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Appendix A Proposed Site Layout

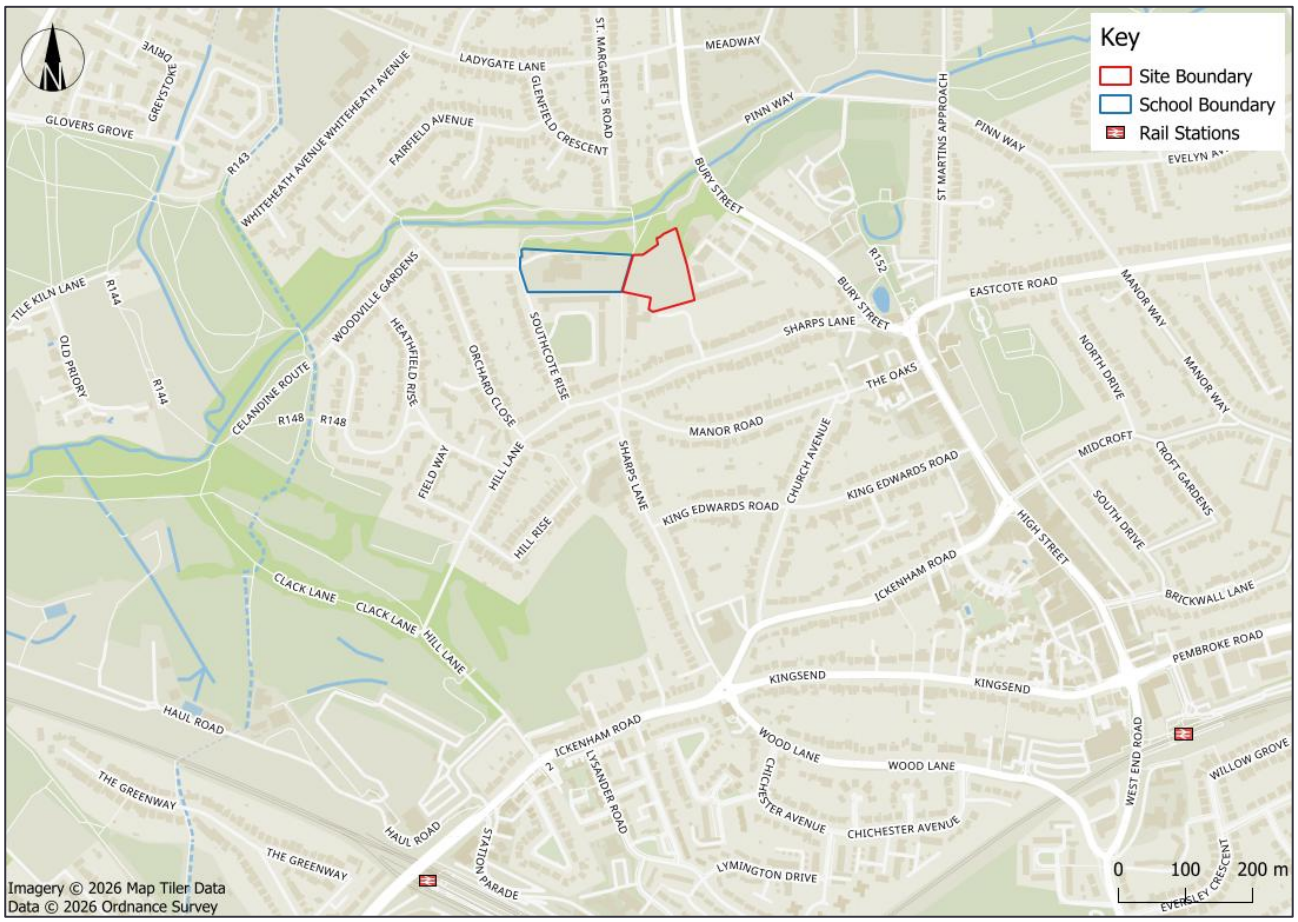
1. Introduction

1.1 Background

TTC has been commissioned by the Bishop Winnington-Ingram (BWI) Church of England Primary School to provide transport planning input and a Transport Statement (TS) in support of the proposed redevelopment of the school's playing field ('the site'). The site is located within the London Borough of Hillingdon (LBH).

The location of the site in a strategic context is illustrated in **Figure 1.1** below.

Figure 1.1 Strategic Site Location



1.2 Existing Use

The site comprises the BWI school, an existing 1 form entry primary school, located on the east side of Southcote Rise. The playing field to the east of the school is currently vacant, owned by Hillingdon Council, and used by BWI for school sports.

1.3 Pre-Application Engagement

A pre-application exercise has been undertaken with LBH (ref: 3763/PRC/2025/108) with the following key transport matters raised:

- A TS will be required setting out the transport impact narrative on usage frequency and resultant parking and traffic generation impacts of the existing school and proposed pavilion use on the public realm and internal site (addressed in Chapter 5), with promotion of sustainable travel modes (addressed in Chapter 4.4);
- As no parking standards are available, an appraisal of parking demand should be undertaken through the TS (addressed in Chapter 5.4);
- Evidence regarding currently forecast school and community demand should be demonstrated to justify the parking quantum (addressed in Chapter 5.2);
- Impacts on the immediate highway network should be appraised, including impacts on on-street parking demand and queueing which may result from overlapping events (addressed in Chapter 5.3 and 5.4);
- Information should be provided on existing and proposed site use including likely patron numbers, event frequency and parking demand (Addressed in Chapter 5.1);
- A minimum of 5% of the total parking quantum should be provided with active electric vehicle charging provision, with a further 5% as passive provision (Addressed in Chapter 4.4 – Car Parking);
- Cycle parking in line with standards should be provided (Addressed in Chapter 4.4 – Cycle Parking);
- Motorcycle parking should be provided at one space per 20 car parking spaces (Addressed in Chapter 4.4 – Car Parking); and
- A Construction Logistics Plan should be secured by condition to minimise impact to the public realm and set out how the school will continue to be used.

1.4 Proposed Development

The proposed development comprises the construction of a new community pavilion on the existing BWI school playing field. In order to support this use, the existing car park will be reconfigured to increase capacity from 14 to 30 spaces to cater for demand from the resulting use.

The proposed site layout is included at Appendix A.

1.5 Report Purpose

This TS accompanies the planning application and has been produced to outline the likely traffic and highways implications of the development proposals.

This report will consider the existing situation within the vicinity of the site, access opportunities, linkages to national and local policy, as well as the likely trip generation and impact on the local transport network.

1.6 Report Structure

This TS is structured as follows:

- Chapter 2: Determines the national, regional and local policy context in relation to the proposed development
- Chapter 3: Describes the existing situation including the local highway network, sustainable transport options and a review of highway safety

- Chapter 4: Describes the proposed development including access arrangements, parking and servicing arrangements
- Chapter 5: Considers the existing and forecast travel demand of the proposed development
- Chapter 6: Provides the summary and conclusions to the report

2. Policy Context

2.1 Overview

This chapter outlines the relevant national, regional and local policy guidance that the proposed development should align with, including:

- National Planning Policy Framework (2024)
- London Plan (2021)
- Mayor's Transport Strategy (2018)
- Hillingdon Local Plan: Part 1 (2012)
- Hillingdon Local Plan: Part 2 (2020)

2.2 National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was first published in March 2012 and revised in December 2024 in order to streamline the national planning policies set out in previous policy guidance. Within the NPPF, it is suggested that an economic, social and environmental objective should be at the heart of the planning process.

Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of development proposals (Para. 109). By doing this, the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

Within the context of specific applications for development, the following objectives are set out (Para. 115, pg.33):

- *"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location*
- *Safe and suitable access to the site can be achieved for all users*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code*
- *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."*

Within this context, new developments should (Para. 117, pg.33)

- "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 high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport
- c) 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
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

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."

Paragraph 118 concludes that applications should be supported by a TS to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines, and this TS demonstrates that the above objectives would be satisfied by the proposed development.

2.3 London Plan (2021)

The London Plan is part of London's statutory development plan and aims to establish that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling.

Policy T1 notes that development proposals should target 80% of all trips in London to be made by foot, cycle or public transport by 2041. It states that:

"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."

Policy T2 states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Policy T4 requires the provision of a TS in accordance with national and local guidance to establish that impacts on the capacity of the transport network are fully assessed.

Policy T5 states development should encourage cycling, with cycle parking allowing easy access for all cycles. The policy also states that all cycle parking should be designed in accordance with the guidance contained within the London Cycle Design Standards (LCDS). For primary schools, this equates to the standards set out in Table 2.1 below.

Table 2.1 Minimum Cycle Parking Standards (London Plan)

Use Class	Long-Stay	Short-Stay
D2: Sports	1 space per 8 full-time staff	1 space per 100sqm (GEA)

Policy T6 encourages moderation of car parking provision, with consideration made to levels of public transport provision in the surrounding area. Whilst no standard is provided, the number of parking spaces

provided should be considered on a case-by-case basis. Furthermore, requirements for disabled spaces is deferred to guidance outlined by Sport England. This is provided in 'Accessible and Inclusive Sports Facilities – Part B external areas', where it is noted that the number of disabled parking spaces provided should be suitable for the relevant facility, with no exact standards given.

2.4 Mayor's Transport Strategy (2018)

The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the mayor's policies and proposals to reshape transport in London over the next 25 years.

The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

Three key themes are at the heart of the strategy:

1. Healthy streets and healthy people

The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient and sustainable travel. Street environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips, public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.

3. New homes and jobs

The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

a) Create high-density, mixed-use places

b) Unlock growth potential in underdeveloped parts of the city

The MTS outlines transport principles of Good Growth as being:

- Good access to public transport
- High-density, mixed-use developments
- People choose to walk and cycle
- Car-free and car-lite places
- Inclusive, accessible design
- Carbon-free travel
- Efficient travel

2.5 Hillingdon Local Plan Part 1: Strategic Policies (2012)

The Hillingdon Local Plan sets out the planning vision and strategy for the Borough including how future development will be guided to be appropriate to the area.

Strategic Objective 12 focusses on the aim to reduce the reliance on the use of the car by promoting safe and sustainable forms of transport.

Strategic Objective 18 states access will be improved to local services, including education, cultural and sport and leisure facilities, especially for those without a car.

Policy T1 states the Council will steer development to the most appropriate locations in order to reduce their impact on the transport network, with developments encouraging access by sustainable modes.

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

Part 2 of the Local Plan sets out details regarding the implementation of the strategy objectives set out in Part 1. Specific requirements for proposed developments include the following, as referenced in 'Policy DMT 1: Managing Transport Impacts':

- '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'
- 'Maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users'
- 'Provide equal access for all people, including inclusive access for disabled people'
- 'Adequately address delivery, servicing and drop-off requirements'
- 'Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network'

The plan directs new developments to aim for either a reduction in private vehicle trips compared to existing, or not to incur additional congestion on the local highway network. Where this is not achievable, mitigation measures should be implemented.

2.7 Summary

The planning policy set out above collectively seeks that development is located where visitors are provided with genuine modal choice by situating development in locations that reduce the need to travel, reduce average journey lengths and benefit from local infrastructure to enable use of modes of transport other than the single occupancy private car.

Furthermore, the planning policy also seeks to properly consider and mitigate the impacts of the development via the preparation of appropriate transportation reports to accompany the planning application and where necessary the provision of mitigation in order to temper the impacts of a given development, to determine that any residual impacts are not "*severe*". This TS has been prepared in line with current best practice guidance, policy and methodology.

3. Existing Situation

3.1 Introduction

This chapter outlines the existing conditions within proximity of the site, including the local highway network, sustainable transport options and a review of highway safety.

3.2 Site Location and Context

The existing site comprises a primary school and playing field which is owned by LBH but used by the school for sports. The site is bounded by woodland to the north, and residential areas to the south, east and west. Access is provided from Southcote Rise on the western site frontage. Public footpath R150 runs from north to south through the centre of site, separating the main building from the playing fields.

Figure 3.1 below illustrates the site location in a local context.

Figure 3.1 Local Site Location



3.3 Walking and Cycling

Walking and cycling form sustainable modes of transport which not only provide health benefits to users of the site but help to reduce the amount of congestion and pollution within the area.

Guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation (CIHT) document, *Providing for Journeys on Foot* (2000). The Guidelines indicate that a walking distance of 1,000m is acceptable to schools. A preferred general maximum walking distance of 2,000m is identified.

Manual for Streets (MfS) and the National Design Guide reinforce this advice, stating that "*walkable neighbourhoods*" should have a range of facilities within 800m (a ten-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

Table NTS0303 of the National Travel Survey (NTS) indicates that the average walk trip distance in 2024 was 1.5 miles or 2.41km.

Overall, it is therefore reasonable to assume that people would walk a distance of 2km to the site from their place of residence.

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)."

