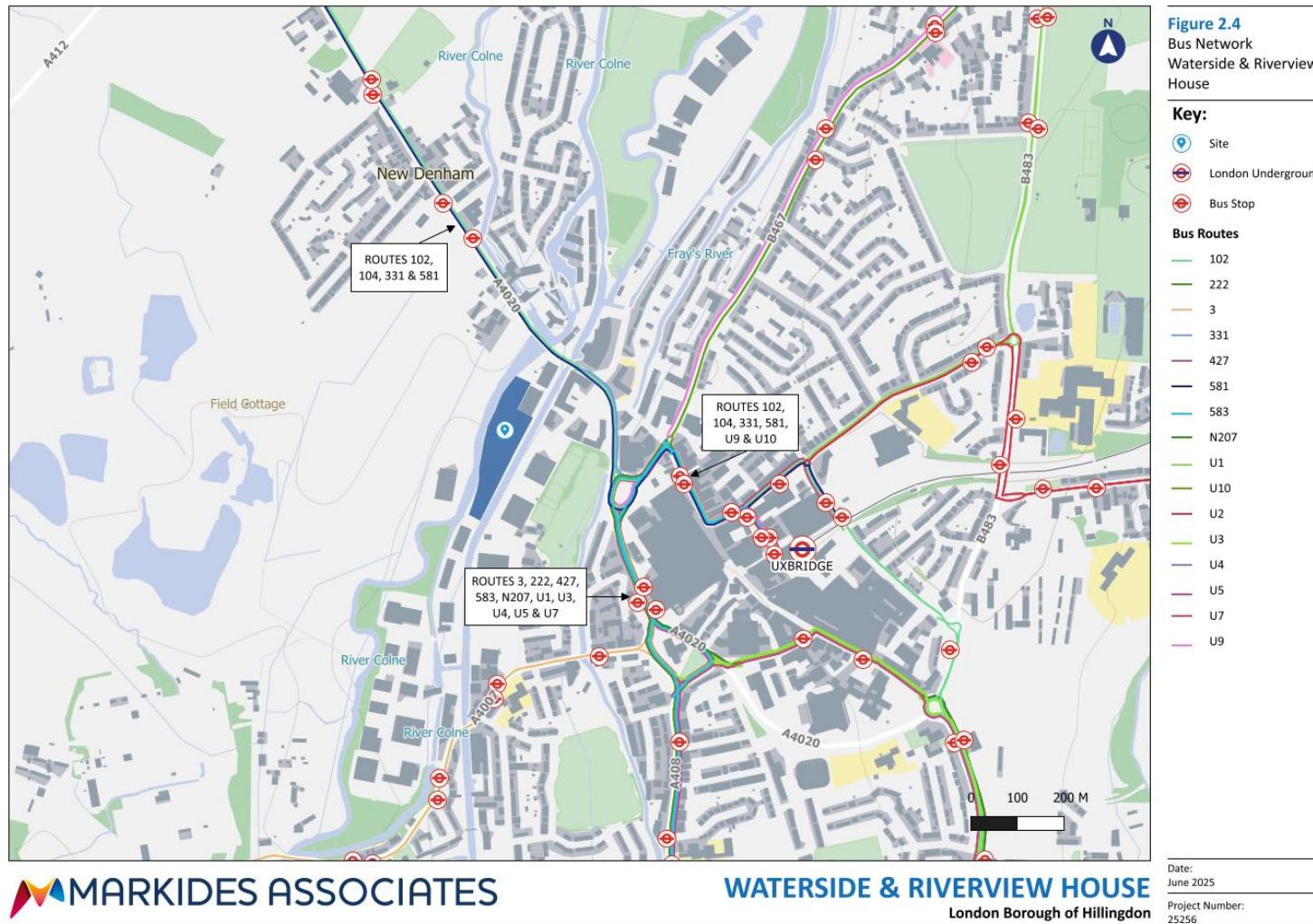
2.5.4 The next nearest bus stops are located on Uxbridge High Street, with Bus Stop A serving the above routes as well as the U9 and U10, and bus stop B servicing the routes 3, 222, 427, 583, N207, U1, U3, U4, U5 and U7. They are located approximately 550m, or an 8-minute walk from the site. There is also 'Bus Stop D' on Belmont Road which is the terminus and alight only bus stops for the above listed bus routes.

2.5.5 These routes have been summarised in **Table 2.2** including the bus stop, route and direction (northbound or southbound) and mapped in relation to the site in **Figure 2.4**. It should be noted that for routes arriving at Uxbridge Underground Station, which is located only one stop from the site have been omitted due to it being the terminus bus route.

