



THE BARN HOTEL, WEST END ROAD, RUISLIP

FRAMEWORK TRAVEL PLAN

August 2024

Chase New Homes Limited

RESIDENTIAL DEVELOPMENT
THE BARN HOTEL
RUISLIP

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:	1000.0025/TP/6	
Status:	Final	
	Name	Date
Prepared by:	Naomi Bruen	December 2022
Checked by:	Laura Jones	December 2022
Approved by:	Will Fayers	December 2022

Revision Record

Rev.	Date	By	Summary of Changes	Aprvd
2	24.02.2023	NB	Comments from Chase New Homes	WF
3	24.05.2024	NPE	Revised Layout and Application Submission	WF
4	16.07.2024	NPE	Draft Issue	WF
5	23.08.2024	NPE	Final Issue	WF
6	30.08.2024	NPE	Final Issue	WF

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2022



The Excitement is Building

Chase New Homes Limited
Jasmine House
8 Parkway
Welwyn Garden City
Hertfordshire
AL8 6HG



Paul Basham Associates Ltd
Vision Park
Compass House
Chivers Way
Histon
Cambridge
CB24 9AD

**RESIDENTIAL DEVELOPMENT
THE BARN HOTEL
RUISLIP**

FRAMEWORK TRAVEL PLAN

CONTENTS

1.	INTRODUCTION	2
2.	TRAVEL PLAN POLICY	4
3.	EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY	9
4.	PROPOSED DEVELOPMENT	18
5.	INDICATIVE BASELINE AND TARGETS.....	20
6.	TRAVEL PLAN STRATEGY	24
7.	IMPLEMENTATION AND MONITORING	29
8.	SUMMARY AND CONCLUSIONS.....	32

Figures

- Figure 1 – Site Location Plan
- Figure 2 – PRoW's in the vicinity of the site
- Figure 3 – Cycling Isochrones
- Figure 4 – NCR 6: Derby to Cowley
- Figure 5 – TfL PTAL Rating
- Figure 6 – Public Transport Isochrones

Tables

- Table 1 – Local Amenities and Facilities
- Table 2 – Brickwall Lane Bus Services
- Table 3 – Proposed Residents by Tenure
- Table 4 – Minimum Cycle Parking Standards
- Table 5 – Indicative Baseline Splits (2011 Census Data)
- Table 6 – Travel Plan Targets
- Table 7 – Indicative Baseline Splits and Targets Based on 2011 Census Data
- Table 8 – Monitoring Strategy

Appendices

- Appendix A – Site Layout
- Appendix B – PTAL Assessment
- Appendix C – Census Journey to Work Data

1. INTRODUCTION

- 1.1 This Framework Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Chase New Homes Ltd to support a planning application for the partial demolition of 1no. Grade II Listed Building and conversion of both (2no.) listed buildings to provide 3no. dwellings, demolition and redevelopment of the remainder of the site for residential use with associated infrastructure, public open space and landscaping. Access to the site is achieved from West End Road, Ruislip in the London Borough of Hillingdon.
- 1.2 The application site is located approximately 350m south of Ruislip High Street (A1480) and tube station (4-minute walk or 2-minute cycle). The site location is identified within **Figure 1** and a site plan has been attached as **Appendix A**.



Figure 1: Site Location

- 1.3 The Travel Plan includes details for compliance with the TfL methodology, the length of the monitoring period, a timetable of preparation and implementation, monitoring surveys and targets for the Travel Plan. The site is located within London Borough of Hillingdon (LBH), who will be responsible for providing guidance on the preparation and ongoing monitoring of the Travel Plan.
- 1.4 A Healthy Streets Transport Statement (HSTS) has also been produced to support the planning application and should be read in conjunction with this document.

Purpose of the Travel Plan

- 1.5 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.6 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Chase New Homes Ltd) and the Local Authorities (London Borough of Hillingdon). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.7 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP should be ambitious and SMART (specific, measurable, attainable, realistic and timebound). This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

- 1.8 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy
 - Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF) (2023); and
- Hillingdon Third Local Implementation Plan 2019-2041 (2019)
- The London Plan (2021)
- Hillingdon Local Plan Part 2: Development Management Policies (2020);

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2023) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *The potential impacts of development on transport networks can be addressed;*
- b) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

(NPPF Para.108)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.109)

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

(NPPF Para. 117)

Hillingdon Third Local Implementation Plan (2019)

- 2.3 London Borough of Hillingdon's Transport Strategy and Local Implementation Plan sets out the aspirations for the Borough up until 2041. The objectives and policies relevant to this TP are detailed below:

Hillingdon will promote sustainable travel to encourage a reduction in car use

Land use/transportation planning policies will be applied to reduce the need to travel and measures will be put in place to encourage and enable travel by public transport, cycling and walking – helping Hillingdon's streets to become places for people.

Travel Plans will continue to be required in support of new planning applications, delivery of these will continue to be monitored. The Council will implement, monitor and review actions in the Delivery Plan aimed at reducing the volume of road traffic using Hillingdon's roads.

(Objective 3)

Hillingdon will support new development environments that prioritise sustainable travel

Through the development management process, new developments will be situated in locations accessible by walking, cycling and public transport and will include facilities to encourage and enable travel by these modes.

Hillingdon will achieve the aim to make active, efficient and sustainable travel the best option in new developments through its development management policies, both adopted and emerging.

(Objective 8)

The London Plan 2021

- 2.4 Chapter 10 of the London Plan 2021 sets out the strategic goals of development and the integration of accessibility and public transport. The policies that are relevant to the proposed development have been set out below:

Policy T1 Strategic approach to transport

- 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

Policy T2 Healthy Streets

- A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.
- B) Development Plans should:
 - 1) Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use,

road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity: and support these outcomes through sensitively designed freight facilities.

- 2) Identify opportunities to improve the balance of space given to people to dwell, walk, cycle and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant.
- C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.
- D) Development proposals should:
 - 1) Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance
 - 2) Reduce the dominance of vehicles on London's Streets whether stationary or moving
 - 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport;

Policy T5 Cycling

2.5 Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

- 1) Supporting the delivery of a London- wide network of cycle routes, with new routes and improved infrastructure
 - 2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short -stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.
- A) Cycle Parking should be designed and laid out in accordance with the guidance and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- B) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

- C) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.
- D) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently- located, on-street parking facilities such as bicycle hangers.

