Stockley Park 2022 Travel Plan

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1.
Introduction

1 INTRODUCTION

1.1 INTRODUCTION & 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 May 2022, approximately 5,500 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).

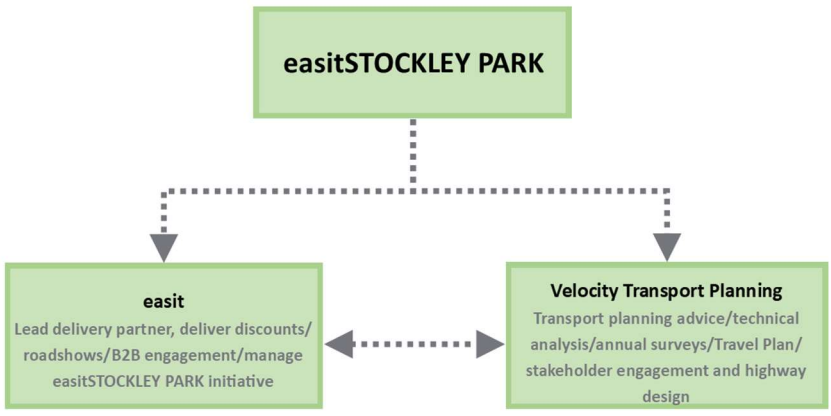
1.1.3 Since July 2017, Velocity Transport Planning and easit have worked in partnership providing travel plan co-ordination support to the SPECL.

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-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

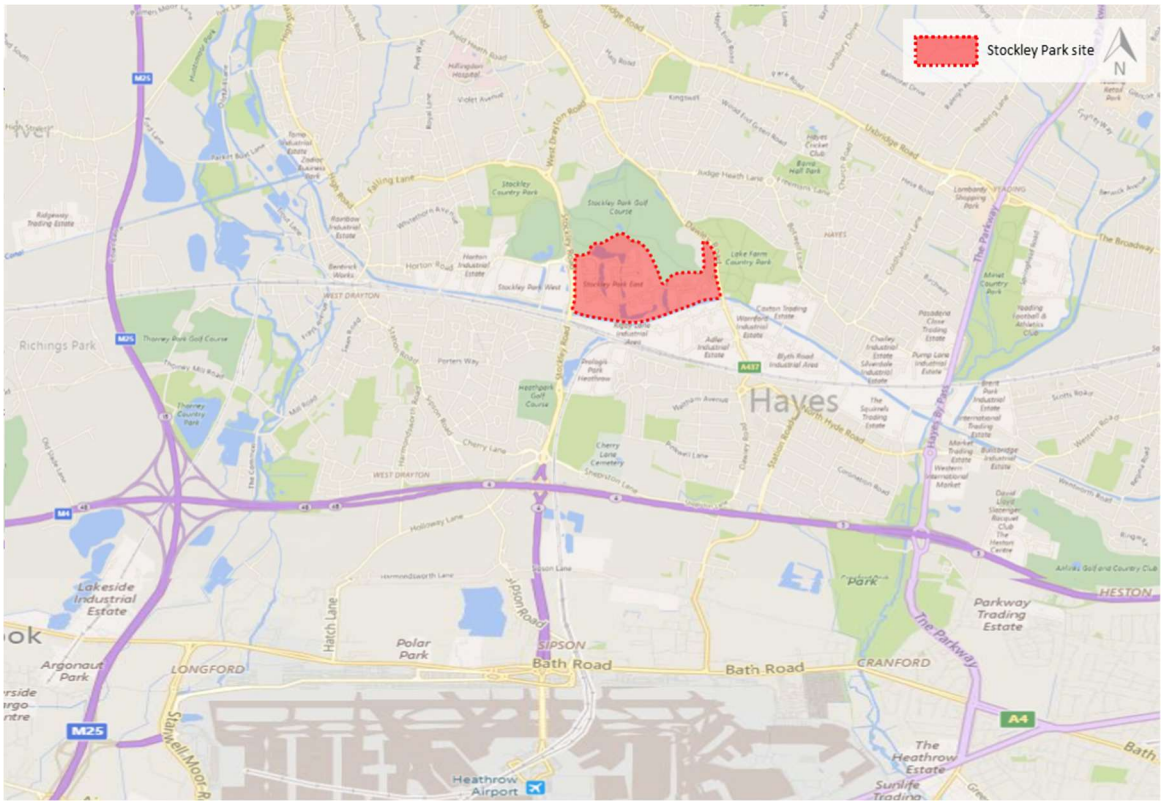


1.2 SITE LOCATION

1.2.1 The Stockley Park estate is located within Harlington, which sits 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 within its local context



1.2.3 The estate is one of Europe's most prestigious business parks and is home to multinational companies such as Apple Inc., Gilead Sciences, IMG, Lucozade Ribena Suntory, Sharp Electronics and Marks and Spencer. 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 March 2019 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 2022

1.3.3 A travel survey was conducted in December 2018 which informed the direction and initiatives within the 2019 Stockley Park Travel Plan. The last two years has understandably delivered significant uncertainly and disruption to business within the estate, with travel patterns over this period unreflective of pre-Covid neutral travel conditions.

1.3.4 The information collected via the 2022 travel survey, outlined in **Section 3.0** 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 closer to pre-Covid levels, 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 EXISTING TRANSPORT CONDITIONS

2.1 INTRODUCTION

2.1.1 To understand the travel characteristics of Stockley Park, the impact of the pandemic on traffic flow within the estate and the transport conditions of the surrounding area, a review has been carried out, 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 park accommodates a number of retail units, a golf course (to the north), a Nuffield Health Fitness and Wellbeing Gym and a recently built hotel. 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 33 businesses. Between the 33 businesses and the SPECL management team, the site employs over 5,500 members of staff.

2.3 EXISTING ACCESS

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

2.3.1 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.

2.3.2 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.

2.3.3 There is a second vehicular access to the east of the Stockley Park site from the A437 Dawley Road via Bolingbroke Way; only buses 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.

2.3.4 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

2.3.5 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.

2.3.6 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.

2.3.7 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 individual buildings. 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 The latter option allows staff to manage their egress off the Park when congestion and incidents arise on the local highway and which cause congestion back within the Park.

2.5.9 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.

2.5.10 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.

2.5.11 There is a journey planning tool on the Stockley Park website available from the following link: Location & Travel – Stockley Park

AUTOMATIC TRAFFIC COUNTER / SPEED SURVEY

2.5.12 As mentioned above, speed surveys were commissioned in October 2017 to analyse the speed of vehicles travelling within the premises of Stockley Park after tenants raised concerns regarding vehicle speeds within the site.

2.5.13 While the majority of the on-site ATC surveys recorded vehicles travelling within the speed limit, the counters on Longwalk Road, Furzeground Way (westbound) and Roundwood Avenue (northbound) all recorded vehicles exceeding the 25mph speed limit which was in place at that time.

2.5.14 Following the results of the speed survey, discussions were held with SPECL regarding implementation of a number of physical measures. Those delivered included:

- The implementation of a thermoplastic speed hump at the Bennetsfield Road roundabout on the eastbound entry to the roundabout (ACTION DELIVERED NOVEMBER 2017);
- Site wide speed-limit reduction from 25mph to 20mph with a view to ensuring the originally intended 25mph speed limit is adhered to (ACTION DELIVERED JANUARY 2018);
- Installation of a radar speed sign that displays vehicle speeds as vehicles approach the sign. This type of measure helps to make drivers consciously aware of their speed and when they are exceeding the on-site limit at the point, they approach the sign (ADDITIONAL SIGN INSTALLED ON LONGWALK ROAD - JANUARY 2018);
- Provision of a physical speed control measure on Furzeground Way between the access for the SPECL and Sharp Electronics Europe (Implemented in 2021 by way of a thermoplastic speed hump);

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). 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 now able to use the towpath for a picturesque trip around the local area.

Figure 2-7: Canal Towpath Improvements

2.6.7 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.

2.6.8 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.

2.6.9 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.

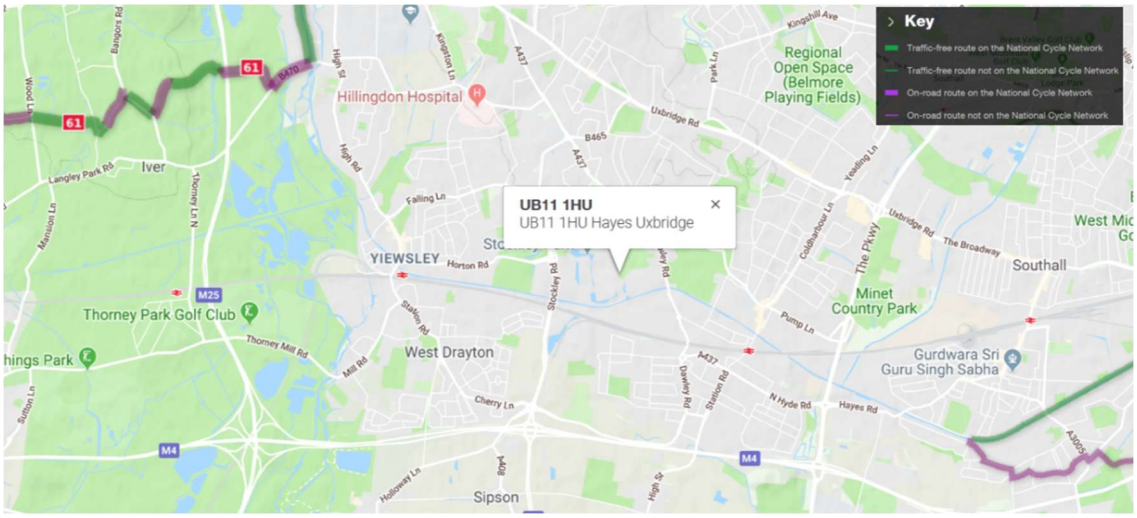
2.7.2 Generally speaking, as the site only attracts destination-only traffic and through-site bus services, traffic flows are expected to be lower than that of the surrounding street network and is, therefore, a more desirable environment for cyclists.

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. As discussed later in this report, SPECL and easitSTOCKLEYPARK are working with LBH to ensure longstanding improvements to the Stockley Park roundabout (required as part of a historic local planning condition) are implemented.

2.7.4 **Figure 2-9** is an extract from the Sustrans National Cycle Network map, which highlights that National Cycle Route 61 is routed approximately 5km to the west of the Stockley Park and can be reached in a 17-minute cycle. The aforementioned cycle route connects Maidenhead to Hatfield.

2.7.5 The map also shows that there is a TfL cycle route located 4.8km, accessed via a 16-minute cycle journey, to the east of the site. Both cycle routes are located within a good cycle distance (i.e., within 5km) of the site and provide on-road and off-road provision for cyclists. There is also an off-road route located along the Grand Union Canal, which as discussed above has connections between Stockley Park, West Drayton and Hayes & Harlington.

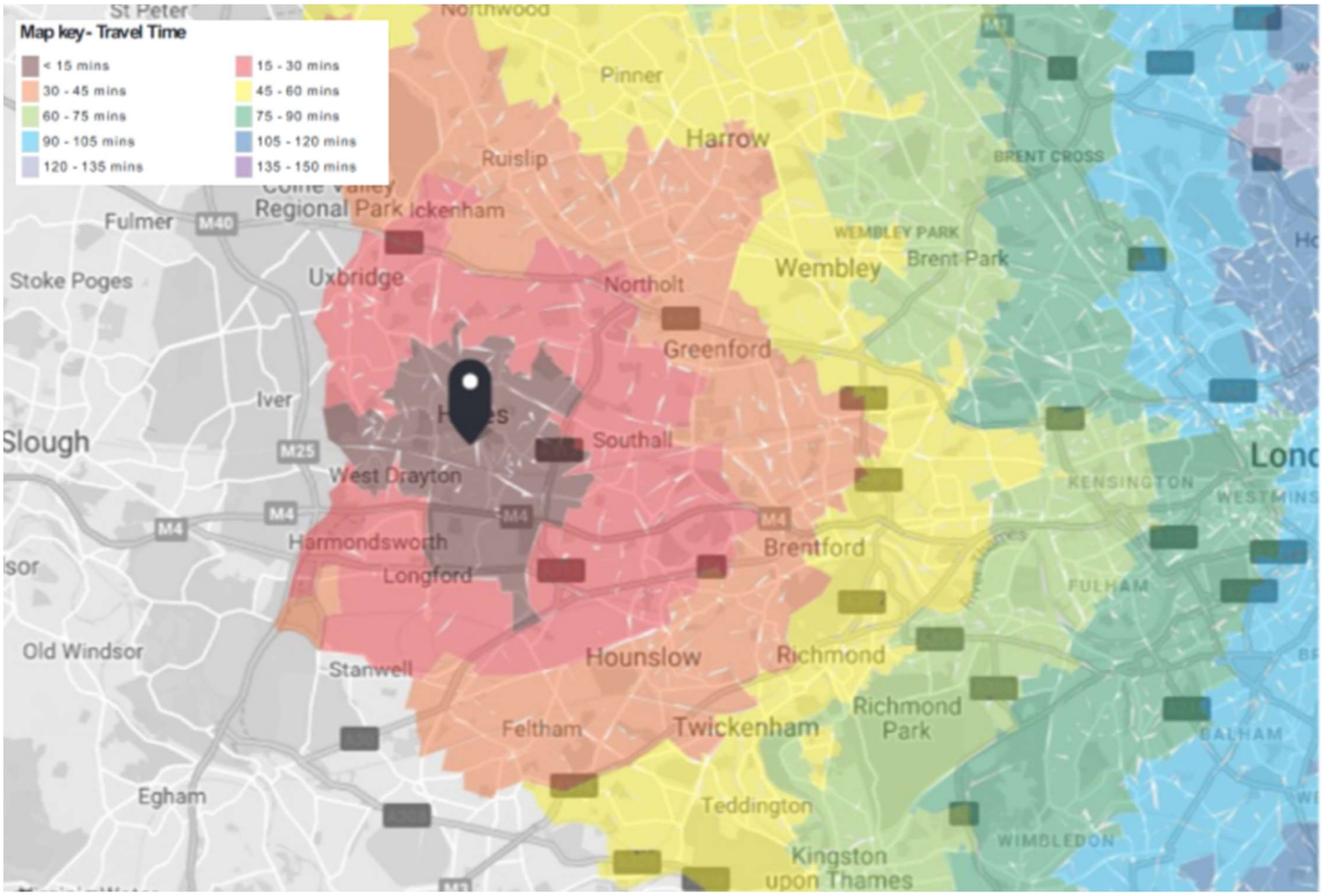
Figure 2-9: National Cycle Network Routes



Source: Sustrans

2.7.6 Time Mapping (TIM) is a tool developed by Transport for London (TfL) within their WebCAT suite of tools to assess connectivity in terms of travel times from an identified location by different transport modes. Time Mapping for the Stockley Park site by bicycle during the AM peak, is presented within **Figure 2-10**.

Figure 2-10: Cyclist Time Accessibility from Stockley Park



Source: TfL Webcat

2.7.7 While areas west of the M25 are somewhat inaccessible by bicycle, areas as far as Twickenham, Wembley, Hounslow, Southall, Greenford, Uxbridge and Ruislip are all accessible within 45-60 minutes of the site.

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. An Access Index (AI) score is calculated that is used to define a PTAL score.

2.8.2 TfL's online WebCAT tool shows the site AI is 5.77 indicating a PTAL of 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 2-11** and **Table 2-1**.

