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# Redevelopment of Paddington Packet Boat Public House, Uxbridge

Stockingwood Developments Ltd

Travel Plan Statement  
April 2026





## Document Control

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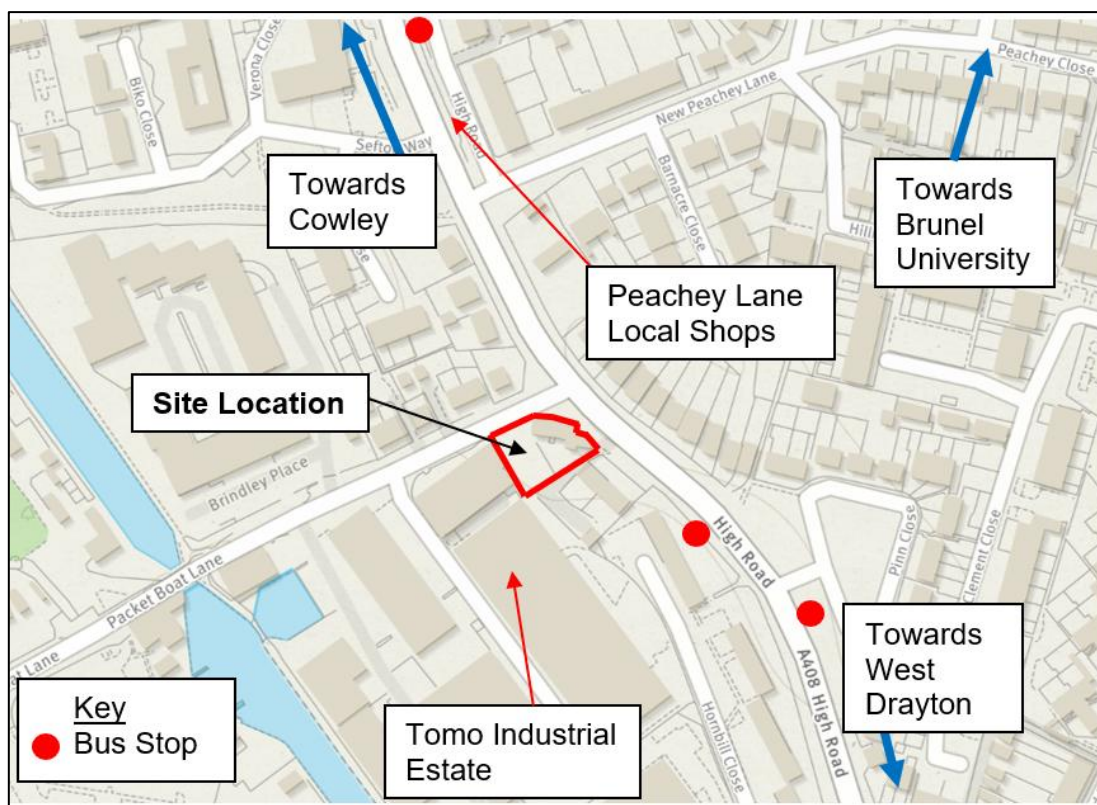
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# 1 Introduction

## General

- 1.1 Rappor Consultants Ltd (Rappor) has been appointed by Stockingwood Developments Limited to prepare a Travel Plan Statement as part of a planning application for the redevelopment of Paddington Packet Boat Public House, Uxbridge. The redevelopment will comprise new build student accommodation with 61 bedspaces.
- 1.2 **Figure 1.1** illustrates the sites location in relation to the surrounding highway network.