Table 2.2 Bus Services

Route	Destinations	Direction	Peak Hour Frequency			Weekday Services	
			Weekday	Saturday	Sunday	First	Last
Oxford Road (New Denham near Oakside)							
102	High Wycombe - Heathrow Airport	NB	2	2	2	03:26	00:31
		SB	2	2	2	03:36	00:31
104	High Wycombe, Bus Station - Uxbridge, York Road	NB	1	1	1	07:02	19:37
		SB	1	1	1	07:24	20:26
331	Ruislip - Uxbridge	NB	4	3	2	06:01	23:37
		SB	4	3	2	06:44	0:11
581	Higher Denham, - Uxbridge, Belmont Road	NB	1	1	0	09:58	14:08
		SB	1	1	0	10:38	14:48
Uxbridge High Street (Stop A)							
U9	Uxbridge - Harefield Hospital	NB	3	2	1	05:39	20:50
U10	Uxbridge - Ruislip, Heathfield Rise	NB	1	1	0	06:50	18:52
Uxbridge High Street (Stop B) / Uxbridge Crown Walk (Stop P)							
3	Slough, Wellington Street - Uxbridge Rail Station	SB	2	2	1	06:06	20:05
222	Uxbridge - Hounslow	SB	6	6	5	00:07	23:54
427	Uxbridge - Southall, Merrick Road	SB	7	6	5	04:35	23:50
583	Hedgerley, Stevenson Road - Uxbridge, York Road	WB	1	1	0	10:51	15:00
N207	Uxbridge - Holborn	EB	1	3	2	00:05	04:05
U1	Ruislip - West Drayton	NB	4	4	2	05:20	00:46
		SB	4	4	2	05:58	01:23
U3	Uxbridge - Heathrow Central	SB	5	5	3	03:20	23:50
U4	Hayes, Prologis Park - Uxbridge	SB	6	5	5	05:16	00:01
U5	Uxbridge - Harlington Station	SB	5	5	3	05:02	00:02
U7	Uxbridge - Hayes, Sainsbury's	SB	2	2	2	05:25	00:55

Figure 2.4 Bus Network



Rail Services

2.5.6 Uxbridge is the nearest London Underground Rail Station to the site and serves as a northern terminus for the Metropolitan and Piccadilly lines. It is located approximately 850m, or a 12-minute walk from the site, with frequent services throughout the week.

2.5.7 A summary of the rail services for Uxbridge Underground Station is shown below in **Table 2.3**, demonstrating that there exists a train towards London approximately every 3 minutes during weekday peak hour.

Table 2.3 Rail Services

Line	Direction	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
Uxbridge Underground Station (Zone 6)						
Metropolitan	EB	15	12	12	06:16	00:13
Piccadilly	EB	4	3	3	05:20	00:20

2.5.8 The site therefore has very good access to public transport service facilities.

2.6 Local Highway and Parking

2.6.1 The access road into the site is a private road, served from a priority junction with right turn lane from the A4020 Oxford Road. As the site access road is private, it is subject to private parking restrictions.

2.6.2 The A4020 Oxford Road links directly to Uxbridge town centre to the south, and New Denham to the north, as well as the M40 motorway. It is a major A road linking the borough of Hillingdon with Shepherd's Bush to the east.

2.7 Local Characteristics

2.7.1 In order to establish local travel characteristics, the 2011 census was queried for method of travel to work data for the Middle Super Output Area (MSOA) Hillingdon 016, which includes the site. 2021 census data was not used as it was collected during COVID-19 which would have had an impact on travel to work habits. The results are presented in **Table 2.3** below.

Table 2.4 Method of Travel to Work - Residents

Method of Travel to Work	%
Underground, metro, light rail, tram	15%
Train	3%
Bus, minibus or coach	13%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	43%
Passenger in a car or van	3%
Bicycle	2%
On foot	19%
Total	100%

2.7.2 The table above shows that in the locality of the site, approximately 31% of residents travel to work by public transport, with a larger proportion of users (43%) travelling by private car.

2.8 Summary of Existing Conditions

2.8.1 The site is in a suitable location for residential use, with good transport accessibility and access by active modes to key local amenities, which are within a short walking of several public transport options. It is therefore well-positioned to accommodate the travel needs associated with the proposed C3 land use.

