

**Global Academy UTC
The Old Vinyl Factory
Hayes, UB3 1BW**

Travel Plan

For
Global Academy UTC Trust

Project No. 12024

April 2015

Campbell Reith Hill LLP
Raven House
29 Linkfield Lane
Redhill, Surrey
RH1 1SS

T: +44 (0)1737 784500
F: +44 (0)1737 784501
E: surrey@campbellreith.com
W: www.campbellreith.com

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1.0 INTRODUCTION TO THE GLOBAL ACADEMY UTC

Contact Information

To be confirmed

The Old Vinyl Factory, Powerhouse Lane, Hayes, UB3 1BW

- 1.1. The Global Academy UTC will specialise in broadcast and media courses and will have a maximum capacity of 800 students aged 14-19 years old along with around 60 full time equivalent staff. It will offer a broad range of courses but have a special focus on the technical skills, trades and technologies that support the two specialisms of Creative, Technical and Digital Media & Entrepreneurship. These technical skills will help students develop the practical knowledge demanded by the industry, while the focus on entrepreneurship will drive a distinctive ethos. Students will integrate their academic study with practical learning, studying core GCSEs or A Levels alongside vocational and technical qualifications.
- 1.2. The number of students and staff at the Global Academy UTC will increase year on year until it reaches its maximum capacity in the 2019/2020 academic year. Table 1.1 shows the increase in student numbers from the Global Academy UTC's opening to full capacity.

Table 1.1: Student numbers

	2016/17	2017/18	2018/19	2019/20
Students	200	500	700	800

- 1.3. A typical UTC day will be from 09:00 to 17:00 on Mondays to Thursdays and from 09:00 to 14:00 on Fridays. There will also be some activities occurring before 09:00 and after 17:00. There is the potential for some extended community use of the facilities, such as the theatre and sports hall, at evenings and weekends.
- 1.4. The UTC site will initially be accessed from The Groove, the main pedestrian route through The Old Vinyl Factory development. This links with Blyth Road and provides access to the bus and train services located on Station Road and gives access to the town centre. There will be a parking area for staff within The Old Vinyl Factory development along with accessible parking bays adjacent to the UTC building. A drop-off lay-by is to be located on Blyth Road to allow students to be dropped off and picked up without the need for cars to stop on-street. Cyclists will use accommodated with parking provided adjacent to the UTC entrance. Figure 1 shows the site in relation to the surrounding area.

2.0 AIMS OF THE TRAVEL PLAN

- 2.1. A Travel Plan is a document that identifies an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupant car journeys. It can also assist in meeting a range of other environmental or health objectives.
- 2.2. Travel Plans can assist in increasing accessibility whilst reducing congestion, local air pollution, and noise. A well-developed Travel Plan can mitigate adverse traffic impacts of a development. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.
- 2.3. The Travel Plan is aimed at reducing the impact of travel to and from this site by staff, students and visitors. The main reasons for implementing a Travel Plan are:
- ♦ Improved school efficiency and equality;
 - ♦ Social responsibility;
 - ♦ Reducing the carbon footprint of the development; and
 - ♦ Improving the health and wellbeing of people using the school.
- 2.4. This document provides an overview of the transport arrangements at Global Academy UTC site. The document also sets out measures which will be introduced in order to meet the Travel Plan objectives.
- 2.5. This document will be regularly reviewed, reflecting the fact that a Travel Plan is a living document requiring monitoring, and revision if necessary, to ensure it remains relevant to the UTC. The document will be reviewed in conjunction with monitoring surveys which will be undertaken on an annual basis.
- 2.6. This Travel Plan has been commissioned on behalf of the Global Academy UTC Trust and will remain in control of the trust. The trust will appoint a Travel Plan Coordinator for this Travel Plan. The named persons responsible for the coordination and maintenance of this Travel Plan will be:
- ♦ Name: xxxx
 - ♦ Tel: xxxx
 - ♦ Email: xxxx
- 2.7. The UTC however reserves the right to change the named person during the duration of appointment without any notice. In the event of a change in the named person the contact details will be forwarded to the Area Coordinator and no change to the duties of the coordinator will be experienced.

3.0 LOCAL TRAVEL OPTIONS

Walking and Cycling

- 3.1. The current network of footways in the locality provides a reasonable footway network to all local services, facilities and public transport nodes in and around the site. Hayes and Harlington train station is approximately a six minute walk with Hayes town centre approximately an eight minute walk from the site. Uncontrolled crossing points are provided at the local junctions. There is a subway under Station Road to assist in journeys to and from the train station.
- 3.2. The areas that can be reached by walking and cycling 5, 10 and 15 minutes are shown in Figures 2 and 3 respectively. These areas include the residential areas of Hayes located to the north and south of the site.
- 3.3. There are cycle lanes on the southern section of Station Road in the vicinity of the train station. The Grand Union Canal towpath offers a pleasant east-west route. However, in general, cycle facilities are not extensive in the local area.
- 3.4. The UTC has made provision for 80 secure cycle parking spaces adjacent to the main entrance and overlooked by classrooms. Changing facilities together with storage lockers are also provided on-site.

Motorcycling

- 3.5. Staff travelling by motorcyclists and powered two-wheelers will be accommodated at the site. The site offers a secure hard standing area to park a motorbike.

Public Transport

- 3.6. The nearest bus stop to the development is located on Claredon Road approximately 400m from the site and is served by route 350. Additional bus services are available from bus stops at Hayes and Harlington Station approximately 600m from the site.

The timetables for local buses are appended to this report at Appendix 2 and the main routes summarised in Table 3.1: Local bus services

Service Number	Route	Service Interval					
		Monday - Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
350	Hayes & Harlington - Heathrow Terminal 5	11-13 minutes	20 minutes	20 minutes	20 minutes	20 minutes	20 minutes
90	Northolt Station - Feltham	9-11 minutes	20 minutes	9-13 minutes	20 minutes	20 minutes	20 minutes
140	Heathrow Central - Harrow - Long Elmes / High Road	5-10 minutes	6-10 minutes	6-10 minutes	6-10 minutes	8-13 minutes	8-11 minutes
195	Charville - Hayes - Brentford	10-13 minutes	20 minutes	12-13 minutes	20 minutes	13-14 minutes	20 minutes
E6	Greenford - Hayes Road Tesco	8-12 minutes	15 minutes	8-10 minutes	15 minutes	15 minutes	15 minutes
H98	Hounslow Bus Station - Wood End Green Road	7-10 minutes	15 minutes	7-10 minutes	15 minutes	15 minutes	15 minutes
U4	Prologis Park - Uxbridge Belmont Road	6-10 minutes	20 minutes	7-10 minutes	20 minutes	15 minutes	20 minutes

U5	Hayes & Harlington - Uxbridge Belmont Road	10-12 minutes	20 minutes	10-12 minutes	20 minutes	20 minutes	20 minutes
696	Hayes - Bishop Ramsey School	2 services	-	-	-	-	-
698	West Drayton - Ickenham	4/5 services	-	-	-	-	-

3.7. .

Table 3.1: Local bus services

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U4	Prologis Park - Uxbridge Belmont Road	6-10 minutes	20 minutes	7-10 minutes	20 minutes	15 minutes	20 minutes
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696	Hayes - Bishop Ramsey School	2 services	-	-	-	-	-
698	West Drayton - Ickenham	4/5 services	-	-	-	-	-

- 3.8. Hayes and Harlington train station is also approximately 700 metres from the site. There are frequent direct train services to key destinations including London Paddington, Ealing Broadway, West Ealing, Didcot Parkway and Heathrow Airport. New Crossrail services are due to begin in 2019. The western section of the Crossrail route runs from Paddington in west London to Heathrow Airport and Reading. Platform extensions will allow longer, higher capacity trains to operate. Crossrail will provide journeys into the West End, City and east London without the need to change trains. When full service commences in 2019, Crossrail will provide ten trains per hour on the Great Western main line at peak. This will include two trains per hour to Reading, another two trains per hour to Maidenhead, four trains per hour to Heathrow and two trains per hour to West Drayton.
- 3.9. The arrival of Crossrail promises a new, larger station built just north of the existing station site. The urban realm design proposals include a number of options which 'future proof' the area for the forthcoming large scale developments. The options create with improved pedestrian and cycle connectivity to the station in all directions through better pedestrian crossings and continuous cycle lanes. The scheme will also provide step-free accessibility between the station via a ramp from Station Road to Blyth Road.

Local Road Network

- 3.10. The site has the benefit of being served by an established road network. The eastern section of Blyth Road, adjacent to the site, is a one-way street running westbound. Blyth Road becomes two-way west of its junction with Trevor Road. Blyth Road continues west to meet Dawley Road (A437) at a roundabout. The one-way section of Blyth Road can be accessed from the west via Trevor Road and Clayton Road and from the east via Station Road. There is on-street parking on both sides of the central part of the one-way section of Blyth Road with parking controlled by single yellow lines on other sections of this road.
- 3.11. Dawley Road runs north towards the A4020 and Uxbridge and runs south to meet North Hyde Road (A437) at a roundabout. North Hyde Road runs east, meeting Station Road at a signalised crossroads. From this junction, North Hyde Road continues east to the A312 which subsequently gives access to Junction 3 of the M4 motorway. Station Road (A437) continues south from the signalised junction, becoming High Street, and meets Bath Road (A4).

Trip Generation

- 3.12. The mode split and trip generation for the Global Academy UTC is presented in the Transport Assessment. The proportion of trips by the various modes of travel are summarised in Table 3.2 based on the maximum number of students proposed shown in Table 3.3 and Table 3.4 respectively.

Table 3.2: Proposed Global Academy UTC mode split

	AM Peak - Students		PM Peak - Students		AM Peak - Staff		PM Peak - Staff	
	Trips In	Trips Out	Trips In	Trips Out	Trips In	Trips Out	Trips In	Trips Out
Car Driver	-	-	-	-	66%	-	-	66%
Passenger	19%	-	-	14%	3%	-	-	3%
Walking	10%	-	-	12%	6%	-	-	6%
Cycling	10%	-	-	10%	2%	-	-	2%
Public Transport	61%	-	-	64%	22%	-	-	22%

Table 3.3: Proposed Global Academy UTC staff trip generation

Trips based 60 staff	AM Peak		PM Peak	
	Trips In	Trips Out	Trips In	Trips Out
Car driver	40	-	-	40
Car passenger	2	-	-	2
Walking	4	-	-	4
Cycling	1	-	-	1
Public Transport	13	-	-	13

Table 3.4: Proposed Global Academy UTC student trip generation

Trips based on 800 pupils	AM Peak		PM Peak	
	Trips In	Trips Out	Trips In	Trips Out
Car (pick-up / drop-off)	72	72	53	53
Walking	76	-	-	91
Cycling	76	-	-	76
Public Transport	464	-	-	486

- 3.13. The trips by public transport will see the journey between the bus stop / station and the college made on foot. Therefore the number of walking trips in the immediate vicinity of the UTC will be 557 arrivals in the AM peak and 594 departures in the PM peak.

