



ttp consulting
transport planning specialists

PJN Properties Ltd

**Island Site, Eskdale Road,
Uxbridge**

Framework Travel Plan

October 2024

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1 INTRODUCTION

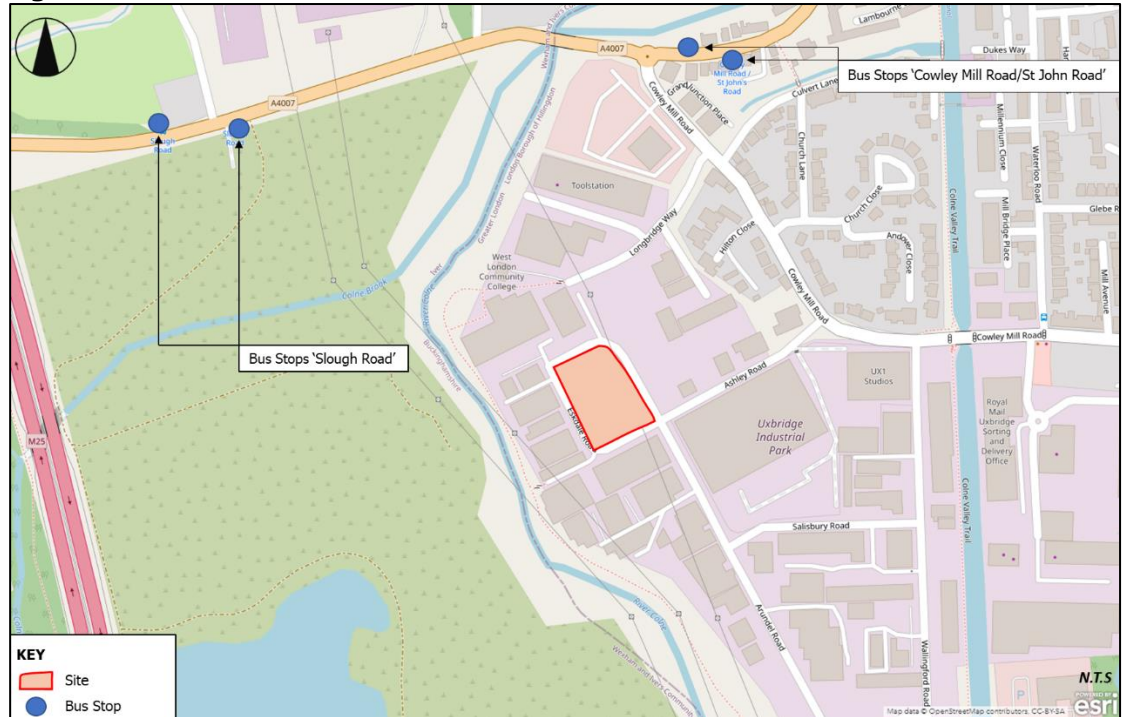
Overview

- 1.1 This Framework Travel Plan (hereafter referred to as the Travel Plan) has been prepared by TTP Consulting on behalf of PJN Properties Ltd (the Landlord) for Occupiers of Units A and B (the Site) on Eskdale Road which is located in the London Borough of Hillingdon.
- 1.2 The document will be used by incoming tenants to prepare a Travel Information Plan / Travel Plan Statement / Travel Information Pack depending on the number of staff:
- Occupiers with fewer than 10 FTE staff will provide staff with a Travel Information Pack.
 - Occupiers with 10 – 25 FTE staff will prepare a Travel Plan Statement, and
 - Occupiers with more than 25 FTE staff will prepare a Travel Plan.
- 1.3 A Travel Plan is a long-term strategy which sets out the principles and a range of measures to ensure that travel made by staff and visitors is carried out in the most sustainable means possible and to minimise the impact of the proposals on the transportation network including reducing reliance on the private car. This is achieved by setting out a strategy for eliminating the barriers keeping employees and visitors from using sustainable modes, which in effect can self-manage single-occupancy vehicle use. The Travel Plan includes a range of hard and soft measures that will be implemented by the Occupier to promote sustainable travel.
- 1.4 The primary objective of a Travel Plan is to reduce unnecessary vehicular trips and to increase the use of alternative, more sustainable modes of transport and in particular walking and cycling. It has been prepared in accordance with Travel Plan best practice and guidance taking into account prevailing conditions.
- 1.5 The responsibility for developing and progressing the various levels are as follows:
- The Landlord is responsible for the preparation of the Framework Travel Plan and Travel Pack,
 - The Occupier is responsible for finalising and funding the implementation of the Travel Plan; and
 - The Travel Plan Co-ordinator is responsible for overseeing the day-to-day operation of the Travel Plan.

The Site

- 1.6 The Site is located on Eskdale Road within the Uxbridge Industrial Park approximately 1.7km from Uxbridge town centre.
- 1.7 The Site location is shown at **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.8 The Site comprises of two Units each with a gross floor area of approximately 1,396sqm GIA.

Table 1.1: Summary of Company and TPC Details

Unit	Company		Travel Plan Co-ordinator
	Name	Staff No.	
A	ABC Limited	XX	John Smith John.smith@abc.co.uk 020 1234 1234
B	XYZ Limited	XX	Jane Smith Jane.smith@xyz.co.uk 020 4567 4567

The Need for a Travel Plan – Policy Context

National Planning Policy Framework

1.9 The National Planning Policy Framework (NPPF) was adopted in July 2021 setting out the Government's planning policies for England and how these are expected to be applied.

1.10 When considering the transport effects of a development, NPPF states that:

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

London Plan

1.11 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

1.12 Policy T4 'Assessing and mitigating transport impacts' states that when required, Travel Plans should be submitted having regard to Transport for London guidance.

1.13 Transport for London (TfL) Travel Plan Guidance, which is available online sets out comprehensive advice in preparing and implementing development related travel plans across London. This guidance has been referred to in the preparation of this Travel Plan.

Hillingdon Council

1.14 Policy T1 states that the council will:

"steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision."

This will be implemented by:

"Travel planning, implementing Policies T2 and T3."

Benefits of a Travel Plan

1.15 The achievement of the objectives will bring about a range of benefits as follows:

Employee benefits:

- An excellent opportunity for exercise through cycling and walking;
- The opportunity to save money by using alternative modes of travel to the car;
- Improved quality and reliability of journeys to and from work;
- Improved environment for living and working.

Occupier benefits:

- A demonstration of the environmental credentials of the organisation;
- Reduced infrastructure and maintenance costs associated with parking;
- An incentive to recruiting and retaining staff through travel benefits; and
- A healthier and more productive workforce.

Wider community benefits:

- A more measured level of traffic generated by the Site and therefore less impact on the highway network;
- Improvements to congestion levels, delay and queuing;
- On-going improvements to air quality and noise.