3. Development Proposals

3.1 Overview

- 3.1.1 For the purposes of this Travel Plan the Development Proposals for Waterside House and Riverview House are considered together as the management of the buildings and the wider site amenities (to which the buildings will share) will be covered under the same Management Company on behalf of the Applicant or any envisaged successor.
- 3.1.2 The development comprises the conversion and extension of two existing office buildings, Waterside House and Riverview House, into residential dwellings. Each building is proposed to provide 94 units each, comprising 85 one-bedroom units and nine two-bedroom units (a total of 170 one-bed units and 18 two-bed units).
- 3.1.3 The proposed site layouts for the Waterside House and Riverview House are presented respectively in **Appendix A**.

3.2 Pedestrian Access

- 3.2.1 Pedestrian access to both buildings will remain directly from the existing access road, which is provided with a footway along its southern carriageway with leading into the site.
- 3.2.2 Additionally, a separate pedestrian path to the reception entrances will be located at each of the buildings, providing a direct path along the desire line from the north where the access road leads to the principal access of the development
- 3.2.3 Residents and visitors will also be able to exit the buildings through three sets of stairs and exits, which are located on the northern and southern limits of the buildings, as well as on the western end adjacent to the stair and lift core.

3.3 Cycle Parking

3.3.1 The Proposed Development will provide cycling parking in line with the London Plan (2021) in order to adequately cater to and encourage active transport to and from the site by residents and visitors. It is noted that the London Plan has a higher cycle parking requirement than the cycle parking standards contained with the LBH's local Plan.

3.3.2 According to the London Plan, residential flats are required to provide long-stay cycle parking for residents, with minimum requirements outlined as:

- 1 per studio or 1 person 1 bedroom dwelling,
- 1.5 spaces per 2 person, 1 bedroom dwelling, and
- 2 per all other dwellings.

3.3.3 These requirements are summarised in **Table 3.1** below in relation to the Proposed Development:

Table 3.1 Long Stay Cycle Parking Requirements

Flat Type	Ratio	Number	Spaces Required
Waterside House			
1 person, 1 bedroom	1	75	75
2 person, 1 bedroom	1.5	10	15
> 2 person dwelling	2	9	18
Total		94	108
Riverview House			
1 person, 1 bedroom	1	75	75
2 person, 1 bedroom	1.5	10	15
> 2 person dwelling	2	9	18
Total		94	108

3.3.4 Furthermore, for short-stay cycle parking for visitors, the proposal meets the following requirements:

- 2 spaces for 5-40 dwellings, and
- 1 space per 40 dwellings thereafter.

Table 3.2 Short Stay Cycle Parking Requirements

Number of Dwellings	Ratio	Spaces Required
Waterside House		
5-40	2	2
40 thereafter	1	2
Total		4
Riverview House		
5-40	2	2
40 thereafter	1	2
Total		4

3.3.5 As can be seen on the masterplan contained in **Appendix A**, the new cycle stores will be situated to the south of the buildings each able to accommodate a total of 114 cycles (this comprising of 70 cycle parking spaces for the MA application and 44 cycle parking spaces for the AA application) in accordance with the London Plan cycle parking standards. The stores will provide a variety of parking options, including two-tier racks or bike lockers, standard Sheffield stands, and Sheffield stands with additional space to accommodate larger adapted bicycles. A total number of six of cycle parking spaces will be accessible to adapted cycles, therefore meeting/exceeding the minimum requirement of 5% according to the London Plan.

3.3.6 The design and layout of these spaces have been developed in accordance with the London Cycle Design Standards (LCDS).

3.4 Car Parking

3.4.1 In line with the London Plan, car parking requirements are based upon the site's PTAL rating of 4 and its location in an outer London area, with the London Plan prescribing that a maximum parking provision of up to 0.5-0.75 spaces per dwelling should be provided.

3.4.2 Both Waterside and Riverview House will be provided with 71 parking spaces each (with 42 parking spaces for the MA application, and 29 for the AA application), this being consistent with the upper requirement of the London Plans parking standards, of 0.75 parking spaces per dwelling.

3.5 Delivery and Servicing Strategy

3.5.1 How deliveries and servicing will be achieved and managed on-site is detailed within the accompanying Delivery and Servicing Plan. A high-level summary has however been provided herein to confirm that suitable access arrangements are proposed.

General Deliveries

3.5.2 Delivery vehicles will enter as per all other vehicles from Oxford Road, into the site and will park adjacent to the buildings to service the buildings for the serving to occur. It will also be possible for smaller general delivery vehicles to make use of the retained turning heads adjacent to the buildings.