Policy T6 Car Parking

- A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- B) Car- free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in-line with Part E of this policy.
- C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.
- D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
- E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential Parking to Policy T6.5 Non-residential disabled persons parking.
- F) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking.

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

- 2.6 This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Councils decisions on individual planning applications, chapter 8 sets out the transport policies:

- 2.7 Part one of Hillingdon's Local Plan promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency. It seeks to provide a sustainable transport system that addresses whole length of journeys, reduces car dependency, supports the economy, encourages active travel and improves quality of life. The growth to locations that are near public transport interchanges, encouraging walking and cycling improving existing public transport and ensuring ease of access for all.

Healthy Streets and The Mayors Transport Strategy

- 2.8 The development proposals seek to support the healthy streets criteria and support the Mayor's Transport Strategy, Vision Zero, and the London Plan in the following ways:

- The development supports Policy 'T2 – Healthy Streets' of the London Plan as the site is located within walking and cycling distances to numerous amenities and facilities, many of which are located north on Ruislip High Street.
- The site is located in an area with a PTAL rating of 4, which indicates that it has a good level of connectivity with public transport. This is a result of the site's proximity to Ruislip Tube Station and bus stops along West End Road, Station Approach, High Street and surrounding area.
- The development supports Policy 'T5 -Cycling' of the London Plan by providing cycle parking on site in line with the adopted standards.
- The development supports policy T6.1- 'Residential Parking' in the London Plan by providing a level of parking on site that is within the threshold of 0.5-0.75 per unit.
- The development also supports policies T6.1C for electric parking provision and T6.1G1 and T6.1G2 by providing disabled and electric charging parking in line with adopted standards in the London Plan.
- The development supports 'Policy 1' of the Mayor's Transport Strategy of reducing dependency on cars in favour of active, efficient and sustainable modes of travel by not exceeding 0.5-0.75 spaces per dwelling and thus necessitating active, efficient and sustainable travel modes.

- 2.9 This TP has been written in accordance with the above policies, TfL guidance and to meet the sustainable requirements for new developments within LBH and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

- 3.1 The site currently comprises a 72-bed hotel and is accessed via West End Road from a mini-roundabout. The site is bound by Ruislip Tube Station to the north, residential use to the east and south and, West End Road (A4180) to the west. The existing conditions are shown below in **Photographs One** and **Two**.



Photograph 1: Existing Conditions West End Road northbound



Photograph 2: Existing Conditions West End Road southbound

- 3.2 The existing site currently has approximately 28 car parking spaces and no facilities available for cycle parking for guests of the hotel.

Local Road Network

- 3.3 West End Road is a single carriageway road of a north-south alignment and measures approximately 7m wide across the site frontage. West End Road connects to Ruislip High Street 350m north and Western Avenue (A40) 3km south, which itself connects to the City of London to the east and M40 to the west. The site is therefore considered to be well connected to local facilities and the Strategic Road Network (SRN).
- 3.4 Garden Close is single carriageway road of an east-west alignment that operates as a cul-de-sac for existing residential properties.

Local Facilities

- 3.5 There are a number of amenities located within Ruislip that are within a reasonable walking or cycling distance (**Table 1**) of the site and therefore there are good opportunities to promote sustainable travel within the vicinity of the site and to the surrounding area.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Ruislip Physiotherapy sports and spinal clinic	100m	1	1
Ruislip Tube Station	150m	2	1
Waitrose Supermarket	180m	2	1
Woods Lane Medical Centre	215m	2	1
Ruislip High Street (access to banks, local shops, McDonald's, Coffee shops and local bike services)	250m	3	1
Brickwall Lane Bus stops C/D	350m	3	2
Whitehouse Nursey	450m	6	3

Table 1: Local Amenities and Facilities

- 3.6 As shown within **Table 1**, the site is situated in proximity to several local facilities including local shops and supermarkets, areas of recreation, health facilities and public transport connections.
- 3.7 Manual for Streets (MfS) and CIHT describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). However, it states that this should not be seen as the maximum as trips between 2km-5km can be taken by foot or by bike. Therefore, the site fits the 'walkable neighbourhood' description with a wide range of facilities within 800m walking and cycling distance.

Pedestrian Infrastructure

- 3.8 The site is already well equipped to support pedestrian movements with footways measuring approximately 3m wide adjacent to either side of West End Road (see **Photograph 4**). West End Road also benefits from a dropped kerb crossing with a pedestrian refuge island adjacent to the site in addition to a dropped kerb crossing with tactile paving adjacent to each arm of the West End Road/Pembroke Road/Kingsend signalised junction. This supports safe pedestrian access to Ruislip Tube Station and High Street to the north which will benefit future users of the site. The site also benefits from a pedestrian link to Garden Close from the eastern boundary (see **Photograph 3**).



Photograph 3: Pedestrian access at Garden Close



Photograph 4: Existing footway conditions on West End Road

3.9 There are a number of Public Rights of Way located in the vicinity of the site. They are demonstrated in **Figure 2** below and provide alternative routes to surrounding amenities. The closest one to the proposed development is the R167 and provides an alternative access from West End Road to and from Willow Grove which in turn connects with Garden Close and will benefit end users of the proposed residential development. The route is lit and has CCTV as it backs onto Ruislip Underground Station which can be seen in **Photograph 5**.