4.0 PACKAGE OF MEASURES FOR STAFF AND PUPILS

- 4.1. The main core of a Travel Plan is its package of measures, which can be comprised of a mixture of different kinds of actions, incentives and infrastructural improvements. Measures might be motivational, for awareness raising or for information provision. They could entail alterations to the way the organisation goes about its business (and to policies which dictate this). Finally, financial incentives or loans to remove barriers to sustainable travel might also be included.
- 4.2. This section sets out the package of measures which will be introduced in order to influence travel to/from the site.

Walking

- 4.3. Walking is the most sustainable methods of travel, has a number of proven health benefits. Walking is an important form of active travel. Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination. It potentially has an important role to play, particularly for those living within two miles of the UTC. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel. The online walking route website, walkit.com, will be publicised on the Travel Noticeboard and in welcome packs.

Cycling

- 4.4. Cycling is cheap, offers reliable journey times and is environmentally friendly. Encouragement of cycling can lead to a healthier, more productive pupils and staff as a key form of active travel.
- 4.5. Cycling to and from the site will be encouraged, supported and facilitated through the following measures. The UTC includes the provision of secure cycle parking, lockers and changing facilities. This equipment will reassure people that they have everything they need to facilitate travel by bike to the site. The Travel Plan Coordinator will approach nearby cycle shops on a regular basis, looking for discount deals and coupons for staff based at Global Academy UTC. Any details of offers available will be presented on the Travel Noticeboard.
- 4.6. The Travel Plan coordinator will also encourage pupils to cycle to school by organising safe cycle training through the Bikeability scheme and taking part in cycling weeks and events.

Public transport access

- 4.7. The personal benefits of travelling by public transport can include avoiding the need to park and being able to relax, read or socialise on the journey. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of over two miles.
- 4.8. Staff, parents and pupils will be encouraged to use the public transport by the Travel Plan Coordinator as a suitable alternative to car trips.

- 4.9. The 11-15 Oyster photocard and 16+ Oyster photocard will be promoted to students. The 11-15 Oyster photocard allows free travel for 11 to 15 year olds on buses and trams and at child pay as you go rates on Tube, DLR, London Overground and National Rail services. The 16+ photocard allows 16 and 17 year olds to travel at half the adult pay as you go rate on bus, Tube, tram, DLR, London Overground and some National Rail services.

Powered two wheelers

- 4.10. Powered two wheelers have both benefits and dis-benefits as compared to travel by private car and by more sustainable modes. The proposed development will offer opportunity to park motorcycles.

Managing car use

- 4.11. It is important that car use and parking are managed in association with a Travel Plan. Better management can help to ensure more efficient and equitable use of spaces. There will be limited staff parking provision available at the Global Academy UTC that will be managed through the issuing of parking permits.
- 4.12. The UTC will develop a scheme to give priority for any car sharers. Details of parking facilities and assigned parking spaces will be provided once established.

Travel information and planning

- 4.13. Complete and easy to understand information about travel information is an essential ingredient for a Travel Plan, since the first step towards behavioural change is for an individual to understand and consider the options which are realistically available to him/her and the benefits/ dis-benefits of each. One barrier to behavioural change is to simply not know about these options.
- 4.14. Potential new starters will be given information regarding their choice of travel options for reaching the site and a personalised journey planning service will be offered to both staff and pupils. A Welcome Pack will include information leaflets on the local transport services. A feedback survey will be included in order to gather early information about perceived transport choices, car and cycle ownership, the impact of the Travel Plan and ways of improving it.
- 4.15. Travel planning resources are available from TfL. These include the online journey planner, real time travel information and advice available at tfl.gov.uk. The TfL website also offers detailed information on ticketing, routes, services and any disruptions.
- 4.16. Information about upcoming changes or alterations will be disseminated to parents and staff using standard practices. Links to Transport for Young London's newsletters will also be publicised.

Deliveries

- 4.17. It is recognised that the site will generate a number of deliveries. The UTC is expected to attract deliveries related to the operation will include stationery supplies, food deliveries as well as mail and other specialist equipment.

- 4.18. The postal delivery are unfortunately outside the control of the UTC, however the UTC will be encouraged to consolidate the deliveries to as few as possible by means of forward planning and forecasting they needs.

Arrangements for Travel during the Day

- 4.19. Some of the staff based at the UTC might require travelling during the course of the day. Global Academy UTC will adopt policies which can influence the need to travel by private car. These measures may include cycle training schemes and Oyster pay as you go cards. Further business travel policies will be discussed in this section when agreed.
- 4.20. All trips will consider the environmental benefits of using public transport to reach their destinations.

5.0 OBJECTIVES, TARGETS AND INDICATORS

- 5.1. This section sets out the overarching objectives for this Travel Plan, as well as targets sought to be met over the short and medium term. It includes indicators through which progress will be measured towards meeting the targets. The objectives, targets and indicators are set out below.
- 5.2. The objectives are:
1. *Reduce the number of car trips at the beginning and end of the day*
 2. *Improve the health of the school community and improve the safety of the school journey.*
- 5.3. The targets and indicators are:
1. *If funding is available, to provide cycle training.*
 2. *Set up school cycling club with student lead.*
 3. *Encourage more pupils to walk and / or cycle to school and work towards achieving the following changes in modal split:*

Table 5.1: Targets

Target	Comment / Objective	Indicator	Baseline Value	Target Value(s)	Measure by
Decrease number of single car trips to site	Reduce the reliance on private car and promote car sharing and more sustainable ways of getting to work	Number of single occupancy trips	t.b.c	-5% by year 5 Interim target of -1% each year	Staff / Pupil Survey
Increase the number pupils cycling to school	Reduce the reliance on public transport and other forms of travel	Number of pupils whose mode of travel listed as 'cycling'	t.b.c	+10% by year 5 Interim target of +2% each year	Pupil Survey
Increase number of pupils walking to school	Reduce the reliance on public transport and other forms of travel as well as reduce the car trips	Number of pupils whose mode of travel listed as 'walking'	t.b.c	+5% by year 5 Interim target of +1% each year	Pupil Survey

6.0 TRAVEL ACTION PLAN

- 6.1. The Travel Action Plan will be updated as the UTC develops. An example Travel Action Plan is shown in the table below.

Table 7.1: Action Plan

Objective and target linked to	Steps/actions needed	Who is responsible? (Must be named person or group)	Target date (Must be specific date/month)	Projected cost if known and source of funding
To reduce car use and improve the health of the school community and safety of the school journey	Organisation of Bikeability cycle training event	TP Coordinator	January 2017	Negligible
	Set up cycling club	TP Coordinator	January 2017	Negligible
	Promote walking and cycling to the UTC through assembly / parent letters / activities	TP Coordinator	Tie in with specific events	Negligible
	Review personalised journey planning service / website	TP Coordinator	Prior to each academic year	GA UTC Trust
	Promote public transport incentives	TP Coordinator	Prior to each academic year / ongoing	Negligible

7.0 TRAVEL PLAN STRATEGY

- 7.1. A Travel Plan strategy that sets out clearly the stages by which the Travel Plan will be developed and implemented and relates to:
- ♦ Securing the resources (including time) that are necessary to develop and implement the Travel Plan;
 - ♦ Consulting and educating staff and pupils; and
 - ♦ Identifying and engaging with partners.
- 7.2. This Travel Plan is expected to be secured by Section 106 agreement and planning condition to the proposal planning application.
- 7.3. The travel plan will have the full support of senior management and a budget allocated for implementation and on-going support. The budget requirements are to be listed here when agreed with the UTC and local authority.
- 7.4. All Travel Plans are dependent on a nominated individual being given time and resources for success to occur. The Travel Plan Co-ordinator will be responsible for overseeing and implementing the various measures outlined in this Travel Plan. The responsibilities of the Travel Plan Co-ordinator includes:
- ♦ Implementation and marketing of the Travel Plan, taking account of both short and long-term objectives;
 - ♦ Promoting the Travel Plan to pupils/staff and being available to discuss travel requirements / ideas as to how the plan could provide further encouragement or to make sustainable transport more accessible;
 - ♦ Providing up-to-date travel information for the site;
 - ♦ Establishing and promoting the individual measures in the Travel Plan;
 - ♦ Where appropriate, exploring the potential of joining forces with other businesses and community groups within the local area;
 - ♦ Promoting local and national events such as National Bike Week to raise awareness of more sustainable modes of transport; and
 - ♦ Monitoring and reviewing the use of facilities and collating travel survey information to measure and monitor the success of the Travel Plan so that targets can be refined and developed.
- 7.5. A working group can also be important to the success of a Travel Plan if the size of the school warrants it. The group would ensure that different stakeholders within (and sometimes beyond) an organisation are represented during the plan's development and can contribute towards the identification and implementation of strategies that span across many areas of interest. The group allows opportunities for the sharing of knowledge, experience, valuable information and contacts.
- 7.6. The travel plan working group is anticipated to meet once a term. Other participants in the working group will be:

Staff:

Pupils:

Governors:

Parents:

Marketing and Involvement

- 7.7. The primary means by which the Travel Plan will be marketed are through the UTC website, newsletter/s, emails and noticeboards or posters. These will form a major part of the marketing strategy along with exhibitions and events in order to promote the initiative and disseminate the information about the Travel Plan initiatives.
- 7.8. Typically, the most effort should be put into marketing the travel plan to people who are new to the site (either because they are newly employed or are a new student) before the person establishes their preferred travel behaviour.
- 7.9. The consultation and input into the travel plan will be as follows:

Pupil consultation

Pupils involved in the UTC travel plan working group will be responsible for gaining the input from all students regarding their travel issues

Governors

The UTC travel plan will be discussed governors' meetings.

Parents

All parents will be made aware of the travel plan through newsletters and the UTC website. Issues raised following these communications will be noted and provided to the Travel Plan Coordinator.

Staff

Staff will be made aware of the UTC travel plan and contribute to improving the plan through staff room noticeboard and staff meeting updates.