Waste Storage and Collection

3.5.3 The refuse storage will be located both the north and south of each building, refer to the masterplan contained in Appendix A. Refuse vehicles will enter the site from the A4040 Oxford Road, and proceed around the site, collecting bins, before leaving the site in forward gear.

3.5.4 More detailed information regarding the waste storage area, waste arising assumptions and frequency of collections is detailed in the accompanying Operational Waste Management Plan (OWMP).

4. Travel Plan Strategy

4.1 Overview

4.1.1 A Travel Plan is a practical management tool rather than a static document, which sets out 'active' initiatives throughout a pre-determined time period. The time period for this Travel Plan is five years post completion of the development.

4.1.2 The overarching objective of this TP for Waterside and Riverview House in Uxbridge is to understand travel behaviour associated with the proposed development, and, where possible, encourage the use of active and public transport modes. The Travel Plan Strategy for the two buildings have been purposefully been considered as one to reflect the shared site wide amenities, access and car parking, alongside the fact that a Travel Plan covering both buildings is likely to be more viable and effective than separating those out.

4.1.3 Given the local travel patterns (see Table 2.4) indicate a large proportion of residents in the area travel with private car (43%), it can be assumed that cars will continue to comprise a significant portion of the anticipated mode share for users travelling to and from the site. The Travel Plan will therefore consider this context in understanding the travel behaviour of users and focus on the development's scope of implementation of changes to support sustainable transport modes within this context.

4.1.4 To achieve the overarching objective of this TP, a series of Travel Plan measures have been considered as part of the proposal:

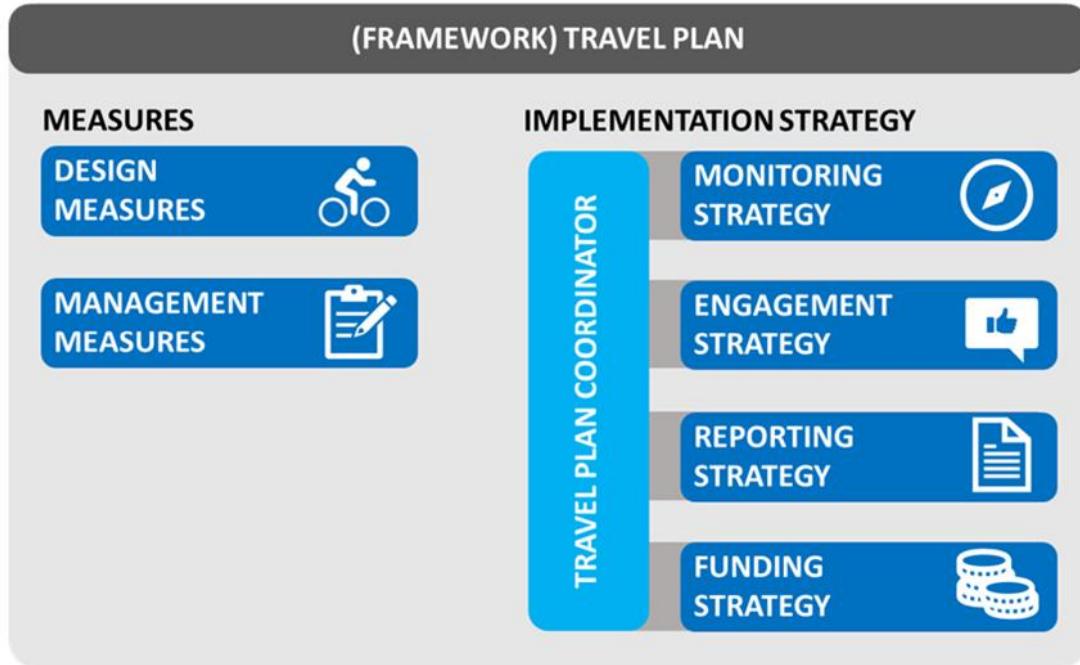
- **Design Measures**, which are components of the design that are inherent within the development design; and
- **Management Measures**, which are embedded into the proposed operation of the development and its wider management by the applicant and have been considered within the design process.

4.1.5 Alongside the Travel Plan Measures outlined above, a Travel Plan Implementation Strategy is required to ensure the successful implementation of the Travel Plan as an 'active' document. To this end, the Travel Plan Implementation Strategy also requires the following:

- A Monitoring Strategy that enables the understanding of travel associated with the site once operational;
- An Engagement Strategy to ensure that the Travel Plan is able to engage with users of the site;
- A Reporting Strategy so that a path of communication with local stakeholders is established and so that the success of the Travel Plan (or otherwise) can be clearly and transparently be reported; and
- A Funding Strategy to ensure that ongoing funding for the Travel Plan remains in place.