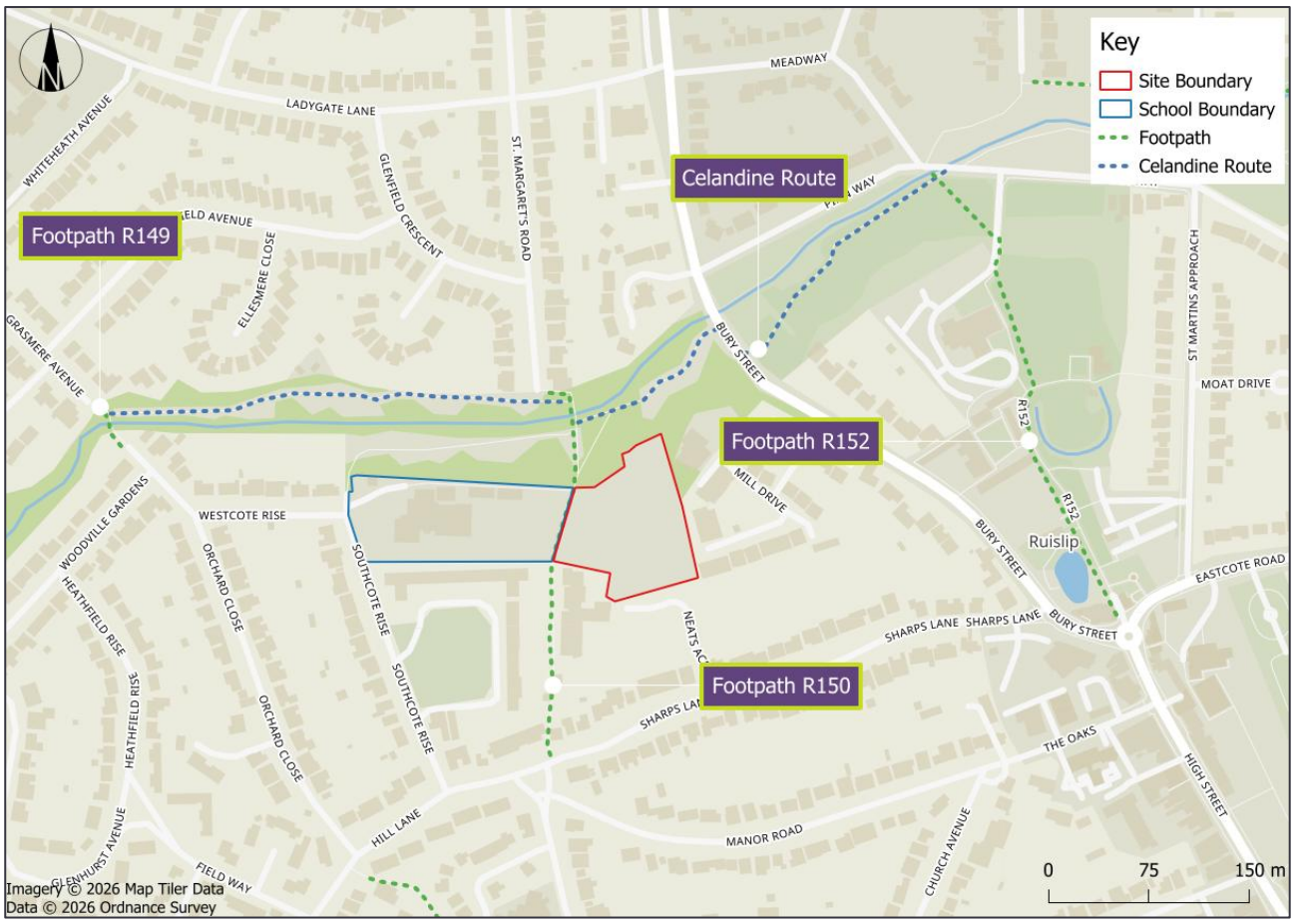
Table NTS0303 of the NTS indicates that the average cycle trip distance in 2024 was 3.3 miles or 5.31km.

It is therefore reasonable to assume that people would cycle a distance of 5km on a regular basis.

Regarding walking, footways are provided on both sides of Southcote Lane, and both sides of Westcote Rise, which converge at the entrance to the school. These routes provide linkages to footways on further residential roads, including Orchard Close and Hill Lane.

Figure 3.2 overleaf illustrates the public right of way (PRoW) network local to the site.

Figure 3.2 Local PRoW Network



As shown in **Figure 3.**2, a number of PRoW routes are located near the site which contribute to the walkability of the local area. Key routes include the following:

- The Celandine Route, which runs from Ickenham to Ruislip, and is linked to the school at the northern end of Southcote Rise
- Footpath 'R149', which links Westcote Rise and Grasmere Avenue
- Footpath 'R150', which runs to the east of the school from Shards Lane to the Celandine Route

Additionally, the site's accessibility on foot is detailed further in **Figure 3.3** overleaf, which demonstrates a 2km walking isochrone.

Figure 3.3 2km Walking Isochrone

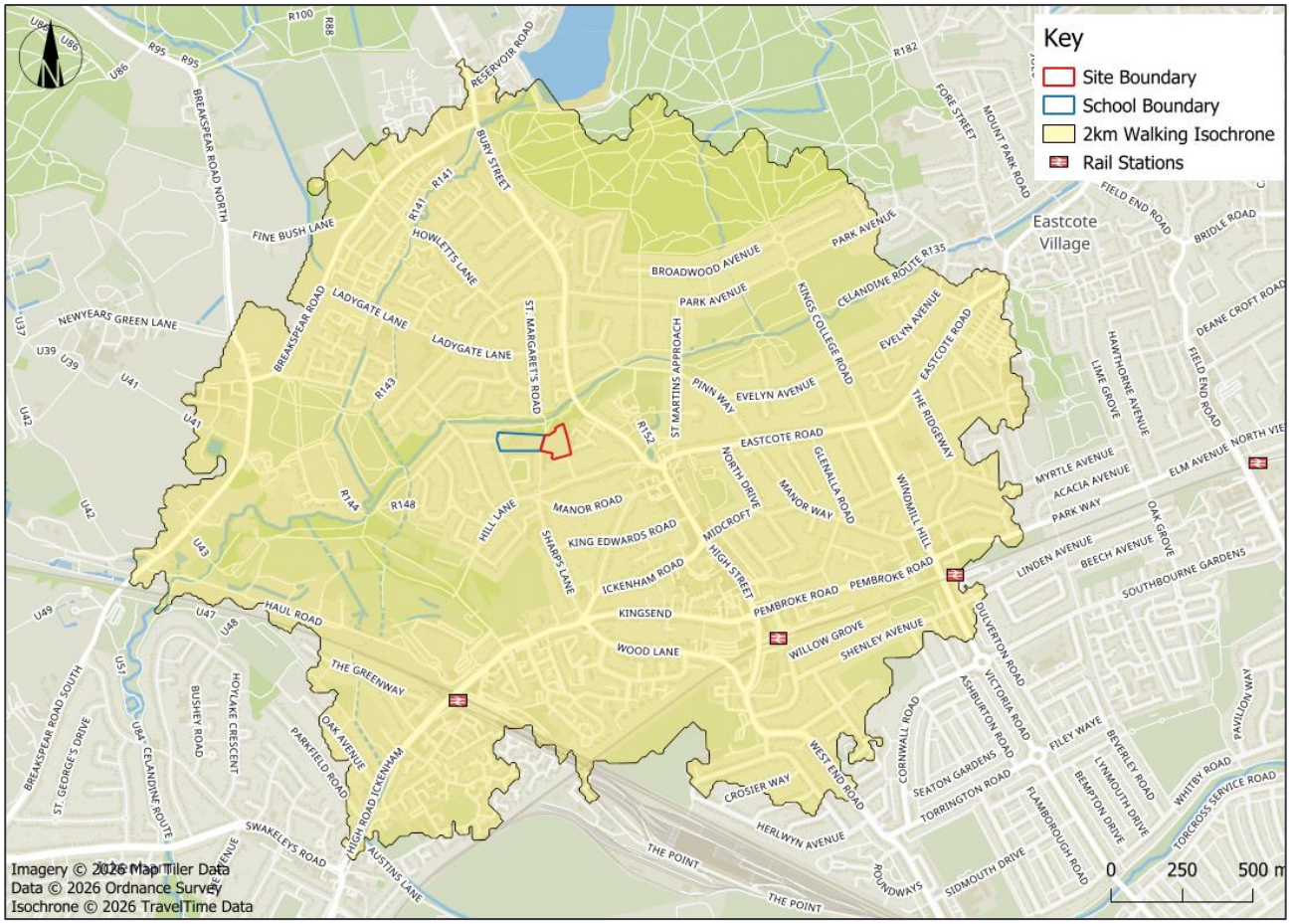
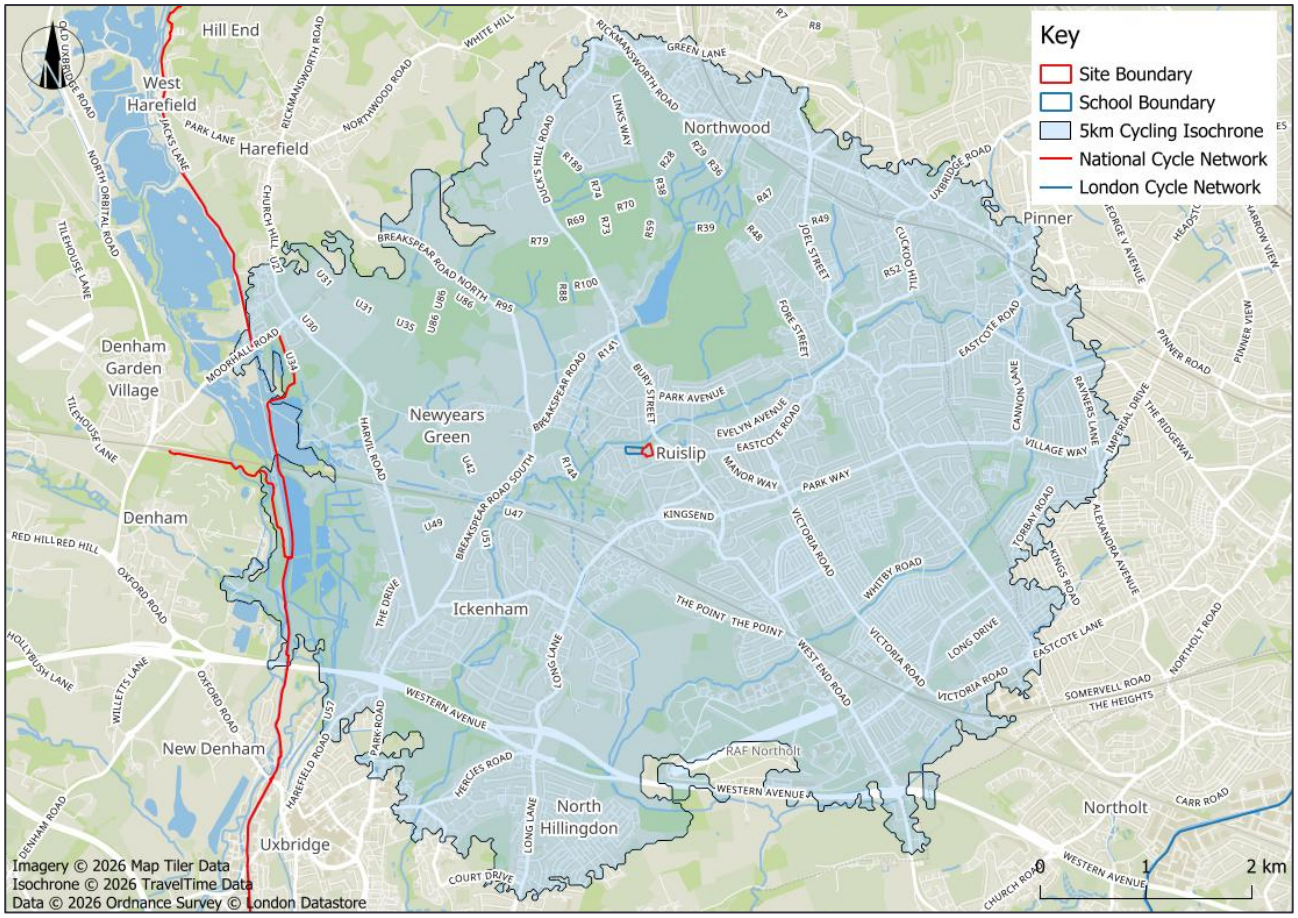