Photograph 5: PRoW R167

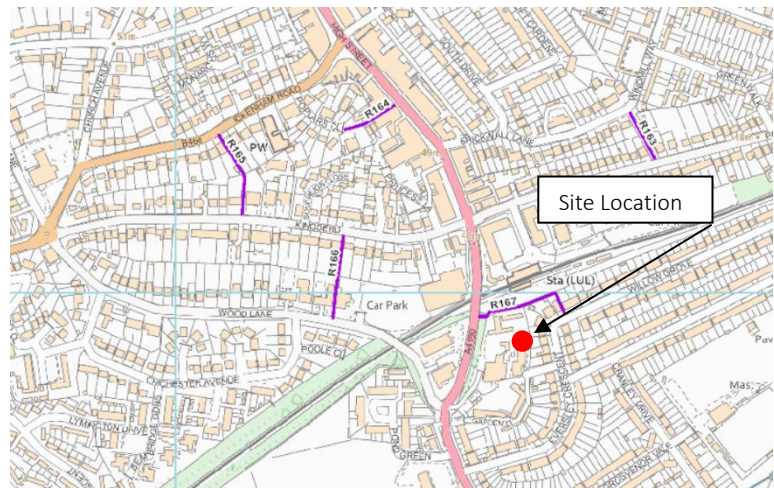


Figure 2: PRoWs in relation to the site

Cycle Infrastructure

- 3.10 There are no official cycle routes or lanes in the vicinity of the site as confirmed by the Transport for London (TfL) cycle map.
- 3.11 LBH Council have set out some recommended cycle routes which try to use quieter roads to travel to and from Uxbridge Town Centre. Route 1 is from South Ruislip Station to Uxbridge which utilises the off-road cycle provision alongside the A40. Route 2 uses a similar route but utilises different residential streets. Both of these routes are approximately 5 miles in length, meaning Uxbridge can be reached in around 30-minutes.
- 3.12 The TfL Time Mapping Tool (TIMS) provides an illustration of isochrones for cycling journeys. This is illustrated in **Figure 3**. This demonstrates that Ruislip, Harrow, and Ickenham are all accessible within a 20-minute cycle, whilst Pinner, Uxbridge and Wembley can be accessed within a 30-minute cycle.

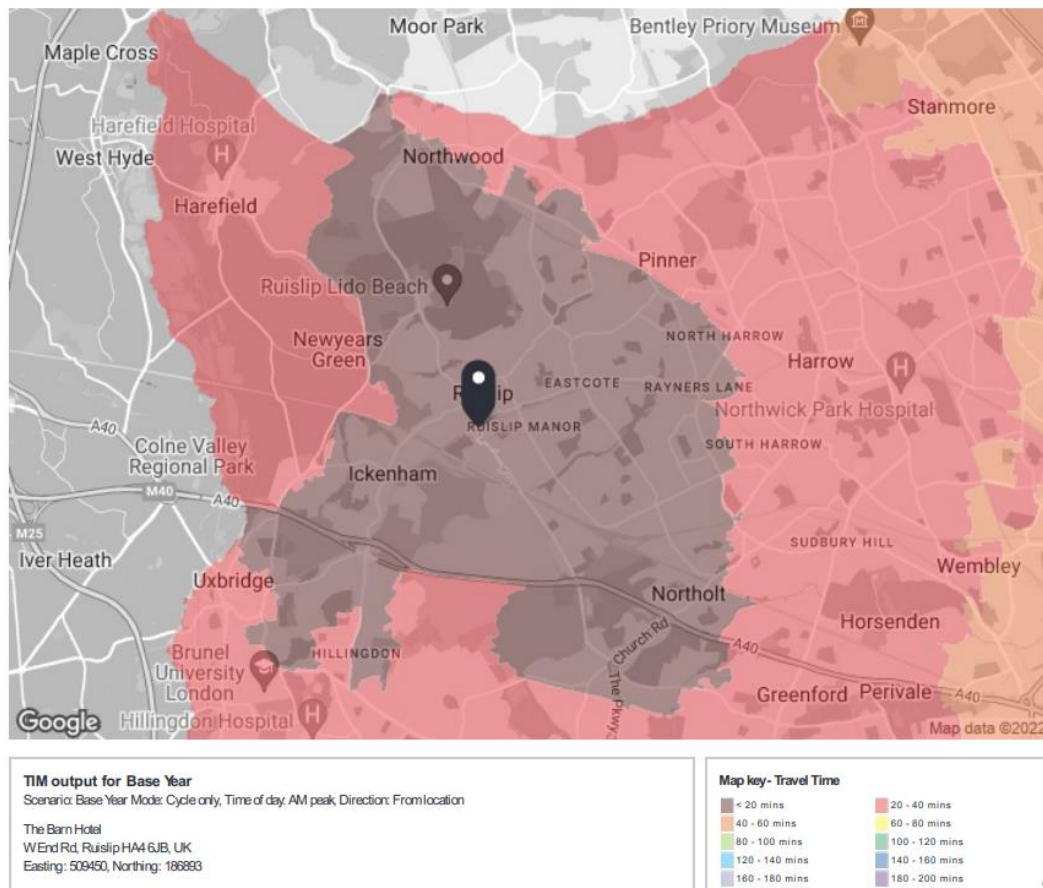


Figure 3: Cycling Isochrones (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>)

- 3.13 The nearest National Cycle Route (NCR) is Route 6 and is located approximately 28-minutes cycle west of the site. NCR 6 provides a connection between Derby in the north of England to Cowley in south-west London. See **Figure 4** below.

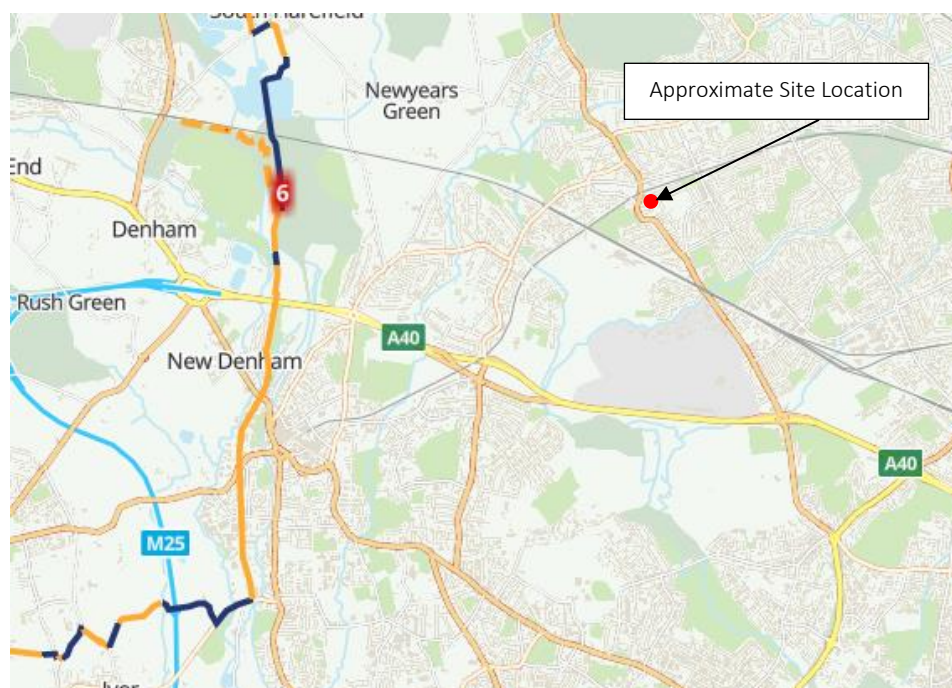


Figure 4: NCR 6 Derby to Cowley (<https://www.sustrans.org.uk/national-cycle-network>)

- 3.14 It is therefore considered that the proposed development site is well situated to encourage cycling as a means of travel for both shorter, frequent journeys in and around Ruislip, making use of Hillingdon's cycle network, and for journeys further beyond utilising the NCR network.