4.1.6 The overall structure of the strategy for this TP is summarised below in **Figure 4.1**.

Figure 4.1 Travel Plan Strategy Structure



4.2 Travel Plan Measures

Preamble

4.2.1 This section of the document describes the TP measures to be implemented at the application site. These measures have been developed specifically with due regard to the transport conditions at the site, including existing levels of accessibility via sustainable modes of travel.

4.2.2 These TP Measures should be considered an active document throughout the life cycle of the building, of which ongoing review will be necessary. This will ensure that the TP Objectives are fully realised.

Design Measures

4.2.3 The design measures are outlined in Chapter 3, but for clarity are summarised as:

- Limited on site parking private parking
- Pedestrian access along desire lines
- Long stay cycle parking provision in accordance with the standards set within the London Plan (2021) and is in excess of the number of trips initially forecast by bicycle;
- Short stay cycle parking provision which is compliant with the London Plan (2021) and located in convenient locations; and
- The provision of Blue Badge car parking in line with London Plan standards.

4.2.4 The design measures are included within the design of the development, and whilst they do not form part of the Travel Plan mechanisms, they are important components in delivering

the overarching objectives of the Travel Plan for enabling active and sustainable travel choices to be made by its users.

Management Measures

4.2.5 Management Measures are those that have already been considered alongside the design of the development that will form part of the way in which the applicant, or any successor, will operate the development once completed.

4.2.6 The Management Measures that will be employed within the sites management and operation are summarised below:

- **Active Travel Promotional Material:** material prepared by the applicant demonstrating the wide range of active and sustainable travel options to and from the site, to potentially include printed material, website etc.
- **Public Transport Information:** provide public transport information residents in communal areas on site to raise awareness of public transport options and ease journeys.

4.3 Travel Plan Implementation Strategy

Travel Plan Coordinator

4.3.1 To manage the implementation of the Travel Plan, the applicant will appoint a Travel Plan Coordinator (TPC) who will be responsible for the implementation of the Travel Plan prior to occupation. It is envisaged that the TPC could be a specifically appointed person / consultant or a nominated member of the Building Management (BM) team maintaining the building. The TPC would be appointed prior to initial occupation of the site post redevelopment.

4.3.2 Once appointed, the TPC will contact LBH to confirm the contact details and allow a communication channel to be formulated. General responsibilities of the TPC at the application site can be summarised as follows:

- Ensuring the delivery of the Travel Plan Measures;
- Being the central point of contact for the occupiers, site management, and the LBH regarding travel and transport concerns related to the development;
- Promoting the Travel Plan; and
- Undertaking the Monitoring and Reporting elements of the Travel Plan Strategy.

Monitoring Strategy

4.3.3 The Monitoring Strategy ensures that the travel characteristics of the site can be understood over time. For the Waterside and River House, this will involve an annual survey completed by residents, to gauge:

- Levels of private vehicle ownership and type;
- Frequency of private vehicle use and type;
- Frequency of public transport use and type; and

- Frequency of active transport modes and type.

4.3.4 This data will help determine primary modes of travel, distances travelled and cycle parking demand and will be undertaken on a typical weekday and typical weekend day. The timeline for these surveys post-completion of the Proposed Development will be as follows:

- **Initial Survey:** To take place at within six months of occupation or at 75% occupation, whichever occurs sooner
- **Monitoring Survey 1:** To take place two years following the initial survey
- **Monitoring Survey 2:** To take place five years following the initial survey

4.3.5 Furthermore, these surveys will complement ongoing data collected by the building manager regarding parking spaces allocated to flats and the number of vehicles registered to be parked within the allocated parking bays.

4.3.6 The purpose of the ongoing data collection from site users and campsite users and the above Initial Survey is to establish an accurate baseline against which future surveys can be set to understand the change that occurs over time. The following ongoing data collection and Monitoring Surveys enable the change from the baseline to be recorded providing a thorough understanding of how travel to the site evolves over the first five years of the development.

4.3.7 The TPC will be responsible for the implementation of the Monitoring Strategy as set out above.

4.3.8 It is anticipated that following Monitoring Survey 2, (to be conducted 5 years after the Initial Travel Survey), transport-related outcomes of site users will be reasonably understood, at which point the planning and reporting responsibilities associated with the TP will cease and the travel plan will become part of site operational management.