Figure 2-11: Site PTAL map

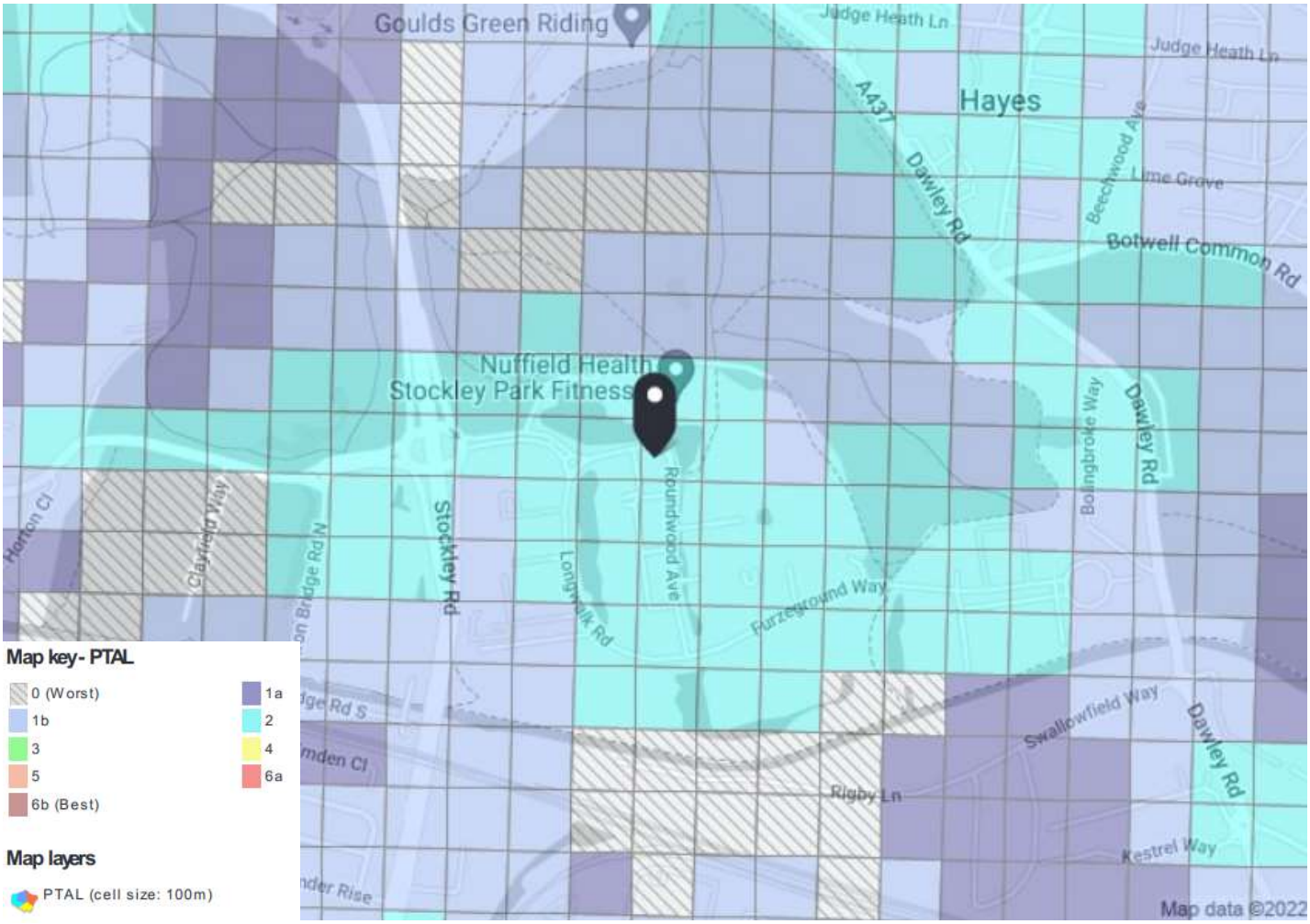


Table 2-1: Summary of Stockley Park Public Transport Accessibility Level

SERVICE	PTAL ACCESS INDEX	SERVICES	KEY STOPS / STATIONS (WALK TIME)
Bus	1.49	U5	▪ Stockley Park Furzeground Way (Less than 2 minutes)
Bus	2.98	350	▪ Stockley Park Furzeground Way (Less than 2 minutes)
Bus	1.3	A10	▪ Stockley Park Furzeground Way (Less than 2 minutes)
Total	**5.77 (PTAL 2)**		

2.8.3 The full PTAL and TIM reports (reflective of a 2021 baseline) are included in **Appendix A**. 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.

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 seven 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 and can access an app that allows staff to track where the buses are along the route.

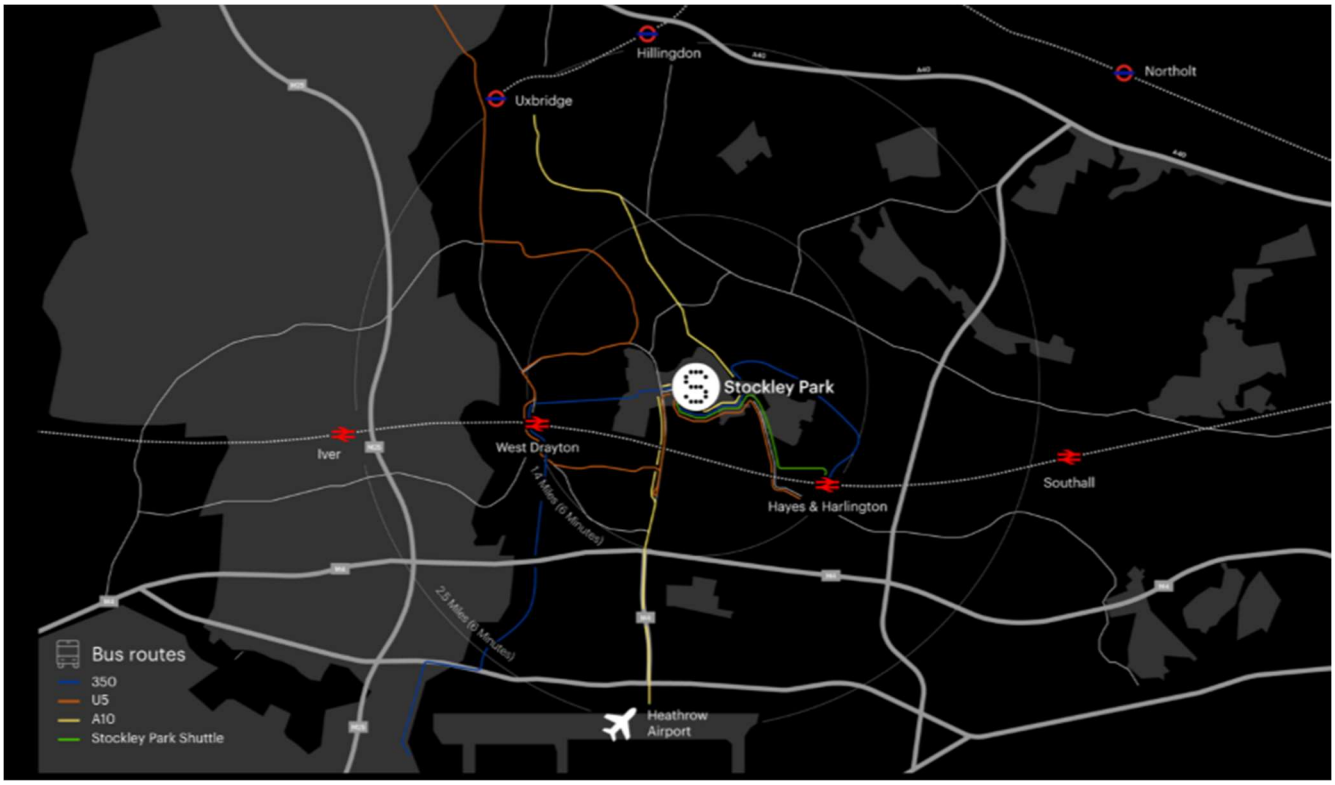
2.9.3 The service runs on a 20-minute frequency between Hayes and Harlington Station and Stockley Park 06:45 to 10:05 and 16:00 to 19:00, Monday - Friday. For ease, staff are NOT required to book a seat on the shuttle service and can simply turn up and show their valid easitCARD. At the time of writing (April 2022), there was only one bus running due to the drop in staff commuting during the pandemic, depending on passenger numbers, a second bus will be put back into service from 1st July 2022. 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



Source: www.stockleypark.co.uk/travel/

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 RAIL NETWORK

HAYES AND HARLINGTON STATION

2.11.1 Hayes and Harlington Station is situated approximately 2.4km to the east of Stockley Park and can be reached within a 28-minute walk, or via the Stockley PLUS (within 8-10 minutes at peak times), or by bus routes 350 or U5, (within a 14-minutes throughout the day). The station is on the same line as West Drayton Station and is served by the aforementioned stopping services with a frequency of 10 services per hour to Paddington and two services per hour to Heathrow Terminal 4.

WEST DRAYTON STATION

2.11.2 The nearest National Rail station to the site is West Drayton Station, which 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 includes Paddington and Reading (with five trains per hour), as well as two trains per hour to Oxford.

2.11.3 The services accessible from these stations is summarised within **Table 2-3**.

Table 2-3: Train Stations in proximity to Stockley Park

STATION	RAIL LINE	DISTANCE TO SITE	WALK TIME	BUS CONNECTIONS
Hayes and Harington	Great Western main line	2.4km	28 mins	Stockley PLUS,350, U5
West Drayton		2.2km	25 mins	Stockley PLUS,350, U5

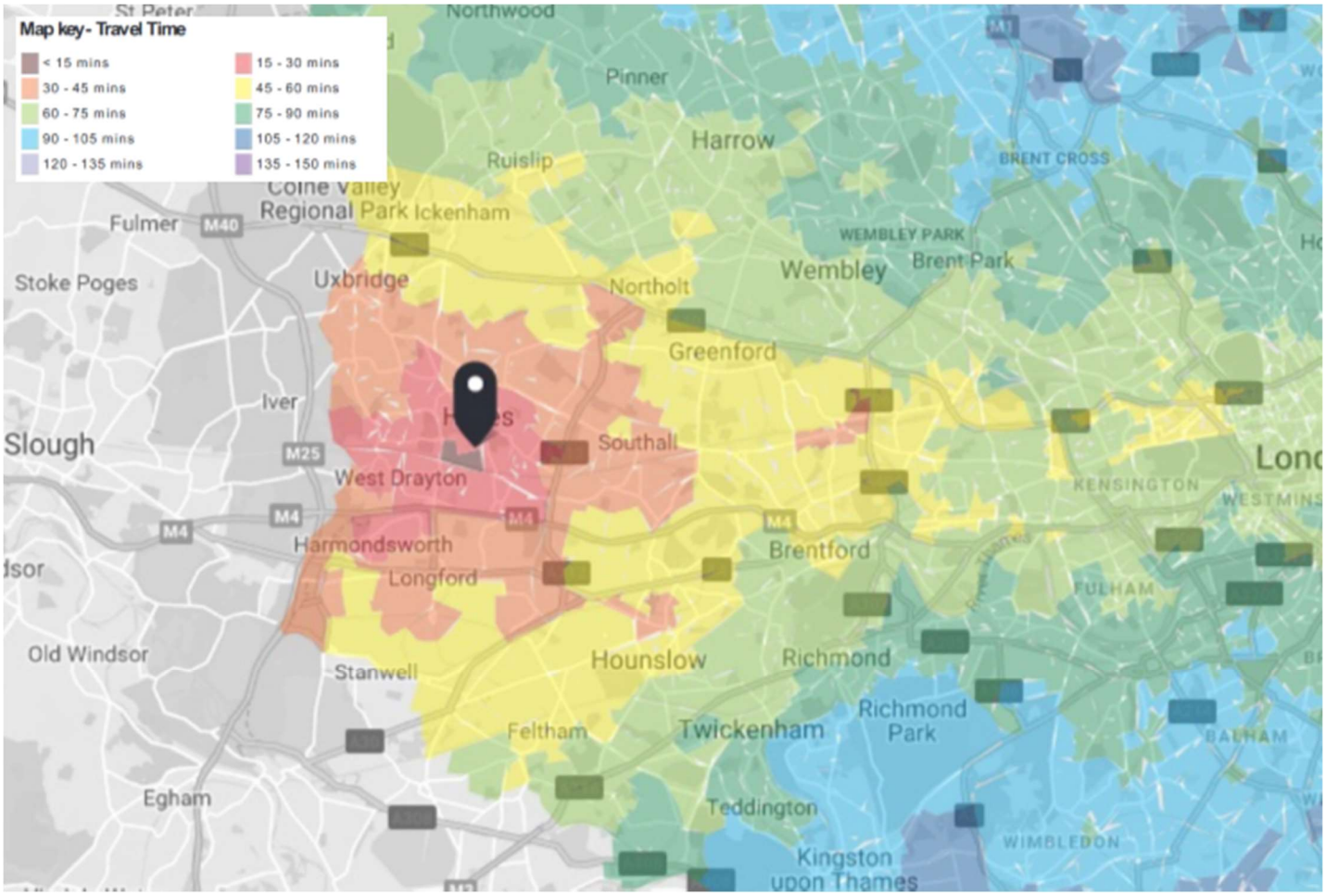
2.11.4 It has been confirmed that the Elizabeth Line will launch on Tuesday 24th May 2022, operating a service between ten London Stations; from Paddington and Abbey Wood. The full Elizabeth Line route is expected to open in Autumn, when up to ten Elizabeth line services an hour will allow passengers from Hayes & Harlington to travel Reading or Heathrow in the west or through the central London tunnels to Essex and southeast London.

2.11.5 The latest update from SPECL on the Elizabeth Line services is contained at **Appendix C**.

2.12 PUBLIC TRANSPORT TIME MAPPING

2.12.1 TfL Time Mapping for the site by public transport during the AM peak is presented within **Figure 2-14** where it can be seen that a similar residential catchment to that identified by bicycle can also be accessed by public transport, however, central London can be accessed within 45 minutes.

Figure 2-14: TIM mapping



3.
Road Safety

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.

ROAD SAFETY SURROUNDING THE ESTATE

3.1.2 A review of personal injury accident (PIA) data was obtained from TfL for the most recently available five-year period (ending December 2020). A summary of the accident search area and resultant accident plot is shown in **Figure 3-1**.

Figure 3-1: Personal Injury Accident Plot

3.1.3 While the TfL 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 The search area covered any reported accidents on the section of the A408 Stockley Road between West Drayton Road and Prologis Park, and the section of Dawley Road between Kestrel Way and Swallowfield Way.

3.1.5 A review of the total number of accidents, by severity, is outlined in **Table 3-1** below. It should firstly be noted that the previous version of the Stockley Park Travel Plan reported accidents from 2012 to 2016. At that time, a total of 9 accidents were reported for 2016, however this was representative of those accidents that took place to that point in 2016.

3.1.6 As per **Table 3-1**, 13 accidents were reported, and over the latest available 5-year period a total of 66 accidents have been reported. There have therefore been 62 accidents reported on roads surrounding the estate since the last Travel Plan was issued.

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

SEVERITY	YEAR					TOTAL
	2016	2017	2018	2019	2020	
Fatal	0	0	0	0	0	**0**
Serious	2	1	1	1	1	**6**
Slight	11	15	14	11	9	**60**
Total	**13**	**16**	**15**	**12**	**10**	**66**

3.1.7 Over the period there were: 60 slight, six serious and no fatal accidents in the study area. No accidents were reported in 2021.

3.1.8 A review of the total number of casualties from all accidents is shown in **Table 3-2**. This shows that there were 71 slight, eight serious and no fatal casualties in the study area during the five-year period.

