

Transport and Travel Plan

Address: 54 Bridgewater Road, Hillingdon, HA4 0EB

Date: 20 October 2025

Application ref: 11329/APP/2025/2073

1. Introduction

This Travel Plan (TP) is prepared to support the planning application for the 'Change of use from a small HMO (Class C4) to a large HMO (Sui Generis) for 8 persons at 54 Bridgewater Road, Hillingdon, HA4 0EB'.

The purpose of this Travel Plan is to establish a framework that promotes sustainable modes of travel, minimises private-car dependency, and ensures compliance with the London Borough of Hillingdon's Local Plan transport and parking policies. The Plan demonstrates that the proposed use will not result in adverse traffic, congestion, or parking impacts on the local highway network.

The TP has been prepared in accordance with:

Hillingdon Local Plan: Part 2 Development Management Policies (2020) — particularly Policies:

- **DMT 1** (Managing Transport Impacts),
- **DMT 2** (Highways Impacts) and
- **DMT 6** (Vehicle Parking);

The London Plan (2021) — Policies

- **T1** (Strategic Approach to Transport),
- **T5** (Cycling), and
- **T6** (Car Parking).

The Travel Plan is based on the following core objectives:

Gathering and presenting data on public transport provision in the vicinity of the site;

Assessing opportunities to travel via non-car modes and identifying whether improvements are needed;

Investigating suitable methods to encourage sustainable travel;

Investigating measures to reduce private car travel; and

Preparing and implementing a Travel Plan in consultation with the Council.

2. Site Context and Existing Use

The site comprises a two-storey semi-detached dwelling located on the eastern side of Bridgewater Road in South Ruislip. The property is currently classed as a lawful small HMO (Class C4) accommodating up to six residents.

The proposal seeks permission to extend the use to accommodate eight residents (Sui Generis), including a modest first-floor rear extension, with no other significant external alterations. The property benefits from a wide front garden providing two off-street car parking spaces, and there is access to the rear garden where secure cycle storage for eight bicycles will be installed.

Bridgewater Road is a quiet residential street with good on-street parking availability, as confirmed by the Lambeth-style parking survey (July 2025), which identified between 23 and 26 unrestricted spaces within the vicinity of the site during survey hours. The surrounding area is primarily residential and is well connected to public transport and local amenities.

3. Accessibility and Public Transport Provision

The site has a Public Transport Accessibility Level (PTAL) of 2 – Moderate, providing reasonable access to local bus and rail services.

Public Transport

Bus Services:

Route E7 – Ealing Broadway ↔ Ruislip via Greenford and RAF Northolt, with the nearest stop located on RAF Northolt (approx. 380 m / 5-minute walk).

Route 114 – Ruislip ↔ Mill Hill Broadway via South Harrow and Harrow Town Centre, stopping at Torcross Road (approx. 450 m / 6-minute walk).

Both services operate at high daytime frequencies of approximately every 5–8 minutes, providing direct access to local centres, rail interchanges, and employment areas.

Rail/Underground:

Ruislip Gardens Station (Central Line) – approx. 470 m (6-minute walk), offering direct services towards Ealing Broadway and Central London.

South Ruislip Station (Central Line and Chiltern Railways) – approx. 800 m (10-minute walk), providing further connectivity to Marylebone, West Ruislip, and Aylesbury.

Walking and Cycling:

Continuous and well-lit footpaths line both sides of Bridgewater Road, connecting to Victoria Road and South Ruislip Station.

Cycle routes run nearby along Victoria Road and Long Drive, linking Ruislip, Hayes, and Ealing.

Local amenities such as shops, cafés, green spaces, and healthcare facilities are all within 5–10 minutes' walk.

The site therefore offers good opportunities for walking, cycling, and public transport use.

4. Opportunities for Non-Car Modes

Residents of the proposed HMO will be well placed to travel by sustainable modes:

Walking: Essential services and transport nodes lie within 800 m of the site.

Cycling: Dedicated storage for eight bicycles will be provided on-site to support sustainable travel.

Public Transport: Reliable and frequent bus and tube services provide links to local employment, shopping, and higher-education destinations.

Given these accessibility levels, no off-site highway or transport improvements are considered necessary.