Reporting Strategy

4.3.9 The results of each survey will be collated into a Monitoring Report which will be submitted to LBH following completion of the survey and review of this results.

4.3.10 Part of the focus of the Travel Plan is to understand travel modes to and from the site over time, and the potential to reduce Car Driver mode share. As a result, in terms of reporting, the following relevant targets will be addressed:

- **Target 1:** Opportunities to increase active and public mode shares over the lifetime of the Travel Plan; and
- **Target 2:** to reduce the private vehicle usage over the lifetime of the Travel Plan.

4.3.11 The proposed reporting of the Monitoring Surveys will provide a reflection on the above targets.

Engagement Strategy

4.3.12 The TPC will be responsible for the engagement with all aspects of the Travel Plan. It is anticipated that the TPC will engage with the following stakeholders through the life of the Travel Plan:

- **LBH Travel Planning Officer:** to review and discuss (as necessary) the content of the Monitoring Reports once submitted.
- **Building Residents:** to provide any travel related advice as required or proactive Travel Planning activity as considered necessary;
- **Design and Construction Team:** to ensure Design Measures are implemented in accordance with the planning permission; and
- **Facilities Management:** to ensure the Management Measures are implemented as envisaged and available.

Funding Strategy

4.3.13 The initial funding of all aspects of the Travel Plan, including the employing of stakeholders, monitoring, and reporting will be the responsibility of the applicant, secured through planning condition. This responsibility will be maintained for the full life of the TP, until it is discharged, unless an alternative agreement is made with a subsequent Site Management company, or sale of the site, or lease to a single long-term occupier.

4.4 Next Steps and Actions

4.4.1 A staged programme for implementation of the Travel Plan is required to ensure consistency and ease the process of introducing the Travel Plan.

4.4.2 **Table 4.1** summarises the next steps associated with the TP alongside the timing and responsibility.

Table 4.1 Next Steps and Actions

Next Step	Timing	Responsibility
Consideration of TP by LBH	Following planning submission	LBH
Implementation of Design Measures	During construction	Applicant
Appointment of TPC	Three months prior to occupation.	Applicant
Implementation of Management Measures	Prior to occupation	TPC
Occupation		Building Residents
Ongoing Vehicle and Parking Registration	Initial Travel Survey of parking and open space users	within six months of occupation or at 75% occupation, whichever occurs sooner
	Initial Travel Survey Report	within six months of occupation or at 75% occupation, whichever occurs sooner
	Monitoring Survey 1	2 years following Initial Travel Survey
	Monitoring Report 1	3 months post Monitoring Survey 1
	Monitoring Survey 2	5 years following Initial Travel Survey
	Monitoring Report 2	3 months post Monitoring Survey 2
Applicant Travel Plan responsibility discharged		Following submission of Monitoring Survey 2