Table 3-2: Accident data summary (by casualty)

SEVERITY	YEAR					TOTAL
	2016	2017	2018	2019	2020	
Fatal	0	0	0	0	0	**0**
Serious	2	1	1	2	2	**8**
Slight	14	18	16	14	9	**71**
Total	**16**	**19**	**17**	**16**	**11**	**79**

3.1.9 The type of road users involved in the accidents have been analysed and outputs are summarised in **Table 3-3** below.

Table 3-3: Accident data summary (by road user and severity)

MODE	SEVERITY OF INJURY			TOTAL
	Fatal	Serious	Slight	
Pedestrian	0	1	2	**3**
Pedal Cyclist	0	1	9	**10**
Car Driver	0	3	40	**43**
Car Passenger	0	2	10	**12**
Goods Vehicle Driver	0	0	2	**2**
Driver/ Rider of a Motorcycle	0	1	5	**6**
Bus Driver	0	0	0	**0**
Bus Passengers	0	0	2	**2**
Other Vehicle	0	0	1	**1**
Total	**0**	**8**	**71**	**79**

3.1.10 **Table 3-3** shows that a total 79 casualties occurred as result of 66 accidents. Car drivers and passengers accounted for the highest number of casualties (70%). Vulnerable road users (pedestrians, cyclists and motorcyclists) accounted for 24% (i.e., 19) of all casualties.

3.1.11 A further review of the type of casualties involved in the study area was undertaken. The analysis focused on collisions that occurred in Stockley Park, Stockley Park Roundabout, the A408 Stockley Road and The A437 Dawley Road.

→ **INTERNAL ESTATE ROAD ACCIDENTS**

3.1.12 Of the accidents logged by TfL, just two occurred within Stockley Park, one slight accident at the Longwalk Road roundabout with Furzeground Way (in 2018) and one slight accident at The Square approximately between Canon Europe and Regus (in 2016). The number of accidents recorded within Stockley Park is not considered to be material, nor does it suggest that there is a particular current road safety issue within the estate.

→ **STOCKLEY ROAD AND DAWLEY ROAD ACCIDENTS**

3.1.13 Of the accidents that occurred on this section of the public highway, six were recorded on Dawley Road, with five sustaining slight injuries and one sustaining serious injuries. Nine accidents were recorded on the roundabout adjacent to Kestrel Way, with nine casualties sustaining slight injuries and one receiving serious injuries.

3.1.14 Excluding Stockley Road Roundabout, 17 accidents occurred on the A408 Stockley Road which resulted in 20 casualties, 18 sustaining slight injuries and two sustaining severe injuries.

3.1.15 On the roundabout connecting the A408 to West Drayton Road, 11 accidents occurred, which resulted in 11 casualties sustaining slight injuries.

3.1.16 On the roundabout connecting the A408 to Prologis Park, five accidents were recorded, resulting in five slight injuries and four serious injuries.

→ **STOCKLEY ROAD ROUNDABOUT ACCIDENTS**

3.1.17 Of all accidents reported to TfL in the study area, 47% (14) occurred at the Stockley Road Roundabout, resulting in 16 casualties (4 involving cyclists and one involving a pedestrian). These will be addressed as a matter of urgency as part of the on-going dialogue regarding improvements to the Stockley Road Roundabout).

SPEED CONTROL MEASURES

3.1.18 Following the results of historic speed surveys, discussions were held with SPECL regarding implementation of a number of physical measures. Those delivered included:

- The implementation of a thermoplastic speed hump at the Bennetsfield Road roundabout on the eastbound entry to the roundabout;
- Site wide speed-limit reduction from 25mph to 20mph with a view to ensuring the originally intended 25mph speed limit is adhered to;
- Installation of a radar speed sign that displays vehicle speeds as vehicles approach the sign. This type of measure helps to make drivers consciously aware of their speed and when they are exceeding the on-site limit at the point, they approach the sign;
- Provision of a physical speed control measure on Furzeground Way between the access for the SPECL and Sharp Electronics Europe (Implemented in 2019 by way of a thermoplastic speed hump);

2021 SPEED SURVEYS

3.1.19 Vehicle flow and speed 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.

3.1.20 The speed survey results were used to establish the change in driver behaviour and adherence to the speed limit change and speed hump installed in front of the management centre on Furzeground Way. The two locations surveyed include:

- Survey 1 - Furzeground Way in proximity to the SPECL management centre; and
- Survey 2 - Bennetsfield Road at the entrance to the Park.

3.1.21 A summary of the 2017 and 2021 (August and September) traffic flows on Furzeground Way are presented in **Table 3-4** showing 85th percentile speeds during the peak hours, and over the course of the day.

Table 3-4: Traffic flows and vehicle speeds on Furzeground Way (Comparison of October 2017 vs August 2021 and September 2021)

	2017 (Furzeground Way ATC)					August 2021 (Furzeground Way ATC)					September 2021 (Furzeground Way ATC)				
	Morning Peak (07:00 - 09:30)														
Day	Date	Total Vehicles		85th Percentile		Date	Total Vehicles		85th Percentile		Date	Total vehicles		85th percentile	
		EB	WB	EB	WB		EB	WB	EB	WB		EB	WB	EB	WB
Mon	16-Oct	835	169	25	24	23-Aug	301	78	23	19	27-Sep	424	95	21	21
Tue	17-Oct	866	163	26	24	24-Aug	354	83	23	20	28-Sep	486	104	21	21
Wed	18-Oct	862	177	25	24	25-Aug	395	77	23	23	29-Sep	443	107	23	21
Thu	19-Oct	766	163	26	23	26-Aug	325	79	23	19	30-Sep	431	115	23	20
Fri	20-Oct	646	132	26	24	27-Aug	221	69	24	20	01-Oct	266	94	22	22
Evening Peak (16:00 - 18:00)															
Mon	16-Oct	105	566	24	27	23-Aug	73	160	23	24	27-Sep	69	283	21	23
Tue	17-Oct	122	604	24	26	24-Aug	79	239	24	23	28-Sep	80	358	21	23
Wed	18-Oct	132	643	24	27	25-Aug	79	277	23	23	29-Sep	76	328	23	23
Thu	19-Oct	119	558	26	28	26-Aug	76	201	22	23	30-Sep	75	290	22	24
Fri	20-Oct	75	374	25	28	27-Aug	75	144	22	22	01-Oct	65	175	0	25
	85th Percentile Weekday Speed (07:00 - 19:00)			25	27	85th Percentile Weekday Speed (07:00 - 19:00)			22	22	85th Percentile Weekday Speed (07:00 - 19:00)			22	22

3.1.22 The 85th percentile speed survey showed that the speed of vehicles travelling along Furzeground Way decreased by 12% eastbound (a reduction of 3mph) and 19% westbound (a reduction of 5mph westbound). This was also the case in September 2021 where it was assumed to be attributed to a combination of the speed hump and the reduction in on-site speed limit from 25mph to 20mph.

3.1.23 Overall, while there has been a reduction in vehicle speeds, the 85th percentile speeds are still higher than the estate speed limit in this location which is why the average daily speed surveys cells are highlighted in yellow. However, when the speed limit was reduced in 2019 from 25mph to 20mph, the intention was to facilitate adherence to the original speed limit which was generally being exceeded at that time.

3.1.24 Overall, the data shows that this is now the case with 85th percentile vehicle speeds successfully below 25mph and demonstrates delivery of a positive outcome from the original concerns regarding road safety/speeding within the estate.

4.
Baseline Travel Patterns

4 BASELINE TRAVEL PATTERNS

4.1 INTRODUCTION

4.1.1 The most recent Stockley Park Staff Travel Survey was undertaken in undertaken in early 2022.

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. Fundamentally, the questions also aimed to identify how working arrangements and travel patterns have changed since pandemic.

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 estates 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 three 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, online newsletter and social media.

4.1.5 A summary of the results is provided below, and the associated outcomes/actions captured in **Section 6.0** of this document.

4.2 SURVEY RESULTS

RESPONDENTS PROFILE

4.2.1 The travel survey received a total of 650 responses, from 19 of the 26 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 1,813 (based on respective business staff numbers), giving an overall response rate of 36% across the estate. This is a strong response rate, and likely reflective of the interest in participation given the month on month increase tenant occupation following the latter stages of the pandemic/full time working from home.

Table 4-1: Number of respondents per business

Organisation	Responses/Tate	
IMG Productions	28.15%	183
Gilead	23.54%	153
Hasbro	16.46%	107
MSC Cruises Management Ltd	8.62%	56
Hikvision	7.54%	49
Sharp	5.08%	33
Mitsubishi	3.23%	21
Other (please specify)	2.15%	14
Orega	1.08%	7
Toshiba of Europe Ltd	0.92%	6
Stockley Park Management	0.62%	4
Alexion Pharma	0.46%	3
Lucozade Ribena Suntory	0.46%	3
Nobel Biocare	0.46%	3
Canon	0.31%	2
Toshiba International	0.31%	2
Cargo Logic Management	0.15%	1
Coats	0.15%	1
Kuehne + Nagel	0.15%	1
Samsonite	0.15%	1
Apple	0%	0
HAVI Global Solutions	0%	0
Marks & Spencer	0%	0
Regus	0%	0
Verifone	0%	0
World Vision	0%	0
Total	**100%**	**650**

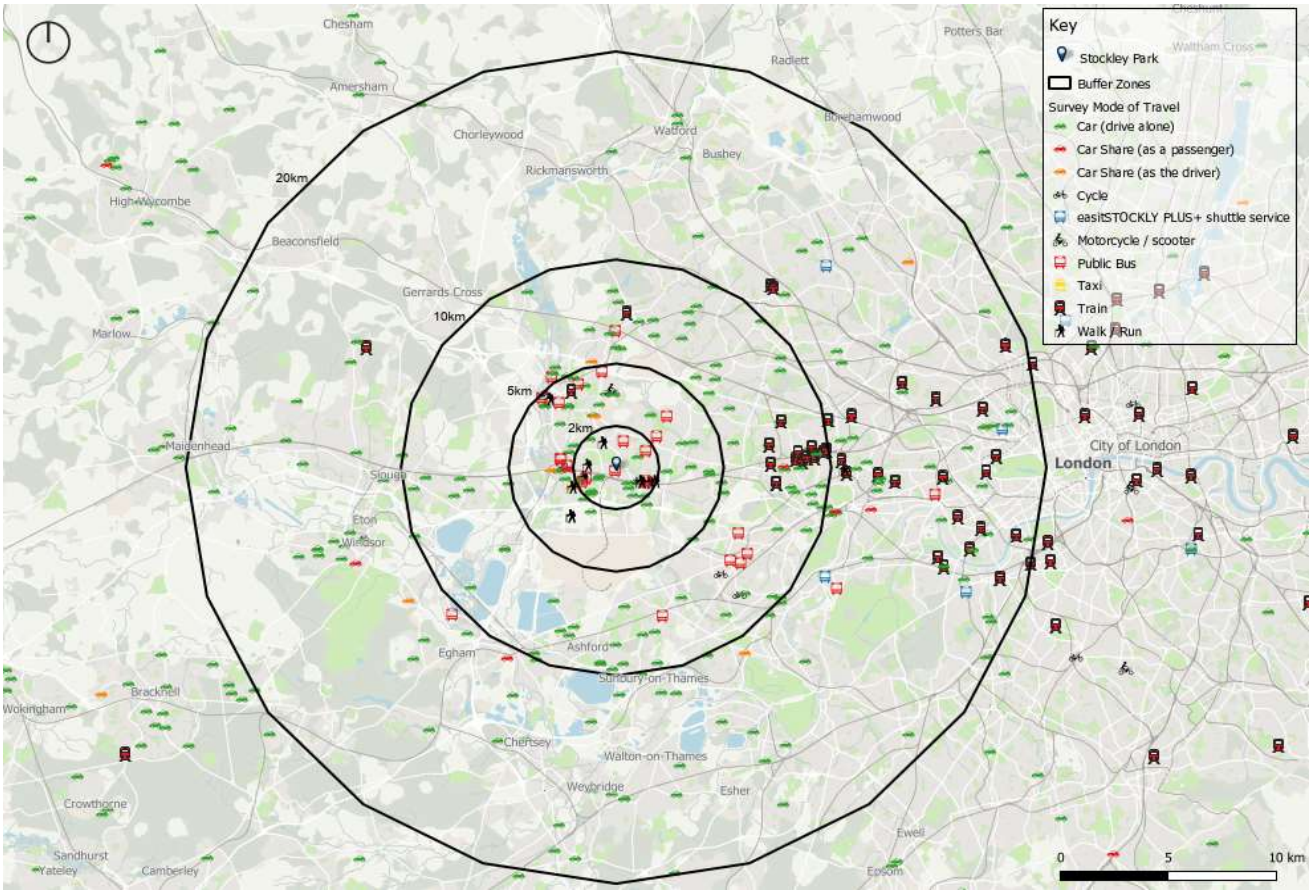
4.2.2 Respondents were asked to provide their home postcode to analyse the distance travelled to/from the estates. All respondents declared at least part of their postcode for analysis, and 61% of which declared their full postcode. **Table 4-2** presents the analysed data.

Table 4-2: Distance between home and Stockley Park

Distance Between Home and Stockley Park	Staff	
	Number	Percentage
< 1km	1	0.2%
1 - 2km	29	4.5%
2 - 5km	61	9.4%
5 - 10km	78	12.1%
10 - 20km	194	30.0%
> 20km	283	43.8%
Total	**646**	**100%**

4.2.3 **Table 4-2** shows that over 14% of staff live within 5km of the park, i.e., which offers the greatest propensity for staff to travel to work by active modes of transport. **Figure 4-1** combines the postcode locations of employees with their main mode of travel to Stockley Park since the pandemic, which is also available in larger plan form at **Appendix D**.

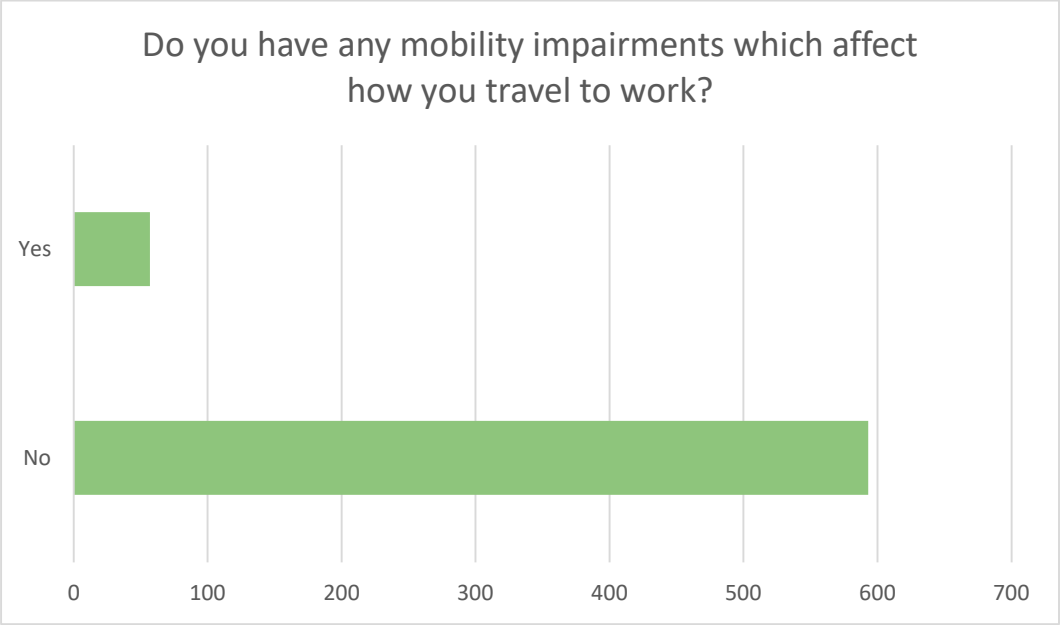
Figure 4-1 Postcode Locations Combined with Mode of Transport Used Before the Pandemic



4.2.4 Those who travelled by train are generally clustered around main railway lines, particularly those who live in Ealing / Brentford areas in West London. Train users become sparse outside of the main line that runs through Hays and Harlington and West Drayton Stations. This is likely due to the need to make one or more changes during the commute. Those who use bus are more distributed around the map; however, are generally limited to a shorter commuting distance compared to those who drive to work. It is noteworthy that many of those who commute from Uxbridge also continue to commute by car despite the availability of public transport.

