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1.1 Proposed location will provide local and accessible support for parents and families in the area. The area is serviced by a main bus route and access to a main tube station will make it easy for parents to combine dropping off and collecting their child / children en-route to and from work. The service will also be accessible to families who do not have use of personal transport.

1.2 Location of the proposed service supports Hillingdon Borough's commitment to ensure free flow of access and movements for all its residents (Section 8 – Local Plan 2) It supports the policy on the "Reduction of the demand for travel" And secondly, it also supports the policies which aim to stabilise new vehicle trip generation by limiting the availability of parking in new development and promoting greater use of buses, trains, cycling and walking.

1.3 For parents who currently need to use their vehicles to drop off children, arrangements are in place for them to drive on the property therefore removing concerns about cars parking on the main road when dropping off or collecting children. However, a proposal to offer a service to collect and drop off children directly from their homes is also in place and will be put in place subject to demand from service users. This again will alleviate any parking or congestion concerns. (Refer to travel plan and arrivals/ departure profile)

1.4 The new service will foster and develop economic growth and will also sustain and improve the amenity of residential districts

*1.5 Local Plan 2 - Policy DMT 1 States*

*A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers, or visitors from and/or the services and facilities necessary to support the development.*
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users.*
- iii) provide equal access for all people, including inclusive access for disabled people.*
- iv) adequately address delivery, servicing and drop-off requirements; and*
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*

*B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.”*

This document will discuss, below, how the proposed development will address the above mentioned transport needs.

## **2. Travel Assessment St Mary's Church, The Fairway, South Ruislip, Hillingdon**

2.1 This section sets out the travel assessment and the travel plan

### **Travel Assessment**

2.2 The proposed development is accessible by a choice of means of transport, and is best placed for maximum social inclusion and sustainability. A detailed analysis of the local transport networks demonstrates that current available public transport is capable of accommodating the proposed development.

2.3 The proposed development is well served by public transport and is accessible by foot, bus, underground and rail, with a bus stop on Victoria Road. South Ruislip underground and rail stations are located on Long Drive, an approximate 6- 8 minute walk, therefore allowing local residents to drop off their children at the proposed nursery and walk to the local stations to continue their commute in to work.

2.4 95% of users of this service will be local residents who will access the nursery as pedestrians or users of the local transport network and facilities. Access to the nursery for this group will be through the main entrance on The Fairway. The nursery will provide sufficient space to leave pushchairs and buggies whilst the children are on site.

2.5 The vehicular access arrangements will be managed on an individual needs basis. All applicants to the nursery will sign up to an admissions code of practice. Signed up users will be allowed to use the designated parking and drop off zone at the rear of the development. All parents will be issued with a copy of the travel plan and supporting letter to ensure safe dropping off and collection of children in line with Hillingdon's Local Plan.

2.6 The nursery will provide secure cycle and car parking spaces to allow a safe and convenient collection and drop off point for parents. Note car and bicycle spaces where clients will be able to park their vehicles safely whilst either bringing in or collecting their children. In addition, there is adequate space to safely turn vehicles around on site and then to make their way on to the main road.

2.7 The proposed development is supported by a Travel Plan, which will minimise the proportion of single occupancy car journeys to and from the location, promote social inclusion through choice and deliver sustainable travel patterns.