Figure 3.3 demonstrates the accessibility of site from the surrounding residential areas on foot, including a wide region of West Ruislip. This demonstrates walking as a reliable choice to access the site, thus reducing reliance on private vehicles. Additionally, several bus stops, Ruislip Underground Station and West Ruislip Station are located within a 2km walk of the site. This will further encourage multi-modal access to the site by means of walking and public transport.

With regard to cycling, the residential nature of the local area creates good conditions for cycling. This is complimented by several dedicated cycle routes, including on Hill Lane and Ruislip Lido Cycle Path.

Figure 3.4 overleaf demonstrates a 5km cycling isochrone from the site.

Figure 3.4 5km Cycling Isochrone



As demonstrated by **Figure 3.4**, Ruislip, in addition to areas of Ickenham, Eastcote and Northolt, can be accessed by bicycle within 5km of the site.

3.4 Public Transport

Bus Services

The site is within walking distance of several bus stops. 'Ruislip Orchard Close stop CM' is a one-minute walk (65m) from the site, with a service to Uxbridge and Ickenham. This stop is part of a loop at the western end of the U1 service, and thus all buses travel northbound. Further services are available from 'Ruislip the Oaks' stops H and G, which are a ten-minute walk (710m) from the site, and serve Uxbridge, Northwood and Ruislip. Additionally, Church Avenue stops P and Q can be reached in an eleven-minute walk (770m), with services to Ealing, West Drayton, Hayes and Heathrow Airport.

Table 3.1 overleaf illustrates the nearby bus services available.

Table 3.1 Bus Service Summary

Bus Service	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
Ruislip Orchard Close (Stop CM) (adjacent the school)				
U10	Uxbridge - Harefield Road - Ickenham Station - West Ruislip - Ruislip - Ruislip, Heathfield Rise	9 per day	9 per day	-
Ruislip the Oaks (Stop G) (in the town centre)				
331	Uxbridge – Harefield – Northwood – Ruislip Common - Ruislip	3 per hour	3 per hour	2 per hour
H13	Ruislip Lido – Eastcote – Pinner – Pinner Green - Northwood Hills, St Vincent's	3 per hour	3 per hour	3 per hour
Ruislip the Oaks (Stop H) (in the town centre)				
331	Ruislip - Ruislip Common - Northwood - Harefield - Uxbridge	3 per hour	3 per hour	2 per hour
H13	Northwood Hills, St Vincent's - Pinner Green - Pinner - Eastcote - Ruislip Lido	3 per hour	3 per hour	3 per hour
West Ruislip Church Avenue (Stop P) (adjacent the Premier Inn)				
E7	Ruislip Station - Ruislip Gardens - Yeading White Hart - Greenford - Scotch Common - West Ealing - Ealing Broadway	5 per hour	5 per hour	3 per hour
U1	West Drayton Station – Hillingdon Hospital – Uxbridge – Swakeleys Road – Ickenham – West Ruislip – Ruislip Station	4 per hour	4 per hour	2 per hour
278	Heathrow Central - Harlington - Hayes - Church Road - Hayes End - Long Lane - Hillingdon Station - Ickenham - West Ruislip - Ruislip	4 per hour	4 per hour	3 per hour
West Ruislip Church Avenue (Stop Q) (adjacent the Premier Inn)				
E7	Ealing Broadway – West Ealing – Scotch Common – Greenford – Yeading White Hart – Ruislip Gardens – Ruislip Station	5 per hour	5 per hour	3 per hour
U1	Ruislip Station - West Ruislip - Ickenham - Swakeleys Road - Uxbridge - Hillingdon Hospital - West Drayton Station	4 per hour	4 per hour	2 per hour
278	Ruislip – West Ruislip – Ickenham – Hillingdon Station – Long Lane – Hayes End – Hayes Church Road – Harlington – Heathrow Central	4 per hour	4 per hour	3 per hour

Rail Services

The site is a 15-minute walk, or four-minute cycle (1.15km), from West Ruislip Rail Station. At the station, there are ten CCTV-monitored cycle parking stands available. This is served by Chiltern Railways services to London Marylebone and High Wycombe.