PTAL Assessment

- 3.15 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area by public transport and range between 1a (worst) and 6b (best).
- 3.16 The site has a PTAL of 4. This is indicative of the site's access to public transport, whereby the daily travel needs of future residents can be catered for. Full details of this assessment can be found at **Appendix B** with a diagram of the site's PTAL illustrated within **Figure 5**.

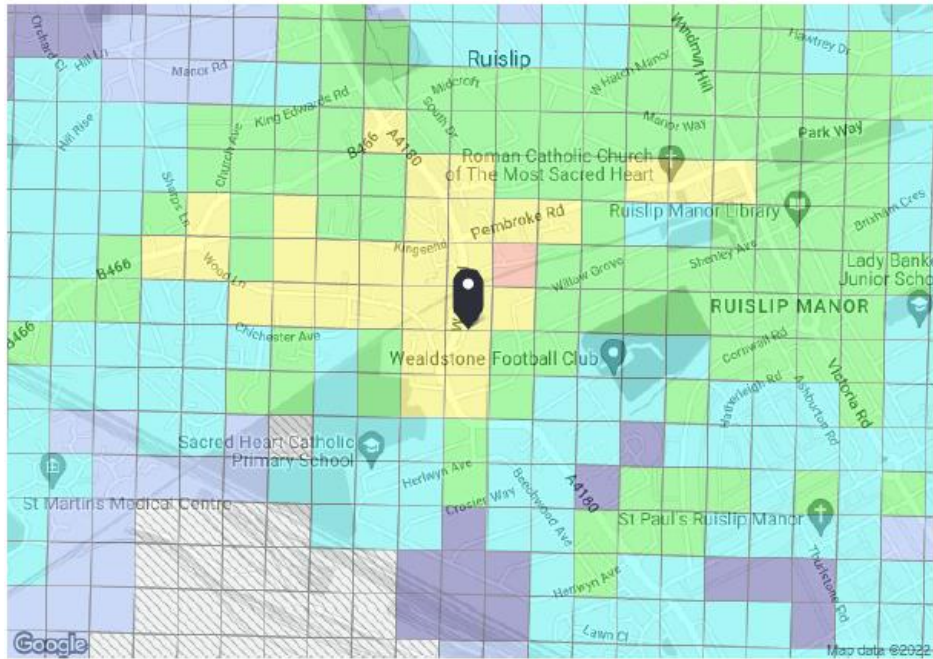


Figure 5: TfL PTAL Rating (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>)

- 3.17 It should be noted that the PTAL assessment does not consider the local facilities and amenities which are accessible on foot or by cycle. The thresholds in the PTAL model work on a 640m distance to a bus stop and 960m for rail.
- 3.18 The TfL TIMS tool has been used to illustrate the public transport isochrones from the site, shown in **Figure 6**. This demonstrates that Ruislip Manor and Ruislip Gardens are all accessible within a 20-minute journey by public transport. Ickenham and Eastcote are located within a 20–40-minute journey.

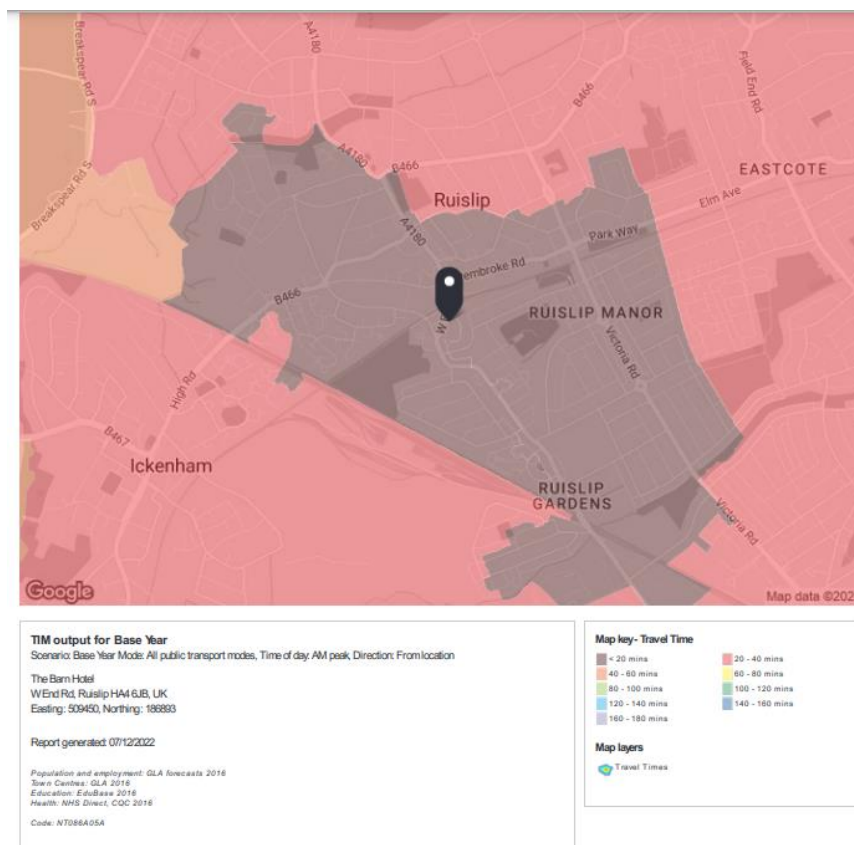


Figure 6: Public Transport Isochrones

Bus Services

- 3.19 The closest bus stops to the site are located on West End Road at Brickwall Lane stops C and D approximately 350m north of the site (**Photographs 6 and 7**). These bus stops operate from Ruislip High Street and provide frequent services to Northwood (H13 service) to the north or Heathrow Airport, Ealing Broadway, Uxbridge and Yiewsley (278, E7, 331 or U1 services respectively) to the south. Bus services also operate from Station Approach adjacent to Ruislip Tube Station approximately 400m (a 5-minute walk) north of the site. The additional bus services available from this location include the U10, which provide services to Uxbridge. The Bus services are set out below in **Table 2** in further detail.