**Figure 1.1: Site Location**

## Development Proposals

- 1.3 The site is located to the south of Cowley and to the north of West Drayton in Uxbridge. The site is bound to the northeast by High Road, to the west by Packet Boat Lane, and to the south by industrial and storage uses.
- 1.4 The proposed redevelopment provided no car parking provision on site. This is due to the site's location which is on public transport routes and has good walking and cycling facilities on site and in the local area, providing future occupants with sustainable travel options.
- 1.5 The redevelopment proposal will provide no car parking spaces on site with the provision of a TfL standard half on-half off loading bay adjacent to the site on Packet Boat Lane. The loading bay will be utilised by servicing and delivery vehicles and used as part of the Moving In/Out Strategy at the beginning and end of the academic year.



- 1.6 The student development will be car free and it is the intention that the occupiers of the student accommodation will sign a condition as part of the lease agreement confirming that they will not bring a car on site. Any disabled residents requiring a car can apply for the provision of a Blue Badge and utilise parking on street.
- 1.7 A total of 37 secure and covered cycle parking spaces will be provided. A mixture of cycle storage is provided; the majority are double stacked cycle stands to achieve a more efficient storage solution. With some covered Sheffield stands located in the cycle storage area at the rear of the site. Two visitor cycle spaces are located adjacent to the building entrance. The cycle stores are covered and open to the amenity space.
- 1.8 Notwithstanding the sites sustainable location and readily available cycle parking provision as well as the developments 'nil-car' status, this Travel Plan Statement sets out the principles and suggested management mechanisms that in the interest of facilitating sustainable forms of travel by future users of the site in accordance with Local Policy.

### Objectives and Scope of the Travel Plan

- 1.9 The main objective of the Travel Plan is to facilitate and promote access by walking, cycling and public transport to ensure accessibility by non-car modes is maximised for users of the site through the implementation of this Travel Plan.
- 1.10 The structure of the remainder of the Travel Plan is summarised below:
  - **Section 2:** Sets the scene and details policy context within which the Travel Plan sits;
  - **Section 3:** Details a site assessment of existing conditions surrounding the site;
  - **Section 4:** Provides the measures and a Travel Plan Action Plan which details the effective delivery of the right mix of measures for the site.



## 2 Context

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### What is a Travel Plan?

- 2.1 A Travel Plan encourages alternative transport choices and reducing the need to travel.
- 2.2 The ultimate aim of any Travel Plan should be to influence long-term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives.
- 2.3 It is important that the measures of a Travel Plan are **site specific** and tailored to the needs of users of the site to succeed in its aim. As the development proposal is car free, sustainable travel modes will be used from the outset.

### Requirement for a Travel Plan

- 2.4 Travel Plans help to reduce the impact of travel on the environment and reduce costs for individuals. There are also a number of further benefits such as:
  - Helping to inform the design and operation of the development.
  - The Travel Plan, through promoting measures such as walking and cycling can help to improve the health of all users at the site.
  - Reduced congestion and improved access to the site. This has a knock on effect of reducing local pollution levels in terms of noise and harmful vehicle emissions such as carbon monoxide in the local area.
  - Improves accessibility by promoting sustainable transport initiatives and reducing reliance on the car.
  - Energy savings through reduced fossil fuel use.
- 2.5 In developing this Travel Plan, care has been taken to ensure that UK and London best practice methods have been applied, and full regard have been given to these. The approach recommended in this Travel Plan takes account of a number of key policy documents (national and local) which are designed to help deliver the maximum possible uptake of sustainable transport modes, and reducing the need to travel.

### National Policy

- 2.6 National planning policies are set out in the revised National Planning Policy Framework (NPPF) published in December 2024. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.7 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 109 of the NPPF states that:

*"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*



- a) *making transport considerations an important part of early engagement with local communities;*
- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

2.8 In relation to considering development proposals, Paragraph 115 states that:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

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

2.9 Paragraph 116 states that:

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

2.10 Paragraph 117 states that:

*“Within this context [Paragraph 116], applications for development should:*

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to*



*b) high quality public transport, with layouts that maximise the catchment areas for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*c) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*d) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*e) allow for the efficient delivery of goods, and access by services and emergency vehicles; and*