A summary of rail services available from West Ruislip station is available in Table 3.2 below.

Table 3.2 National Rail Service Summary (West Ruislip Station)

Destination	Weekday Frequency	Saturday Frequency	Sunday Frequency
National Rail Services			
London Marylebone	1 per hour	1 per hour	1 per hour
High Wycombe	12 per day	1 per day	-
Princes Risborough	1 per day	-	-
Aylesbury	4 per day	1 per hour	1 per hour
Banbury	2 per day	-	-
Oxford	1 per day	-	-

Underground Services

West Ruislip station also provides Underground services on the Central Line. Furthermore, the site is a 21-minute walk (1.5km) from Ruislip Underground Station, where the Metropolitan and Piccadilly lines provide services to Uxbridge in the west and Central London to the east.

A summary of Underground services available from Ruislip and West Ruislip stations are provided in Table 3.3 below.

Table 3.3 Underground Service Summary (Ruislip Station)

Destination	Frequency (Monday – Friday)	Frequency (Saturday)	Frequency (Sunday)
West Ruislip Station (Central Line)			
Eastbound	9 per hour	9 per hour	9 per hour
Ruislip Station (Piccadilly Line)			
Uxbridge (westbound)	3 per hour	3 per hour	3 per hour
Arnos Grove (eastbound)	3 per hour	3 per hour	3 per hour
Ruislip Station (Metropolitan Line)			
Uxbridge (westbound)	8 per hour	8 per hour	8 per hour
Aldgate (eastbound)	8 per hour	8 per hour	8 per hour

3.5 Local Highway Network

Figure 3.5 below illustrates the local highway network.

Figure 3.5 Local Highway Network



As illustrated by **Figure 3.5,** the site is located on the corner of Southcote Rise and Westcote Rise, which are both residential, single carriageway two-way roads. Both roads have 30mph posted speed limits, with 'school keep clear markings' adjacent to the school's entrance which restrict stopping between 08:00 – 10:00 and 14:30 – 16:30 Monday to Friday. In addition, vehicles over 5t in weight and buses / coaches are not permitted to wait between 00:00 – 08:00 and 18:30 – 00:00. Some additional sections of both Southcote Rise and Westcote Rise are marked by double yellow lines, but generally the road has no parking restrictions.

Westcote Rise runs 115m to the west from the school entrance, where it joins Orchard Close at a priority junction. Southcote Rise runs 225m to the south, where it joins Hill Lane at a priority junction. Each of these roads is provided with a footway on both sides of the carriageway. Hill Lane becomes Sharps Lane to the east, which leads to Ruislip town centre.

3.6 Highway Safety

Personal Injury Collision (PIC) data has been obtained from the Department for Transport (DfT) for the most recent five-year period available (2020 – 2024).

The purpose of assessing recorded PICs is to determine whether there is a history of collisions in proximity to the site and to investigate whether there are any patterns or contributing factors to the collisions recorded. Clusters of collisions could indicate that improvements are required to enable development to come forward.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are differentiated as follows:

- Fatal: any death that occurs within 30 days from causes arising out of the collision
- Serious: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality
- Slight: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside

The collisions recorded in the most recent five-year period of data are shown in **Figure 3.6** below, with a summary of the data provided in **Table 3.4** overleaf.

Figure 3.6 Collision Data

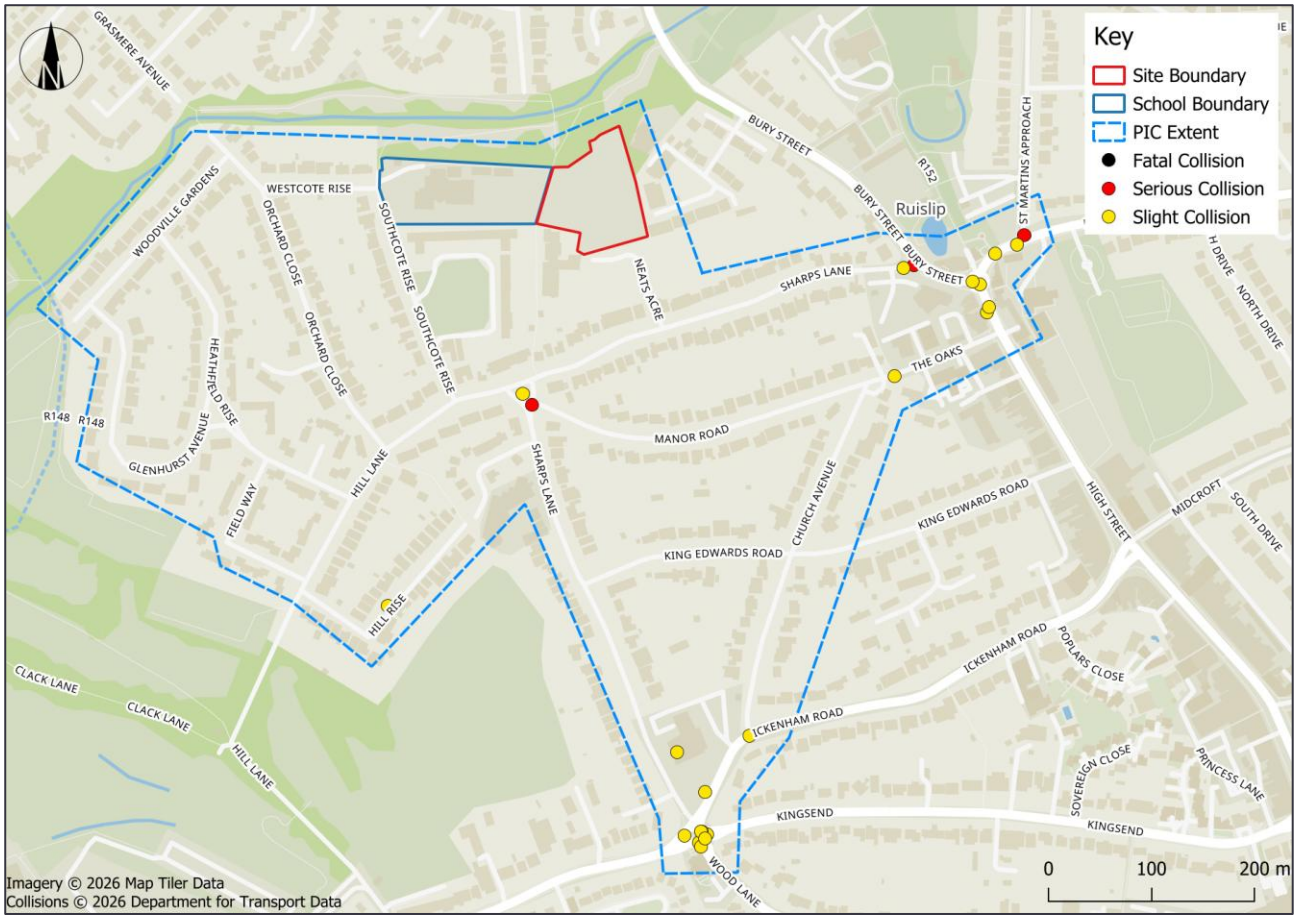


Table 3.4 Collision Data Summary

Collision Severity	2020	2021	2022	2023	2024	Total
Slight	5	4	4	2	6	21
Serious	0	0	2	0	0	2
Fatal	0	0	0	0	0	0
Total	5	4	6	2	6	23

Table 3.4 shows that there have been 23 collisions across the study area in the most recent five-year period, 21 of which were slight and two of which were serious; no fatal collisions were recorded.