	Stop	Route	Frequency		
			Mon-Fri	Sat	Sun
H13	Stop D	Towards Ruislip Station	Every 20 minutes	Every 30 minutes	Every 30 minutes
278	Stop C	Heathrow Central Bus Station – Brickwall Lane	Every 15 minutes	Every 20 minutes	Every 20 minutes
E7	Stop C	Ruislip Station – Ealing Broadway/Haven Green	Every 12 minutes	Every 12 minutes	Every 20 minutes
331	Stop C	Ruislip Station – Belmont Road	Every 20 minutes	Every 20 minutes	Every 30 minutes
U1	Stop C	Ruislip Station – West Drayton Station	Every 10 minutes	Every 15 minutes	Every 30 minutes
U10	Stop C	Uxbridge Station- Glenhurst Avenue	Hourly	Hourly	No Service

Table 2: Brickwall Lane Bus Services



Photographs 6 and 7: Conditions of Bus Stops C and D from Brickwall Lane

Rail Services

- 3.20 The closest tube station to the site is Ruislip Tube Station which is located in Zone 6 and operates on the metropolitan line, connecting Amersham Underground Station in the north and Aldgate Underground station to the south and the Piccadilly line which runs between Uxbridge to Cockfosters in the northeast or to Heathrow Airport in the south-east. Ruislip Tube Station is located on Station approach approximately 350m (4-minute walk or 2-minute cycle) north of the site.

Accessibility Summary

- 3.21 The site is located in proximity to a number of local facilities, pedestrian infrastructure and public transport connections. The site meets MfS and CIHT definition of a 'walkable neighbourhood' meaning the site is highly accessible in terms of access to amenities. The site is easily accessible by public transport and receives a PTAL rating of 4. There are frequent public transport services which operate to local stations and provide a connection into Central London. The site therefore presents an excellent opportunity to promote a sustainable development to future site users.

4. PROPOSED DEVELOPMENT

- 4.1 This section of the report provides a description of the development proposals, including the number of units, access arrangements and vehicle/cycle parking. The proposals comprise the change of use from an existing 72 bed hotel to provide 72 apartments. **Table 3** sets out the accommodation schedule with the proposed site layout attached as **Appendix A**.

Type of Dwelling	Number of Units
Studio	4 (6%)
1-bedroom	32 (44%)
2-bedroom	21 (29%)
3-bedroom	15 (21%)
Total	72

Table 3: Proposed Residential Units

Private Vehicle Access

- 4.2 The proposed development will primarily be accessed off West End Road (A4180) via the Wood Lane/West End Road mini-roundabout and will utilise the location of the existing access point. The access point will be maintained as per the existing situation measuring approximately 5.5m wide.
- 4.3 In addition to the above, a newly formed secondary access point is also proposed off Garden Close. This will be provided in an open arrangement to provide access for refuse collection to parking spaces located in the east of the site.
- 4.4 Private vehicle tracking has been undertaken demonstrating that two cars are capable of passing simultaneously at the proposed access from Wood Lane/West End Road.

Pedestrian/Cycle Access

- 4.5 Pedestrians and cyclists can access the site via West End Road with footways measuring approximately 3m wide adjacent to either side of West End Road (see **Photograph 4**).
- 4.6 Adjacent to the Wood Lane/West End Road roundabout access, the existing footway will be extended to continue into the proposed development site in the form of a 2m wide footway separated from the road internal to the site. This will provide an accessible entrance for all site users.

- 4.7 The existing stepped access north of the site in proximity to Ruislip Underground Station will be retained, although it is noted that where this was obstructed with a locked gate, a publicly accessible route will be maintained. This will result in an entirely new connection for residents to utilise for access to the amenities located north of the proposed development, including Ruislip Train Station and town centre.
- 4.8 In the east, pedestrian access will be possible with use of the exiting Garden Close footway, which will connect into the site, with a public pedestrian footpath connection provided through the site to reach this staircase.
- 4.9 Road Cyclists can also make use of the pedestrian access adjacent to Wood Lane/West End Road roundabout, and both West End Road and Garden Close are deemed appropriate for cyclists.

Car Parking Provision

- 4.10 Policy T6.1- 'Residential Parking' of the London Plan (2021) stipulates a maximum of 0.5-0.75 parking spaces per dwelling for developments in Outer London with a PTAL of 4 should be provided. For the proposed 72 dwellings, this equates to a maximum requirement of 39-59 spaces. A total of 26 parking spaces will be provided including 8 accessible spaces to directly serve the 8 accessible units. 100% of spaces will have active charging facilities in line exceeding the level required by T6.1C of the London Plan.
- 4.11 This parking provision is below the maximum standards and has been based on a parking ratio of 0.36. This level of car parking is considered to represent the accessible location of the site and the opportunity to encourage sustainable travel for future residents and visitors. As demonstrated within this TP the site is located within a short walking distance to an array of amenities and facilities and within a 5-minute walk of Ruislip Station and with bus stops within a short walk from the site.

Cycle Parking

- 4.12 Policy T5 of the London Plan sets out the minimum cycle parking standards for residential developments and is summarised below in **Table 2**.

Use Class	Long Stay	Short Stay
Dwellings (all)	<ul style="list-style-type: none"> 1 space per studio flat / per 1 person 1 bedroom dwelling 1.5 spaces per 2-person 1 bedroom dwelling 2 spaces per all other dwellings 	<ul style="list-style-type: none"> 5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

Table 4: Minimum Cycle Parking Standards (London Plan 2021)

4.13 A total of 125 long stay cycle parking spaces will be provided in accordance with the standards set out within Table 4, provided within three separate secure cycles stores. This is above the standards set out in **Table 4** (which would require 114 long-stay spaces and 3 short-stay spaces) and will provide a suitable provision for additional visitor cycle parking.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Indicative Baseline

5.4 Using 2011 'Method of Travel to Work' Census data (details of which can be found at **Appendix C**) the anticipated baseline percentage mode share for future residents is presented in **Table 7**. The baseline modal splits are presented in **Table 5**.