8.0 MONITORING AND REVIEW

- 8.1. This Travel Plan will be regularly updated by way of a programme of monitoring, review and revision to ensure it remains relevant to the UTC and those using this site.
- 8.2. In line with Transport for London's monitoring procedures, monitoring will be undertaken by way of the travel survey every year. In year five or perhaps sooner if the need arises, the Travel Plan and targets will be reviewed and new objectives, targets and measures will be set, where appropriate. The results of travel surveys and of any review of the Travel Plan will be reported to the TfL and / or the Borough School Travel Plan Officer annually.
- 8.3. The UTC will regularly monitor a set of indicators to ensure that the desired outcomes are being achieved. These indicators will include:
 - ♦ Number of staff driving to work
 - ♦ Number of bicycles parked at the UTC (recorded at the start of each term)
 - ♦ Use of the designated drop-off facility

9.0 SIGN OFF AND FORMAL APPROVAL

Signatures

The following signatures confirm that the UTC management have read and approved the content of this Travel Plan. By signing this document, the school is committing itself to taking the necessary steps, where feasible, to resolving problems identified within the plan and to implement the actions identified. The UTC further acknowledges their commitments to achieving all targets highlighted in the action plan and to the annual review and monitoring of the travel plan.

The following signatures confirm that the document has been Quality and Assessment checked by representatives from the London Borough of Hillingdon.

Appendix 1: Figures and Drawings



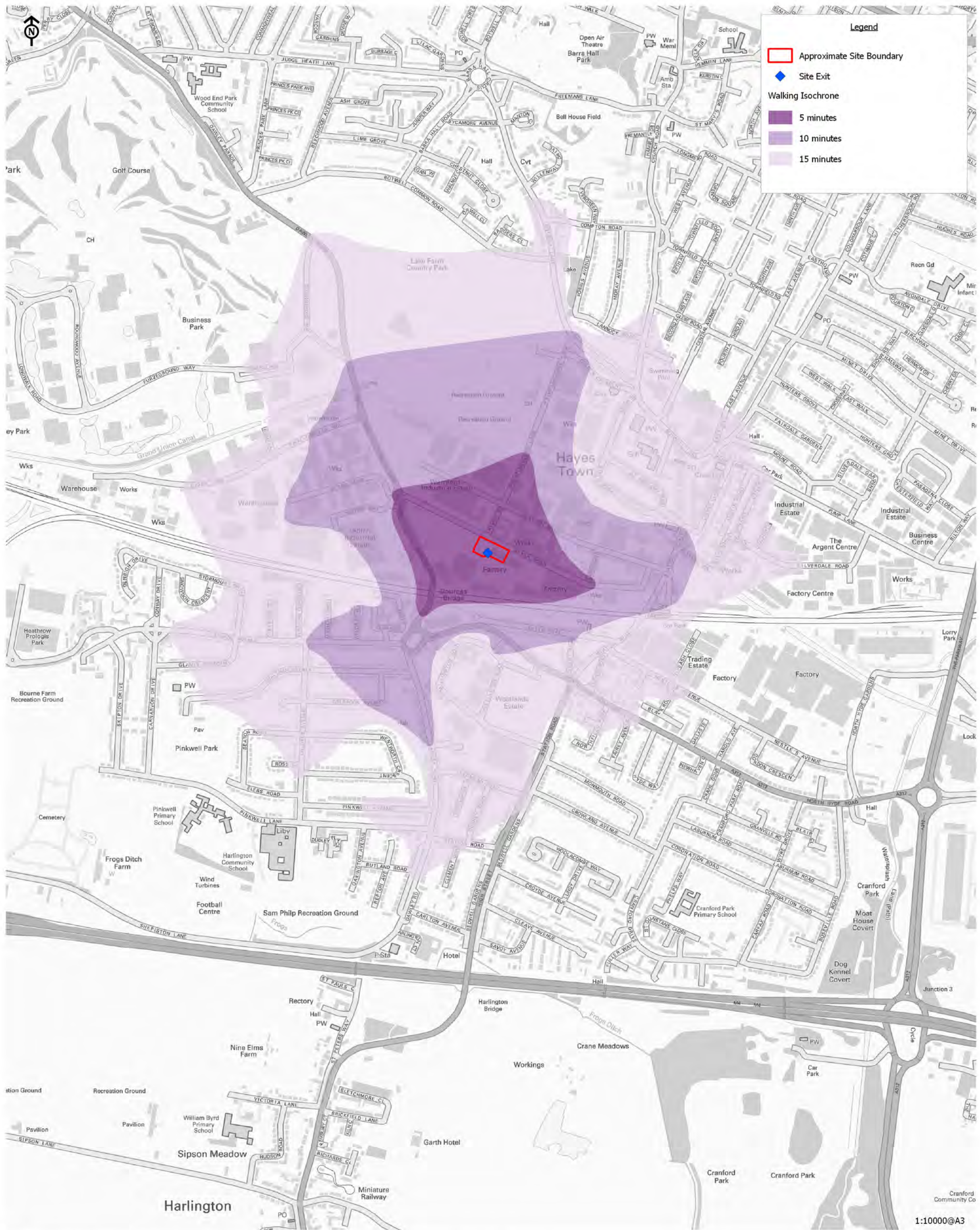
Global Academy UTC

Client: Global Academy UTC Trust

Figure 1:
Site Location

Scale: 1:20000@A4
CampbellReith OS Copyright: © Crown copyright. All rights reserved. Licence number 100020027
Contains Ordnance Survey data © Crown copyright and database right 2015.
Job Number: 12024
Drawn by - Checked by: RC - NM
Drg No - Status/Revision: GIS001 - A
File location: N:12000 - 12249\12024 R - Global Academy UTC\Project_Workspaces (pdf in Outputs)
Date (Revision History): 07/04/2015 (A, First Issue, 07/04/15, RC)

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Global Academy UTC
Client: Global Academy UTC Trust

Figure 2:
Walking Isochrone

Scale: 1:10000@A3
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Job Number: 12024
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Drg No - Status/Revision: G15002 - A
File location: N:\12000 - 12249\12024 R - Global Academy UTC\Project_Workspaces (pdf in Outputs)
Date (Revision History): 07/04/2015 (A, First Issue, 07/04/15, RC)

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Appendix 2: Public Transport Information

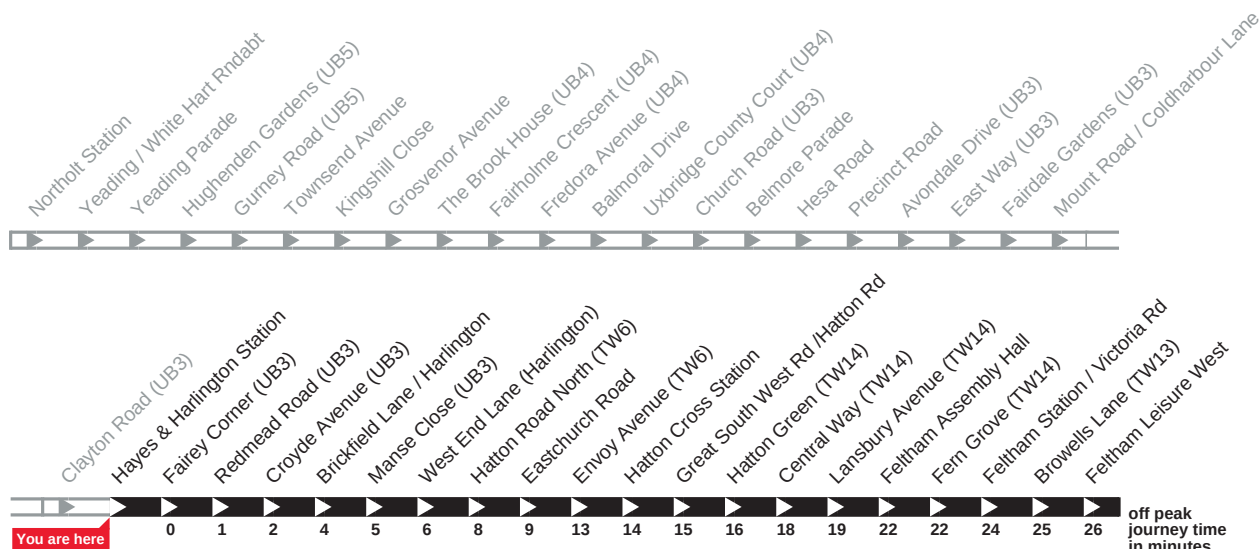
London Buses

90

Daily



Buses towards Feltham Leisure West



Monday to Friday

First bus	5 to 6am	6 to 7am	7am to 7pm	7 to 8pm	8 to 9pm	9 to 11pm	11pm to Midnight	Last buses
04 55	05 15	06 16	about every	19 06	20 12	At these 06	23 06	00 05
	05 36	06 36	9-11	19 17	20 26	minutes 26	23 25	00 25
	05 56	06 53	minutes	19 30	20 46	past the 46	23 45	00 45
				19 45		hour		
				19 57				

Saturday

First bus	5 to 6am	6 to 7am	7 to 8am	8 to 9am	9am to 7pm	7 to 8pm	8 to 11pm	11pm to Midnight	Last buses
04 55	05 15	06 11	07 11	08 13	about every	19 00	At these 06	23 06	00 05
	05 35	06 31	07 31	08 30	9-13	19 15	minutes 26	23 25	00 25
	05 51	06 51	07 53	08 45	minutes	19 30	past the 46	23 45	00 45
						19 50	hour		

Sunday

First bus	5 to 6am	6 to 10am	10am to 7pm	7 to 8pm	8 to 11pm	11pm to Midnight	Last buses
04 55	05 25	At these 11	At these 08	19 08	At these 06	23 06	00 05
	05 51	minutes 31	minutes 28	19 28	minutes 26	23 25	00 25
		past the 51	past the 48	19 46	past the 46	23 45	00 45
		hour	hour		hour		