*f) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

- 2.11 It is recognised that a key tool to delivering sustainable travel, and the principles set out in the NPPF, will be the implementation of Travel Plans. Paragraph 118 states “*All developments that will generate significant amounts of movement should be required to provide a travel plans, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*”

### **Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014)**

- 2.12 The Government’s planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) on 6 March 2014. The guidance is live and updated as appropriate. Guidance on Transport Assessments falls within the category ‘Travel Plans, Transport Assessments and Statements’ (Reference ID: 42 Revision date: 06 03 2014).
- 2.13 Paragraph 002 (Reference: ID: 42-002-20140306) states that Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

### **Travel Plan Co-ordinator**

- 2.14 For a Travel Plan to succeed, it must be treated as an ongoing programme, requiring regular input. The Travel Plan Co-ordinator (TPC) will be the main driving force for implementing the travel plan throughout the site. This could be a student(s) with a keen interest in sustainable transport use and/or an employee from the developer and student management company who will have a number of hours allocated for TPC duties.
- 2.15 The role of the TPC will be to co-ordinate the planning and promotion of the Travel Plan. In summary, the duties of the TPC are:

- Promoting and encouraging the use of alternative modes of transport;
- Providing information and updates to students, employees and visitors; and



- Providing information and updates of Travel Plan measures.

2.16 The duties of the TPC have been designed to help encourage users of the site to change their travel behaviour by implementing the set out measures, in order to help deliver the maximum possible uptake of sustainable transport modes.



## 3 Sustainable Travel and Access

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### Location and Local Highway Network

- 3.1 The site currently comprises a vacant public house which had capacity for live music for up to 200 persons. There are approximately 20 car parking spaces provided on site associated with the public house.
- 3.2 A vehicular access is currently provided onto Packet Boat Lane to the west of the site. Pedestrian access when the site was in operation was located on the corner of the junction of High Road and Packet Boat Lane. The vehicular and pedestrian accesses are currently boarded up.
- 3.3 All of the roads in the immediate vicinity of the site are street lit and subject to a 30mph speed limit. Existing loading and waiting restrictions are in place along both sides of Packet Boat Lane within the vicinity of the site.

#### High Road (A408)

- 3.4 High Road (A408) provides a link locally between Cowley in the north and West Drayton in the south. To the north of Cowley the A408 links with Uxbridge, and in the south the A408 provides access to the M4 approximately 4km from the site.
- 3.5 The carriageway has 2-lanes of traffic in each direction. Street lighting is provided in the vicinity of the site.
- 3.6 It is subject to a 30mph speed limit in the vicinity of the site. The speed limit is enforced by 'Slow' road markings in the vicinity of the site, and the presence of a permanent speed camera located on the southern arm of the junction of High Road and Packet Boat Lane.
- 3.7 There are footways on both sides of the carriageway with the footways being typically at least 2m wide.
- 3.8 The site is located on the southwest corner of the ghost island priority junction of Packet Boat Lane and High Road. All three arms of the priority junction have pedestrian crossings available.
- 3.9 Two pedestrian crossings comprising dropped kerbs and tactile paving are provided on the High Road to the north and south of the junction with Packet Boat Lane. One is located directly adjacent to the site on High Road (southern arm of the priority junction) and the second is provided on High Road approximately 30m to the north of the site (northern arm of the priority junction). Both crossings have a central refuge island.
- 3.10 Dropped kerbs with a refuse island is provided on the Packet Boat Lane arm of the junction with High Road. No tactile paving is provided.

#### Packet Boat Lane

- 3.11 Packet Boat Lane is approximately 800m long from the junction with High Road through to a no-through road at the River Colne and Little Britain Lake. Approximately 200m from the



end of the lane, the road splits northwards into Old Mill Lane and provides access to the B470.