4.2.5 **Figure 4-2** shows that 57 (9%) of respondents have mobility impairments which affect how they can travel to work. Of this number, 27 stated they drove in a private car or used a car share as their main mode of transport to Stockley Park before the pandemic. 8 of respondents with mobility impairments used public transport as their main mode of travel.

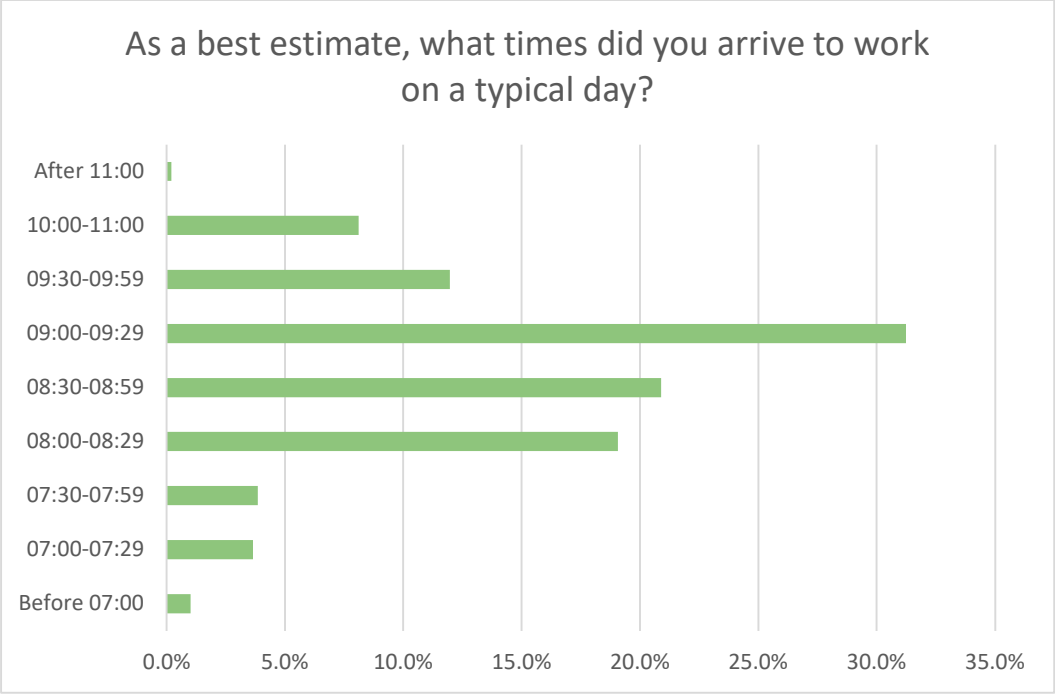
Figure 4-2 Number of People with Mobility Impairments who Travel to Stockley Park



PRE-PANDEMIC TRAVEL PROFILE

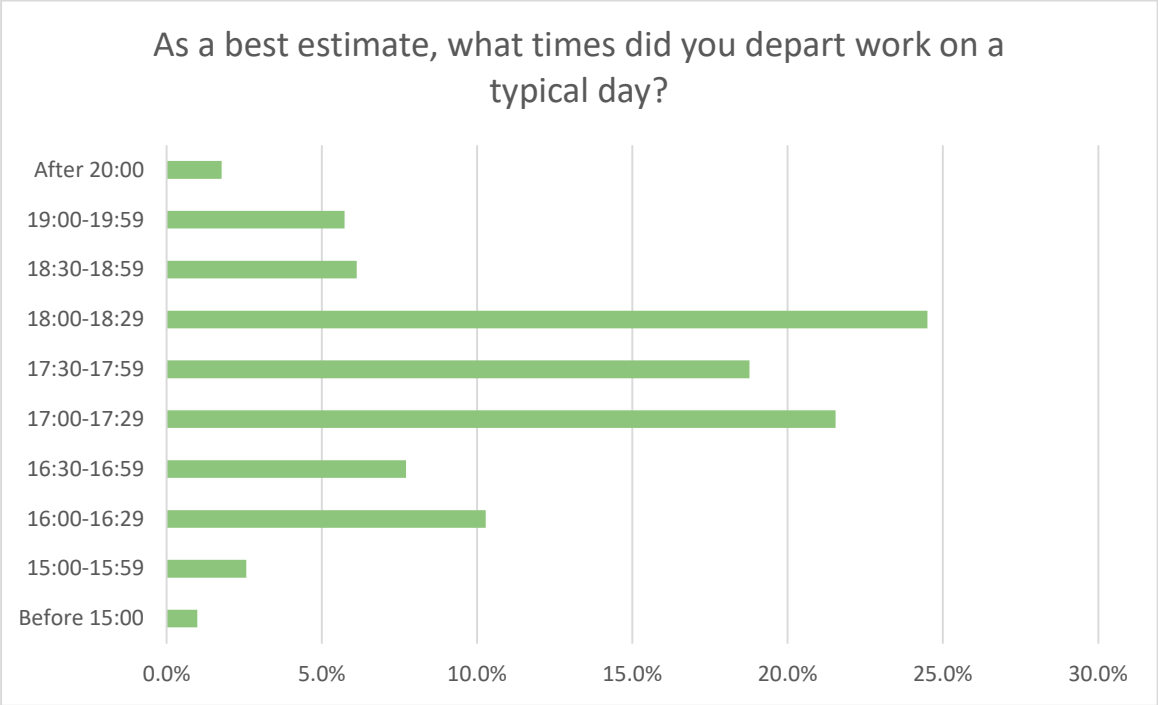
4.2.6 **Figure 4-3** shows peak arrival times between 09:00 and 09:30, at over 31%. This is a slight shift from the responses in the 2018 survey where the majority of arrivals were between 08:30 and 08:59.

Figure 4-3 Respondent arrival times



4.2.7 **Figure 4-4** depicts similar leaving times as the 2018 travel survey. There was a pronounced peak between 17:00 and 18:29 (65%), with the majority leaving between 18:00 and 18:29. Variation in arrival and departure times highlight that some staff had a degree of flexibility in their work hours before the pandemic, since the 2018 survey.

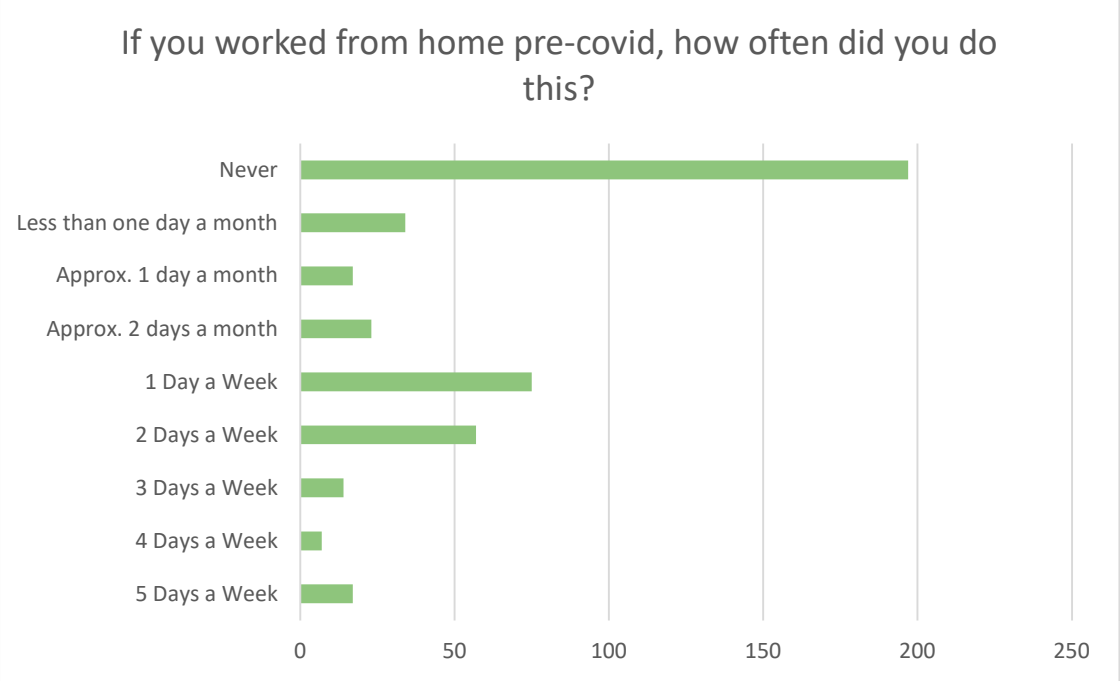
Figure 4-4 Respondent departure times



4.3 TRAVEL PATTERNS

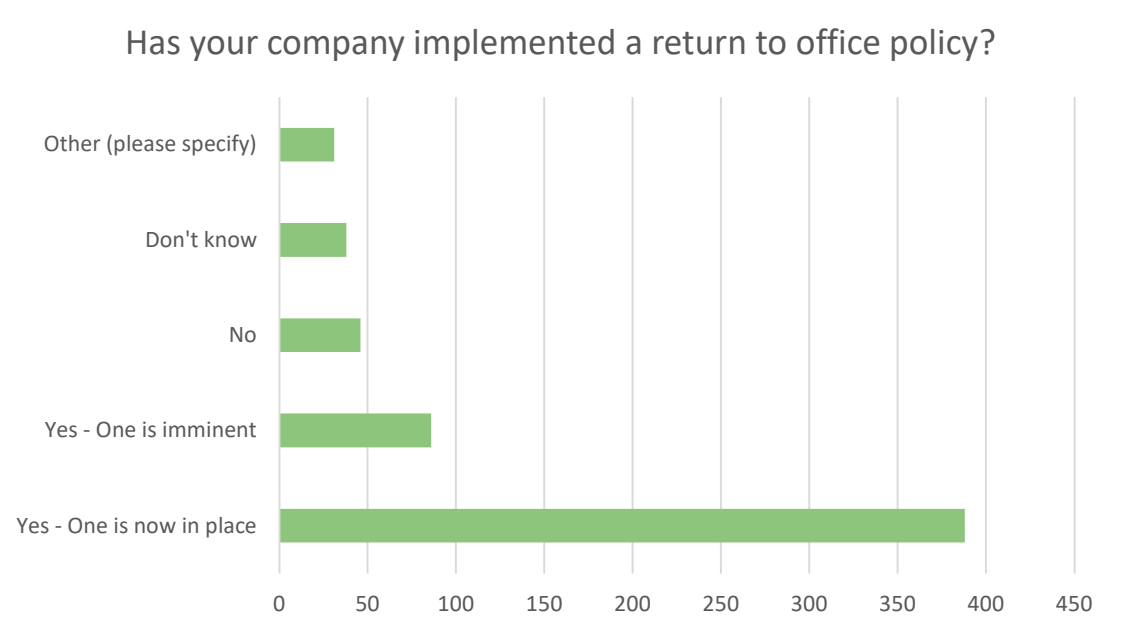
4.3.1 As would be expected, the majority of respondents have come to expect more flexible working arrangements since the advent of the pandemic. The following figures review the change in work from home arrangements. **Figure 4-5** shows that a large proportion of respondents worked from home very little or never worked from home at all pre-covid, with 61% working in the estate 5 days per week.

Figure 4-5 Frequency of Working from Home Pre-Covid



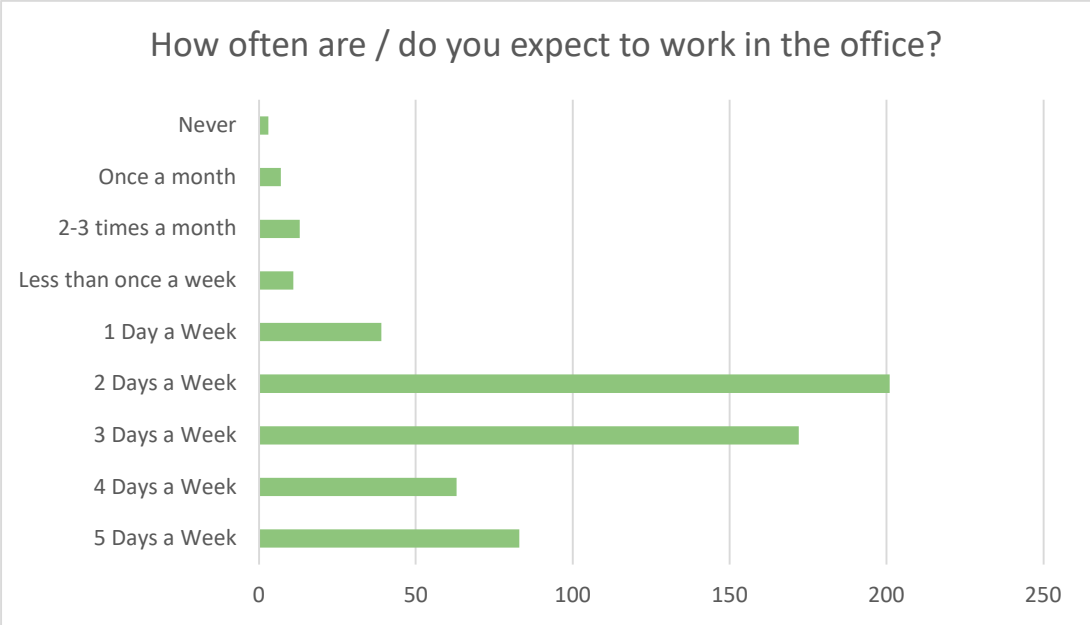
4.3.2 Respondents were then asked whether a return to office policy has been implemented, where interestingly the majority (70%) of respondents advised that they have.