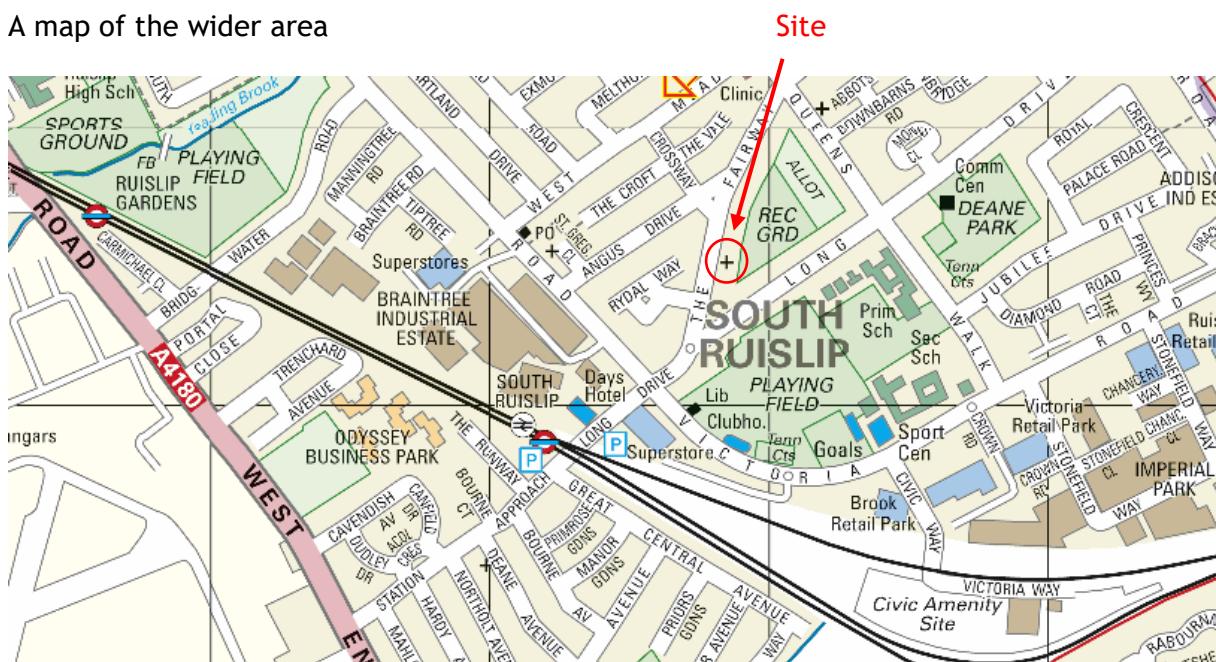
### 3. ACCESSIBILITY

This section identifies the existing accessibility of the site by all modes of transport.

#### 3.1 Walking

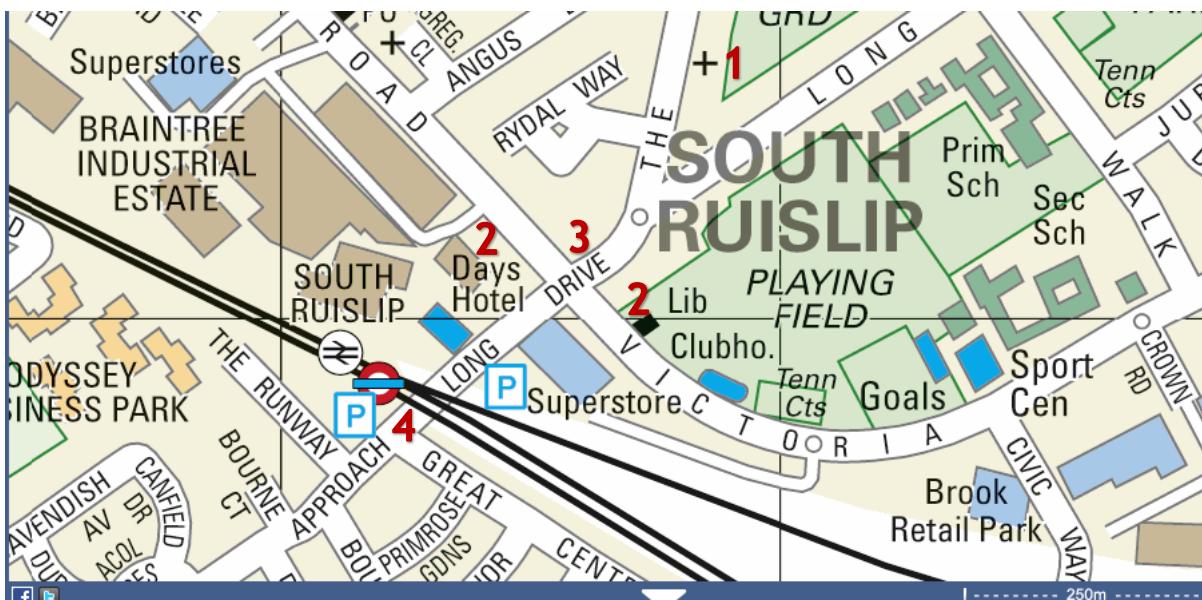
There are a range of pedestrian facilities in the area surrounding the site, highly accessible on foot. There are many points of pedestrian access to the site, one from The Fairway and the other from Long Drive. These points of access, together with the walking routes and distances to public transport facilities, are shown below:

A map of the wider area



Map showing access and travel connections

1. Location of nursery
2. Bus stops
3. Main junction - safe crossing for pedestrians
4. South Ruislip underground and railway station



### 3.2 Cycling

Cyclists are accommodated on the carriageway in South Ruislip Local Centre and the surrounding area.

Cycle stands will be provided on site.

### 3.3 Public Transport

The site is accessible by bus, underground and rail.

#### Bus

The two nearest bus stops to the site are 'South Ruislip (south-eastbound)' and 'South Ruislip (north-westbound)'. Both bus stops are equipped with a shelter, seating and timetable information, and are identified by a sign pole. The 'South Ruislip (north-westbound)' stop and (south-eastbound) stops are located on Victoria Road, approximately a 4 - 5 mins walk to The Fairway.

### South Ruislip Bus Stop (south-eastbound)



### South Ruislip Bus Stop (north-westbound)



The frequency of service throughout the week is approximately 6 buses per hour. The first bus to Mill Hill Broadway is 05:42, and the last bus is 00:46. The first bus to Ruislip Station is 05:31 and the last bus is 01:21. The scheduled journey time to Ruislip Station is 7 minutes. The scheduled journey time to Mill Hill Broadway is 51 minutes.

### Underground

South Ruislip underground station is located on Long Drive approximately 8 mins walk south east of the nursery. The station is located on the Central Line.

The site is served by 9 services per hour Monday - Saturday and 6 services per hour on Sunday. The time of the first and last trains towards Epping Monday - Saturday are 05:27 and 23:57, and on Sunday are 06:45 and 23:37. The time of the first and last trains towards West Ruislip Monday - Saturday are 06:09 and 01:05.



### Rail

South Ruislip rail station is on the Chiltern Main Line and is located on Long Drive approximately 3 minutes' walk east of the nursery. There is one train per hour in each direction between Gerrards Cross and London Marylebone, via South Ruislip. The journey time to Gerrards Cross, where it is possible to make connections to onward services, is 19 minutes, and the journey time to London Marylebone, which is one of the over ground rail hubs of London, is 28 minutes.

### **3.4 Car and Bicycle Parking**

Car parking, and dropping off zones will be provided on site.

Provision will also be made for secure parking for bicycles which allow both the frame and wheels of a cycle to be secured without risk of damage.

#### **Parking for wheelchair users and people with disabilities**

There is a dedicated bay for users with disabilities.

### **3.5 Employee Parking**

Parking is primarily provided for visitors or customers. Subject to recruitment of staff and the need to use car park space. The management will apply the following:

- a) Encouraging employees who are local resident employees to walk or use public transport
- b) Management team is committed to and will walk to work
- c) Staff who live in areas not easily accessed by the public transport network, will have the option of using the pay and display public car park on Long Drive - Management team will pay 50% of their parking costs as per their work rota.

#### **Loading / Delivery Arrangements**

All deliveries for the nursery will be timed to complement and work around the use of drop off and collection times as indicated in the Provisional Profile of arrivals and departures.

### **3.5 Main Highways overview**

#### **The Fairway**

The Fairway, is accessed via Long drive. A single carriageway lit and subject to a 30mph speed limit. The public car park adjacent to the Sainsbury's store is accessed from Long Drive.