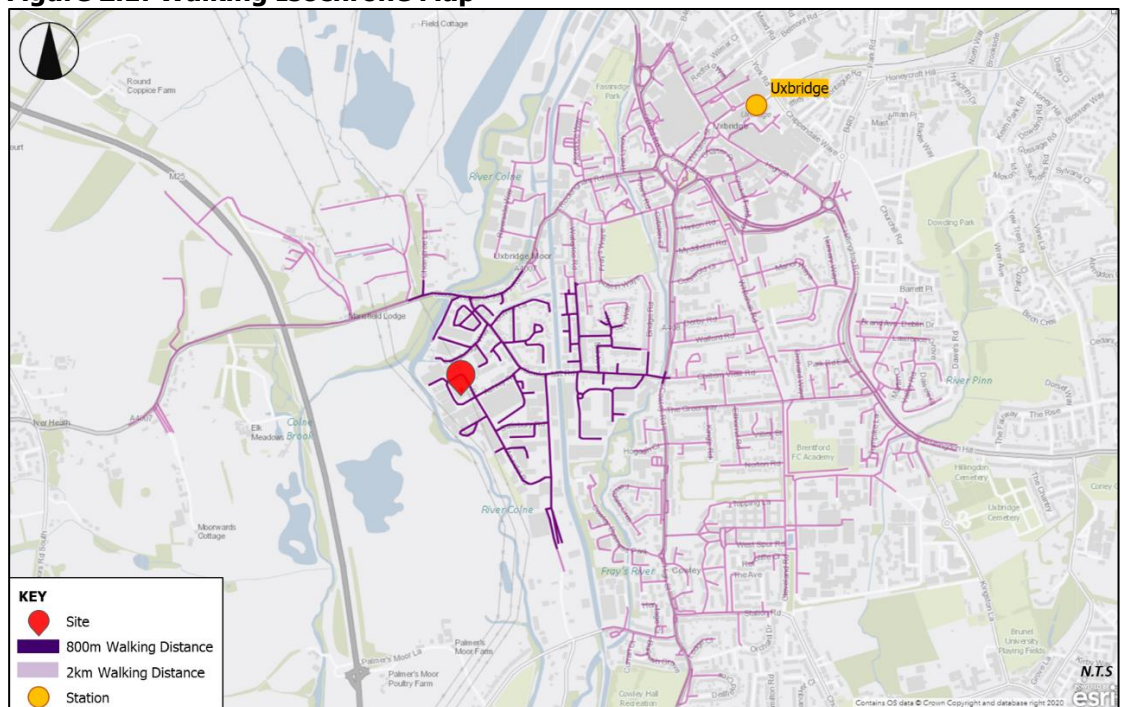
2 SITE ASSESSMENT

Accessibility

Walking

- 2.1 Walking is considered to be a suitable mode of transport to replace the private car and public transport journeys for distances up to 2km with factors such as health, weather, gradients and facilities along with access to a car and journey purpose influencing a person's choice to walk. There are footways along one or both sides of Eskdale Road within the Estate with dropped kerbs and tactile paving provided at access point into units.
- 2.2 Transport for London considers that a trip is potentially walkable if the person making the trip isn't carrying tools or heavy work equipment and if the trip is less than 2km in length, for persons aged between 12 and 69 (Source: TfL, Strategic Walking Analysis).
- 2.3 **Figure 2.1** provides details of the 800m and 2km catchment zone surrounding the Site which includes residential areas along with the town centre and underground station in addition to a number of bus stops.

Figure 2.1: Walking Isochrone Map



2.4 The route to Uxbridge Town Centre is step-free, with wide, smooth, and consistent footways. Crossings are provided with tactile paving and the route is well-lit, offering access to various amenities such as convenience stores and cafés.

2.5 **Table 2.1** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance, based on an average walking speed of 80m per minute.

Table 2.1: Approximate Distances to Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walk Time*
Bus Stops			
Cowley Mill Road / St Johns Road	St Johns Road	550m	6 – 7 minutes
Cowley Mill Road (Stops BU & BX)	Cowley Road	750m	9 – 10 minutes
Underground / Rail Stations			
Uxbridge	Bakers Yard	1.7km	21 – 22 minutes
*Based on 80m per minute			

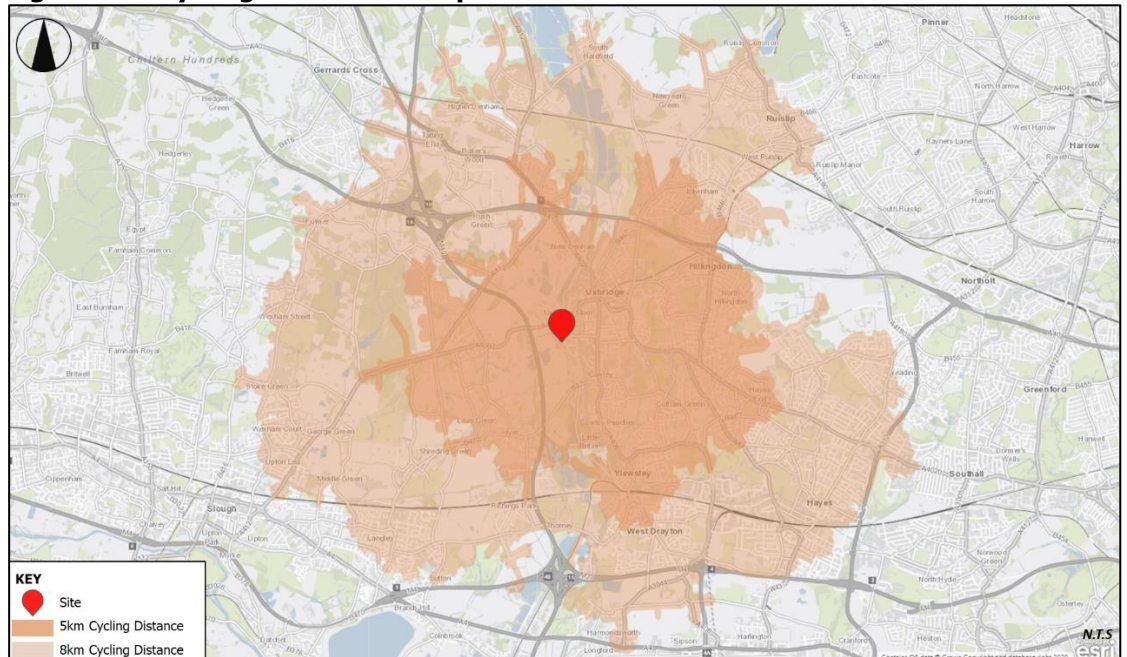
2.6 Local facilities and amenities including post offices and cafes are located a short walking distance from the Site, a summary of which is shown in **Table 2.2**.

Table 2.2: Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walk Time*
Café Cartel	Eskdale Road	40m	1 minute
Burger Daddy	Eskdale Road	40m	1 minute
Simply Scrumptious	Arundel Road	230m	2 – 3 minute
Royal Mail	Cowley Road	430m	5 – 6 minutes
Uxbridge Town Centre	Grainge's Yard	1.5km	18 – 19 minutes
*Based on 80m per minute			

Cycling

- 2.7 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace.
- 2.8 **Figure 2.3** shows a 5km and 8km cycling catchment from the site. The map shows that a number of residential areas are within a 5km cycle of the Site including Uxbridge, Cowley, Hillingdon and Ickenham. Additionally, Langley, West Drayton and parts of Ruislip are all accessible within an 8km cycle of the site.