Operated by Metrolink for London Buses

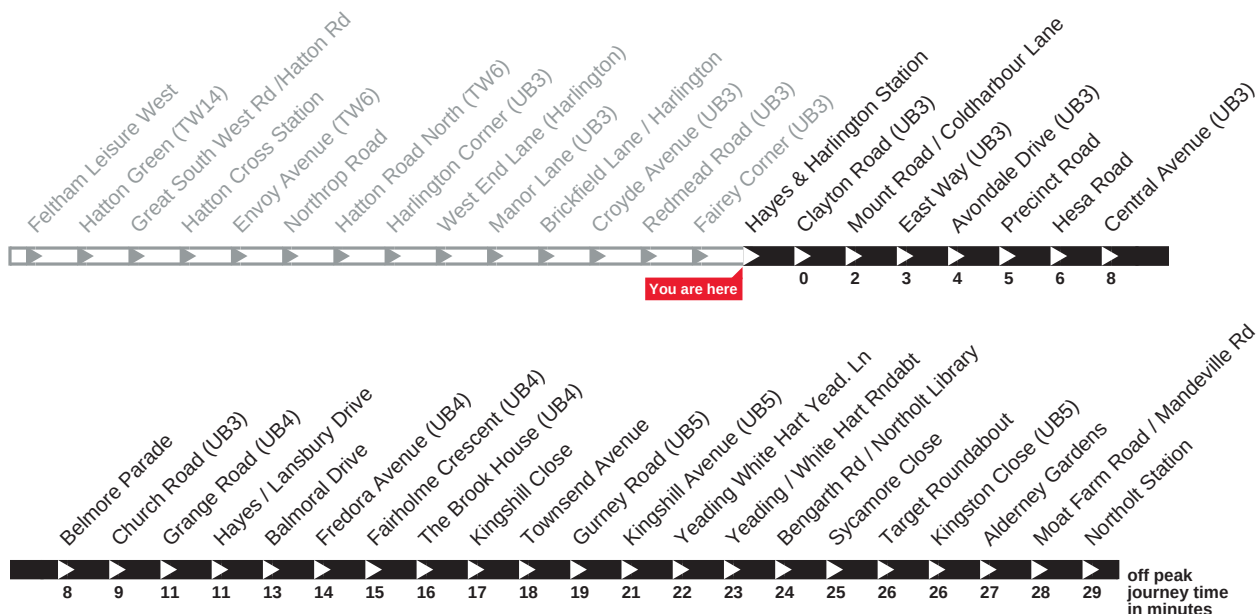
London Buses

90

Daily



Buses towards Northolt Station



Monday to Friday

First buses	6 to 7am	7 to 8am	8am to 7pm	7 to 8pm	8 to 9pm	9 to 11pm	11pm to Midnight	Midnight to 1am	Last buses
05 04	06 04	07 16	about every	19 04	20 09	At these 19	23 19	00 12	01 12
05 24	06 24	07 27	9-11	19 14	20 24	minutes 39	23 38	00 32	01 32
05 44	06 44	07 37	minutes	19 24	20 39	past the 59	23 57	00 52	
	06 59	07 47		19 39	20 59	hour			
		07 57		19 54					

Saturday

First buses	6 to 8am	8 to 9am	9 to 10am	10am to 7pm	7 to 8pm	8 to 11pm	11pm to Midnight	Midnight to 1am	Last buses
05 04	At these 04	08 04	09 09	about every	19 04	At these 18	23 18	00 12	01 12
05 24	minutes 24	08 24	09 24	9-10	19 19	minutes 38	23 38	00 32	01 32
05 44	past the 44	08 40	09 34	minutes	19 38	past the 58	23 57	00 52	
	hour	08 55	09 44		19 58	hour			
			09 54						

Sunday

First buses	6 to 9am	9 to 10am	10 to 11am	11am to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9 to 11pm	11pm to Midnight	Midnight to 1am	Last buses
05 04	At these 04	09 04	10 06	At these 07	18 07	19 04	20 04	At these 19	23 19	00 12	01 12
05 34	minutes 24	09 25	10 27	minutes 27	18 27	19 24	20 24	minutes 39	23 39	00 32	01 32
	past the 44	09 46	10 47	past the 47	18 46	19 44	20 44	past the 59	23 57	00 52	
	hour			hour			20 59	hour			

Operated by Metroline for London Buses

London Buses

140

24 hour service

Buses towards Heathrow Central Bus Station



Monday to Friday

Midnight to 00:30am	00:30 to 1am	1 to 2am	2 to 3am	3 to 4am	4 to 5am	5am to Midnight	Midnight to 1am
	00 42	01 12 01 42	02 15 02 45	03 10 03 40	04 10 04 34 04 44 04 54	<i>about every</i> 6-10 <i>minutes</i>	00 03 00 13 00 23

Saturday

1 to 2am	2 to 3am	3 to 4am	4 to 5am	5am to Midnight	Midnight to 1am
01 12 01 42	02 12 02 42	03 10 03 40	04 10 04 34 04 44 04 54	<i>about every</i> 6-10 <i>minutes</i>	00 03 00 13 00 23 00 42

Sunday

1 to 2am	2 to 3am	3 to 4am	4 to 5am	5am to Midnight	Midnight to 1am
01 12 01 42	02 12 02 42	03 10 03 40	04 10 04 34 04 44 04 54	<i>about every</i> 8-12 <i>minutes</i>	00 03 00 13 00 23 00 42

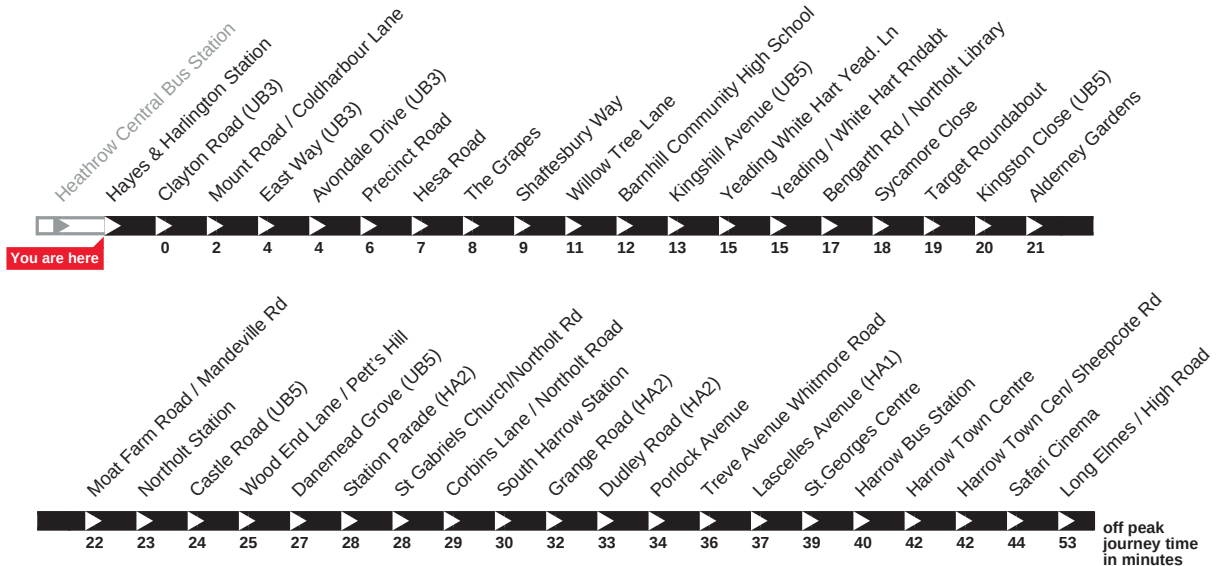
Operated by Metroline for London Buses

London Buses

140

24 hour service

Buses towards Long Elmes / High Road



Monday to Friday

Midnight to 00:30am	00:30 to 1am	1 to 3am	3 to 5am	5 to 6am	6am to 9pm	9pm to Midnight	Midnight to 1am
00 19 00 29	00 39 00 49 00 59	At these 14 minutes 44 past the hour	At these 15 minutes 45 past the hour	05 15 05 25 05 35 05 45 05 56	about every 5-8 minutes	about every 6-10 minutes	00 00 00 09

Saturday

Midnight to 00:30am	00:30 to 1am	1 to 3am	3 to 5am	5 to 6am	6am to Midnight	Midnight to 1am
00 19 00 29	00 39 00 49 00 59	At these 14 minutes 44 past the hour	At these 15 minutes 45 past the hour	05 15 05 25 05 35 05 45 05 55	about every 6-10 minutes	00 00 00 09

Sunday

Midnight to 00:30am	00:30 to 1am	1 to 3am	3 to 5am	5 to 6am	6 to 10am	10am to Midnight	Midnight to 1am
00 19 00 29	00 39 00 49 00 59	At these 14 minutes 44 past the hour	At these 15 minutes 45 past the hour	05 15 05 25 05 35 05 45 05 57	about every 12-13 minutes	about every 8-11 minutes	00 00 00 09

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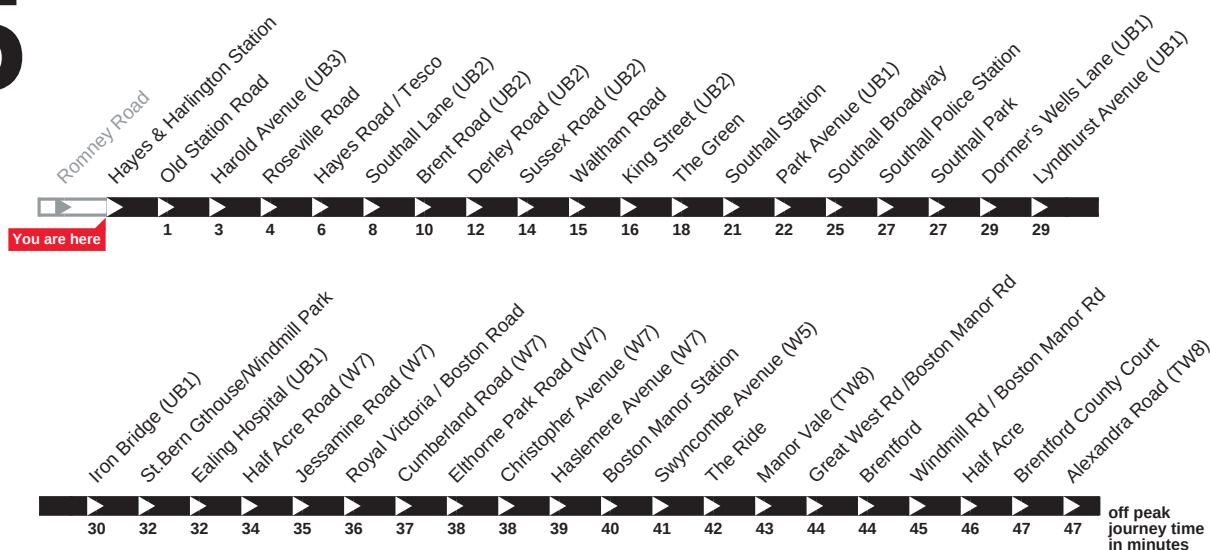
London Buses

195

Daily



Buses towards Alexandra Road (TW8)