Mode of Travel	Indicative Baseline
Underground, metro, light rail or tram	11%

Train	6%
Bus, minibus or coach	8%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	59%
Passenger in a car or van	4%
Bicycle	2%
On Foot	8%
Total	100%

Table 5: Indicative Baseline Splits (2011 Census Data)

- 5.5 The results demonstrate that the highest proportion of residents are expected to travel as a car driver (59%), followed by rail (17%). 8% travel by bus or on foot, 4% travel as a passenger in a car or van with 2% cycling and 1% using Taxi's or Motorcycles, scooters, or mopeds.

Travel Plan Targets

- 5.6 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.
- 5.7 This Travel Plan proposes two targets which should be met over the lifetime of the TP, which we would expect to be implemented for this site. These aims are set out in **Table 6** and represent the overarching goals of this TP.

Target	Timescale
Decrease the proportion of journeys made by single occupancy vehicles by 9%	End of Year 5
Increase the proportion of trips made by sustainable modes (car sharing / public transport/walking/cycling) by 9%	End of Year 5

Table 6: Travel Plan Targets

- 5.8 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.
- 5.9 Based on the baseline mode share set out in **Table 5**, a target to reduce single occupancy car trips by 9% is identified. The baseline modal splits are presented in **Table 7**.

Mode of Travel	Indicative Baseline	Year 1 Target	Year 3 Target	Year 5 Target
Car Alone	59%	55% (-4%)	52% (-7%)	50% (-9%)
Car Passenger	4%	4% (+/-0%)	4% (+/-0%)	4% (+/-0%)

Public Transport	25%	27% (+2%)	28% (+3%)	29% (+4%)
Walking	8%	9% (+1%)	9.5% (+1.5%)	10% (+2%)
Cycling	2%	3% (+1%)	4.5% (+2.5%)	5% (+3%)
Taxi	1%	1% (+/-0%)	1% (+/-0%)	1% (+/-0%)
Moped/Scooter	1%	1% (+/-0%)	1% (+/-0%)	1% (+/-0%)
Total	100%	100%	100%	100%

Table 7: Indicative Baseline Splits and Targets Based on 2011 Census Data (contains rounding errors)

- 5.10 To determine the 'actual' travel patterns, it is proposed to undertake baseline surveys at 75% of full occupation. This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied. Following this, the baseline modal split data and targets would be updated in line with the results and confirmed with the Travel Plan Officer (TPO).
- 5.11 Surveys will subsequently be completed biannually for a period of 5 years, with monitoring reports produced and submitted to the TPO which would summarise the progress made each year towards the targets. Further detail on the monitoring strategy is provided later in this report.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

- 6.2 In addition to onsite Infrastructure (cycle stores and pedestrian infrastructure) the following section proposes a package of soft measures to be implemented and refined by the TPC (Travel Plan Coordinator) over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.
- 6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 9% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process, the Transport Statement submitted as part of the full application and by drawing upon community transport solutions.

Key Stages: Preliminary

- 6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation. These include:
- Appoint a Travel Plan Coordinator (developer)
 - Liaise with local cycle shops to discuss discounts and vouchers
 - Produce Resident Welcome Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following Occupation of 75% of the Development

- 6.5 It is proposed that the TP period would become fully active upon occupation of the 75% of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and LBH have signed off the TP, ownership would pass to the local community.

- 6.6 During these five years, the actions planned for the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, LBH and other key players as necessary. These measures are discussed in further detail in the remainder of this section.

Modal Measures: Walking and Cycling

- 6.7 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the annual newsletters (as discussed later in the report).
- 6.8 The accessibility review and baseline modal splits indicate that the walking is a viable travel mode for existing residents in the area due to the high provision of pedestrian infrastructure surrounding the site and connecting to surrounding facilities.
- 6.9 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents, due to the lack of infrastructure surrounding the site, it is hoped that through the promotion of the local routes available, residents will be encouraged to take up cycling to help achieve the 5% mode share of cycling within London as set out in The Mayor's Strategy.
- 6.10 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day, Walk to School Week and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.
- 6.11 TfL cycle maps and routes and cycle hire schemes would be promoted to residents to help encourage cycling.
- 6.12 London Borough of Hillingdon provide free cycle skills training for beginner, refresher and commuter cyclists. This service would be promoted by the TPC.

Modal Measures: Public Transport

- 6.13 The accessibility review and baseline modal splits indicate that rail is a key travel mode (11%) for existing residents in the area due to the frequent services into central locations, proximity to the site and ease of access from the site.

- 6.14 The baseline modal splits indicate that 8% of existing residents currently travel to work by bus and 6% by train. Therefore, it is considered that the development provides an opportunity to promote bus and train travel as an alternative mode.
- 6.15 The attractiveness of the bus services, particularly those from Station Approach South Ruislip Station (Stop A, B, C and D) Bus Stops which are all within a 6-minute walk from the site, would be supported and promoted through tailored promotions.
- 6.16 Maximising residents use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.
- 6.17 The TPC will promote rail and underground services from South Ruislip Station as well as the potential link-trip afforded by the local bus services which operate and provide access to a number of other stations.
- 6.18 The TfL journey planner would be promoted to residents to ensure they can access the latest timetable and route information and can plan their journey on public transport.

Modal Measures: Car Sharing

- 6.19 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.
- 6.20 Liftshare is a well-established scheme and would be promoted to residents through newsletters/welcome pack/website, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

- 6.21 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.22 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.

- 6.23 Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8-year warranties on some models.
- 6.24 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Modal Measures: Home/ Remote Working and Other Modes

- 6.25 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.
- 6.26 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.
- 6.27 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the LBH TPO.

Personalised Travel Planning

- 6.28 Upon moving into their new home, residents will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters

- 6.29 To ensure the ongoing promotion of the Travel Plan to residents over its life a number of marketing and communication elements would be implemented.

- 6.30 Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents with up to date information and latest changes to travel services, news and events. This would be reviewed annually and updated as required, to ensure the latest travel information is suitably reflected. The TPC would also produce annual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.
- 6.32 The TPC will create information to be displayed on a notice board within a communal area of the site. The TPC would also look to directly engage with residents and occupiers from day one to promote active travel and promote the health benefits of walking, cycling and using public transport. These will be communicated through the website and newsletters.
- 6.33 A noticeboard will be provided detailing the public transport services available to encourage the use of public transport and discourage car use. This would be updated each TPC year, so it remains relevant.

Local Area and Other Site Users

- 6.34 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.
- 6.35 The TPC will form a working group by engaging with charities such as Sustrans or the Local Authority to explore new ideas and promote sustainable travel at the site.