In order to investigate f there are any inherent safety issues with the local highway network, a review has been undertaken of all collision clusters involving serious injuries, and any collision clusters involving vulnerable road users:

- Sharps Lane / Ickenham Road / Kingsend / Wood Lane junction:
  - On 8th May 2020, a car collided with a pedal cycle, resulting in slight injury to the cyclist
  - On 11th October 2020, a car collided with a pedal cycle, resulting in slight injury to the cyclist
  - On 6th April 2022, a car collided with a pedal cycle, resulting in slight injury to the cyclist
  - On 9th November 2022, a car collided with a motorcycle, resulting in slight injury to the motorcyclist
  - On 14th December 2022, a car collided with a motorcycle, resulting in slight injury to the motorcyclist
  - On 14th February 2024, a car, goods vehicle and pedestrian collided, resulting in slight injury to the pedestrian.
- High Street / Bury Street / Eastcote Road junction:
  - On 7th March 2020, a pedal cyclist collided with a car, resulting in slight injury to the pedal cyclist
  - On 16th November 2022, a car collided with a pedestrian, resulting in slight injury to the pedestrian
  - On 9th January 2023, a motorcycle collided with a car, resulting in slight injury to the motorcyclist
  - On 17th February 2023, a goods vehicle collided with a pedestrian, resulting in slight injury to the pedestrian
  - On 5th March 2024, a car collided with a pedestrian, resulting in slight injury to the pedestrian
- Martin's Approach / Eastcote Road junction:
  - On 25th September 2021, a motorcycle collided with a car, resulting in slight injury to the motorcyclist
  - On 9th June 2022, a motorcyclist collided with a car, resulting in serious injury to the motorcyclist
- Sharps Lane / Bury Street junction:

- On 1st February 2021, a goods vehicle collided with a pedestrian, resulting in slight injury to the pedestrian
- On 12th September 2021, a car collided with a pedestrian, resulting in slight injury to the pedestrian

Whilst there were six collisions in the cluster at Sharps Lane / Ickenham Road, and five at High Street / Bury Street, this is an average of 1.2 and 1 per year respectively. Furthermore, there was just one serious injury across either of these clusters over the five-year period. When considered alongside the fact that the vehicle types involved in each collision were not consistent, there is considered to be no long-term repeating pattern of collisions on the local highway network. Therefore, whilst any collision is unfortunate, there is not deemed to be any inherent safety issues with the local highway network so there is no need for further investigation.

3.7 Conclusion

The following can be concluded from the discussion undertaken in this chapter:

- The site is well connected to a network of footways throughout the surrounding residential streets, which are supplemented by the local PRoW network. Given that these streets are residential, they are also likely to be suitable for cycling
- Surrounding bus stops provide access to services to destinations including Uxbridge, Ickenham, Northwood, Ealing and Heathrow Airport
- Both Ruislip and West Ruislip Stations are within walking distance of the site, with Underground services available on the Central, Piccadilly and Metropolitan Lines, and rail services available to destinations including London Marylebone, High Wycombe and Aylesbury
- Analysis of PIC data in the area surrounding the site indicates no potential safety issues which could be exacerbated by the proposed development

4. Development Proposals

4.1 Introduction

This chapter describes the development proposals, access arrangement and parking provision for the site.

4.2 Development Description

The proposed development comprises a new community pavilion on the existing BWI playing field. The playing field will be capable of accommodating the following:

- A 100m running track; or
- An under-11s rugby pitch; or
- An under 9s / 10s 7-a-side football pitch; or
- Two under 7s / 8s 5-a-side football pitches.

The pavilion will be located on the western side of the playing fields. The pavilion will be single storey and contain a community room, changing rooms, WCs, an office, storage room and kitchen.

Additionally, the school car park will be altered to support the operation of the community use, as further discussed in Section 4.4. The proposed site plans are included at Appendix A.

4.3 Access Arrangements

Pedestrian Access

Pedestrian access will remain largely as existing either through the main entrance on the western site frontage on Southcote Rise or via Public Footpath R150 to the east of the playground. As part of the car park amendments, the existing pedestrian route from the pedestrian gate to the main school building will be realigned along the southern edge of the car park. Pedestrian access between the school and the playing fields / pavilion will be provided via the existing gated access which crosses Footpath R150.

Pedestrians using the public footpath will retain priority at all times. The crossing will not obstruct the route, no gates will open out across the footpath, and the crossing will not provide vehicular access between the school and the playing field.

Cycle Access

Cyclists will access the site via the local road network and the existing main entrance on Southcote Rise. Footpath R150 is a public footpath only and is subject to a no-cycling bylaw, so it does not form part of the cycle access strategy for the site. Any cyclist needing to cross Footpath R150 to reach the pavilion will dismount and wheel their bicycle across at the gated crossing. Cycle parking is set out in Section 4.4.

Vehicle Access

Vehicular access to the on-site car park will be retained via the main gate from Southcote Rise. The car park will be available for use by both the existing school and the new pavilion / playing fields.

The existing on-street parking restrictions will be maintained as existing, therefore meaning that servicing vehicles and coaches will be able to wait for a short period of time to (un)load and / or drop-off / pick-up passengers between 10:00 – 14:30 and 16:30 – 18:30 on weekdays, and between 08:00 – 18:30 on weekends.

4.4 Parking

Car Parking

The reconfigured car park will provide 30 spaces. In line with London Plan requirements, two spaces will be for disabled users. In addition, in line with the pre-application feedback received, 5% of spaces will be provided with electric vehicle charging provision, with a further 5% provided with passive provision. The reconfigured car park will provide 16 additional spaces; the impact of this on parking capacity is set out in Chapter 5.

This is expected to be sufficient to allow motorbikes to utilise car parking spaces. However, according to the staff surveys conducted, as discussed in Chapter 5.1, it is not expected that motorcycle trips will form a frequent mode of travel of site users regardless.

The bays will be provided with dimensions of 2.4m x 4.8m, in line with the Hillingdon Local Plan. In addition, 1.2m hatching is provided around two sides of the disabled bays to ensure ease of access for users.

The existing parking spaces associated with the school house will be maintained.

Cycle Parking

Cycle parking will be provided for the new pavilion and sports pitches in line with the standards set by the London Plan. The maximum number of staff expected to utilise the proposed development at any one time does not exceed eight, as is discussed further in Section 5.2. As such, one long-stay space will be provided. Furthermore, three short-stay spaces will also be provided based on the site's gross external area (GEA), as set out in the London Plan.