Monday to Friday

First buses	6 to 7am	7am to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last buses
05 31	06 11	about every	19 07	20 12	At these 02	00 02
05 51	06 30	10-13	19 19	20 27	minutes 22	00 22
	06 42	minutes	19 31	20 42	past the 42	00 42
	06 54		19 44		hour	
			19 59			

Saturday

First buses	6 to 7am	7 to 8am	8 to 9am	9am to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last buses
05 31	06 11	07 11	08 00	about every	18 01	19 10	20 04	At these 02	00 02
05 51	06 31	07 31	08 16	12-13	18 13	19 25	20 22	minutes 22	00 22
	06 51	07 46	08 31	minutes	18 25	19 44	20 42	past the 42	00 42
			08 43		18 40			hour	
			08 57		18 55				

Sunday

First buses	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midday	Midday to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last buses
05 31	06 11	07 11	08 08	09 12	10 07	about every	At these 00	18 00	19 11	20 04	At these 02	00 02
05 51	06 31	07 31	08 29	09 32	10 22	13-14	minutes 15	18 15	19 26	20 22	minutes 22	00 22
	06 51	07 47	08 49	09 52	10 37	minutes	past the 30	18 29	19 44	20 42	past the 42	00 42
					10 52		hour 45	18 43			hour	
								18 58				

Operated by Metroline for London Buses

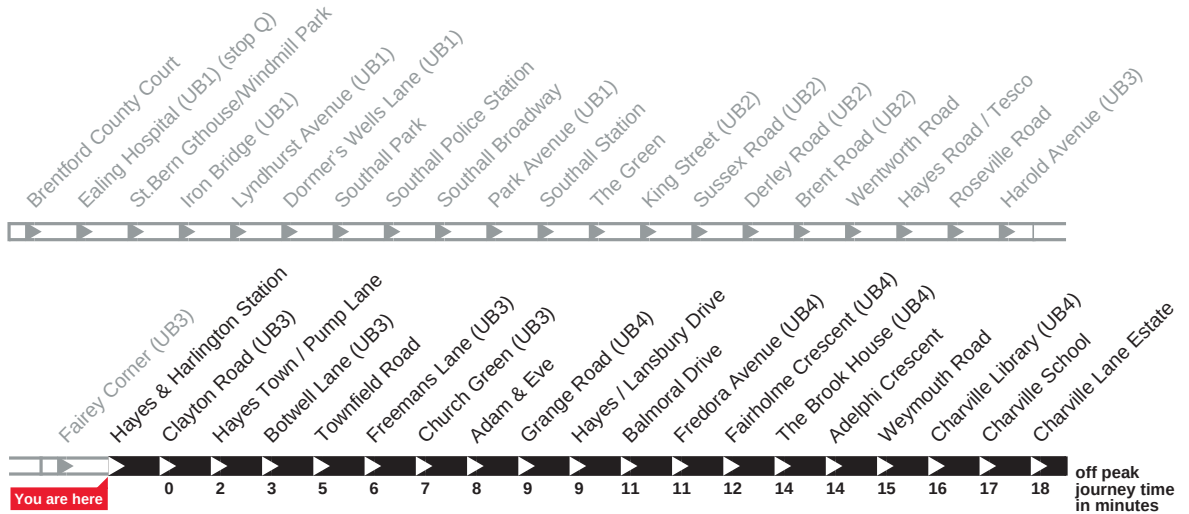
London Buses

195

Daily



Buses towards Charville Lane Estate



Monday to Friday

First buses	6 to 7am	7 to 8am	8am to 8pm	8 to 9pm	9pm to Midnight	Last buses
05 31	06 11	07 07	about every	20 01	At these 04	00 04
05 51	06 31	07 22	10-13	20 11	minutes 24	00 24
	06 47	07 34	minutes	20 21	past the 44	00 44
		07 46		20 31	hour	
		07 58		20 44		

Saturday

First buses	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10am to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last buses
05 31	06 11	07 11	08 09	09 02	about every	18 03	about every	20 04	At these 04	00 04
05 51	06 31	07 31	08 28	09 17	12-13	18 15	13-14	20 18	minutes 24	00 24
	06 51	07 50	08 46	09 32	minutes	18 27	minutes	20 31	past the 44	00 44
				09 44		18 39		20 44	hour	
				09 56		18 54				

Sunday

First buses	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10am to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last buses
05 31	06 11	07 11	08 19	09 02	At these 06	18 06	about every	20 10	At these 04	00 04
05 51	06 31	07 33	08 40	09 24	minutes 21	18 21	13-14	20 24	minutes 24	00 24
	06 51	07 56		09 46	past the 36	18 35	minutes	20 44	past the 44	00 44
					hour 51	18 48			hour	

Operated by Metroline for London Buses

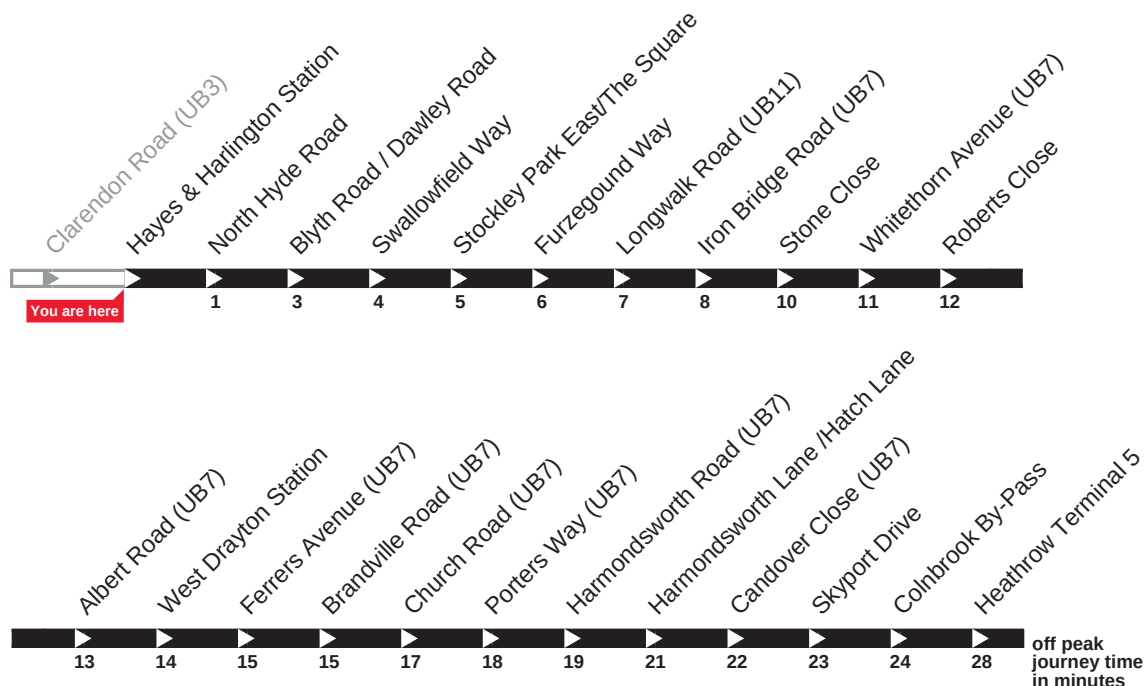
London Buses

350

Daily



Buses towards Heathrow Terminal 5



Monday to Friday

First bus	4 to 5am	5 to 6am	6 to 7am	7am to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last bus
03 31	04 01 04 21 04 41	05 01 05 16 05 31 05 46	06 01 06 16 06 31 06 41 06 51	about every 11-13 minutes	19 02 19 17 19 32 19 47	20 02 20 21 20 41	At these 01 minutes 21 past the 41 hour	00 01

Saturday

First bus	4 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to 8pm	8 to 9pm	9 to 10pm	10pm to Midnight	Last bus
03 31	At these 01 minutes 21 past the 41 hour	08 01 08 21 08 41 08 59	09 19 09 39 09 59	10 19 10 39 10 58	At these 18 minutes 38 past the 58 hour	20 18 20 39	21 00 21 21 21 41	At these 01 minutes 21 past the 41 hour	00 01

Sunday

First bus	4 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to 8pm	8 to 9pm	9 to 10pm	10pm to Midnight	Last bus
03 31	At these 01 minutes 21 past the 41 hour	08 01 08 21 08 41 08 59	09 19 09 39 09 59	10 19 10 39 10 58	At these 18 minutes 38 past the 58 hour	20 18 20 39	21 00 21 21 21 41	At these 01 minutes 21 past the 41 hour	00 01