Figure 2.2: Cycling Catchment Map



Bus Services

2.9 The closest bus stop to the Site is Cowley Mill Road / St Johns Road located approximately 550m to the north and provides access to southbound buses on Routes 3 and 583; northbound services are accessible on the opposite side of the road. Both stops are provided with seating and shelter. The buses provide connections to Uxbridge Rail Station, Slough and Heathrow Bus Station along with intermediate stops.

2.10 **Figure 2.3** shows the Site's proximity to local bus stops whilst **Table 2.3** provides a summary of the local bus routes. The relevant TfL bus spider map is included at **Appendix A**.

Figure 2.3: Local Bus Stops (Source: Transport for London, 2023)

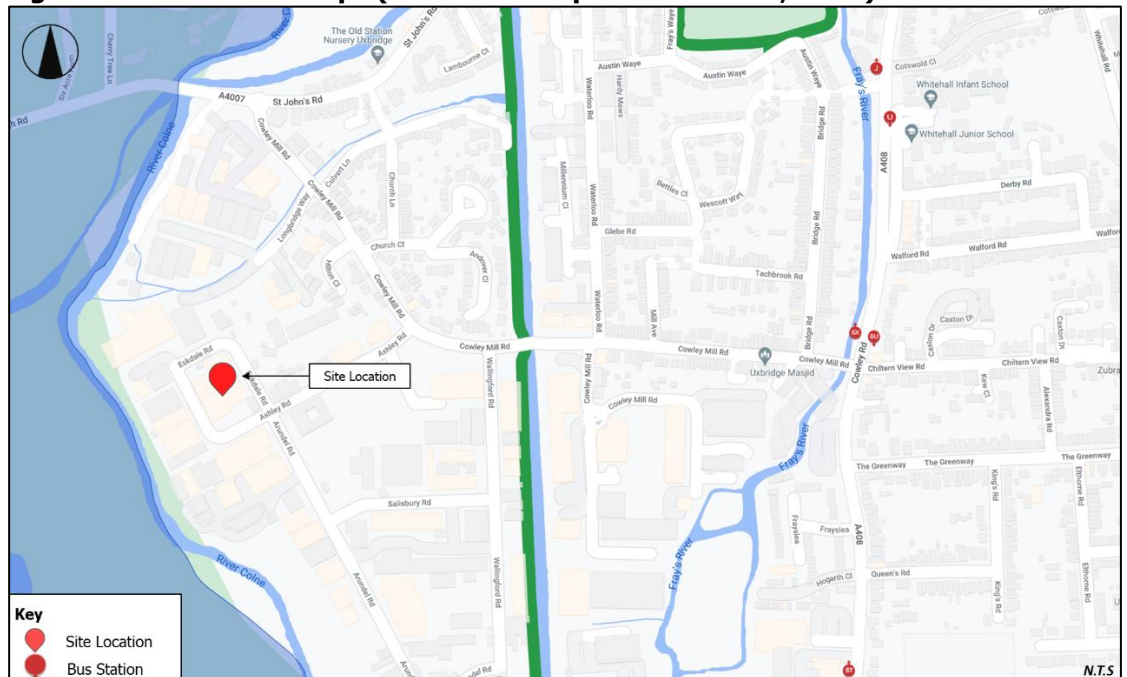


Table 2.3: Summary of Local Bus Services

Bus Stop	No.	Route	Frequency (every 'x' minutes)		
			Mon-Fri	Saturday	Sunday
Cowley Mill Road / St Johns Road	3	Uxbridge Station - Heathrow Central Bus Station	10 – 13	9 – 12	20
	583	Hedgerley & Slough - Uxbridge	101 - 159	101 - 159	101 - 159
Cowley Mill Road	222	Uxbridge Station - Hounslow Bus Station	8 – 12	9 – 13	10 – 13
	U5	York Road - Blyth Road	10 – 12	12	20

Underground/Rail Services

- 2.11 Uxbridge Station which is located approximately 1.7km northeast of the Site on the High Street provides access to the Metropolitan and Piccadilly lines with step free access to all platforms.
- The Metropolitan Lines provides access towards Liverpool Street, Kings Cross St Pancras, Baker Street and Harrow on the Hill with trains departing every 3 – 12 minutes.
 - The Piccadilly Line provides access towards Rayners Lane, Green Park and Cockfosters with trains departing every 5 – 10 minutes.

Baseline Mode Share

- 2.12 The 2011 Census has been examined to establish the method of journey to work for the workplace population. The data for the super output area – middle layer (Hillingdon 016) in which the Site is located is summarised in **Table 2.4**. The data shows that 65% of people working in the area travel to work by car as driver with 23% of people using public transport and 7% of people using active modes of travel. Data from the 2021 Census is not considered representative given it was undertaken at the time of the COVID-19 pandemic when travel restrictions were in place.

Table 2.4: 2011 Method of Travel to Work [Hillingdon 016]	
Mode	Percentage (%)
	(Workplace Population)
Rail	13%
Bus	10%
Taxi	0%
Motorcycle	1%
Car Driver	65%
Car Passenger	3%
Bicycle	1%
Walking	6%
Total	100%

Local Highway Network

- 2.13 Eskdale Road is a two-way single carriageway cul-de-sac that encircles the Site and provides access to the units within the Estate.
- 2.14 Ashley Road forms a priority junction with Cowley Mill Road to the northeast of the development. Cowley Mill Road runs between the A408 Cowley Road to the east of the site and the A4007 St on both sides of the carriageway with the exception of signalised priority working at the bridge over the Grand Union Canal to the east of the site. A footway is provided on the northern side of the bridge. Cowley Mill Road is subject to a 30mph speed limit and benefits from a system of street lighting.
- 2.15 The A4007 (St John's Road) runs in a broadly east to west direction between the A412 (Five Points Roundabout) to the west and the A4020 in the east. In the vicinity of the Site the road is a two-way single carriageway road that is subject to double yellow line no waiting restrictions on both sides of the carriageway. There is a right turn refuge for vehicles entering the Estate.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives and targets for the Travel Plan along with indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review can be found in **Section 6**.

- **Objectives** are the high-level aims of the Travel Plan which help to give it direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the Travel Plan Co-ordinator will seek to reach within the period covered by this Plan.

Objectives

3.2 The Travel Plan's over-riding objective is:

- To engage with and encourage employees to use the most sustainable way of travelling to the workplace through more effective promotion of active modes. This will minimise the impact on the surrounding road and reduce pressure on the public transport network during peak hours.

3.3 The sub-objectives are to:

- Increase employee awareness of the advantages and availability of sustainable / active modes of transport;
- Promote the health and fitness benefits of active travel to all users;
- Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and therefore,
- Reduce unnecessary car and public transport journeys.

Targets

3.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 6**) to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve. Whereas Full Travel Plans would include both Aim and Action Targets, Travel Information Packs provide information for employees and do not include targets.