In line with LCDS, the spaces will be provided in a secure, sheltered store to encourage the uptake of active travel.

Cyclists will reach the cycle store from the main entrance on Southcote Rise. Footpath R150 is not a cycle route, and any cyclist needing to cross it to reach the pavilion will dismount and wheel their bicycle across at the gated crossing.

4.5 Servicing Arrangements

Servicing will be undertaken in line with the existing arrangements for the school. As such, deliveries and refuse collection will be undertaken on-street between 10:00 – 14:30 and 16:30 – 18:30 outside of the stopping and waiting restrictions in place adjacent to the school.

Emergency access will be retained via the existing route along the northern site boundary.

4.6 Conclusion

This chapter has demonstrated that suitable access can provided for all users, including pedestrians, cyclists and vehicles, to the new pavilion. Cycle access will be via the local road network and the main entrance on Southcote Rise only, as Footpath R150 is a public footpath subject to a no-cycling bylaw. Pedestrians using R150 will retain priority at the gated crossing between the school and the playing field.

Site access will be largely maintained through the existing arrangements along the site frontage on Southcote Rise. The pedestrian footway within the site will be realigned to route along the southern side of the car park to provide a more direct route to the school building.

Due to the car park reconfiguration, the number of parking spaces provided will increase from 14 to 30 spaces. In addition, cycle parking will be provided in line with London Plan standards in order to encourage the uptake of sustainable travel.

Servicing will be undertaken in line with the existing arrangements with deliveries and refuse collection being undertaken on-street between 10:00 – 14:30 and 16:30 – 18:30 outside of the stopping and waiting restrictions in place adjacent to the school.

5. Trip Generation and Impact

5.1 Introduction

This chapter sets out the existing and forecast trip generation and the likely impact of the proposed development on the local transport network.

5.2 Existing Trip Generation

In order to determine the existing parking situation on site, a survey was conducted of the school's 41 members of staff regarding whether they drive to school, and if so, where they park. The results are displayed in **Figure 3.7** below.

Figure 5.1 Staff Travel Survey Results

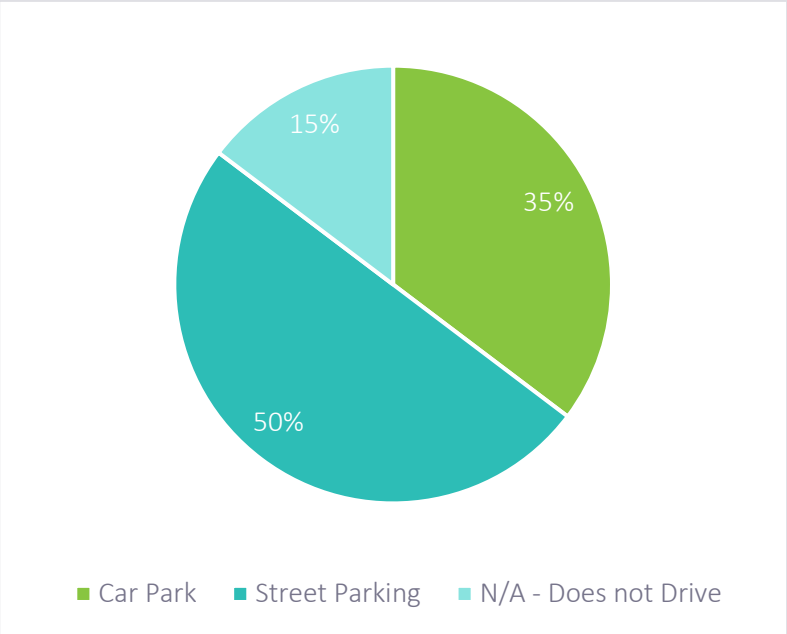


Figure 3.7 demonstrates that six staff members do not drive to school, whilst 35 do. This indicates an existing trip generation of 35 staff arrivals by car in the AM peak, and 35 staff departures by car in the PM peak. Of those that drive, 21 park on street and 14 park in the car park.

5.3 Forecast Trip Generation

School

Given that neither the structure of, nor operations of the main school building are expected to change as a result of the proposed development, the trip generation for this element of site is also not expected to change. However, given that the new development involves the construction of 16 new parking spaces, the proportion of those who park on street is expected to fall, as set out in Chapter 5.4.

Pavillion and Playing Fields

The expected trip generation of the proposed development is dependent upon the activities for which the playing fields are being utilised. Each activity, and the relevant trip generation, is demonstrated in **Table 5.1** below.

Table 5.1 Expected Attendance based on Pitch Configuration

Configuration	No. of Runners / Players	No. of Organisers / Referees	No. of Coaches	No. of Audience Members	Total People
100m Running Track	Up to 8 lanes, each with up to 4 runners (for relay)	2	2	Average of 1 per runner	Up to 68
Under-11s Rugby Pitch	2 teams; 15 on pitch + up to 8 substitutes per team	2	2	Average of 1 per player	Up to 96
Under 9s / 10s 7-a-side football pitch	2 teams; 7 on pitch + up to 5 substitutes per team	2	2	Average of 1 per player	Up to 52
Two under 7s / 8s 5-a-side football pitches	4 teams; 5 on pitch + up to 3 substitutes per team	2	2	Average of 1 per player	Up to 68

Table 5.1 demonstrates that up to 96 people could attend any single event, however, this is an expected maximum value, and for example, for Under 9s / Under 10s football, an attendance of 52 is expected.

To determine the mode share of all generated trips, National Travel Survey (NTS) data has been utilised; specifically for leisure facilities in 2024. The determined mode share figures are shown in **Table 5.2** below.

Table 5.2 NTS Mode Share Data for Leisure Facilities (2024)

Mode	Mode Share
Walk	16%
Pedal Cycle	3%
Car or Van Driver	38%
Car or Van Passenger	32%
Motorcycle	0%
Bus in London	1%
London Underground	1%
Surface Rail	3%
Taxi or Minicab	2%
Other	4%

Table 5.2 demonstrates that 70% of all trips were taken on private vehicles for leisure activities in 2024, which is therefore projected to be an accurate value for the proposed development. However, the proportion of passengers may be higher compared to drivers for the site in question, given that it is utilised by children.

It is expected that each child's respective audience member will be an adult who travelled to site with them, and in the case of those who used private vehicles, therefore utilised the same car as them. As such, it can be expected that for those travelling by private vehicles, each organiser / referee, coach and audience member would be a car or van driver, whilst each player / runner would be a passenger. This is reflected in Table 5.3 below, which demonstrates trip generation by mode.

Table 5.3 Forecast Trip Distribution by Playing Field Use

Mode	100m Running Track	Under-11s Rugby Pitch	Under 9s / 10s 7-a-side football pitch	Two under 7s / 8s 5-a-side football pitches
Walk	11	16	8	11
Pedal Cycle	2	2	1	2
Car or Van Driver	26	35	20	25
Car or Van Passenger	22	32	17	23
Motorcycle	0	0	0	0
Bus in London	1	1	1	1
London Underground	1	1	1	1
Surface Rail	2	3	2	2
Taxi or Minicab	1	2	1	1
Other	3	4	2	3

The number of car / van drivers in Table 5.3 indicates how many vehicles would be utilised for each event, the highest of which is expected to be for Under-11s rugby, at 35. This corresponds to up to 35 arrivals and 35 departures in private vehicles. However, this is an expected maximum value, and for example, up to 20 arrivals and 20 departures are expected for Under 9s / Under 10s football. Furthermore, arrival and departure times of vehicles are expected to be segregated by the games themselves.