- 3.12 Packet Boat Lane provides access to a mix of residential and employment uses. Industrial estates to the south of the site including the Tomo industrial estate, a scrap yard, a mechanics, plant and machinery hire, as well as Packet Boat Marina.
- 3.13 A footway is provided along the northbound side of the carriageway between the junction with High Road and the Packet Boat Marina located approximately 180m to the south of the junction with High Road. This section of Packet Boat Lane is also street lit.
- 3.14 The carriageway is generally wide enough for two cars to pass. There are two bridges where the carriageway is narrowed to single width. The bridge located adjacent to the Marina entrance is controlled through the use of shuttle signal traffic lights. The bridge further south of the marina is single vehicle width but does not have signal controls.

### **Local Facilities and Amenities**

- 3.15 The redevelopment site is located to the south of Cowley High Street which is located approximately 700m to the north of the site, and to the north of West Drayton town centre which is located approximately 800m to the south of the site.
- 3.16 The area comprises a mix of existing residential, retail, employment, commercial and leisure land uses. Hillingdon Hospital and Brunel University are both located approximately 1.3km (as the crow flies) from the site. Google Maps indicates that the identified walking route between the redevelopment site and the centre of the Brunel University Campus is a 1.6km (around 17 minute) walk via New Peachey Lane. Cowley recreation ground is located approximately 700m to the north of the site.
- 3.17 Paragraph 4.4.1 of Manual for Streets (MfS) states that a walkable neighbourhood is typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.18 A good number of existing services and amenities required on a daily basis are located within 800m walking and cycling distance of the site.
- 3.19 The following facilities and likely destinations for students within 800m walk or cycle distance are set out as follows:-
  - (i) Bus stops (closest bus stop is approximately 80m walking distance);
  - (ii) Tomo industrial estate including a fitness gym (approximately 170m walking distance);
  - (iii) High Road Cowley Peachy local shops including a convenience store, newsagents, laundrette, café, take-aways (approximately 185m walking distance);
  - (iv) Cowley and Zodiac Retail Parks including Farmfoods and Smyths Toy Store (approximately 500m walking distance);
  - (v) Tesco Express foodstore and an ATM (approximately 600m walking distance);
  - (vi) Moorfield Road Local Shops including a pizza takeaway, a Turkish take away, bagel shop (approximately 550m walking distance);



- (vii) Tesco Superstore and Pharmacy (approximately 750m walking distance); and
- (viii) Yiewsley Library (approximately 750m walking distance).

3.20 The following facilities and likely destinations for students between an 800m to 2.0km walk or cycle distance are set out as follows:-

- (i) Aldi foodstore (approximately 850m walking distance);
- (ii) Delfield Parade local shops including, Post Office, Florist, take aways, beauticians, barbers, convenience store, ATM (approximately 900m walking distance);
- (iii) West Drayton town centre including coffee shops, cafés, restaurants, Wilkinson, fast food take aways, Post Office, public houses (approximately 1.1km to 1.4km walking distance);
- (iv) Otterfield Medical Centre (approximately 1.3km walking distance);
- (v) Yiewsley Recreational Ground (approximately 1.3km walking distance);
- (vi) Yiewsley Heath Centre (approximately 1.4km walking distance);
- (vii) West Drayton Rail Station (approximately 1.5km walking distance);
- (viii) Brunel University (1.6km walking distance); and
- (ix) Hillingdon Hospital (approximately 1.9km walking distance).

## Local Cycle Shops

3.21 Cycle repair shops are available within Uxbridge, including Recycle-A-Bike, Halfords and individual retailers, which are around a 10-20 minute cycle ride. For the purchase of a bicycle, the closest retailer is Recycle-A-Bike which is located in Uxbridge approximately 3km to the north of the site. There is also a bicycle shop in Hayes.

## Proximity to Universities

3.22 The residents of the student accommodation are most likely to attend the Brunel University which is easily accessible by walking and cycling.