Action Targets

3.6 The Travel Plan Action Targets will include the following:

- Appoint a Travel Plan Co-ordinator prior to opening;
- Launch the Travel Plan within 1 month of opening;
- Promote Walk to Work and National Cycle Week;
- Promote public transport
- Monitor the condition and use of cycle parking;
- Carry out the Baseline Travel Survey (Year 0) within 3 months of opening;
- Undertake a Travel Survey within 12 months of the Year 0 Baseline travel survey;
- Prepare a Monitoring Report and submit to the Council for approval within 1 month of the Year 1 survey;
- Undertake Travel Surveys on the 3rd and 5th anniversary of the Year 0 Travel Survey;
- Prepare Monitoring Reports within 1 month of the Year 3 and 5 surveys;

Aim Targets

3.7 The Travel Plan recognises that it is not possible to set accurate targets so far in the future (even when based on the actual Year 0 survey) and as such it should be acknowledged that the targets will change over time as results from on-going monitoring becomes available which will be discussed with the Council.

Table 3.1: Summary of Assumed Baseline Main Mode Share and Target			
Mode	Assumed Base Mode Share	Year 5 Target	% Change
Public Transport	23%	25%	+2%
Driving a car or van	65%	50%	-15%
Passenger in a car or van	3%	5%	+2%
Bicycle	1%	10%	+9%
On foot	6%	10%	+4%

3.8 **Table 3.1** outlines the targets for the Travel Plan to be achieved within 5 years of the launch of the Travel Plan. The targets will be revised up (or down) if necessary, following the receipt of the various Travel Surveys acknowledging that travel patterns change with time due to a number of factors including employee home origin and opportunities for sustainable travel. The target is to reduce the mode share to car driver by 15% during the course of the Plan with a 15% increase in sustainable modes focusing on active travel.

4 TRAVEL PLAN STRATEGY

Travel Plan Management

4.1 Occupiers with more than 25 FTE staff implementing a Full Travel Plan will:

- Appoint a Travel Plan Co-ordinator;
- Sign up to the "Cycle to Work" scheme;
- Sign up to the "Liftshare for Work" scheme;
- Provide interest free loans to staff for purchase of bus and rail season tickets; and
- Have a monthly draw for a £50 voucher for staff who travel by modes other than car driver.

4.2 Occupiers with 10 - 25 FTE staff implementing a Travel Plan Statement will:

- Appoint a Travel Plan Co-ordinator;
- Sign up to the "Cycle to Work" scheme;
- Sign up to the "Liftshare for Work" scheme; and
- Provide interest free loans to staff for purchase of bus and rail season tickets.

4.3 Occupiers with fewer than 10 FTE staff will:

- Provide staff with a Travel Information Pack.

4.4 The Travel Plan Co-ordinator will be responsible for overseeing the management, development, implementation and review of the Travel Plan. The primary responsibilities of this role include:

- The implementation of measures as set out in the Travel Plan;
- To undertake Travel Surveys in Years 0 (baseline), 1, 3 and 5;
- To oversee the development and implementation of the Travel Plan;
- Promoting the objectives and benefits of the Travel Plan;
- Regular updating of this Travel Plan to ensure the travel information available is up to date;
- Liaison with the Council;
- Acting as the point of contact for information with employees.

Marketing Strategy

- 4.5 Each employee will be provided with a Travel Information Pack upon commencement of employment which will include information on public transport, the local walking and cycling network, and contact details for taxi operators.
- 4.6 Employees will be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as cycle parking. In conjunction with the Welcome Pack, marketing activity will be undertaken.
- 4.7 Visitors will be provided with information on how to travel to the Site using public transport when arranging a meeting.

5 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

- 5.1 This section outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, are the core of the Travel Plan. The measures are considered as being suitable for the Site. However, the list is not exhaustive, and the Travel Plan Co-ordinator will be free to investigate other potential initiatives.

Travel Information Packs

- 5.2 Travel Information Packs will be distributed to all employees either digitally or in paper format. The packs will contain a summary of the information provided below that will be useful for employees to make decisions about how to travel in the most sustainable and active manner and will contain the following information:

- Public transport and cycle maps;
- Timetables for local public transport services;
- Details of walk routes and key destinations e.g. local amenities; and
- Details of the Travel Plan Co-ordinator and Travel Plan.

- 5.3 A copy of the Travel Information Pack is included at **Appendix B**.

Encouraging Walking

- 5.4 Walking is free and one of the most sustainable methods of travel having a number of physical and psychological benefits. Furthermore, walking features in most people's journeys, including those who use public transport or those without access to a car.
- 5.5 Walking offers reliable journey times and has an important role to play for journeys made to the workplace, particularly for short journeys. The Travel Plan Coordinator will liaise with staff who live within walking distance to walk to / from work whenever possible, and to consider walking as part of a longer journey.
- 5.6 The Travel Plan Co-ordinator will liaise with staff regarding any concerns they may have with local footways / footpaths, and where appropriate look to take up concerns with the relevant authority to ensure that footways / footpaths are maintained to an appropriate standard.

Encouraging Cycling

- 5.7 Parking for up to 20 bicycles is provided in a secure covered location adjacent to the office entrance, with showers and storage facilities in the warehouse. The Travel Plan Co-ordinator will monitor the condition of the cycle parking to ensure that they are maintained to a suitable standard. The Occupier will be responsible for maintenance and repairs.
- 5.8 The Travel Plan Co-ordinator will promote cycling as a viable transport option by supporting those interested in cycling in terms of promoting good routes and maintaining and/or establishing the physical facilities required.
- 5.9 The Travel Plan Co-ordinator will undertake the following measures to encourage cycling:
- Promotion of the health benefits of cycling;
 - Publicise the availability of cycle parking;
 - Promote events such as National Bike Week and Cycle Training; and
 - Advise staff of the Company's "Cycle to Work" scheme whereby employees can purchase a bicycle along with equipment in a tax efficient manner.
- 5.10 The Travel Plan Co-ordinator will advise staff of information on cycling included on the Council website at <https://www.hillingdon.gov.uk/cycling> which includes information on cycle tracks along with cycle skills and a link where suggestions on how to improve cycling in the borough.

Encouraging Public Transport

- 5.11 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 and up-to-date details of bus and train services, including route information and service frequencies, will be made available to employees. Traveline and Council travel websites and enquiry phone numbers will also be promoted through the Travel Packs and at the reception.
- 5.12 Employees will be advised of the best ways to seek out the most-up-to-date travel information for local and national public transport services, including the use of smart phone technology.
- 5.13 Details on up-to-date public transport status can be found on the TfL link (<https://tfl.gov.uk/tube-dlr-overground/status/>) which also include information on planned future works that could affect services.
- 5.14 Staff will be advised of useful "Apps" such as Citymapper (<https://citymapper.com/>) that can provide information on public transport, walking and cycling along with taxis.

Car Use

Car Sharing

- 5.15 It is recognised that some employees will need to drive to work. However, it is not necessary that each employee who needs to drive travels alone each day, with car sharing a convenient way to reduce the number of vehicles on the road. The Travel Plan Co-ordinator will promote the benefits of car sharing for when employees may need to use a car and look to allocate parking spaces to those who car share when travelling to / from work each day.

Lift Share

- 5.16 The Travel Plan Co-ordinator will advise staff of the Company "Liftshare for Work" programme whereby staff can arrange a lift with people who undertake a similar journey each day with detail available on the following link: <https://www.mobilityways.com/liftshare-for-work/>

Low Emission Vehicles

- 5.17 The Occupier will encourage staff who need to drive to work to purchase / drive low or zero emission vehicles. Priority will be given to staff who use Zero and Low Emission vehicles.