Figure 4-6 Return to Office Policy



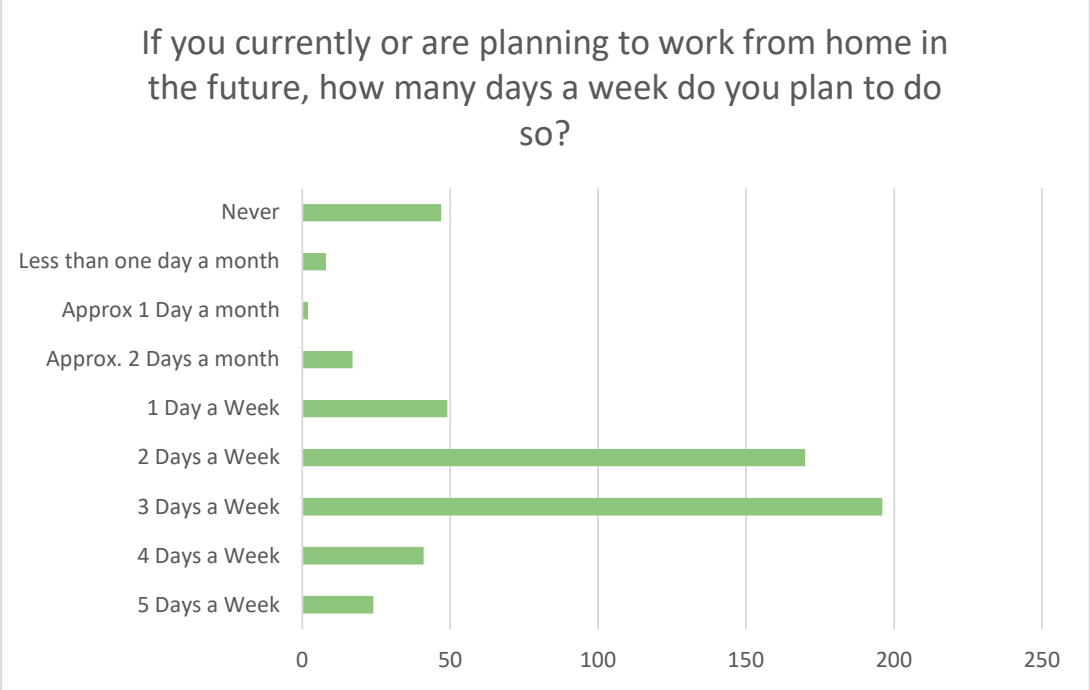
4.3.3 Post pandemic, only 83 respondents stated they were expecting to be in the office for a full working week, with most respondents (63%) expecting to work from home 2-3 days a week **(Figure 4-7**). This being the most telling finding of the survey, where, pre-pandemic, just 16% of respondents work in the estate 2-3 days a week. This highlights a potentially significant reduction in travel demand to/from the estate in a given week.

Figure 4-7 How Often are / do you Expect to Work in the Office?



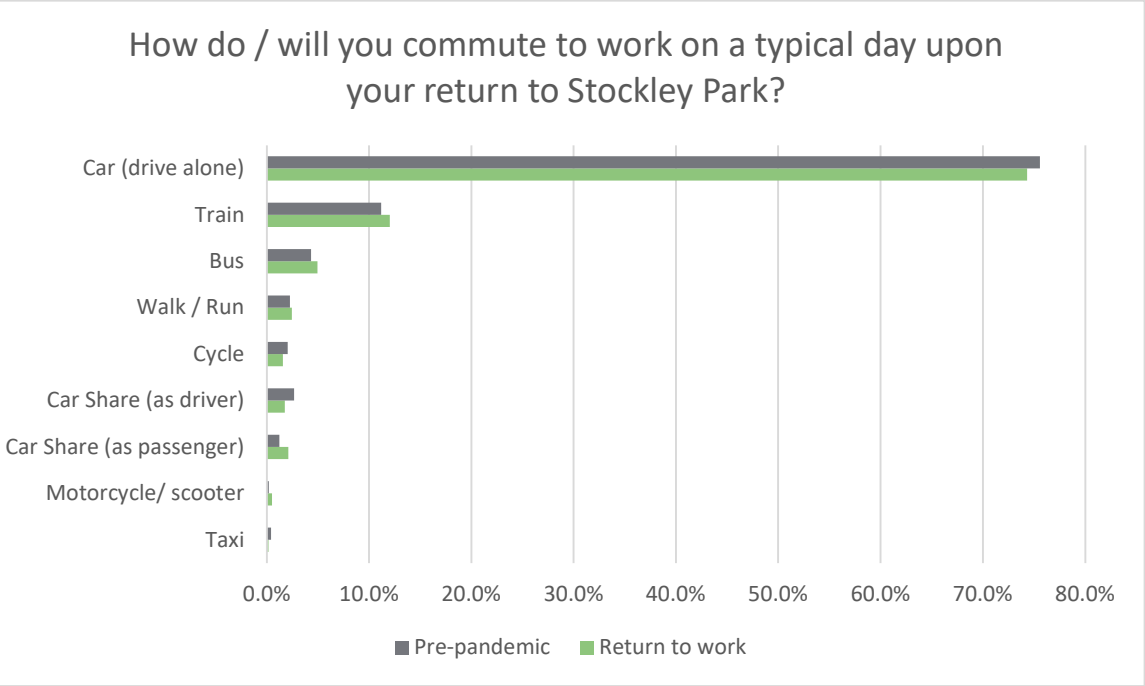
4.3.4 The advent of flexible working arrangements is also reflected in **Figure 4-8**. Most respondents were currently or planning to work from home 2-3 days a week, which is consistent with the above results.

Figure 4-8 How Often are you Expecting to Work from Home?



4.3.5 **Figure 4-9** compares the mode of transport used by respondents just before the pandemic and the mode used or intending to be used upon returning to the office.

Figure 4-9 Mode of Transport Used Pre and Post Pandemic



4.3.6 The Pandemic appears to have had little impact on the respondent's main mode of transport to work, with a 1.9% reduction in single occupancy vehicle travel and cycling, and a 1.5% increase in use of public transport, 0.2% increase in walking, and 0.2% increase in motorcycle/scooter travel.

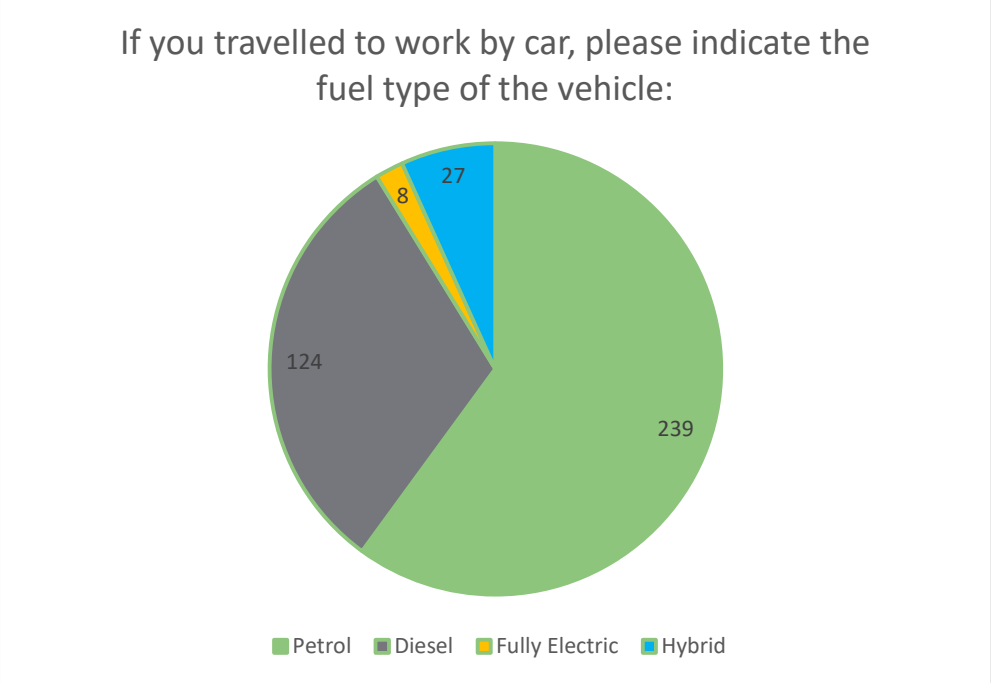
4.3.7 Of those who used a car before the pandemic, only 11 have switched to public transport and active travel. 9 Respondents have switched from commuting via public transport to private car since coming back to the office. Safety concerns and convenience were among the most cited reasons for this change, but this is surprisingly low.

RESPONDENTS WHO COMMUTE BY CAR

4.3.8 78% of respondents are planning to or currently commute to the office via car or car share. 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. Other reasons were the lack of safe cycle routes and managing other personal responsibilities such as dropping children off at school.

4.3.9 **Figure 4-10** shows the fuel types of cars respondents used to travel to work. While petrol and diesel engines still make up the sizable majority, approximately 9% of all vehicles travelling to/from Stockley Park are electric or hybrid vehicles, raising the question whether there are sufficient workplace charging facilities to accommodate an increase in demand.

Figure 4-10 Fuel Type of Those who Travel by Car



4.3.10 When asked if there were any additional measures that would encourage staff to travel sustainably, facilitate your journeys or simply make your journeys safer in 2022, 45 respondents cited the need for more charging points for electric vehicles.

RESPONDENTS WHO COMMUTE BY PUBLIC TRANSPORT

4.3.11 Respondents that travel by train were asked to advise whether the stations they arrive to would remain the same post pandemic, with the majority still indicating they would travel through Hayes and Harlington station. There has however, been a 5% switch in travel to/from the estate from Hayes and Harlington Station to West Drayton Station (i.e., 5% reduction in travel through Hayes and Harlington and 5% increase in travel through West Drayton), potentially the result of recent completed station upgrades.

4.3.12 The following figures shows the current and predicted change in travel by bus.

Figure 4-11: Pre-Pandemic Travel by Bus

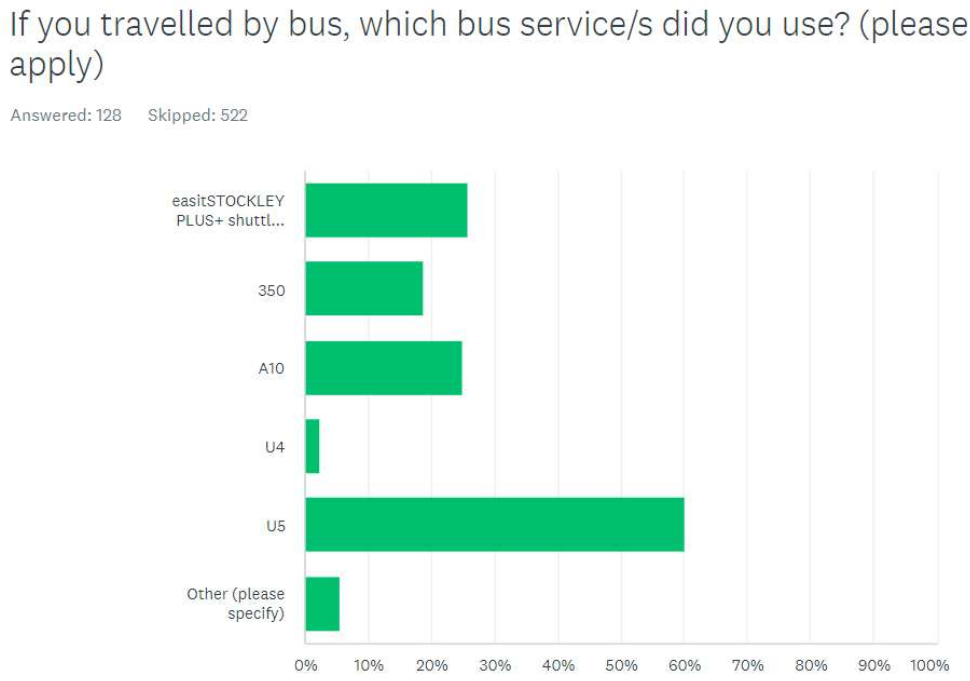
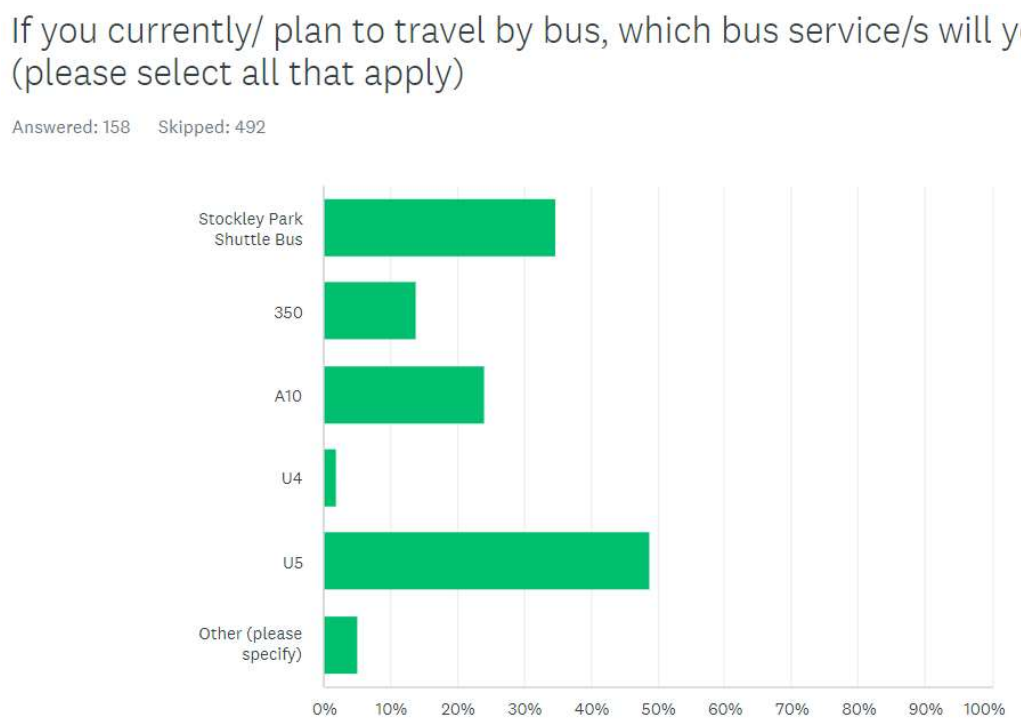


Figure 4-12: Post-Pandemic Travel by Bus



4.3.13 The U5 was the dominant travel option carrying 60% of the demand, followed by the Stockley Shuttle at 26%, and closely the A10 and 24%. Most notably, there is expected to be an increased reliance on the Stockley Shuttle at the expense of the U5 public service (a 10% switch) and which may be directly related to nervousness over volume of passengers using the latter.

4.3.14 Open ended comments in respect of the Stockley Shuttle highlight that the Shuttle Bus is popular for those who use it. Other comments highlighted that the service could be improved through increasing the frequency of the services and providing additional routes from other local rail and tube stations (though this has been explored on several occasions, but demand not considered to warrant service alterations).

RESPONDENTS WHO COMMUTE BY ACTIVE MODES OF TRAVEL

4.3.15 **Figure 4-9** earlier in the report highlighted a reduction in the proportion of respondents choosing to cycle to work compared to pre-covid levels. The lack of dedicated cycle routes was a concern highlighted in many open-ended responses.

4.3.16 Tenants were asked to confirm if they are aware of the easitSTOCKLEY PARK travel initiatives with a majority indicating that they are, and which is a 5% increase since 2018. While 290 respondents 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 4-13 Awareness of easitSTOCKLY PARK Travel Initiatives

4.3.17 Many open-ended responses highlighted the expense and lack of feasible alternatives to commuting by car, however park of the issue may be that tenants do not for example realise that the Stockley Shuttle is free to use.

4.3.18 The survey was live during the peak of Omicron variant infections, so the spread of Covid on public transport made up the majority of safety concerns for respondents (72 answers). Other responses included concerns over footpaths not being lit when its dark, especially along the canal towpath.

Figure 4-14 Safety Concerns Around Travelling to Work

4.3.19 **Figure 4-15** shows that 59 respondents are interested in attending a travel workshop to expand on the issues and opportunities related to staff returning to the office and a workshop will subsequently be arranged to co-ordinate this feedback which will be invaluable.

Figure 4-15 Interest in Attending Travel Workshop

4.3.20 A considerable level of respondents provided feedback on travel matters generally within the estate, with over 256 open ended responses, including 72 related to safety. These will be grouped into themes, presented and discussed at the travel workshop to facilitate discussion, and obtain the views of tenants on matters considered most beneficial to address and likelihood of success.