3.23 The Brunel University is located a 1.6km walking distance, northwest of the redevelopment site. This is easily accessed on foot (an approximate 20-minute walk based on a walking speed of 80 metres per minute as set out in the IHT document 'Providing for Journeys on Foot' (2000)) or by bicycle (an approximate a 5 minute cycle ride based on a cycling speed of 320 metres per minute as set out in the DfT document 'Cycle Infrastructure Design' (2008)).

3.24 The close proximity of the proposed development to the University is likely to result in a high number of residents travelling to the University on foot or by bicycle.

## Public Transport Provision

### Bus Services

3.25 The application site is conveniently located in relation to access for local bus services to the surrounding area. Bus service 222 is accessible from the Packet Boat Lane bus stop located



approximately 80m walking distance from the site. This service provides a 24 hour bus route between the site and Hounslow Bus Station and Uxbridge. During daytime hours, between 6am and midnight the service runs every 9-13 minutes and the night service between these times run every 15-30 minutes.

- 3.26 The service includes stopping at West Drayton Rail Station which interchanges with London Overground and National Rail Services. Other bus routes available from West Drayton Rail Station include services U1, U3, U5 and 350.

#### Rail Services

- 3.27 West Drayton Rail Station is located approximately 1.5km from the site which is around a 19 minute walk or just under a 5 minute cycle ride. Cycle parking is provided on the Station approach in the form of 9 Sheffield type stands providing parking for up to 18 bicycles.
- 3.28 Services from West Drayton Rail Station provide access to rail stations between Reading and London Paddington. London Overground services run approximately every half an hour during the weekday daytime, and the National Rail Service run approximately 12-15 minutes during the weekday daytime.

#### Summary

- 3.29 The site is considered to be sustainably located with suitable access to local services and amenities future students would require on a day to day basis, supported by suitable pedestrian, cycle linkages and public transport.



## 4 Travel Plan Measures

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### Introduction

- 4.1 This Travel Plan is committed to delivering sustainable measures from the beginning of the development, including both 'hard' and 'soft' measures. As discussed in DfT's (2009) 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'. "It is important to establish sustainable travel behaviour from the beginning, whatever the nature of the development, because changing established patterns of travel is more difficult."
- 4.2 It is considered that this approach of 'front loading' measures and initiatives will have the most significant effect on promoting sustainable travel to/from the development, rather than 'retro-fitting' measures into the development at a later stage.
- 4.3 The guiding principles are to combine 'hard' (new infrastructure) and 'soft' e.g. promotional material) measures in a package underpinned by the accessible location of the site.

### Proposed Measures

- 4.4 The proposed measures to promote sustainable travel for the site for students, employees and visitors are provided as per the following tables.



## Walking Strategy

	Measure	Action	Timeframe	Responsibility
<b>W1</b>	<b>Walking Route Maps</b>	A walking map will be produced for all users of the site indicating useful landmarks (i.e. university buildings, shopping areas etc). Information on bus stops and routes will also be provided.	• Prior to Occupation	TPC
<b>W2</b>	<b>Promote Walking Journey Planner</b>	To help plan for walking journeys, TfL Journey Planner will be promoted. Promotion of this tool with a link on websites will encourage walking.	• Prior to Occupation	TPC

## Cycling Strategy

	Measure	Action	Timeframe	Responsibility
<b>C1</b>	<b>Adequate cycle parking provision</b>	Adequate cycle parking will be provided on site with secure and enclosed stands available to students and employees. Visitor cycle parking is also available.	• First Occupation	Developer
<b>C2</b>	<b>Promotion of local Cycling Shops</b>	There are cycle shops, where students can purchase, repair or obtain advice on cycling. A list of local cycle shops and their contact details will be provided to residents.	• First Occupation	TPC
<b>C3</b>	<b>Bicycle Maintenance</b>	A cycle repair kit will be made available on site to include puncture repair kits, bike pumps etc.	• First Occupation	TPC
<b>C4</b>	<b>Promotion of Cycling Events</b>	Promoting cycling events such as National Bike Week or Cycle to Work Week (or in the case of the student accommodation - in conjunction with the local Universities) could encourage greater take up of cycling.	• First Occupation	TPC
<b>C5</b>	<b>Information on Cycle Routes, Parking and Shops in the locality</b>	For information on, popular cycle routes and maps, or cycling in general the students will be encouraged to visit the TfL Journey Planner website and App.	• First Occupation	TPC