Staff Incentives for Adopting Sustainable Travel Habits

- 5.18 The Travel Plan Co-ordinator will, where appropriate, advise staff of the following for adopting sustainable habits when travelling to or from work each day:
- The ability to purchase a bicycle and / or equipment through the "Cycle-to-work" scheme;
 - Loans to purchase a bus or rail season ticket; and
 - A monthly draw for a £50 voucher for staff who have travelled to work each day by modes other than car driver.

HGV Fleet

- 5.19 The Occupier will endeavour to convert the Fleet based at the site to currently Euro VI compliant as soon as practically possible. The Travel Plan Co-ordinator will undertake a review of the Fleet annually in January each year and liaise with Management with the aim of maintaining a Euro VI compliant fleet with the aim of increasing the percentage of Zero Emission Vehicles.

6 MONITORING AND REVIEW

- 6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring

- 6.2 The monitoring of the Travel Plan will take place through the five-year life span of the plan. All monitoring will follow the most relevant up to date guidance and will be the responsibility of the Travel Plan Co-ordinator.
- 6.3 The monitoring process will start with the implementation of the Travel Plan with the Travel Plan Co-ordinator monitoring the condition of the cycle parking on a frequent basis along with liaising with staff on travel related subjects. Year 0 Baseline surveys will be undertaken within 3 months of the Unit opening for trading. Further Travel Surveys will be undertaken on the 1st, 3rd and 5th anniversary of the Year 0 Baseline survey.
- 6.4 The Travel Plan Co-ordinator will monitor the following on an ongoing basis:
- Demand for cycle parking;
 - The number of car sharers;
 - The number of staff using low emissions vehicles;
 - The condition of cycle parking, storage and changing facilities;
 - The number of staff taking advantage of company incentives; and
 - Offers promoted by the council.
- 6.5 The Travel Plan Co-ordinator will submit a Monitoring Report to the Council within 2 months of each Travel Survey. The Monitoring Report will include the results of the survey along with details of any new measures introduced and a general summary.
- 6.6 A copy of the Travel Survey Questionnaire is included at **Appendix C**.

Review

- 6.7 The review of the Travel Plan which will be carried out after each monitoring survey in consultation with Council Travel Plan officers will consider the following:
- The success of the measures since the previous review;
 - The need to amend or introduce new targets;
 - The need to change or introduce new measures; and
 - The Fleet composition.
- 6.8 The Travel Plan Co-ordinator will review the Travel Pack annually on the anniversary of the opening of the Unit for trading to ensure that it is up to date.

7 ACTION PLAN

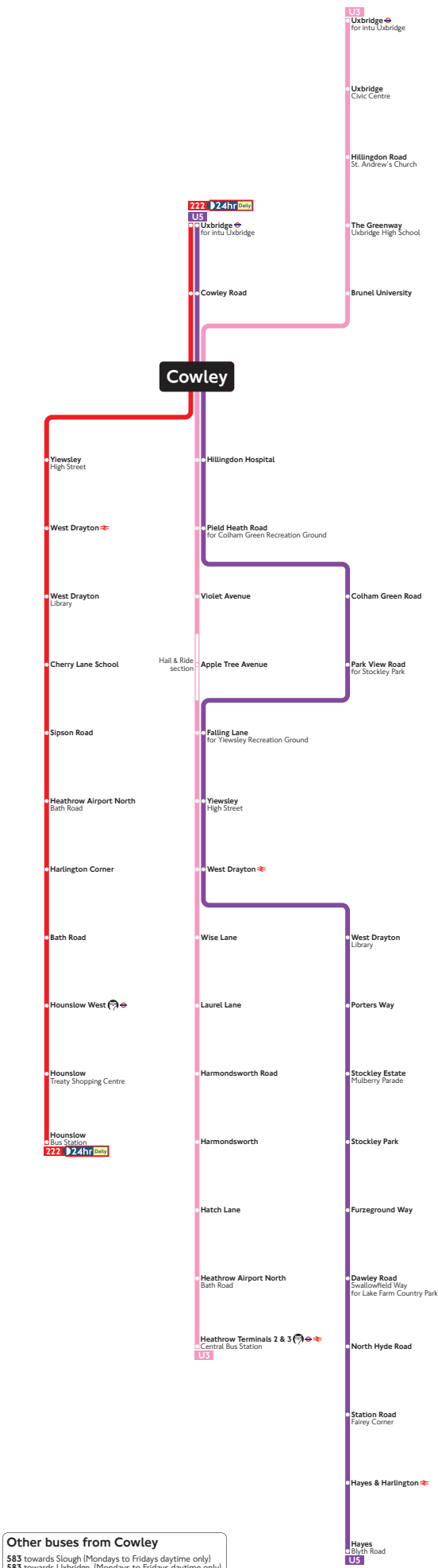
7.1 **Table 7.1** sets out a draft Action Plan which will be revised, if necessary, following each Travel Plan Monitoring and Review.

Table 7.1: Travel Plan Action Plan (2025 / 2026)				
Action	Target	Funding	Measure	Responsibility
Provision of Cycle Parking	Prior to opening Unit	Landlord	On completion of the development	Landlord
Maintenance of Cycle Parking	Ongoing	Occupier	Condition of cycle parking	Occupier
Appointment of TPC	Prior to opening Unit	Occupier	TPC appointed	Occupier
Production of Travel Plan	Prior to opening Unit	Occupier	Travel Plan	TPC / Occupier
Production of Travel Information Pack	Prior to opening Unit	Landlord	Completed Welcome Pack	Landlord
Updating Travel Information Pack	Annually	Occupier	Updated Welcome Pack	Occupier
Launch of Travel Plan	Within 1 months of the Unit opening	Occupier	Travel Plan Launched	TPC / Occupier
Travel Information Pack issued to staff	Prior to commencement of employment	Occupier	Staff received Welcome Pack	TPC
Baseline Travel Survey (Year 0)	Within 3 months of Unit opening	Occupier	Receipt of survey results	TPC
Update Travel Plan	Within 1 month of receipt of survey	Occupier	Updated Travel Plan	TPC
Promote walking & cycling	Ongoing with focus on summer months	Occupier	NA	TPC