5. Measures to Encourage Sustainable Travel

The following measures will be adopted to promote sustainable travel behaviour among residents:

A Travel Information Pack will be issued to each resident upon occupancy, containing public transport timetables, cycling maps, and walking routes;

Secure and covered cycle parking for eight bicycles will be provided in the rear garden. with easy access.

Car-club membership information (e.g., Zipcar) will be made available to residents; Promotion of active travel through maps showing walking and cycling routes to key amenities and stations. These measures are consistent with Hillingdon's Local Implementation Plan (2019-2041) which aims to encourage active, sustainable travel modes and reduce single-occupancy car trips.

6. Car Parking and Vehicle Access

To ensure adequate on-site provision while minimising on-street demand, the proposal will provide:

Two off-street car parking spaces within the front garden of the property; and

A dedicated bin and cycle storage area to the side and rear.

The on-site parking will be accessed directly from Bridgewater Road via the existing crossover, maintaining safe vehicle entry and exit. This level of provision accords with Policy DMT 6 (Vehicle Parking) of the Hillingdon Local Plan, which supports modest on-site parking where public transport accessibility is moderate (PTAL 2).

The front garden of 54 Bridgewater Road benefits from a minimum width of approximately 9 metres and a depth of around 3.8 metres, which allows the provision of two off-street parking spaces. While previous standard policy recommended a minimum bay length of 4.8 metres, the London Borough of Hillingdon's updated parking guidance, as referenced in its most recent Domestic vehicle footway crossover policy, recognises that a reduced length of 3.8 metres can be acceptable in short front gardens, provided vehicles do not overhang or obstruct the public footway. The proposed layout meets this updated standard in full.

Each parking space will measure approximately 2.4 metres in width and 3.8 metres in length, providing a combined overall width of 4.8 metres across the frontage, without obstructing the front door footpath. This arrangement accords with the Council's dimensional guidance for side-by-side parking and allows for clear separation from the adjoining boundary walls. Vehicles will access the parking area via the existing crossover, maintaining safe ingress and egress directly from Bridgewater Road.

7. Measures to Reduce Private Car Use

To further reduce dependency on private cars, the following actions will be implemented:

Inclusion of an advisory clause in tenancy agreements encouraging residents to limit car ownership and prioritise public transport, monitoring of on-street parking conditions to ensure no overspill impact occurs, encouragement to use the provided cycle parking and public transport for local and longer journeys.

Given that the property will accommodate a maximum of eight adults, the travel demand is modest, and the combination of one on-site space and moderate public transport links ensures parking demand will be adequately managed.

8. Management and Monitoring

A Travel Plan Coordinator (the property manager or appointed representative) will be responsible for:

- Implementing the sustainable travel measures;
- Distributing travel packs to all residents;
- Conducting a resident travel survey within six months of occupation and annually thereafter;
- Recording travel behaviour trends, parking usage, and cycle storage uptake;
- Liaising with the Council's Highways Team if any transport or parking concerns arise.

The Travel Plan will be reviewed annually for the first two years and updated as required.

9. Conclusion

This Travel Plan demonstrates that the proposed change of use from a small HMO (C4) to a large HMO (Sui Generis) at 54 Bridgewater Road, will function sustainably and without detriment to the local transport network.

The assessment confirms that the site benefits from reasonable accessibility to public transport with a PTAL rating of 2, providing convenient access to nearby bus and Underground services. The property includes two off-street car parking spaces within the front garden and secure, covered cycle parking for eight bicycles in the rear garden.

A Lambeth-methodology parking survey undertaken in July 2025 identified between 23 and 26 unrestricted on-street parking spaces in the immediate vicinity during survey hours, confirming that there is sufficient on-street capacity to accommodate any limited overspill demand.

Residents will be encouraged to travel sustainably through the measures outlined in this Plan, including the provision of Travel Information Packs, promotion of public transport

and car-sharing schemes, and on-site cycle parking. These measures align with the objectives of the London Borough of Hillingdon Local Implementation Plan (2019–2041) and London Plan Policies T1, T5, and T6.

It is therefore considered that the proposed development will operate sustainably and without detriment to the local transport network or parking conditions. The proposal accords with Hillingdon Local Plan Policies DMT 1, DMT 2, and DMT 6 and the relevant policies of the London Plan (2021).

We welcome the Council's comments on this Travel Plan and will be pleased to provide any further clarification or adjustments considered appropriate during the course of the application's assessment.