5.
Vision and Objectives

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
1. 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

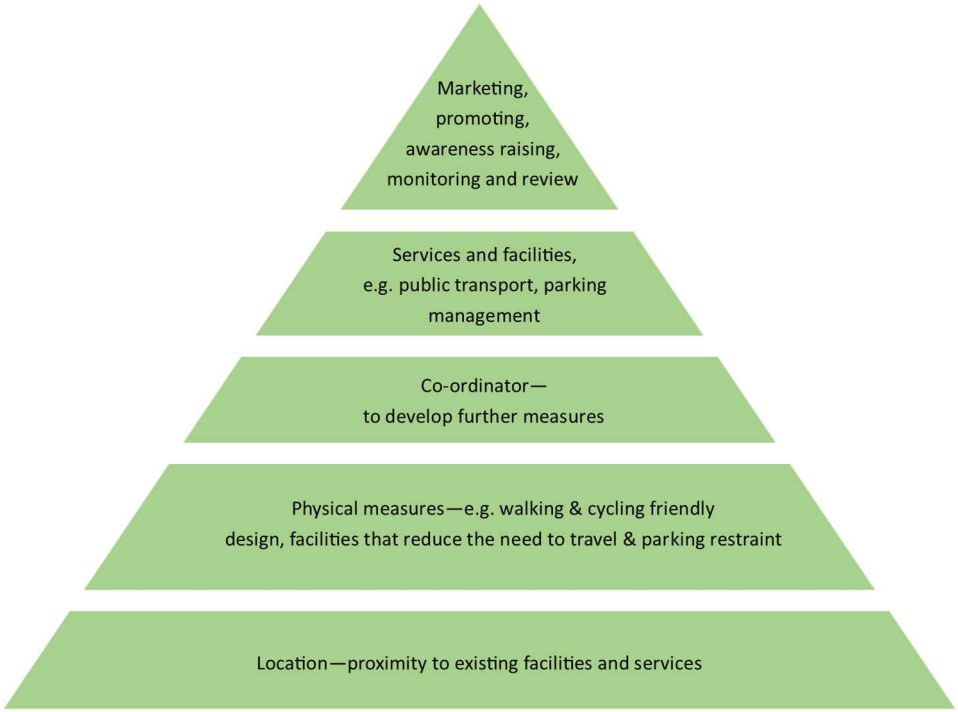
5.3.1 The Department for Transport (DfT) developed 'good practice' guidance in 2009 to assist all stakeholders to secure an effective policy framework; determine when a Travel Plan is required; and outline how it should be prepared, within the context of an integrated planning and transport process. 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 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 - appointed since 2017);
- 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 (Location & Travel - Stockley Park);

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. **Table 6-1** below sets out the mode share targets as part of a 5 Year Plan, taking the January 2022 travel survey as the new baseline given the material changes to travel patterns/behaviour as a result of the pandemic.

Table 6-1: Mode Share Targets

MODE	MODE SHARE %			
	2022 Current	2024 Target	2027 Target	Net change
Car driver	74.3%	71.8%	69.3%	-5.0%
Car share (driver)	2.0%	2.25%	2.5%	+0.5%
Car share (passenger)	1.5%	1.75%	2.0%	+0.5%
Taxi	0.0%	0.0%	0.0%	\
Motorcycle / Scooter	0.5%	1.0%	1.0%	\
Train	12.0%	12.5%	13.0%	+1%
Bus	5.0%	6.0%	7.0%	+2%
Walk / Run	2.5%	2.75%	3.0%	+0.5%
Cycle	1.6%	2.35%	3.1%	+1.5%

6.4.2 It is proposed to seek a 2.5% reduction in single occupancy vehicle trips by December 2024, taking this to a 5% reduction by December 2027.

6.5 MEASURES COMPLETE (2017-2018)

6.5.1 Since 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:
  - Discounts with Halfords on bikes and accessories;
  - Access to a bespoke car share database known as easitSHARE. Free for staff to join via www.easit.org.uk/app/register;
  - 25% discount off the electric and folding Beat Bikes;
  - 10% discount off e-Bikes with Cyclotricity;
  - Cycle-to-work scheme;
  - Loan bikes - including electric and folding;
  - Discounted electric vehicle charging units;
  - Carbon neutral car benefit scheme;
  - Walking routes with Go Jauntly;
  - Access to the easitSTOCKLEY PLUS+ peak time;
  - Promotional and marketing material.

  easit also provide one-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 provide 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 (until March 2020) representation at the Heathrow Area Transport Forum;

- **Automatic Traffic Counters and Speed Surveys** were commissioned in 2017, 2018 and 2022 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 from 2012 to 2021, using data obtained from TfL and SPEC incident reports.
- **Stockley Park 2017, 2018 and 2022 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 odes, and to obtain feedback on how travel to/from Stockley Park can be improved.
- **Shuttle bus service** Originally introduced in 2018, the service grew to a frequency of 3 buses (approximately one every 5 minutes pre-pandemic).
- **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, 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.
- **Speed control measures** including site wide speed limit reduction from 25mph to 20mph, the implementation of a thermoplastic speed humps at the Bennetsfield Road roundabout on the eastbound entry to the roundabout and in front of the management company on Furzeground Way, installation of radar speed signs that display vehicle speeds as vehicles approach the sign.
- **Healthy Streets Audit** included a review of the quality of footway, cycleway infrastructure surrounding the site using TfL's recently introduced Healthy Streets Assessment checklist which assesses such infrastructure provision using 10 separate indicators.
- **Cycle Docking Stations** co-ordination with LBH, TfL, Santander and Brunel University regarding the potential for expansion of the existing and proposed network of docking stations across Hillingdon.

6.6 HEADLINE 2022 TRAVEL SURVEY FINDINGS AND ACTIONS

6.6.1 Based on the significant response rate from the 2022 travel survey, a number of actions have arisen which are considered as part of the proposed measures.

Travel Behaviour Change

- Overall, the Pandemic appears to have had little impact on the respondent's main mode of transport to work, with a 1.9% reduction in single occupancy vehicle travel and cycling since the pandemic, and a 1.5% increase in use of public transport, 0.2% increase in walking, and 0.2% increase in motorcycle/scooter travel.

- While difficult to draw conclusions, 70% of staff work in a business where a return to office policy has been implemented.
- A large proportion of respondents worked from home very little or never worked from home at all pre-pandemic, with 61% working in the estate 5 days per week. Significantly, Post pandemic, 63% of respondents currently or expect to work from home 2-3 days a week. This is the most telling finding of the survey, where, pre-pandemic, just 16% of respondents work in the estate 2-3 days a week.

Action: This highlights a potentially significant reduction in travel demand to/from the estate in a given week and the results will be assessed by Velocity against 1) data related to respondents that travel by car only, 2) historic traffic survey results including those conducted in August/September, and 3) staff open ended feedback on changes to arrival/departures times, with a view to quantifying the change in traffic flow by time of day and across a typical week and the associated emissions reductions pre to post pandemic.

Workplace Accessible Parking and Charging

- Approximately 9% of all vehicles travelling to/from Stockley Park are electric or hybrid, with 45 respondents citing the need for more charging points. Similarly, there was a large number of survey respondents citing lack of EV charging (either en route or at Stockley Park) as a constraint to 1) working days in the estate or 2) switching to EV.

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, but mindful of the reduction in average commuting days to the estate.

- 9% 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

- 5% switch in travel to/from the estate from Hayes and Harlington Station to West Drayton Station (i.e., 5% reduction in travel through Hayes and Harlington and 5% increase in travel through West Drayton), potentially the result of recent completed station upgrades.
- Most notably, there is expected to be an increased reliance on the Stockley Shuttle at the expense of the U5 public service (a 10% switch) and which may be directly related to nervousness over volume of passengers using the latter.

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

- There has been a 5% increase since 2018 in the percentage of staff across the estate aware of easitSTOCKLEY PARK travel initiatives.

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.

Staff Travel Workshop

- 59 respondents expressed their interest in attending a travel workshop to expand on the issues and opportunities related to staff returning to the office.

Action: A workshop will subsequently be arranged to co-ordinate this feedback which will be invaluable.

- A considerable level of respondents provided feedback on travel matters generally within the estate, with over 256 open ended responses.

Action: These will be grouped into themes, presented, and discussed at the travel workshop to facilitate discussion, and obtain the views of tenants on matters considered most beneficial to address and likelihood of success.

6.7 FORTHCOMING PROPOSED MEASURES

6.7.1 Taking account of the progress made since 2017, and results of the recent staff travel survey, a range of measures have been identified for progression over the Travel Plan period.

6.7.2 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

6.7.3 **Table 6-2** provides a summary of these measures but full details of all proposed measures.

SUMMARY OF FORTHCOMING TRAVEL PLAN MEASURES

Table 6-2: 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	easitSTOCKLEY PLUS+ Shuttle Bus	Soft/Hard	○ Continued running of the existing shuttle service and respond to tenant feedback on existing service provision and improve/enhance where necessary/achievable ○ Proceed with the phased reintroduction of additional services from one to two shuttle buses from 2nd July 2022. ○ Determine the appropriate timing of the third shuttle bus before December 2022.
4	Elizabeth Line Engagement	Soft	○ 6-monthly update reports on the status of the Crossrail/Elizabeth works and impact on timetable/frequency/accessibility in Hayes & Harlington Station / West Drayton Station.

REFERENCE	MEASURE	CATEGORY	DESCRIPTION
5	M4 Smart Motorways		○ Liaison with all relevant parties including National Highways in respect of the M4 Smart Motorway (to be included in Stockley Park board paper).
6	Stockley Road roundabout improvements	Hard	○ Liaison with LBH to escalate scheme funding approval at member level. ○ Share recent collision history with LBL. ○ LBH to confirm scheme implementation costs. ○ Undertake C2/C3 Utilities consultation on detailed design to establish protection/diversion requirements. ○ Confirm LB/TfL/CIL/S106 funding mechanisms. ○ Initiate SPECL crowd funding to potentially plug any funding gaps.
7	Stockley Park Cycle Docking Stations	Hard	○ Liaison with LBL and NextBike regarding progress with respect to rollout of docking station scheme within the borough which directly affects the ability to promote within Stockley Park. ○ Update January 2022 business case note and resubmit for board approval should there be the case to include docking stations within the estate.
8	Stockley Park website: Travel Information page	Services/Facilities	○ Continue the dissemination of travel information via the online travel information page, and provide updates as required to page content to enable staff to make more informed choices about when to depart site thus stagger traffic
9	Healthy Streets audit	Soft	○ Velocity to engage with TfL/LBH regarding the March 2021 Healthy Streets audit and establish opportunities for delivering the identified improvements (including walking and cycling routes)
10	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 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.
11	Electric Vehicle Charging Points (EVCPs)	Soft/Hard	○ Use the previously completed on-site parking surveys and recent tenant feedback on EV provision to highlight a number of parking spaces to be transformed into EVCPs (both active and passive spaces).

REFERENCE	MEASURE	CATEGORY	DESCRIPTION
12	Flexible/remote working	Soft	○ Work closely with businesses to establish changing working patterns as tenants return to higher levels of occupation (as increased occupation impacts the timing of delivery of specific measures such as the shuttle bus service.
13	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

TENANT TRAVEL WORKSHOP

6.7.4 There was from 59 respondents in the travel survey in attending a travel workshop to investigate the constraints and opportunities related to travel (as per measure 2).

6.7.5 **Table 6-3** below summarises the number of workshop attendee by organisation.

Table 6-3 Workshop Attendees by Organisation

Organisation	No.
Gilead	20
MSC	11
IMG	7
Personal email	5
Hasbro	3
Hikvision	3
MHI	2
PL Productions	2
Sharp	1
SPEC	1
Suntory	1
Toshiba	1
Tour Productions	1
Kite Pharma	1
Total	**59**

6.7.6 A workshop will subsequently be co-ordinated covering the key themes identified which will be an invaluable/engaging exercise.

6.7.7 Key issues and opportunities were raised by over 200 respondents via open-ended feedback in the travel survey. **Table 6-4** below summarises the suggestions and issues.

Table 6-4: Summary of Responses by Theme

Theme	Suggestion/Issue	No. responses from survey	Rank
Walking	Improved walking routes inc lighting (inc park entrance and beyond Towpath improvements already made)	9	8
Cycling	Improved cycle paths/routes/signage/lighting (inc requests for on-site cycle routes)	18	4
	Rental bikes (inc folding and ebikes - comments most associated with link to station)	6	10
	Cycle storage	4	12
	Changing/shower/locker facilities	4	12
	Bicycle schemes	1	16
	Extend of shuttle service (suggestions: park & ride, Paddington, Uxbridge, Hillingdon, west Drayton, Ruislip, Greenford)	28	2
Bus	Cheaper public transport	17	5
	Bus frequency/reliability (mostly relate to SP shuttle. Comments inc returning to pre-pan schedule and interpeak)	16	6
	Bus crowding/non-adherence to masks and associated safety concerns	8	9
	Shuttle bus tracker (unaware of or discontent with it)	2	15
	Cost effectiveness of monthly season tickets given post pandemic WFH flexibility	1	16
	Larger shuttle bus	1	16
	Bus comfort	1	16
	Incentivise use of public transport	1	16
	EV shuttle bus	1	16
	Be able to present work pass not easit card on shuttle	1	16
Safety	Pollution	1	16
	Speeding	1	16
	Darkness	1	16
Vehicles	EV Charging (mostly lack of charge points and references to impending EV switch)	41	1
	No alternative mode/route choice or too expensive compared to car	24	3
	EV discounts/help to buy (inc concerns/lack of understanding re home charging options/costs)	10	7
	Car sharing (several mention so presumably unaware of easitSHARE)	7	9
	Traffic in estate a constraint	3	14
	Quality of road markings/lane guidance on-site	1	16
Working arrangements	Greater WFH and start/finish flexibility (inc for long distance journeys)	5	11

6.8 PROMOTION OF MEASURES

6.8.1 All measures will continue to be promoted through the bi-weekly Stockley Pulse Newsletter, quarterly Stockley Point 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.

6.9 RESPONSIBILITIES FOR DELIVERY AND POTENTIAL FUNDING STREAMS

6.9.1 As the Travel Workshop will be key to the delivery of measures, The Travel Plan will be updated accordingly upon completion of the workshop and responsibilities for delivery of measures, and an estimate of the potential cost range, measures owner, potential funding streams and any exclusions will be identified.

7.
Travel Plan Governance

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 and Velocity Transport Planning 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 and Velocity Transport Planning have a dedicated hourly 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.

HEATHROW AIRPORT TRANSPORT FORUM AND STEERING GROUP MEETINGS

7.3.4 Until recently, Velocity represented Stockley Park at the Heathrow Bus and Coach, Rail and Travel Behaviours and Cycling working group meetings and the Heathrow Airport Limited (HAL) Steering Group as part of the Heathrow Airport Transport Forum.

7.3.5 These meetings ensured key stakeholders and neighbours such as Stockley Park work in synergy with Heathrow Airport as part of the airports objectives for implementing the third runway where they had a commitment to reducing all trips made at Heathrow airport to 50% non-car modes - a significant exercise in promoting and encouraging modal shift.

7.3.6 The travel forum meetings are made up of industry experts to assist with this objective and ultimately means we can capitalise on and learn from travel initiatives being promoted at HAL and champion these at Stockley Park and vice versa.

7.3.7 These meetings have been on hold since March 2020 in light of the pandemic. Heathrow Airport Ltd (HAL) has said the Covid-19 pandemic has strengthened the strategic case for expansion - despite experiencing the worst year in its history. Despite these challenges, airport bosses are standing by the need for its expansion and Velocity will continue to represent Stockley Park as a close neighbour and stakeholder as and when matters in respect of airport expansion resume.