Visitors and Deliveries

- 6.36 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site including delivery drivers. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan has been written to be agreed with LBH as part of the planning submission.

Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation.
- 7.3 The TPC role and contact details will be finalised with LBH prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support;
 - Liaising with public transport operators, local interest groups and LBH;
 - Designing and implementing an effective marketing strategy and raising awareness;
 - Attending relevant networking events;
 - Organising travel-based events;
 - Acting as the point of call for all TP enquiries; and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Surveys and Feedback

- 7.5 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:
- Collect a representative and informative data account in accordance with the development timescales;
 - Develop an accurate understanding of local travel modal shares, perceptions and influencing factors;
 - Adoption of the TP by local residents beyond the TP's active period; and
 - The successful delivery of the TP in co-ordination with other local developments and communities.

- 7.6 As part of these surveys, the number of delivery and servicing vehicles generated by the development will be monitored.

Monitoring

- 7.7 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the TfL guidance and is based on our experience of being TPC's on a number of sites.
- 7.8 The resultant monitoring structure for the TP is therefore set out within **Table 5** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
iTRACE compliant Resident Questionnaire (occupation of 75% of dwellings)	iTRACE compliant Resident Questionnaire/TRICS SAM and general TPC tasks including newsletter	Newsletter and general TPC tasks	iTRACE compliant Resident Questionnaire/TRICS SAM and general TPC tasks including newsletter	Newsletter and general TPC tasks	iTRACE compliant Resident Questionnaire/TRICS SAM and general TPC tasks including newsletter

Table 8: Monitoring Strategy

- 7.9 An iTRACE compliant resident questionnaire is proposed to be undertaken at 75% occupation of dwellings and at the end of Years 1, 3 and 5. It is proposed that the survey will be completed electronically, although postal surveys may also be used.
- 7.10 If survey response rates are too low, a travel gift would be promoted, and those wishing to obtain the gift would be required to complete the questionnaire. In later years of the development, or if response rates prove to be low, further incentives may be considered. It is anticipated that the target response rate would be at least 30% of residents.
- 7.11 The results of the survey will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.
- 7.12 A biannual monitoring/progress report will be produced and submitted to LBH within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

- 7.13 In years 2 and 5, the TPC would remain responsible for carrying out the general TPC tasks such as distributing newsletters, ensuring travel information on the website and notice boards remain relevant and acting as the point of call for any travel related queries.

Overcoming Barriers to Success

- 7.14 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with LBH TPO will ensure that mismanagement does not occur.
- 7.15 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with LBH Travel Plan Officers. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.
- 7.16 If the five-year target is not achieved, the requirement for remedial measures would be explored with LBH and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

- 7.17 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP/ maintain the website etc.
- 7.18 Local engagement and a gradual handover are embedded within the proposed TP strategy and should form a key subject in annual liaison with LBH TPO as the TP draws to an end.

8. SUMMARY AND CONCLUSIONS

- 8.1 This Framework Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Chase New Homes Ltd to support a planning application for the change of use from the existing hotel to a 72-unit residential development off West End Road, Ruislip in the London Borough of Hillingdon.
- 8.1 Indicative baseline travel modal split and targets have been established for the site, based on the 2011 Census Data. These targets and measures will be reviewed following the post-occupation baseline survey and agreed with the Travel Plan Officer.
- 8.2 In order to meet the key objectives of this TP, a number of measures are proposed, primarily focusing on cycling and walking for shorter journeys and car sharing, and travel by bus/rail for longer distance journeys.
- 8.3 A Travel Plan Co-ordinator (TPC) will be appointed to oversee the implementation of all aspects of the TP. The TPC will raise awareness of sustainable travel and encourage changes in behaviour through effective communication strategies. The TPC will organise surveys to obtain accurate baseline information against which the final TP targets will be set. The TPC will liaise with the TPO on a regular basis to ensure targets and measures are fully agreed and LBH are satisfied with the TP progress.
- 8.4 Monitoring reports will be undertaken biannually. The findings will be published to residents, the dedicated website site and other interested parties as well as the TPO. Following discussion with the TPO, it might be required to revise the content of the TP's to ensure it remains an active process that maximises available opportunities to increase levels of sustainable travel.

Appendix A

The Barn Hotel, West End Road
Travel Plan

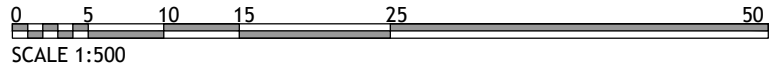
Paul Basham Associates Ltd
Report No 1000.1025/TP/6





- KEY
- Application Boundary
- Adjacent Land in Client Ownership
- Trees Existing
- Trees New
- 1.8m High Closed Boarded Timber Fence
- 0.9m High Metal Estate Railings with Hedge behind
- 1.8m High Metal Railings
- 0.45m Knee Rail
- 2.1m High Brick Wall
- Refuse Collection Point
- Cycle Store
- Hardstanding Emergency Access Only
- Indicative PV Location

Note:
Landscape Proposal Reference:
The Landscape Partnership Drawings



REV	DESCRIPTION		DRN	CHD	DATE
<input type="checkbox"/>	PRELIMINARY	<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/>	TENDER	
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/> AS BUILT			