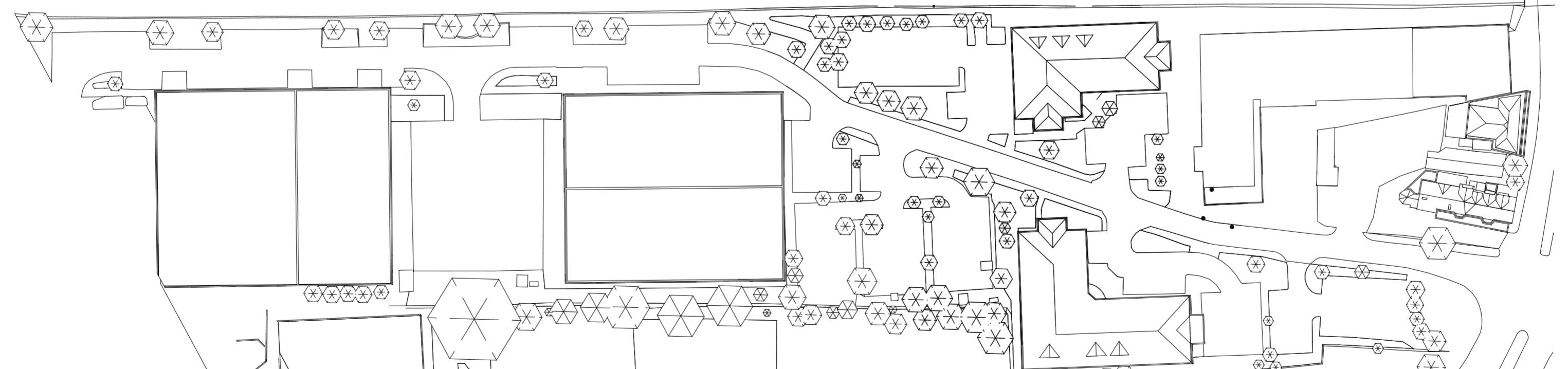
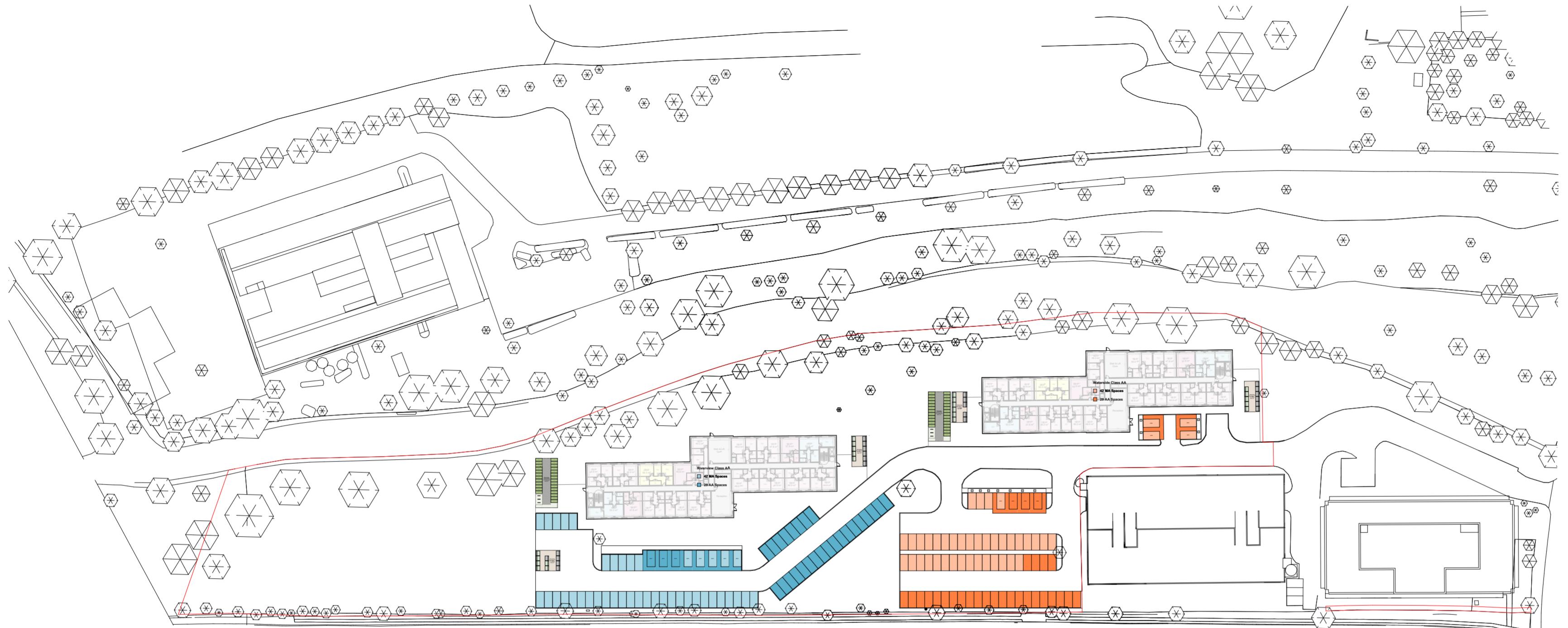
5. Summary

- 5.1.1 This Travel Plan has been developed to support an AA planning application for Waterside House in the London Borough of Hillingdon (LBH). This document has been prepared in coordination with the Applicant who are supportive of the sustainable transport measures proposed and who will ensure its ongoing implementation post-construction of the proposed development.
- 5.1.2 The site benefits from being within good accessibility of local amenities, and public transport, which has the potential to be further utilised. Given the generally high levels of private vehicle usage, travel planning at the site looks to optimise existing public transport services and active travel networks to reduce dependency on travelling by car.
- 5.1.3 As a result, the TP proposes the implementation of a wide range of Design and Management Measures which will assist in encouraging the use of active and sustainable travel modes as much as possible.
- 5.1.4 Prior to occupation of the site, the applicant commits to appointing a Travel Plan Coordinator who will be responsible for ensuring that the Design and Management Measures are implemented and remain so throughout the proposed five-year lifespan of the Travel Plan. It is envisaged that the Travel Plan Coordinator will manage the Travel Plan for both Waterside House and the adjacent Riverview House which is subject to a separate mirrored planning application and to which both buildings share various facilities and amenities including access and parking.
- 5.1.5 In addition to ongoing data collection from vehicle and car park registrations, an Initial Travel Survey of the site circa three months from post occupation of the site will be undertaken by the TPC. Further Monitoring Surveys are proposed two and five years post the Initial Travel Survey. Following each Travel Survey, the TPC will submit a Monitoring Report to LBH assessing the travel characteristics of the site and if they are evolving. Following submission of the final Monitoring Survey it is intended that the Travel Plan obligations will be fulfilled with no further action required.