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 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. In light of the pandemic materially changing working patterns and to an as yet unknown extent, travel patterns, the focus will be on monitoring mode share change from the 2022 Travel Survey completed towards the end of the pandemic when estate occupation was at around 40% of that pre-pandemic.

8.2 MONITORING

8.2.1 The TPC will organise follow-up travel surveys on an annual basis. These will attempt to follow the methodology of the November/ December 2018 surveys (noting the 2022 surveys were heavily tailored around the change in tenant working patterns/response to the pandemic). Future surveys will also request feedback on the perceived success (or otherwise) of new measures implemented as part of the Travel Plan 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 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.
- Details of how the easitSTOCKLEYPARK initiative has been successful in delivering road safety and sustainable travel information across the park.

8.3 OBJECTIVES

8.3.1 The table 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.
- Monitor the number of people using the future bike hire scheme.
- Update on the easitSTOCKLEY PLUS+ shuttle bus.
- 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 as tenants enter the new normal.
- Analysis of staff travel survey data on start/finish times compared to January 2022.
- Analysis of staff use of the online travel information to decide when to leave the estate.

9.
Action Plan

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
Mar-19	PERS/CERS and Healthy Street assessments	Velocity
Mar-19	New local cycleway / footway routes/connections	Velocity to enquire and contact: TfL/ LBH
On-going	easitSTOCKLEYPARK Travel Plan co-ordination	easit/Velocity
April-19	Review of the parking survey to establish locations for EVCPs and parking for car sharers	Velocity
Monthly	Updates to Stockley Park Travel Information webpage (**every six months**)	Bluebridge/Velocity
Quarterly	Attend the Stockley Park Tenant Forum Meeting (**every 3 months**) and discuss:	SPECL / Velocity Transport Planning (TPC)
Monthly/June-19	Promotion of Stockley Plus shuttle bus route and introduction of a third bus to serve to route	SPECL/easit/Velocity
Apr-19	Stockley Plus Bus – additional route (third route)	easit/SPECL
Aug-19	Bennetsfield Road Roundabout improvements	Velocity
Aug-19	Furzeground Way speed calming measures implemented	Velocity
May-19	On-site cycle dedicated lane (subject to feasibility of design by the TPC)	Velocity
Mar-Dec-19	Stockley Park Cycle Docking Stations	Brunel University/ LBH/Bluebridge/Velocity
Sept19	Updates to Stockley Park Travel Information webpage (**every six months**)	STOCKLEY PARK
Nov 19	Staff Travel Survey 2019 (**annually**)	Velocity Transport Planning (TPC)

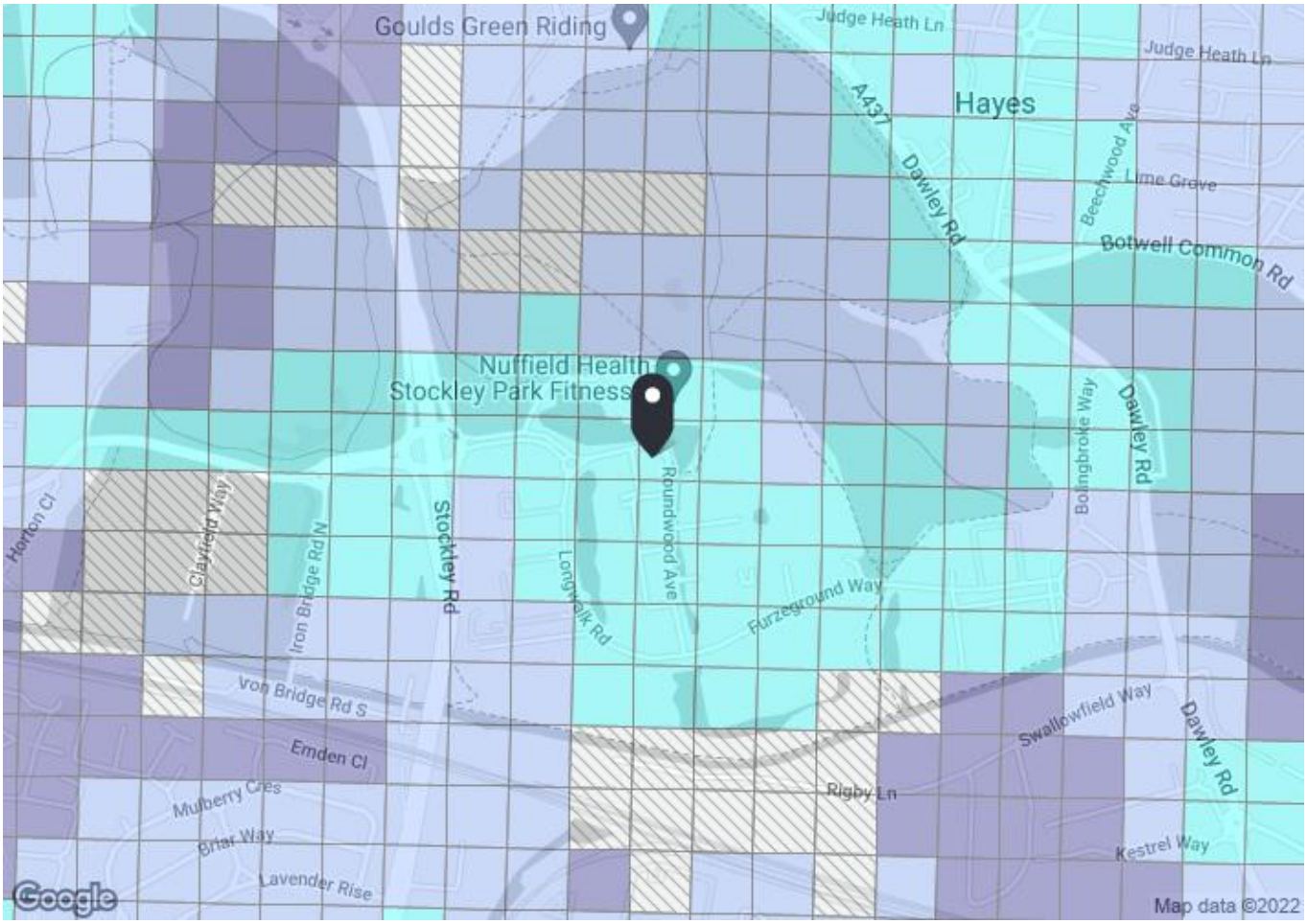
9.1.2 As this is a live document and travel planning activity will be on-going, additional measures will be discussed and identified over time.

9.1.3 Amendments to the above implementation dates will be subject to discussion and agreement made through consultation with SPECL and the quarterly Occupier Forum meetings. 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

Appendix A.
Accessibility Mapping

TRANSPORT FOR LONDON



PTAL output for 2021 (Forecast)
2

Stockley Park
Stockley Park, Roundwood Ave, Uxbridge UB11 1FW, UK
Easting: 508021, Northing: 180324

Grid Cell: 79595

Report generated: 07/05/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STOCKLEY PARK EAST	U5	181.8	5.18	2.27	7.8	10.07	2.98	0.5	1.49
Bus	STOCKLEY PARK EAST	350	181.8	5.18	2.27	7.8	10.07	2.98	1	2.98
Bus	STOCKLEY PARK EAST	A10	181.8	4.14	2.27	9.25	11.52	2.6	0.5	1.3
									Total Grid Cell AI:	**5.77**

TRANSPORT FOR LONDON

TIM output for Base Year
Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

UB11 1HU
Hayes, Uxbridge UB11 1HU, UK
Easting: 508360, Northing: 180151

Report generated: 08/01/2019

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

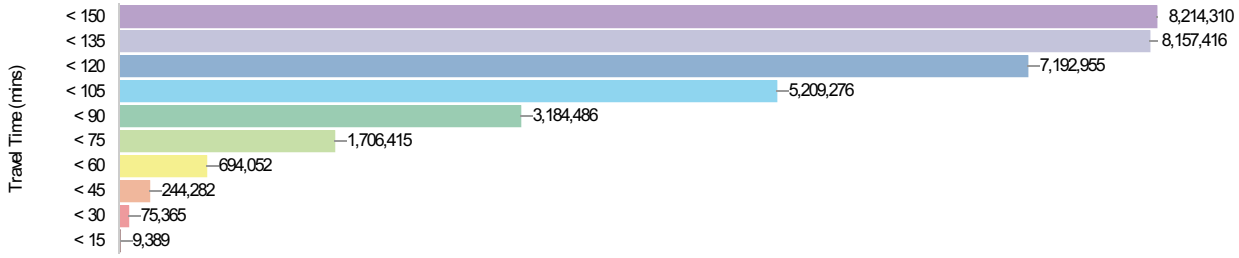
< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

Travel Times

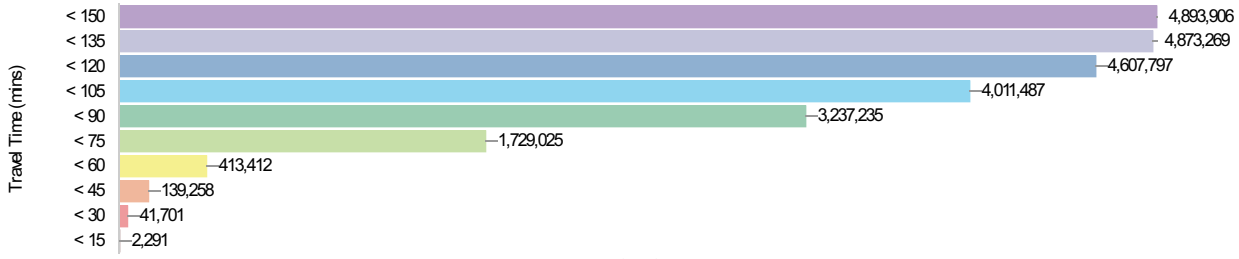
Catchment data for your current selection

Population - Total: London 2011



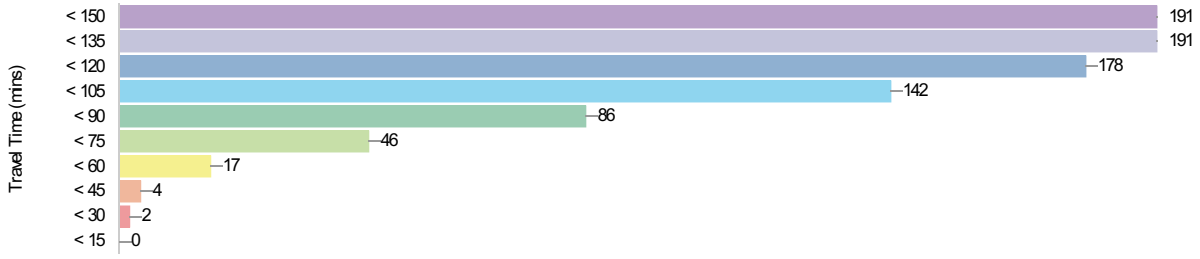
Total: London (2011) 8,217,475

Employment - Jobs: London 2011



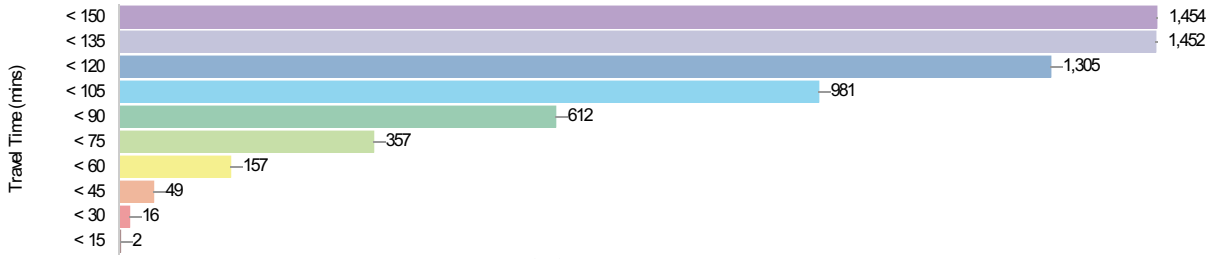
Jobs: London (2011) 4,895,753

Town centres - Metropolitan, major and district: London



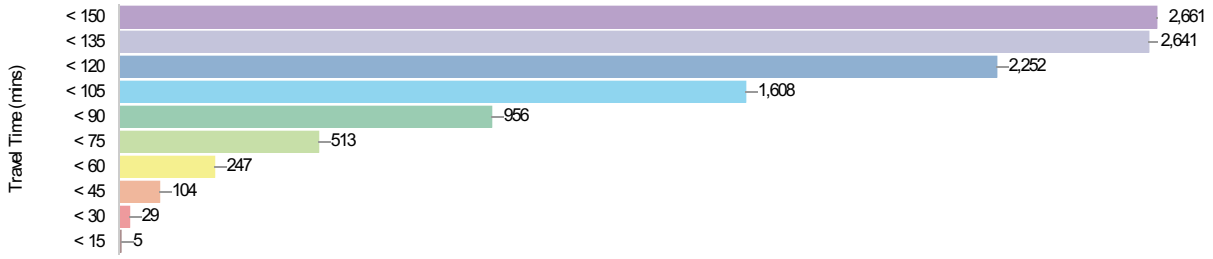
Metropolitan, major and district: London - 191

Health services - GP Surgeries: London



GP Surgeries: London - 1,454

Education establishments - Primary schools: London



Primary schools: London - 2,663

Appendix B.
easitSTOCKLEY PLUS+ SHUTTLE

travel green easit NETWORK

easitBUS

easitSTOCKLEY PLUS+ Shuttle Bus

The reliable & stress-free, on-demand shuttle service

The easitSTOCKLEY PLUS+ Shuttle Bus, in partnership with PassengerPlus+, will resume its FREE shuttle service running every 20 minutes between Hayes and Harlington Station to and from Stockley Park (06:45-10:05) and 16:00-19:00)

You wont be required to book a seat on the Shuttle Bus, just turn up and show your valid easitCARD to use these services and to board.

To order an easitCARD, register or login to your easitACCOUNT www.easit.org.uk, using your **work email address** and follow instructions. If you do not have a work email address, please contact info@easit.org.uk.

For timetables and routes:

- Click the 'YOUR DISCOUNTS' button on your profile page
- Select the easitSTOCKLEY PLUS+ timetables and routes button

travel green easit NETWORK

easitBUS

easitSTOCKLEY PLUS+ Shuttle Bus

Timetable and Routes

The easitSTOCKLEY PLUS+ Shuttle Bus runs on a continuous loop every 20 minutes between 06.45 – 10:05 and 16.00 - 19.00 as follows:-

AM - Between 06.45 – 10:05 Monday - Friday

Hayes & Harlington Station – Bus Stop Z4 Blyth Road
Swallowfield Way (Bus stop on Dawley Rd, near to the Roundabout with Swallowfield Way)
The Square - 3 The Square, Hayes, Uxbridge UB11 - Bus Stop G
Furzeground Way - 2 Furzeground Way, Hayes, Uxbridge UB11 1BB - Stop H
Longwalk Road - Hayes, Uxbridge, UB11 1BA - Stop J

PM - Between 16.00 - 19.00 Monday - Friday

Bennetsfield Road -Hayes, Uxbridge UB11 1DB - Stop B
Roundwood Avenue - 4 Roundwood Avenue, Hayes, Uxbridge UB11 - Stop C
Furzeground Way - 2 Furzeground Way, Hayes, Uxbridge UB11 1BB - Stop D
The Square - 3 The Square, Hayes, Uxbridge UB11 1ET - Stop E
Swallowfield Way - Bus stop on Dawley Rd, near to the roundabout with Swallowfield Way)
Hayes & Harlington Station – Bus Stop Z4 Blyth Road

Please note that social distancing measures will still be in place allowing approx. 8 passengers at any one time to board. Please be aware that you will require a valid easitCARD to board the bus.