SCALE	1:500 @ A1	DATE	August 2024
-------	------------	------	-------------

DRAWN	PJP	CHK	PJP
-------	-----	-----	-----

DRAWING NO.	2404_P_10.02	REV	A
-------------	--------------	-----	---

TITLE	Barn Hotel Ruislip
-------	-----------------------

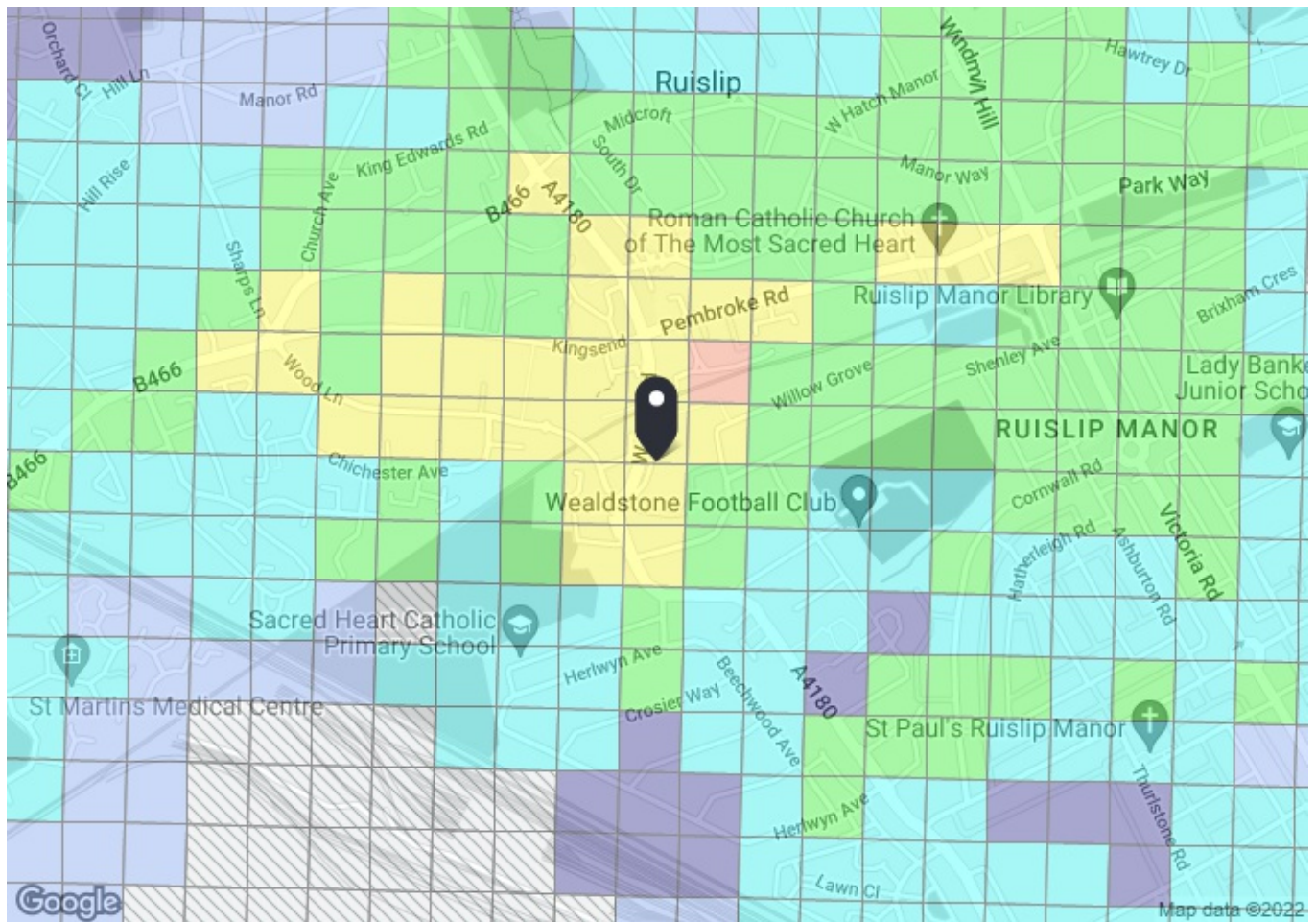
DETAILS	Proposed Site Plan
---------	-----------------------

Appendix B

The Barn Hotel, West End Road
Travel Plan

Paul Basham Associates Ltd
Report No 1000.1025/TP/6





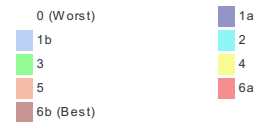
PTAL output for Base Year 4

The Barn Hotel
W End Rd, Ruislip HA4 6JB, UK
Easting: 509450, Northing: 186893

Grid Cell: 114097

Report generated: 15/11/2022

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	RUISLIP STATION	398	376.12	2	4.7	17	21.7	1.38	0.5	0.69
Bus	RUISLIP STATION	U10	376.12	1	4.7	32	36.7	0.82	0.5	0.41
Bus	RUISLIP STATION	114	376.12	6	4.7	7	11.7	2.56	0.5	1.28
Bus	RUISLIP STATION	331	376.12	3	4.7	12	16.7	1.8	0.5	0.9
Bus	RUISLIP STATION	H13	376.12	3	4.7	12	16.7	1.8	0.5	0.9
Bus	RUISLIP STATION	U1	376.12	4	4.7	9.5	14.2	2.11	0.5	1.06
Bus	West End Road Wood Lane	E7	125.67	5	1.57	8	9.57	3.13	1	3.13
LUL	Ruislip	'Uxbridge-AldSlow'	352.01	5.33	4.4	6.38	10.78	2.78	1	2.78
LUL	Ruislip	'BkStr-UxbridgeSFast'	352.01	2.33	4.4	13.63	18.03	1.66	0.5	0.83
LUL	Ruislip	'Uxbridge-BStreetSl'	352.01	3.67	4.4	8.92	13.32	2.25	0.5	1.13
LUL	Ruislip	'HarrowHill-Uxbridge'	352.01	0.67	4.4	45.53	49.93	0.6	0.5	0.3
LUL	Ruislip	'Uxbridge-Cockfosters'	352.01	3.67	4.4	8.92	13.32	2.25	0.5	1.13
LUL	Ruislip	'Ruislip-Cockfosters'	352.01	2.33	4.4	13.63	18.03	1.66	0.5	0.83
LUL	Ruislip	'AnnosGrove-Uxbridge'	352.01	1	4.4	30.75	35.15	0.85	0.5	0.43
LUL	Ruislip	'Oakwood-Uxbridge'	352.01	0.33	4.4	91.66	96.06	0.31	0.5	0.16
LUL	Ruislip	'Oakwood-Ruislip'	352.01	0.33	4.4	91.66	96.06	0.31	0.5	0.16
Total Grid Cell AI:										16.12

Appendix C

The Barn Hotel, West End Road
Travel Plan

Paul Basham Associates Ltd
Report No 1000.1025/TP/6



WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 6 December 2022]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02000502 : Hillingdon 009

Method of travel to work	2011	Split (%)
All categories: Method of travel to work (2001 specification)	1,896	
Underground, metro, light rail or tram	168	11%
Train	93	6%
Bus, minibus or coach	119	8%
Taxi	11	1%
Motorcycle, scooter or moped	16	1%
Driving a car or van	906	59%
Passenger in a car or van	67	4%
Bicycle	28	2%
On foot	125	8%
Other method of travel to work	7	0%