Operated by Abellio London for London Buses

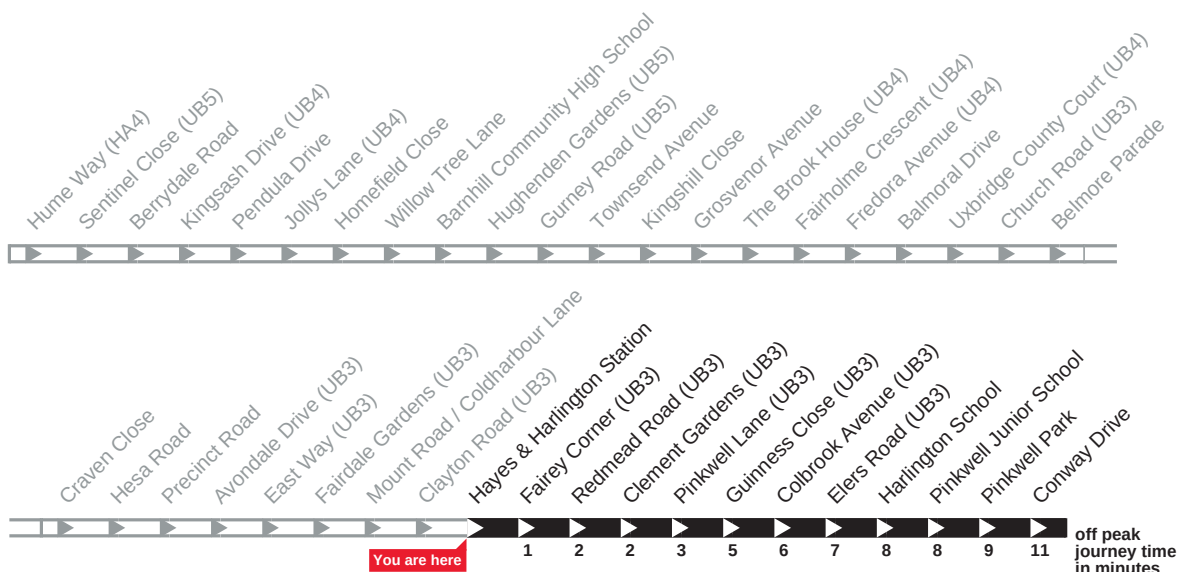
London Buses

696

Monday - Friday



Buses towards Conway Drive



School Monday

First buses

1617
1619

School Tuesday

First bus

1617

Last bus

1732

School Wednesday

First buses

1617
1619

School Thursday

First buses

1617
1619

School Friday

First buses

1552
1554

Operated by London United for London Buses

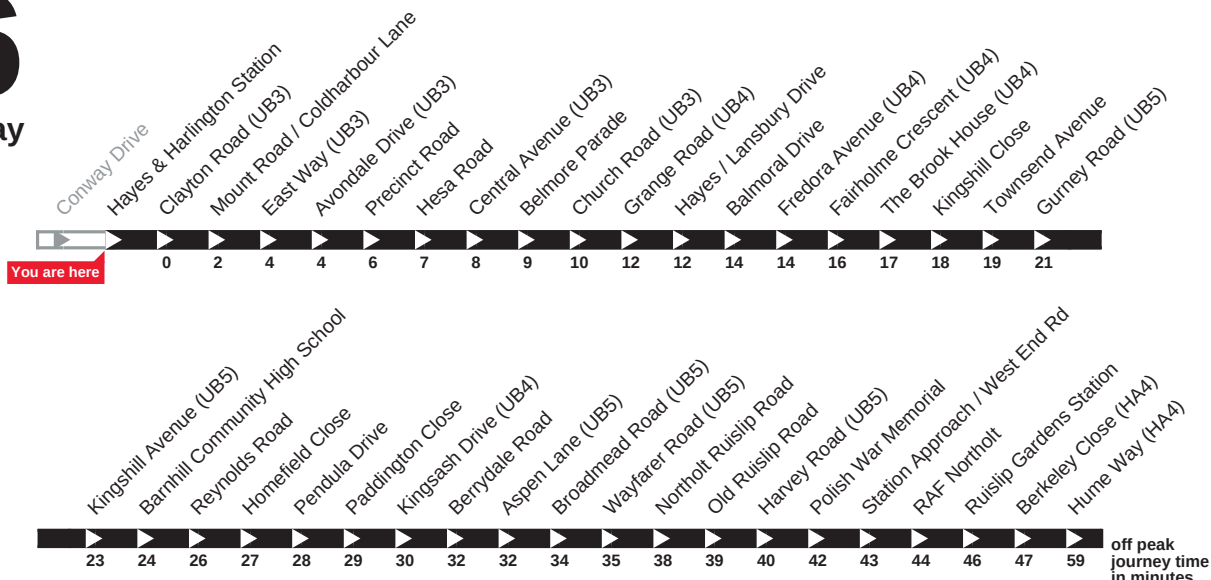
London Buses

696

Monday - Friday



Buses towards Hume Way (HA4)



School Monday

First buses

0720

0722

School Tuesday

First buses

0720

0722

School Wednesday

First buses

0720

0722

School Thursday

First buses

0720

0722

School Friday

First buses

0720

0722

Operated by London United for London Buses

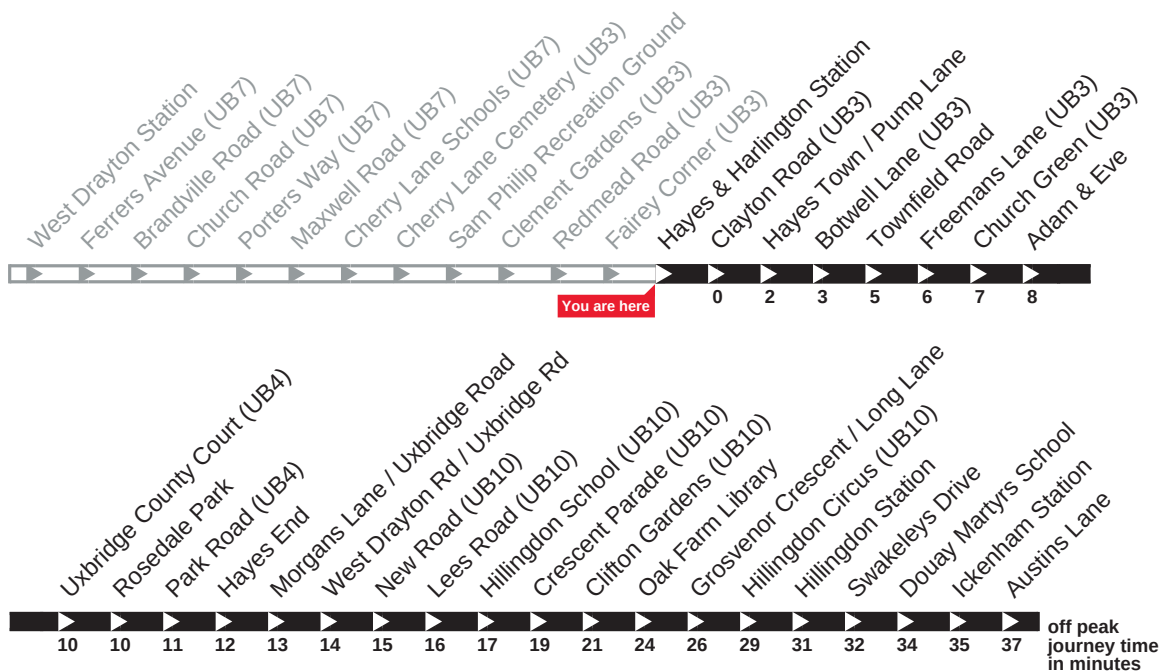
London Buses

698

Monday - Friday



Buses towards Austins Lane



Mon-Fri Schooldays

First buses

0740

0746

0752

0758

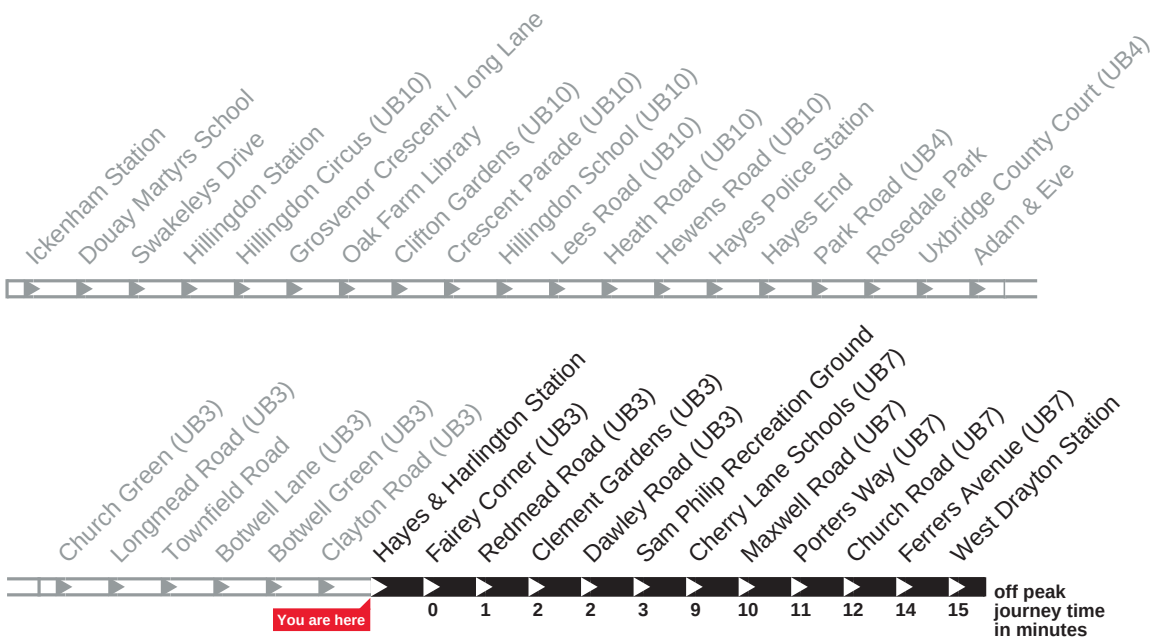
Operated by London United for London Buses

698

Monday - Friday



Buses towards West Drayton Station



Mon-Fri Schooldays

First buses	Last bus
1542	1610
1544	
1546	
1550	

Operated by London United for London Buses



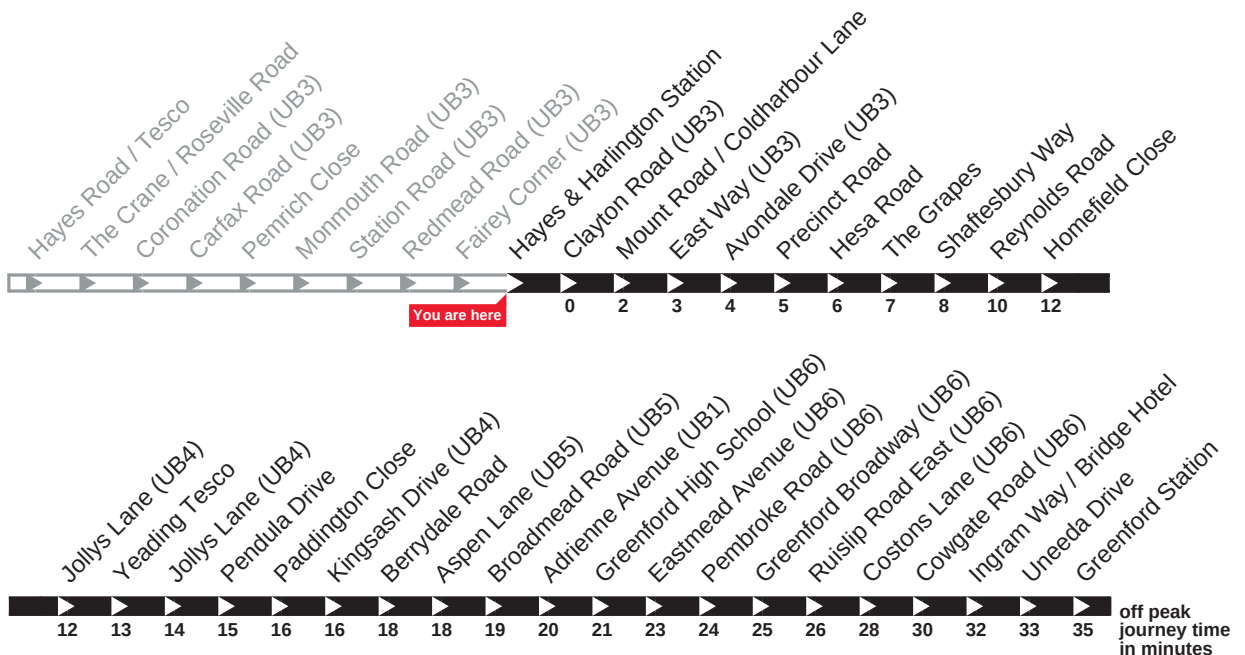
London Buses

E6

Daily



Buses towards Greenford Station



Monday to Friday

First buses	5 to 6am	6 to 7am	7am to 7pm	7 to 8pm	8pm to Midnight	Last buses
0439 0459	0519 0534 0549	0604 0619 0629 0639 0649 0659	<i>about every</i> 9-10 <i>minutes</i>	1909 1919 1934 1949	At these 04 minutes 19 past the 34 hour 49	0004 0019