## **4. POLICY REVIEW**

### **4.1 National Policy 2019**

#### **National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and

neighbourhood plans, which reflect the needs and priorities of their communities.

**National Planning Policy Framework- Section 2 ( Achieving sustainable development ) States -**

**Section 2 Paragraph 7 – “The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”**

**In the section 6 - para 80 and 81 . Building a strong, competitive economy It clearly states,**

“80 Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation<sup>40</sup>, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential”

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81 “Planning policies should: a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration; b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.”

Relating the above to the application to request change of use, will support and foster economic growth and provide an essential service in the area.

## **4.2 LONDON PLAN MARCH 2021**

### **The Mayor’s Transport Strategy - Chapter 10 - London Plan 2021**

Policy T1 - Strategic approach to transport -

The Policy above states - “A. Development Plans should support, and development proposals should facilitate:

- 1) the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
- 2) the proposed transport schemes set out in Table 10.1.

B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and

ensure that any impacts on London's transport networks and supporting infrastructure are mitigated “

The proposed nursery in the area, complements the points about supporting economic development and population growth by providing a service in an area with good connectivity and accessibility by existing and future public transport.

## 5. Summary

The site is accessible by a variety of sustainable travel modes, including walking, cycling and public transport. The bus stops on Victoria Road, South Ruislip underground station and South Ruislip rail are all within easy walking distance of the site.

The character of the highway network is typical of any Local Centre in London. It is busy at peak times, with drivers experiencing some queuing and delay. The existing operation of the highway network, specifically Victoria Road / Long Drive Junction is satisfactory with driver inconvenience limited to short periods at peak times.

The highway network is safe. The number and type of accidents recorded is not uncommon, and does not indicate any particular highway safety concern.

## 6. Conclusion

The proposed development will provide a new much needed service in the local area for the local community.

The proposed development is located in the Local Centre and positively satisfies sustainable development and traffic impact.

The proposed nursery demonstrates a sustainable service in the area which meets the diverse needs of all people in existing and future communities, promotes personal well-being, social cohesion and inclusion and creates equal opportunity for families and young children in the area.

## 7. Arrivals and Departures Profile Plan explained

The attached profile plan shows a clear breakdown of the number of options available for parents to select from when enrolling their children.

Three options are available each with a choice of hours that might suit the needs of the families.

Childcare settings always provide a range of sessions as this allows more flexibility in provision, activities and early years curriculum planning. Ruislip Stars Nurseries plans to offer the same, in order to meet the local need of the residents it intends to serve.

The attached spread sheet clearly shows the number of spaces available for each of the available options. When applying for spaces parents will be able to choose

an option that suits their need. If particular option is full then the child's name will be added to a waiting list.

The numbers of spaces available per option will be for all children, whether travelling on foot, public transport or by car. For example, if a parent selected option B / 8rs a day - for this option only 3 spaces are available, and it is likely that of the 3 spaces that all children can be safely dropped off by a car as there will be no other starts at that time. However, it is also likely that of the 3 spaces allocated to this time slot, that the children could also be dropped off via foot or public transport.

Looking at the profile it is clear to see that a staggered schedule of arrivals and departure times will provide a safe and secure travel option for all children enrolled at the nursery.

The column on the left provides a clear account of the numbers of children who will be on site at each interval and this allows for staffing and activity planning.

There are currently 2 nurseries and 1 Preschool in the area.

Nursery A, in the locality is currently oversubscribed with an 18 month waiting list. The nursery and Hillingdon's FIS officer have both confirmed that they have a good spread of travel to the nursery approximately 80% of their children arrive by foot whilst the remainder are equally apportioned to travel by car and public transport.

Nursery B and it's adjoining Preschool, slightly further away is also over - subscribed and has also confirmed that not all their children arrive by car. They also note that on average the arrivals and collections of the children is equally distributed amongst, car, and public transport and on foot. This has also been confirmed by the FIS officer based in Hillingdon.

The proposed nursery will ensure that all traffic associated with the nursery will be managed safely through a staggered travel timetable for all its children.