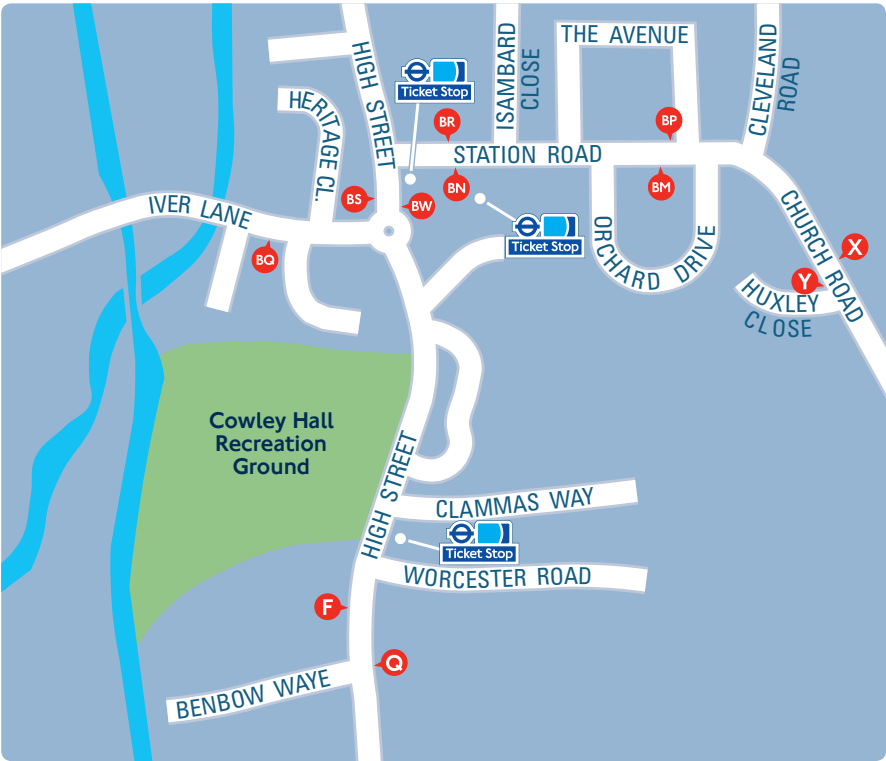
Appendix A

(TfL Bus Map)

Buses from Cowley



Other buses from Cowley
583 towards Slough (Mondays to Fridays daytime only)
583 towards Uxbridge (Mondays to Fridays daytime only)



Destination finder

Destination	Bus routes	Bus stops
A		
Apple Tree Avenue	U3	X
B		
Bath Road	222	BW Q
Brunel University	U3	Y
C		
Cherry Lane School	222	BW Q
Colham Green Road	U5	BN BP Y
Cowley Road	222	BS F
	U5	BN BP Y
D		
Dawley Road Swallowfield Way for Lake Farm Country Park	U5	BN BP Y
F		
Falling Lane for Yiewsley Recreation Ground	U3	X
	U5	BN BP Y
Furzground Way	U5	BN BP Y
H		
Harlington Corner	222	BW Q
Harmondsworth	U3	X
Harmondsworth Road	U3	X
Hatch Lane	U3	X
Hayes Blyth Road	U5	BN BP Y
Hayes & Harlington	U5	BN BP Y
Heathrow Airport North	222	BW Q
Bath Road	U3	X
Heathrow Terminals 2 & 3 Central Bus Station	U3	X
Hillingdon Hospital	U3	X
	U5	BN BP Y
Hillingdon Road St. Andrew's Church	U3	Y
Hounslow Bus Station	222	BW Q
Hounslow Treaty Shopping Centre	222	BW Q
Hounslow West	222	BW Q

Destination	Bus routes	Bus stops
L		
Laurel Lane	U3	X
N		
North Hyde Road	U5	BN BP Y
P		
Park View Road for Stockley Park	U5	BN BP Y
Pield Heath Road for Colham Green Recreation Ground	U3	X
	U5	BN BP Y
Porters Way	U5	BN BP Y
S		
Sipson Road	222	BW Q
Station Road Fairey Corner	U5	BN BP Y
Stockley Estate Mulberry Parade	U5	BN BP Y
Stockley Park	U5	BN BP Y
T		
The Greenway Uxbridge High School	U3	Y
U		
Uxbridge for Intu Uxbridge	222	BS F
	U3	Y
	U5	BN BP Y
Uxbridge Civic Centre	U3	Y
V		
Violet Avenue	U3	X
W		
West Drayton	222	BW Q
	U3	X
	U5	BN BP Y
West Drayton Library	222	BW Q
	U5	BN BP Y
Wise Lane	U3	X
Y		
Yiewsley High Street	222	BW Q
	U3	X
	U5	BN BP Y

Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

Key

	Connections with London Underground
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights

Appendix B

(Travel Information Pack)

Workplace Travel Pack

Island Site

Travel
Planning
Tools

Walking

Car
Share

Bus

Cycling

Tube



Information correct as of October 2024

Why?

This Travel Pack has been prepared for staff at **Island Site** to increase awareness of the advantages and potential for travel by more active modes of transport.

The aim of this Travel Pack is to provide a long-term strategy aimed at changing travel habits away from unsustainable use of the private car to more sustainable modes such as walking and cycling as well as public transport.

Health Benefits

- Incorporating walking and cycling into your everyday travel can significantly improve both physical and mental health.
- Department of Health studies show that active travel can be as effective for weight loss as supervised weight loss programmes.
- Walking or cycling to and from work is a convenient way to add exercise into your daily routine.

Cost Benefits

- The opportunity to save money – driving is getting increasingly expensive whilst cycling and walking are free.
- Using public transport has the potential to be significantly cheaper than car use, removing the cost of both running and servicing a vehicle.
- Buying and maintaining a bicycle is cheaper than public transport and owning a vehicle in the long run.

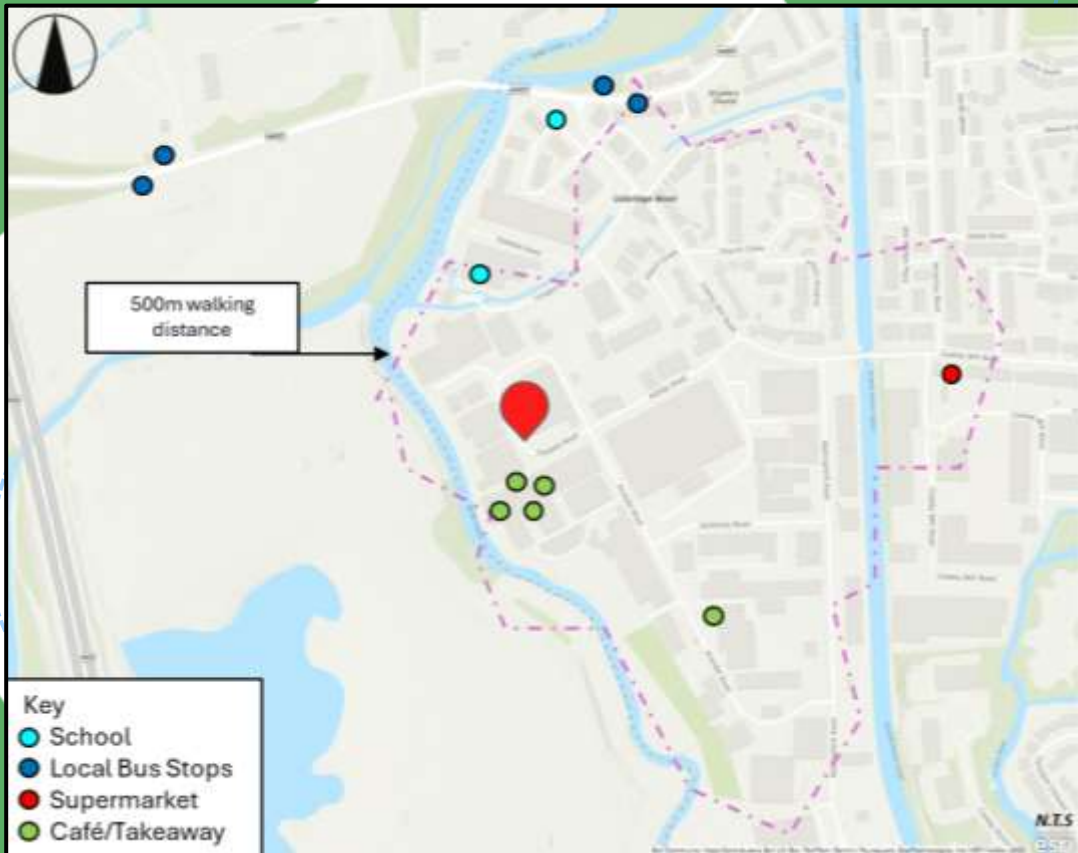
Environmental Benefits

- Across UK local Authorities transport was the largest emitter, accounting for 28% of all UK emissions (ONS 2020).
- Shorter car journeys are particularly harmful to the environment and sometimes, walking or cycling is quicker.
- An increase in active travel modes will be a major contributor to meeting Government Net Zero targets.