Appendix C.

Elizabeth Line Update - May 2022

TECHNICAL NOTE: ELIZABETH LINE UPDATE

1 INTRODUCTION

1.1 NOTE PURPOSE

1.1.1 This short note has been prepared on behalf of Stockley Park Estates Company Ltd (SPECL) to present the latest information regarding the opening of the Elizabeth Line, which will pass through West Drayton and Hayes & Harlington Stations. This is an update note which supersedes the previous communication issued to tenants in October 2021.

1.1.2 Following the lifting of all government restrictions, tenant occupation has increased to around 40% of pre-pandemic levels. Accordingly, there is increasing demand for travel to the estate, including by rail, and a review has been carried out to inform Stockley Park tenants on the opening schedule of the Elizabeth line and how its tenants can benefit from the improved transport links.

1.1 BACKGROUND INFORMATION

1.1.1 **Figure 1-1** shows the location of the site in proximity to the two stations. Both West Drayton but more so Hayes & Harlington Stations are served by bus services to and from Stockley Park.

Figure 1-1 Site Location and Local Context

2 ELIZABETH LINE UPDATES

2.1 EXPECTED OPENING DATES

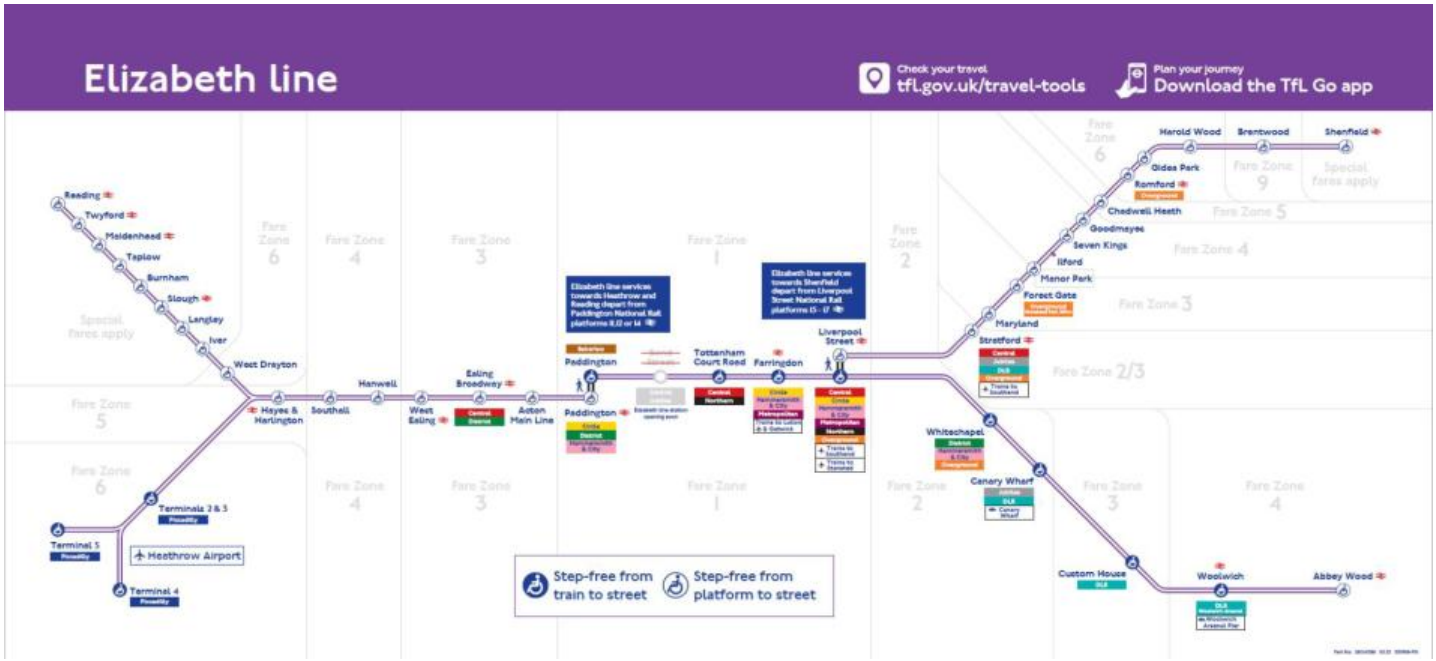
2.1.1 It has been confirmed that the Elizabeth Line will launch on **Tuesday 24th May 2022**, operating a service between ten London Stations; from Paddington and Abbey Wood.

2.2 WESTERN SECTION (INC HAYES & HARLINGTON AND WEST DRAYTON STATIONS)

2.2.1 The western section route will begin at Paddington mainline station, splitting just after Hayes & Harlington, with one branch going to Maidenhead and Reading and the other to Heathrow airport terminals.

2.2.2 Passengers from Hayes and Harlington and West Drayton will have to change at Paddington to access the central part of the route (see **Figure 2-1**).

Figure 2-1 Elizabeth Line Route Map



2.2.3 The integration of the Elizabeth line services from east and west is currently expected to be in autumn 2022. This will enable passengers to access uninterrupted services from Reading and Heathrow through to Abbey Wood and from Shenfield through to Paddington.

2.2.4 The final timetable across the entire railway is yet to be made available but will be in place no later than May 2023 when full end to end Elizabeth Line services are expected to commence.

2.3 ELIZABETH LINE SERVICES FROM HAYES & HARLINGTON STATION

2.3.1 The Elizabeth line TfL Rail provides stopping services from Paddington to Heathrow Airport (Terminals 2&3 and Terminal 4 stations) via Hayes & Harlington.

2.3.2 Services from Paddington to Heathrow run every 30 minutes, with a journey time of about 35 minutes. Free shuttle services run from Terminals 2&3 to Terminal 5 with a journey time of 6 minutes.

2.3.3 The full route is expected to open in Autumn, when to ten Elizabeth line services an hour will allow passengers from Hayes & Harlington to travel Reading or Heathrow in the west or through the central London tunnels to Essex and southeast London.

2.4 ELIZABETH LINE SERVICES FROM WEST DRAYTON STATION

2.4.1 When the full route opens, up to six Elizabeth line services an hour will serve West Drayton station, allowing passengers to travel right through central London without having to change trains.

2.5 FREQUENCY OF TRAINS

2.5.1 The Elizabeth line will operate **12 trains per hour** between Paddington and Abbey Wood from Monday to Saturday 06:30 to 23:00.

2.5.2 Work will continue in engineering hours and on Sundays to allow a series of testing and software updates in preparation for more intensive services from the autumn.

2.5.3 Heathrow and Shenfield will connect with the central tunnels in the autumn of 2022 when frequencies will also be increased to **22 trains per hour** in the peak between Paddington and Whitechapel.

2.6 TRAVEL TIMES

2.6.1 The indicated travel times below reflect operations when the line is fully connected in late 2022:

- Travel from Hayes and Harlington to Paddington is expected to take 17 minutes.
- A train will run every 5 minutes at peak times.
- Travel from Hayes and Harlington to Bond Street is expected to take 20 minutes.
- Travel from Reading to West Drayton is expected to take 29 minutes.

Train services and frequencies to/from Hayes & Harlington and West Drayton stations can be found here:

- Travel to/from Hayes & Harlington Station - National Rail Enquiries
- Travel to/from West Drayton Station - National Rail Enquiries

2.7 TRAIN SPECIFICATIONS

2.7.1 The Elizabeth Line will operate using 70 new 200-metre-long Class 345 trains, as seen in **Figure 2-2**. The new, high-capacity trains have:

- Walk-through carriages;
- Space for 1,500 people;
- Air Conditioning and intelligent lighting;
- CCTV, WIFI and live travel information;

Figure 2-2 Inside the new Elizabeth Line trains

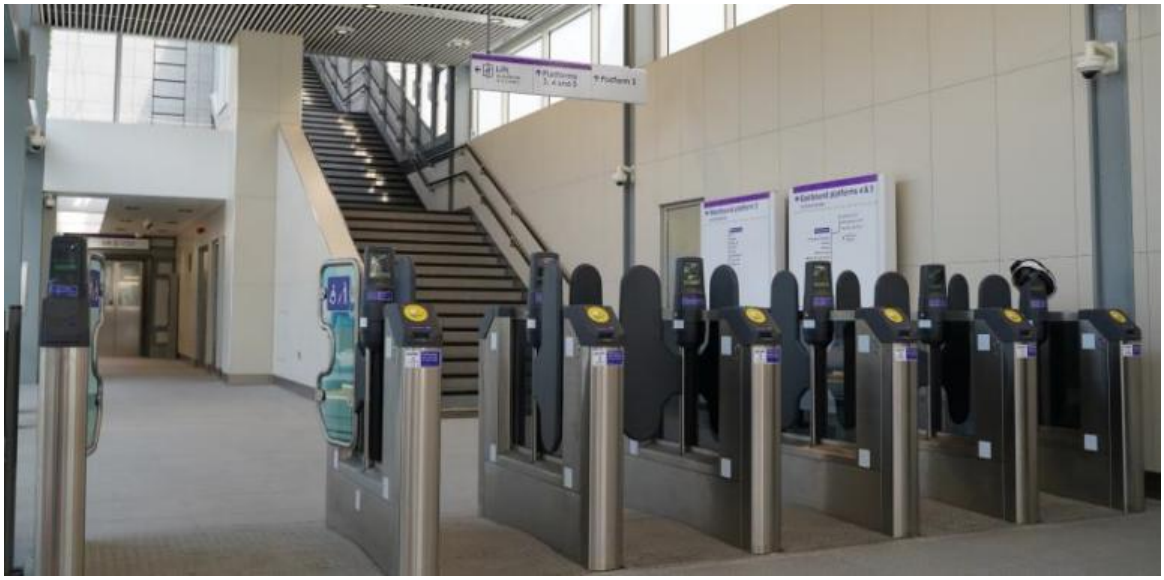
2.8 STATION FACILITIES

2.8.1 The upgrade of West Drayton and Hayes & Hillington Stations was completed over Summer 2021. Both stations have received glass and steel extensions, providing more room for passengers. Other new features include:

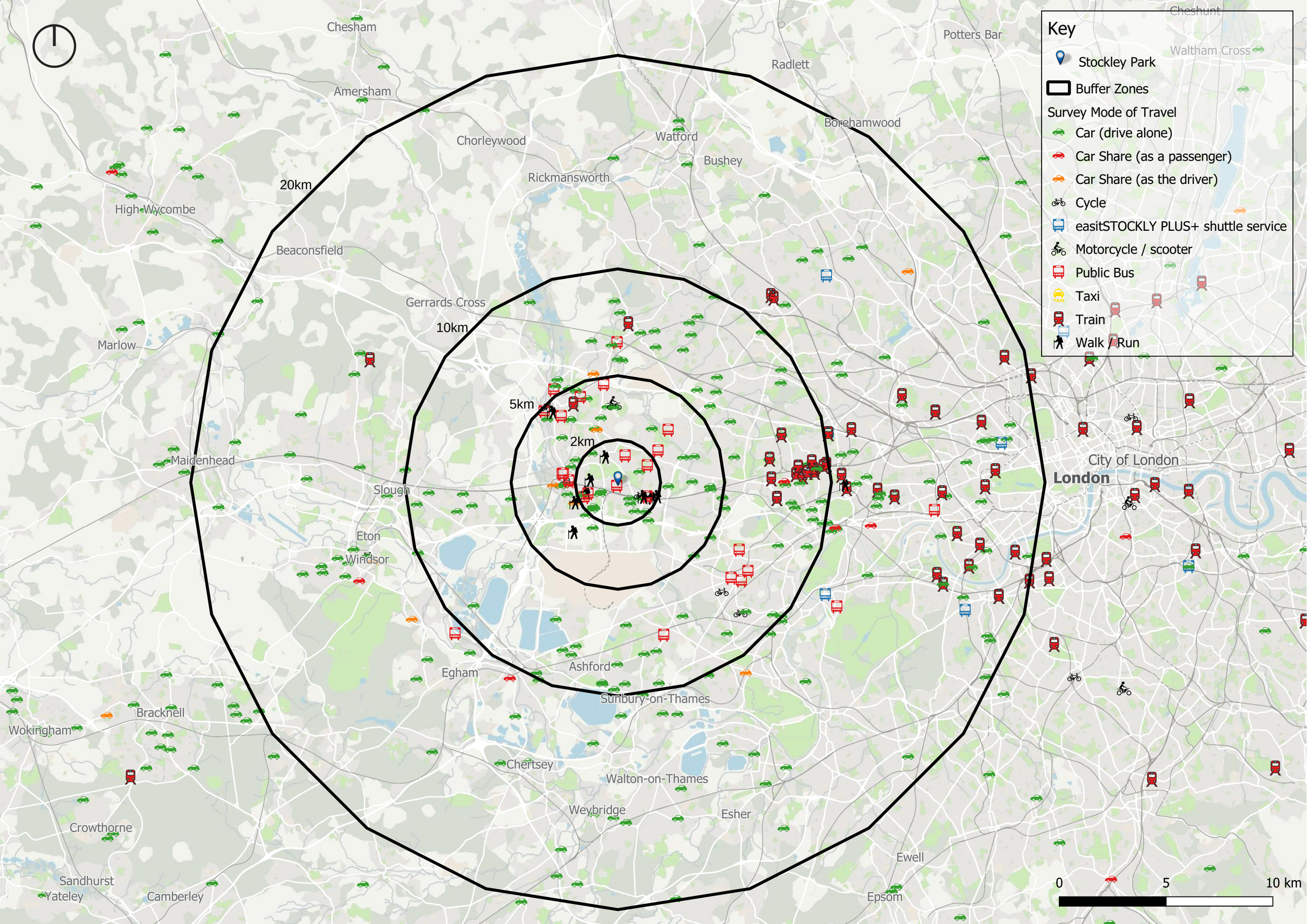
- Redeveloped station entrance and façade, as seen in Figure 2-3 and Figure 2-4;
- Bright and spacious ticket hall, providing a more welcoming environment for passengers;
- New customer information screens, signage, and ticket machines for clearer customer information for planning outward journeys;
- A new covered walkway and footbridges and gate lines;
- 200+ metre long platforms, including platform canopies;
- Accessible by new lifts;
- Step-free from platform to street, serviced by new elevators.

Figure 2-3 New Entrance to Hayes and Harlington Station

Figure 2-4: New Entrance to West Drayton Station



Appendix D.
Postcodes Plot by Mode


Key
Stockley Park
Buffer Zones
Survey Mode of Travel
Car (drive alone)
Car Share (as a passenger)
Car Share (as the driver)
Cycle
easitSTOCKLY PLUS+ shuttle service
Motorcycle / scooter
Public Bus
Taxi
Train
Walk / Run
20km
10km
5km
2km
Chesham
Amersham
Chorleywood
Rickmansworth
Watford
Radlett
Bushey
Borehamwood
Potters Bar
Cheshunt
Waltham Cross
High Wycombe
Beaconsfield
Gerrards Cross
Marlow
Maidenhead
Slough
Eton
Windsor
Egham
Ashford
Sunbury-on-Thames
Chertsey
Walton-on-Thames
Weybridge
Esher
Ewell
Epsom
Bracknell
Wokingham
Crowthorne
Sandhurst
Yateley
Camberley
City of London
London
0
5
10 km