<b>C6</b>	<b>Bicycle User Group (BUG)</b>	Formation of a BUG and provide an open forum for cycle issues in and around the site. This would require a nominated Chairperson (likely to be undertaken by student representative).	• One year after occupation	BUG Chairperson
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### Public Transport Strategy

	Measure	Action	Timeframe	Responsibility
<b>PT1</b>	<b>Provision of Public Transport Information</b>	The TfL Journey Planner website and App provides a comprehensive journey planner for all modes and contains bus and train information with updates on any service disruptions and links to live departure times. This service will be advertised through leaflets as part of the Travel Pack and links to websites.	• First Occupation	TPC
<b>PT2</b>	<b>Promotion of Real Time bus information service</b>	The TfL Website and App provides maps and information detailing the locations of bus stops with Real Time information and their departure times.	• First Occupation	TPC
<b>PT3</b>	<b>Promotion of Rail Services</b>	The TfL Website and App provides maps and information detailing the locations of rail services information and their departure times.	• First Occupation	TPC

### Car Users Strategy

	Measure	Action	Timeframe	Responsibility
<b>CU1</b>	<b>Promote Taxi Companies</b>	As the development only has zero car parking provision, promotion of taxi use should be made by leaflets and advertisements on respective websites for the site as well as on any communal notice boards.	• First Occupation	TPC



<b>CU2</b>	<b>Promote Grocery Delivery Services</b>	As the development only has zero car parking provision, promotion of grocery delivery services should be made by leaflets and advertisements on respective websites for the site as well as on any communal notice boards for the local supermarkets.	• First Occupation	TPC
<b>CU3</b>	<b>Information on Car Parking</b>	Potential residents will be informed from the <u>outset</u> that the development is restricted in terms of parking and resident's will not be eligible for resident's parking permits within any controlled parking zone which may be in force, with the exception of disabled persons.	• First Occupation	TPC

### Travel Plan Promotion Strategy

	Measure	Action	Timeframe	Responsibility
<b>TP 1</b>	<b>Residents Travel Pack</b>	A Travel Pack is to be provided to each student which will include the following information: <ul style="list-style-type: none"> <li>public transport and walking and cycling route information;</li> <li>location maps of nearby services e.g. grocery stores, post offices, health facilities, university campus;</li> <li>local taxi numbers; and</li> <li>Car Clubs</li> </ul>	• First Occupation	TPC
<b>TP 2</b>	<b>Travel Plan Marketing Online</b>	Promotion of the Travel Plan is to be included in all relevant marketing materials including the website, communal notice boards and within the Residents Travel Pack.	• First Occupation	TPC
<b>TP 3</b>	<b>Partnership with appropriate University</b>	The developer will ensure to work in partnership with local universities and embrace any Travel Plan initiatives developed by them.	• First Occupation	TPC
<b>TP 4</b>	<b>Communal Notice Boards</b>	Communal notice boards in any communal areas of the development are to include up-to-date information on travel plan measures such as public transport timetables, car club promotion, taxi numbers and the Residents Travel Pack.	• First Occupation	TPC



<b>TP 5</b>	<b>Student Moving In/Moving Out Management Strategy</b>	One specific transport issue is the arrival and departures of students at the start and end of terms. How this is managed is key element in reducing the vehicular impact of the development. A student Moving In/Moving Out Strategy has been developed and this is submitted under separate cover as part of this planning application.	• First Occupation	TPC
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