Saturday

First buses	5 to 7am	7 to 8am	8 to 9am	9am to 6pm	6 to 7pm	7pm to Midnight	Last buses
0439 0459	At these 19 minutes 39 past the 59 hour	0719 0739 0754	0809 0824 0840 0855	<i>about every</i> 10 <i>minutes</i>	1800 1810 1819 1834 1849	At these 04 minutes 19 past the 34 hour 49	0004 0019

Sunday

First buses	7 to 8am	8 to 9am	9 to 10am	10am to 6pm	6pm to Midnight	Last buses
0604 0624 0644	0704 0724 0744	0804 0824 0844 0859	0919 0935 0950	At these 05 minutes 20 past the 35 hour 50	At these 04 minutes 19 past the 34 hour 49	0004 0019

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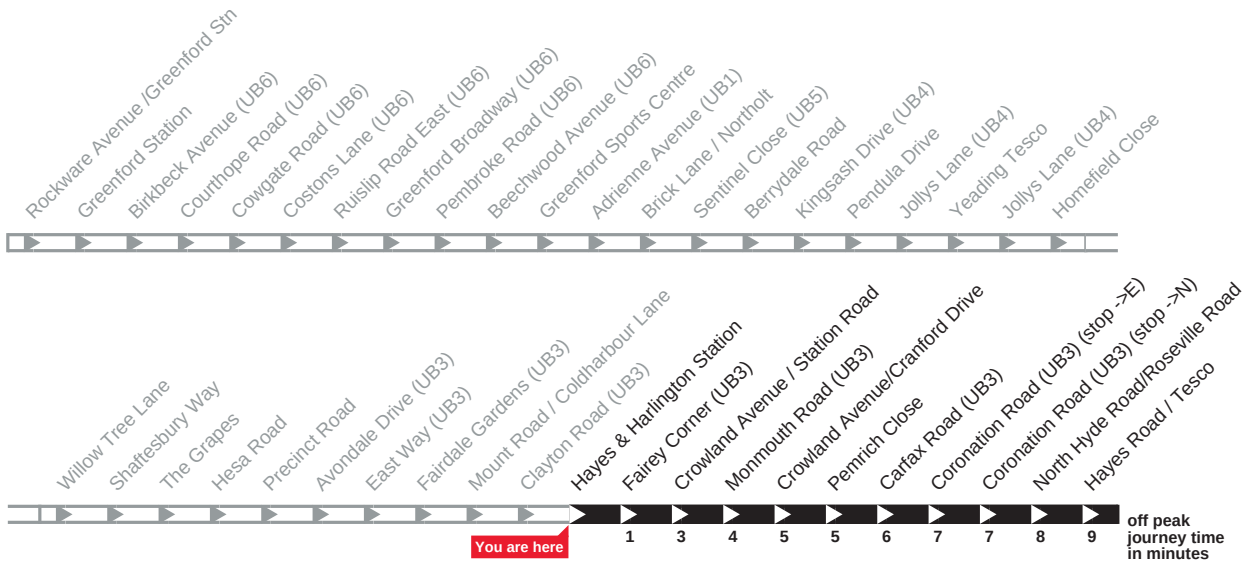
London Buses

E6

Daily



Buses towards Hayes Road / Tesco



Monday to Friday

First buses	6 to 7am	7 to 8am	8am to 8pm	8 to 9pm	9pm to 1am	Last buses
05 37	06 17	07 05	about every	20 06	At these 02	01 02
05 57	06 32	07 25	8-12	20 17	minutes 17	01 17
	06 47	07 40	minutes	20 32	past the 32	
		07 50		20 47	hour 47	

Saturday

First buses	6 to 8am	8 to 9am	9 to 10am	10am to 7pm	7 to 8pm	8 to 9pm	9pm to 1am	Last buses
05 37	At these 17	08 17	09 14	about every	19 04	20 05	At these 02	01 02
05 57	minutes 37	08 37	09 34	8-10	19 14	20 17	minutes 17	01 17
	past the 57	08 55	09 49	minutes	19 24	20 32	past the 32	
	hour		09 59		19 39	20 47	hour 47	
					19 52			

Sunday

First buses	8 to 9am	9 to 10am	10am to 6pm	6 to 7pm	7pm to 1am	Last buses
07 02	08 02	09 02	At these 11	about every	At these 02	01 02
07 22	08 22	09 22	minutes 26	13	minutes 17	01 17
07 42	08 42	09 41	past the 41	minutes	past the 32	
		09 56	hour 56		hour 47	

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MAYOR
OF LONDON

24 hour travel information
0843 222 1234

Website
www.tfl.gov.uk

Transport for London



H98

Daily



Buses towards Hounslow Bus Station



Monday to Friday							
First buses	6 to 7am	7am to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Last buses
05 17	06 08	about every	20 06	21 03	22 02	23 02	00 00
05 37	06 23	7-10 minutes	20 18	21 17	22 17	23 16	00 15
05 53	06 34		20 33	21 32	22 32	23 30	
	06 44		20 48	21 47	22 47	23 45	
	06 54						

Saturday										
First buses	6 to 7am	7 to 8am	8 to 9am	9am to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Last buses
05 17	06 17	07 17	08 08	about every	about every	20 03	21 03	22 02	23 02	00 00
05 37	06 37	07 37	08 23	7-10	10-12	20 18	21 17	22 17	23 16	00 15
05 57	06 57	07 53	08 33	minutes	minutes	20 33	21 32	22 32	23 30	
			08 43			20 48	21 47	22 47	23 45	
			08 53							

Sunday														
First buses	7 to 9am	9 to 10am	10am to Midday	Midday to 1pm	1 to 3pm	3 to 4pm	4 to 5pm	5 to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10pm to Midnight	Last buses
06 16	At these 16	09 15	At these 06	12 06	At these 05	15 05	16 04	17 04	18 03	19 03	20 02	21 02	At these 00	00 00
06 36	minutes 36	09 34	minutes 21	12 21	minutes 20	15 19	16 19	17 19	18 18	19 18	20 17	21 17	minutes 15	00 15
06 56	past the 56	09 51	past the 36	12 35	past the 35	15 34	16 34	17 34	18 33	19 33	20 32	21 31	past the 30	
	hour		hour 51	12 50	hour 50	15 49	16 49	17 48	18 48	19 47	20 47	21 45	hour 45	

Operated by London United for London Buses

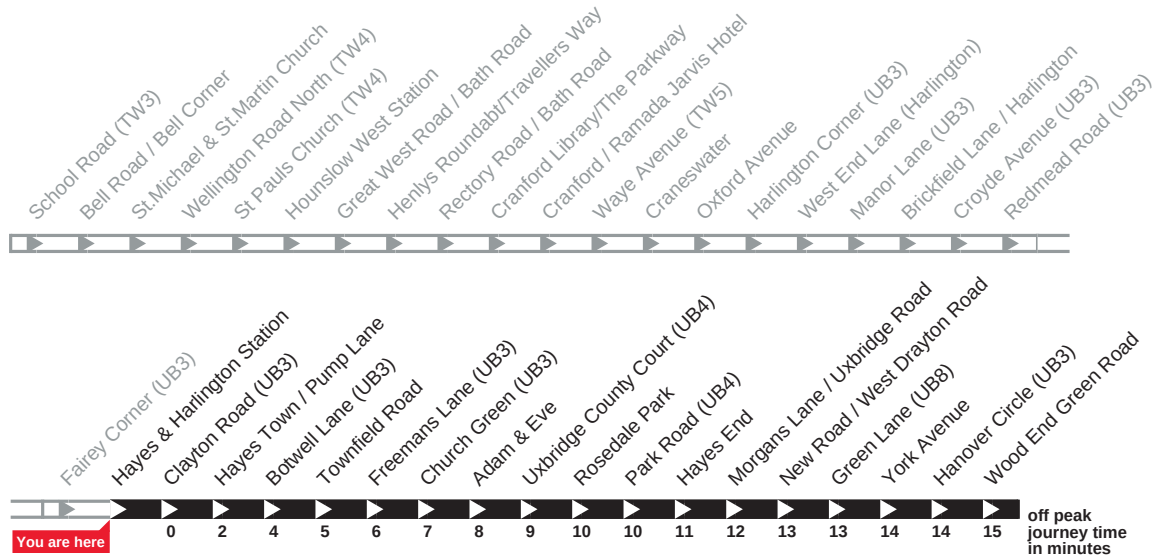
London Buses

H98

Daily



Buses towards Wood End Green Road



Monday to Friday							
First buses	6 to 7am	7am to 8pm	8 to 9pm	9 to 10pm	10pm to Midnight	Last buses	
05 25	06 05	about every	20 01	about every	At these 02	00 02	
05 45	06 20	7-10	20 10	14	minutes 17	00 17	
	06 30	minutes	20 20	minutes	past the 32		
	06 40		20 35		hour 47		
	06 50		20 50				

Saturday										
First buses	6 to 7am	7 to 8am	8 to 9am	9am to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10pm to Midnight		Last buses
05 25	06 05	07 05	08 06	about every	19 07	20 06	about every	At these	02	00 02
05 45	06 25	07 21	08 21	7-10	19 17	20 20	14	minutes	17	00 17
	06 45	07 36	08 36		19 27	20 35		past the	32	
	07 51	08 51	19 37		20 50	hour		47		
			19 52							

Sunday																
First buses	7 to 9am		9 to 10am	10 to 11am	11am to 3pm		3 to 4pm	4 to 6pm		6 to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10pm to Midnight	Last buses	
06 25	At these	05	09 05	10 09	At these	10	15 10	At these	09	18 08	19 06	20 04	21 04	At these	02	00 02
06 45	minutes	25	09 21	10 24	minutes	25	15 24	minutes	24	18 23	19 21	20 19	21 18	minutes	17	00 17
	past the	45	09 37	10 39	past the	40	15 39	past the	39	18 37	19 35	20 34	21 32	past the	32	
	hour		09 53	10 55	hour	55	15 54	hour	54	18 52	19 50	20 49	21 47	hour	47	