The following pages highlight the most sustainable and convenient ways to explore the area surrounding your workplace.

Walking in Your Local Area

Island Site has good connections to local pedestrian routes with a range of facilities and amenities for employees located within a short walking distance. Not only is walking **free**, but it's the most environmentally friendly mode of transport and a convenient way to include exercise into your day.



Local Facilities

- | | |
|-----------------------|--------------------------|
| •Café Cartel | – 40m (1-minute walk) |
| •Burger Daddy | – 40m (1-minute walk) |
| •Simply Scrumptious | – 230m (3-minute walk) |
| •Uxbridge Town Centre | – 1.5km (18-minute walk) |

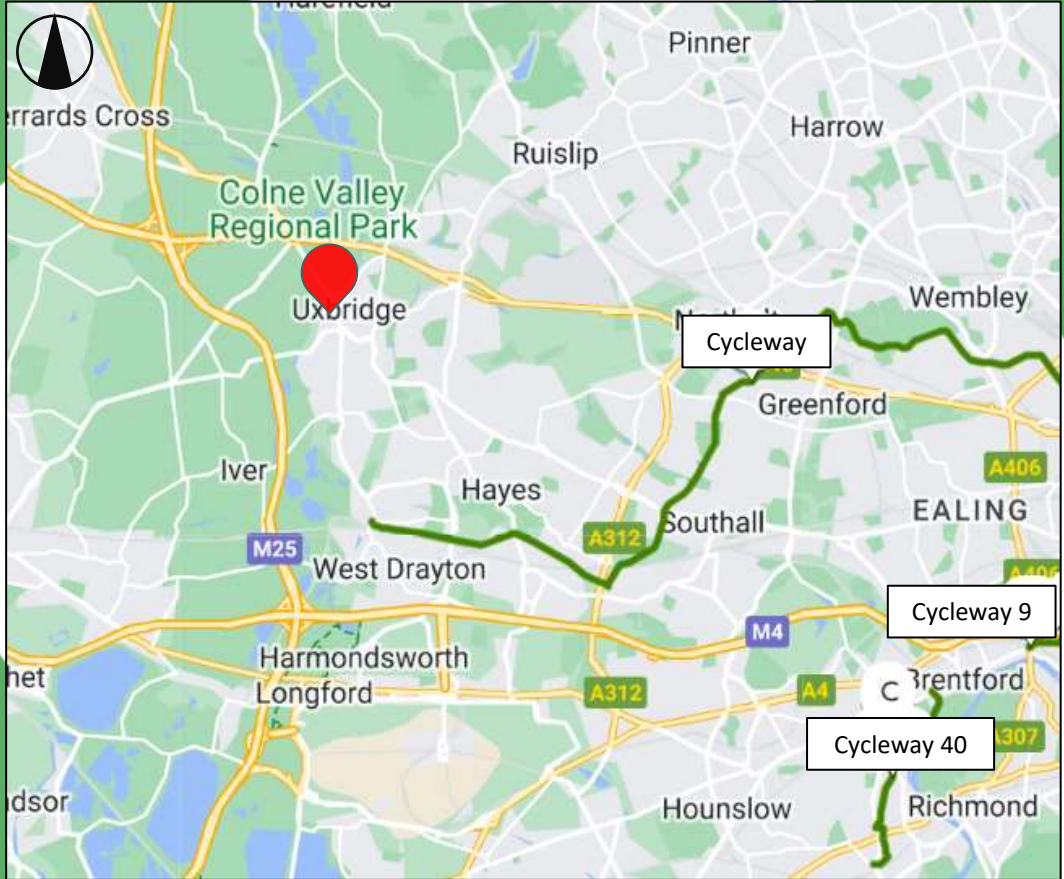
Public Transport

- | | |
|---------------------------------------|--------------------------|
| •Bus Stop 'Cowley Mill Road/St Johns' | – 480m (6-minute walk) |
| •Bus Stop 'Stops BU & BX' | – 480m (7-minute walk) |
| •Uxbridge Underground Station | – 1.7km (21-minute walk) |
| •West Drayton Station | – 5km (60-minute walk) |

Cycling in Your Local Area

Cycling is a cheap, reliable and enjoyable form of exercise that provides a realistic alternative to short car journeys. There are a number of cycle routes in your area, both on-road and off-road.

The TfL cycle map is free and can be found at [here](#). An extract is shown below.



Remember:

- Lock your bike to a solid, fixed object.
- Lock your frame and both wheels.

For more information about cycling and initiatives in Hillingdon, click [here](#).