APPENDICES

Appendix A – Proposed Site Plan

APPENDIX A— PROPOSED SITE PLAN



Riverview House Accommodation Schedule - Class AA

Level	Storey Height	1B1P	1B2P	2B3P	2B4P	Refuse & Cycle	Total Units	Total Beds	GIA (m ²)	NSA (m ²)	NSA/GIA
MA GF	15 687m ²	2 107m ²	1 62m ²	0 m ²		171m ²	18	19	1,202m ²	856m ²	71%
MA 01	15 687m ²	2 107m ²	2 129m ²	0 m ²		0	19	21	1,202m ²	923m ²	77%
MA 02	15 687m ²	2 107m ²	2 129m ²	0 m ²		0	19	21	1,202m ²	923m ²	77%
AA 03	15 687m ²	2 107m ²	2 129m ²	0 m ²		0	19	21	1,202m ²	923m ²	77%
AA 04	15 687m ²	2 107m ²	2 129m ²	0 m ²		0	19	21	1,202m ²	923m ²	77%
AA Total	0.00	30 1,374m²	4 214m²	4 258m²	0 m²	171m²	38	42	2,404m²	1,846m²	77%
Mix		78.9%	10.5%	9.6%	0.0%						
Total	0.00	75 3,435m²	10 535m²	9 578m²	0 m²	171m²	94	103	6,010m²	4,548m²	76%
Mix		79.8%	10.6%	9.6%	0.0%						
AA Total Units 38											
Overall Total Units 94											
Total Cycle Spaces 114											
Total Car Parking Spaces 71											

Waterview House Accommodation Schedule - Class AA

Level	Storey Height	1B1P	1B2P	2B3P	2B4P	Refuse & Cycle	Total Units	Total Beds	GIA (m ²)	NSA (m ²)	NSA/GIA
MA GF	15 687m ²	2 107m ²	1 62m ²	0 m ²		171m ²	18	19	1,202m ²	856m ²	71%
MA 01	15 687m ²	2 107m ²	2 129m ²	0 m ²		0	19	21	1,202m ²	923m ²	77%
MA 02	15 687m ²	2 107m ²	2 129m ²	0 m ²		0	19	21	1,202m ²	923m ²	77%
AA 03	15 687m ²	2 107m ²	2 129m ²	0 m ²		0	19	21	1,202m ²	923m ²	77%
AA 04	15 687m ²	2 107m ²	2 129m ²	0 m ²		0	19	21	1,202m ²	923m ²	77%
AA Total	0.00	30 1,374m²	4 214m²	4 258m²	0 m²	171m²	38	42	2,404m²	1,846m²	77%
Mix		78.9%	10.5%	9.5%	0.0%						
Total	0.00	75 3,435m²	10 535m²	9 578m²	0 m²	171m²	94	103	6,010m²	4,548m²	76%
Mix		79.8%	10.6%	9.6%	0.0%						
AA Total Units 38											
Overall Total Units 94											
Total Cycle Spaces 114											
Total Car Parking Spaces 71											

Proposed Site Plan - Class AA

Scale 1:1000@A2

0 10 40 60 80 100m

Project: rg+p prj. reference 103-268
 Status: Feasibility
 Client: Highgrass Ltd
 Package: / Permitted Development - Class AA
 Sheet Title: Proposed Site Plan (Class AA)
 Scale: 1:176, 1:10000@A2
 Date: 27.05.2025
 Drawn by: EAB Checked by: JW1
 Drawing reference: 103-268_SK020C
 Revision: 1

Notes:
 All designs should be constructed in strict accordance with building regulations.
 In addition any materials, components and fittings in or connected to a facade should be non-combustible if the top story of the building is above 1m.
 All dimensions to be checked on site. Do not scale off this drawing for construction purposes.
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