Given that 35 staff arrivals and 35 staff departures can be safely accommodated by the local road network, as demonstrated by the existing school, trips related to the pavilion are therefore also expected to be safely accommodated without a detrimental impact on safety or operational capacity.

In relation to Public Footpath R150, all car, motorcycle, taxi and pedal cycle users would be expected to access the site via the main car park, meaning that they would only cross the footpath briefly, rather than use it along any part of its length. Accordingly, a worst-case scenario would assume that the footpath is used by the remaining 25 trips. However, this is considered highly unlikely, as many of these users would also be expected to access the pavilion via the car park.

Furthermore, any such movements would be dispersed over a period of at least 30 minutes, reflecting the minimum interval between games, and would be distributed across each direction from which users can access the site via the footpath. Consequently, the level of activity on public footpath R150 is expected to be relatively modest and dispersed. It should also be noted that 'pedestrians have priority' signage and a defined crossing surface will be provided where the footpath is crossed.

Operational Hours

During school operational hours, the pavilion and playing fields is expected to be used only by the school. As such, there are expected to be no additional trips associated with the pavilion during school hours.

Outside of school hours, the pavilion / playing fields will be available for use on weekday afternoons / evenings and weekends. In order to manage parking demand and minimise crossover between school staff demand and demand from the pavilion and pitches, staggered start times will be implemented that minimise crossover between uses. This will also be implemented for consecutive bookings of the pavilion, with a stagger between each use; for example providing a 30-minute gap in bookings to allow a 15-minute period for departures and 15-minute period for arrivals. This will mitigate the impact on both the local highway network and parking demand.

5.4 Forecast Parking Demand

School

The expansion of the car park from 14 to 30 spaces will allow 16 of the staff vehicles that currently park on the surrounding roads to instead park in the car park, reducing the number of staff that park on surrounding roads from 21 to five. This is expected to result in an increase in parking capacity on the local road network.

Pavillion and Playing Fields

As discussed in Section 5.2, up to 35 vehicles may be used in trips to the playing fields and pavilion at any one time. Given that the capacity of the car park is 30 spaces, five of these vehicles would be expected to park on the street. This is significantly lower than the 21 staff vehicles that currently park on the street, indicating there is expected to be sufficient capacity for said vehicles. Furthermore, other playing field configurations are not expected to generate this level of parking demand, indicating that on many occasions the car park would provide sufficient capacity for all vehicles.

Assessment of Consecutive Operating Periods

Given that crossover times between separate uses of the playing fields / pavilion will be staggered, as well as between uses of the playing fields / pavilion and usage of the school, it is unlikely that the site will experience significant additional parking demand at any one time. Nevertheless, the expanded car park will provide additional capacity in the event that demand does arise for such an occurrence with additional spaces and manoeuvring space for vehicles to wait as event attendees arrive and depart.

5.5 Conclusion

This chapter has demonstrated that the proposed development is not expected to influence traffic levels on the local road network during school operating hours, but due to the car park expansion, is expected to reduce the requirement for on-street parking during this time period.

Furthermore, during the operation of the pavilion and playing fields, there is not expected to be an excessive volume of new trips on the local transport network. Additionally, the parking demand of the pavilion is set to largely be met by the expanded car park, with little demand for parking on the surrounding road network.

It should be noted that crossover times between use of the car park for the school and playing fields / pavilion, and between separate events on the playing field / pavilion, should be managed to reduce the likelihood of all vehicles arriving and departing at the same time. Even at these times, due to the increase in car parking capacity, lower levels of on-street parking are expected than are currently experienced during school hours.

6. Summary and Conclusion

6.1 Summary

TTC has been commissioned by the applicant to produce a TS in support of a planning application for the construction of a new community pavilion on the existing BWI school playing field. In order to support this use, the existing car park will be reconfigured to increase capacity from 14 to 30 spaces to better cater for demand from the community use. This report demonstrates that:

- The site is located within a residential neighbourhood, where most roads are bound by footways on both sides. This facilitates good conditions for walking and cycling to site, therefore encouraging sustainable transport;
- The site is located nearby to several bus stops, with a variety of bus services to destinations including Uxbridge, Ickenham, Northwood, Ealing and Heathrow Airport;
- The site is located in close proximity to Ruislip Underground Station, and West Ruislip National Rail and Underground station. These stations provide access to the Central, Picadilly and Metropolitan lines, with national rail services to London Marylebone, in addition to several destinations to the west including High Wycombe, Aylesbury and Oxford;
- The local highway network displays no evidence of inherent safety issues that the proposed development would be expected to exacerbate;
- Pedestrian, cycle and vehicular access to the new development will be through the respective existing gates on the western end of site. The footpath from the pedestrian gate to the main school building will be straightened to align with the main entrance of the building;
- Public Footpath R150 is a footpath only and is subject to a no-cycling bylaw, so it does not form part of the cycle access strategy. Pedestrians using R150 will retain priority at all times at the gated crossing between the school and the playing field, which will not provide vehicular access between the two;
- The car park capacity will be increased from 14 to 30 spaces, with bay dimensions increased to 2.4m x 4.8m to align with the Hillingdon Local Plan;
- New, sheltered cycle parking facilities will be provided. These will contain one long-stay cycle parking space, and three short-stay spaces;
- Servicing will be conducted on street in line with existing arrangements, with refuse collection undertaken outside of school opening hours, and deliveries undertaken according to the times allowed on the 'school keep clear' markings;
- Trip generation is expected to be unchanged during school opening hours, with reduced demand for on-street parking as a result of the increased capacity within the car park;
- The trip generation of the pavilion is expected to be safely accommodated by the local road network, given that it is generally expected to be significantly lower than that already generated during school hours; and
- Crossover times between school opening hours and operation of the pavilion and playing fields, and separate uses of the pavilion / playing fields, will be staggered in order to avoid all vehicles arriving and departing at the same time, with the community user agreement requiring a minimum 30-minute

interval between consecutive bookings . This is also expected to reduce excessive capacity demand on the expanded car park.

6.2 Conclusion

On the basis of the information presented in this report, it is considered that the proposed development can be comfortably accommodated within the local area. As such, there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 116 of the NPPF, which 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 would be severe"*.

Appendix A
Proposed Site Layout

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DO NOT SCALE, REFER TO FIGURED DIMENSIONS ONLY

REVISIONS

P01	Issue for consultants review	18/03/26
P02	Issue For Everything Ecology	28/05/26
P03	Planning Issue	29/06/26

NORTH

PROPOSED SITE PLAN

1 : 1000

0 10 20 50 100 m

METASHAPE
ARCHITECTS

PROJECT
BWI Community Sports Pavilion
Southcote Rise, Ruislip

TITLE
Proposed Site Plan

SCALE	DATE
1 : 1000 @ A3	18/03/26

DRAWN	REVIEWED
LL	IL

METASHAPE REF	NUMBER	REVISION
2025-012	200	P03

DOCUMENT PURPOSE
Planning