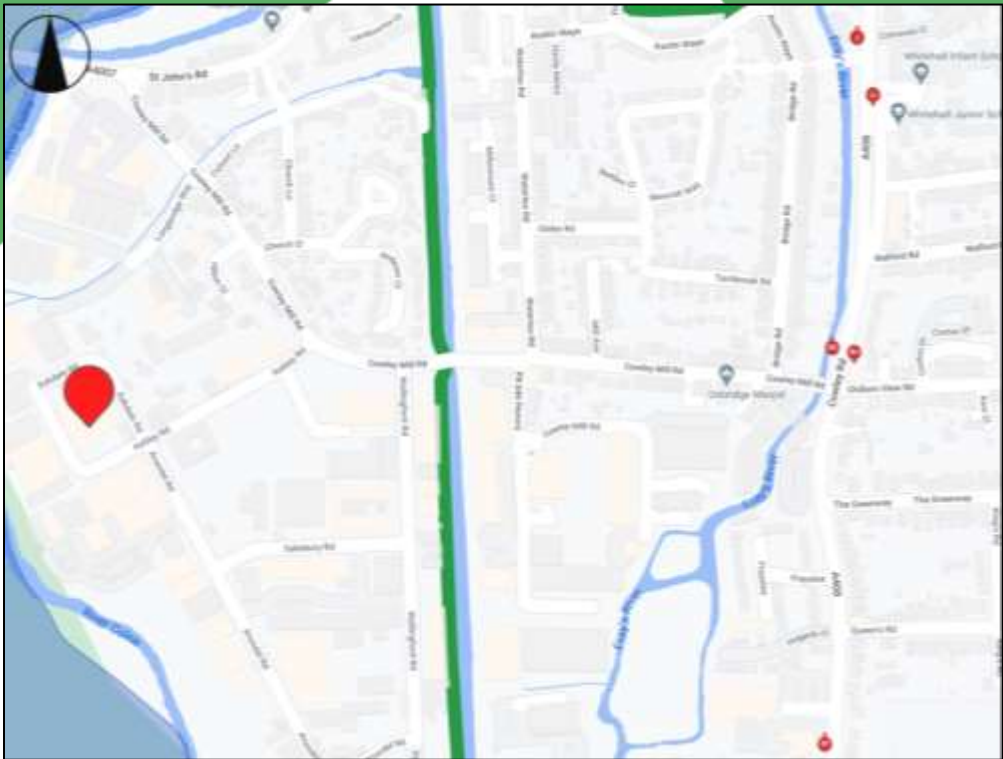
Uxbridge Station
8-minute cycle

New Denham
10-minute cycle

West Drayton Station
14-minute cycle

Your Local Bus Services

Your nearest bus stops are located on the St Johns/Cowley Mill Road Roundabout to the north, from which there are services to bus routes 3, 583, 222 and U5.



Summary of Local Bus Services

Bus Stop	No.	Route	Frequency (every 'x' minutes)		
			Mon-Fri	Saturday	Sunday
Cowley Mill Road / St Johns Road	3	Uxbridge Station - Heathrow Central Bus Station	10 - 13	9 - 12	20
	583	Hedgerley & Slough - Uxbridge	101 - 159	101 - 159	101 - 159
Cowley Mill Road	222	Uxbridge Station - Hounslow Bus Station	8 - 12	9 - 13	10 - 13
	U5	York Road - Blyth Road	10 - 12	12	20

Additional services can also be found a 20-minute walk to the northeast. Routes include 333, 427, U1, U2, U5, U7 and U9 providing access to destinations including Ruislip, Heathrow Airport, Harefield Hospital, Hounslow, Slough, Brunel University and Stockley Park.

Local Bus Services

More information on local bus route can be found on the TfL website, click [here](#).

Your Local Tube Services



The nearest underground station is Uxbridge which is located within a 21-minute walk and provides access to the **Piccadilly** and **Metropolitan** Lines. The lines serve a range of destinations in central London including Great Portland Street, Knightsbridge, Piccadilly Circus, Aldgate and Farringdon.

**Uxbridge/
Heathrow**

Cockfosters

Weekday Peak Frequency: Trains every 2-3 minutes

**Uxbridge/
Amersham/
Chesham**

Aldgate

Weekday Peak Frequency: Trains every 6-10 minutes

Elizabeth Line



West Drayton Station is located 5km to the south and is operated by the Elizabeth Line. The station provides access to trains between Reading and Heathrow in the west and Shenfield to the east. The line serves a range of central London destinations including Tottenham Court Road, Bond Street, Farringdon and Liverpool Street.

**Reading /
Heathrow**

Shenfield

Weekday Peak Frequency: Trains every 5 minutes

Car Sharing

Car sharing allows two or more people to share their journey with others who travel from a similar location, reducing cars on the street, the need for workplace parking and running costs. Benefits include:

- Travel and parking savings
- Reduced maintenance costs
- Reduce pollution caused by traffic
- Meeting new people

Through car sharing websites, drivers can advertise their journey and earn money by offering someone a spare seat in their car. For information, visit the [Liftshare](#).

For More Information...

Useful websites:

- TfL Journey Planner
- National Rail
- Google Maps
- Sustrans - UK Cycling Charity

Useful Mobile Apps:

- Citymapper
- NextBuses - bus times at your bus stop
- National Rail
- CycleMaps
- All Trails – walking routes

Appendix C

(Travel Survey Questionnaire)

Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire. The information you provide will be treated in the strictest confidence with no reference to individuals. Thank you for your co-operation.

1. How often do you travel to Work on average each week?

☐ 1 to 2 days (01) ☐ 3 to 4 days (02) ☐ 5 days (03) ☐ Weekend (04)

2. What time do you normally arrive at Work?

☐ Before 07:00 (01) ☐ 07:00-08:00 (02) ☐ 08:00-09:00 (03) ☐ 09:00-10:00 (04)
☐ 10:00-16:00 (05) ☐ 16:00-17:00 (06) ☐ 17:00-18:00 (07) ☐ 18:00-19:00 (08)
☐ 19:00-20:00 (09) ☐ 20:00-21:00 (10) ☐ After 21:00 (11)

3. What time do you normally leave Work?

☐ Before 07:00 (01) ☐ 07:00-10:00 (02) ☐ 10:00-14:00 (03) ☐ 14:00-17:00 (04)
☐ 17:00-18:00 (05) ☐ 18:00-19:00 (06) ☐ 19:00-20:00 (07) ☐ 20:00-21:00 (08)
☐ 21:00-22:00 (09) ☐ 22:00-23:00 (10) ☐ 23:00-24:00 (11) ☐ After 24:00 (12)

4. On average how long does your journey take?

☐ 0-15min (01) ☐ 16-30min (02) ☐ 31-45min (03) ☐ 46-60min (04)
☐ 61-75min (05) ☐ 76-90min (06) ☐ Over 90min (07)

5. Approximately how far is your journey?

☐ 0-1 Mile (01) ☐ 2-3 Miles (02) ☐ 4-5 Miles (03) ☐ 6-10 Miles (04)
☐ >10 Miles (05)

6. What mode of transport do you use for the last part of your journey to Work (last one-two miles)?

☐ Drive Alone (01) ☐ Car Passenger (02) ☐ Bus (03) ☐ Train / Light Rail (04)
☐ Underground (05) ☐ Walk (06) ☐ Cycle (07) ☐ Cycle Hire (08)
☐ Motorbike (09) ☐ Taxi (10) ☐ Car Share (11) ☐ Other (12)

7. What mode of transport do you use for the LONGEST part of your journey to Work?

☐ Drive Alone (01) ☐ Car Passenger (02) ☐ Bus (03) ☐ Train / Light Rail (04)
☐ Underground (05) ☐ Walk (06) ☐ Cycle (07) ☐ Cycle Hire (08)
☐ Motorbike (09) ☐ Taxi (10) ☐ Car Share (11) ☐ Other (12)

8. What alternative mode of transport would you consider if your usual mode wasn't available?

☐ Drive Alone (01) ☐ Car Passenger (02) ☐ Bus (03) ☐ Train / Light Rail (04)
☐ Underground (05) ☐ Walk (06) ☐ Cycle (07) ☐ Cycle Hire (08)
☐ Motorbike (09) ☐ Taxi (10) ☐ Car Share (11) ☐ Other (12)

9. What would encourage you to use an alternative mode of travel?

☐ More frequent bus services (01) ☐ Better pedestrian / cycle routes (02)
☐ A cleaner walking / cycling environment (03) ☐ A friend to walk / cycle with (04)
☐ A safer walking / cycling environment (05) ☐ Nothing (06)
☐ Better information on alternatives (07)

10. In what age category do you fall?

☐ 25 and under (01) ☐ 26 to 40 (02) ☐ 41 to 60 (03) ☐ Over 61 (04)