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London Buses

U4

Daily



Buses towards Belmont Road (UB8)



Monday to Friday

First buses	6 to 7am	7am to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last bus
0524	0609	<i>about every</i>	<i>about every</i>	2002	At these 14	0014
0539	0624	6-10	10-12	2014	minutes 34	
0554	0634	<i>minutes</i>	<i>minutes</i>	2034	past the 54	
	0644			2054	hour	
	0654					

Saturday

First buses	6 to 7am	7 to 8am	8 to 9am	9am to 7pm	7 to 8pm	8pm to Midnight	Last bus
0524	0604	0714	<i>about every</i>	<i>about every</i>	1905	At these 14	0014
0544	0624	0729	10-12	7-10	1915	minutes 34	
	0644	0744	<i>minutes</i>	<i>minutes</i>	1934	past the 54	
	0659	0756			1954	hour	

Sunday

First bus	6 to 8am	8 to 9am	9am to 6pm	6 to 7pm	7pm to Midnight	Last bus
0556	At these 26 minutes 56 past the hour	0826 0846	At these 06 minutes 21 past the 36 hour 51	1806 1821 1836 1854	At these 14 minutes 34 past the 54 hour	0014

Operated by Metroline for London Buses

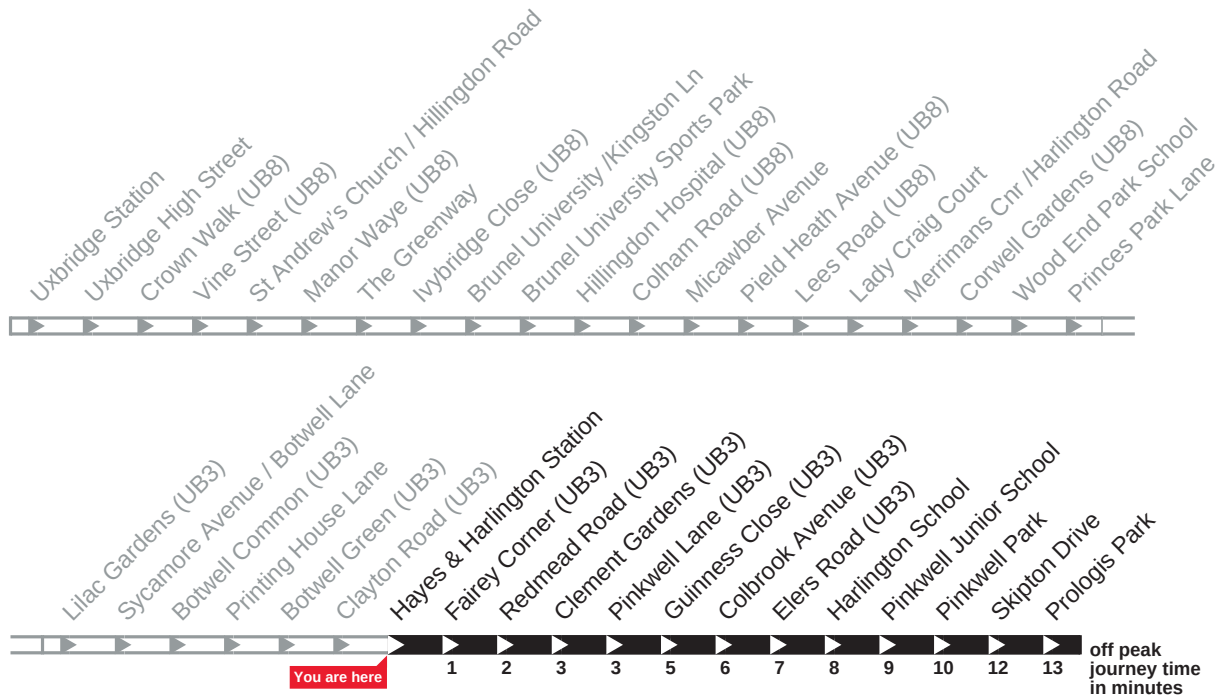
London Buses

U4

Daily



Buses towards Prologis Park



Monday to Friday

First buses	6 to 7am	7am to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last buses
0537	0607	about every	about every	2002	At these 06	0006
0552	0622	6-8	7-11	2014	minutes 26	0026
	0637			2026	past the 46	
	0647	minutes	minutes	2046	hour	
	0657					

Saturday

First buses	6 to 7am	7 to 8am	8 to 9am	9am to 7pm	7 to 8pm	8pm to Midnight	Last buses
0537	0617	0717	about every	about every	1908	At these 06	0006
0557	0637	0732	12	7-10	1917	minutes 26	0026
	0657	0747	minutes	minutes	1926	past the 46	
					1946	hour	

Sunday

First buses	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to 7pm	7 to 8pm	8pm to Midnight	Last buses
0629	0729	0829	0909	1009	At these 08	1908	At these 06	0006
0659	0759	0849	0924	1024	minutes 23	1926	minutes 26	0026
			0939	1038	past the 38	1946	past the 46	
			0954	1053	hour 53		hour	

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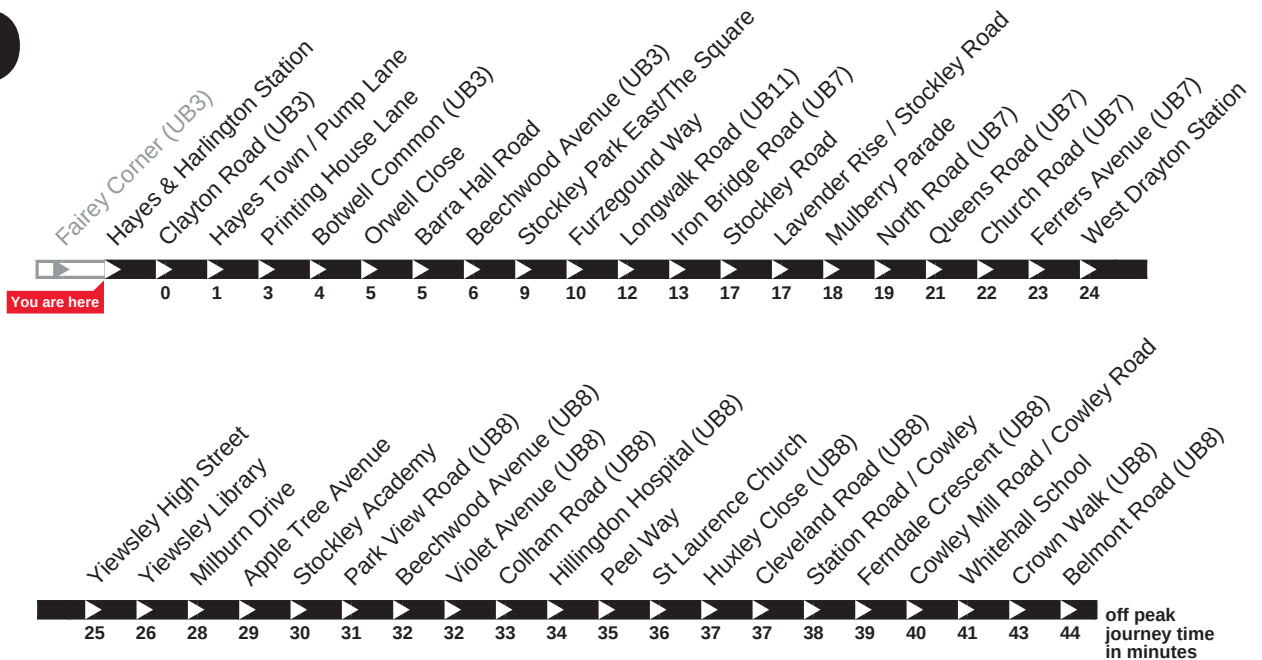
London Buses

U5

Daily



Buses towards Belmont Road (UB8)



Monday to Friday

First buses	6am to 7pm	7 to 8pm	8 to 9pm	9pm to Midnight	Last bus
05 04	<i>about every</i>	19 01	20 01	At these 12	00 12
05 19	10-12	19 16	20 16	minutes 32	
05 34	<i>minutes</i>	19 31	20 32	past the 52	
05 49		19 46	20 52	hour	

Saturday

First buses	6 to 7am	7 to 8am	8am to 6pm	6 to 7pm	7 to 8pm	8pm to Midnight	Last bus
05 04	06 04	07 14	<i>about every</i>	18 03	19 13	At these 12	00 12
05 24	06 24	07 29	10-12	18 15	19 32	minutes 32	
05 44	06 44	07 44	<i>minutes</i>	18 29	19 52	past the 52	
	06 59	07 59		18 43		hour	
				18 58			

Sunday

First bus	6 to 8am	8 to 9am	9 to 10am	10am to 6pm	6 to 7pm	7pm to Midnight	Last bus
05 49	At these 19	08 19	09 01	At these 16	18 16	At these 12	00 12
	minutes 49	08 41	09 19	minutes 36	18 36	minutes 32	
	past the		09 37	past the 56	18 54	past the 52	
	hour		09 56	hour		hour	

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London

Friars Bridge Court
41-45 Blackfriars Road
London
SE1 8NZ

T: +44 (0)20 7340 1700
F: +44 (0)20 7340 1777
E: london@campbellreith.com

Birmingham

Chantry House
High Street
Coleshill
Birmingham B46 3BP

T: +44 (0)1675 467 484
F: +44 (0)1675 467 502
E: birmingham@campbellreith.com

Surrey

Raven House
29 Linkfield Lane
Redhill
Surrey RH1 1SS

T: +44 (0)1737 784 500
F: +44 (0)1737 784 501
E: surrey@campbellreith.com

Manchester

The Lexicon
10-12 Mount Street
Manchester
M2 5NT

T: +44 (0)161 819 3060
F: +44 (0)161 819 3090
E: manchester@campbellreith.com

Bristol

Wessex House
Pixash Lane
Keynsham
Bristol BS31 1TP

T: +44 (0)117 916 1066
F: +44 (0)117 916 1069
E: bristol@campbellreith.com

UAE

Office 705, Warsan Building
Hessa Street (East)
PO Box 28064
Dubai, UAE

T: +971 4 453 4735
F: +971 4 453 4731
E: uae@campbellreith.com

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A list of Members is available at our Registered Office at: Friars Bridge Court, 41-45 Blackfriars Road, London SE1 8NZ
VAT No 974 8892 43