



THE BARN HOTEL, WEST END ROAD, RUISLIP

FRAMEWORK TRAVEL PLAN

March 2026

Chase New Homes Limited

**RESIDENTIAL DEVELOPMENT  
THE BARN HOTEL  
RUISLIP**

**FRAMEWORK TRAVEL PLAN**

**CONTROLLED DOCUMENT**

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**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.....	22
6.	TRAVEL PLAN STRATEGY.....	26
7.	IMPLEMENTATION AND MONITORING .....	31
8.	SUMMARY AND CONCLUSIONS.....	34

**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 – Cycle Parking Allocation
- Table 6 – Indicative Baseline Splits (2011 Census Data)
- Table 7 – Travel Plan Targets
- Table 8 – Indicative Baseline Splits and Targets Based on 2011 Census Data
- Table 9 – 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) (2024); 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 2024) 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 details how agreed sustainable transport objectives are to be delivered, and which is monitored and 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, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

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

**(NPPF Para.109)**

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.110)**

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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

**(NPPF Para. 118)**

2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and therefore the NPPF continues to be dated December 2024. A further consultation draft of a revised NPPF was published in December 2025,

however, this is yet to be adopted and thus this TP will continue to refer to the adopted December 2024 version.

### Hillingdon Third Local Implementation Plan (2019)

- 2.4 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

- 2.5 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

2.6 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);**

- 2.7 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:

2.8 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**

2.9 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.

2.10 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. Existing on street parking is present for the following approximately 30m of Garden Close. It is understood that currently parking is restricted at Garden Close for buses and any vehicles over 5 tonnes, as well as between midnight and 08:00, and 18:30 to midnight for all other vehicles.

#### 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

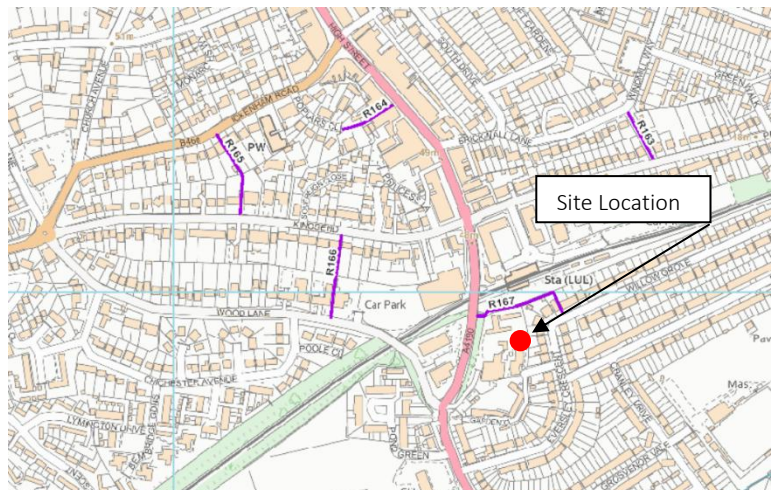


**Photograph 4:** Existing footway conditions on West End Road

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**.



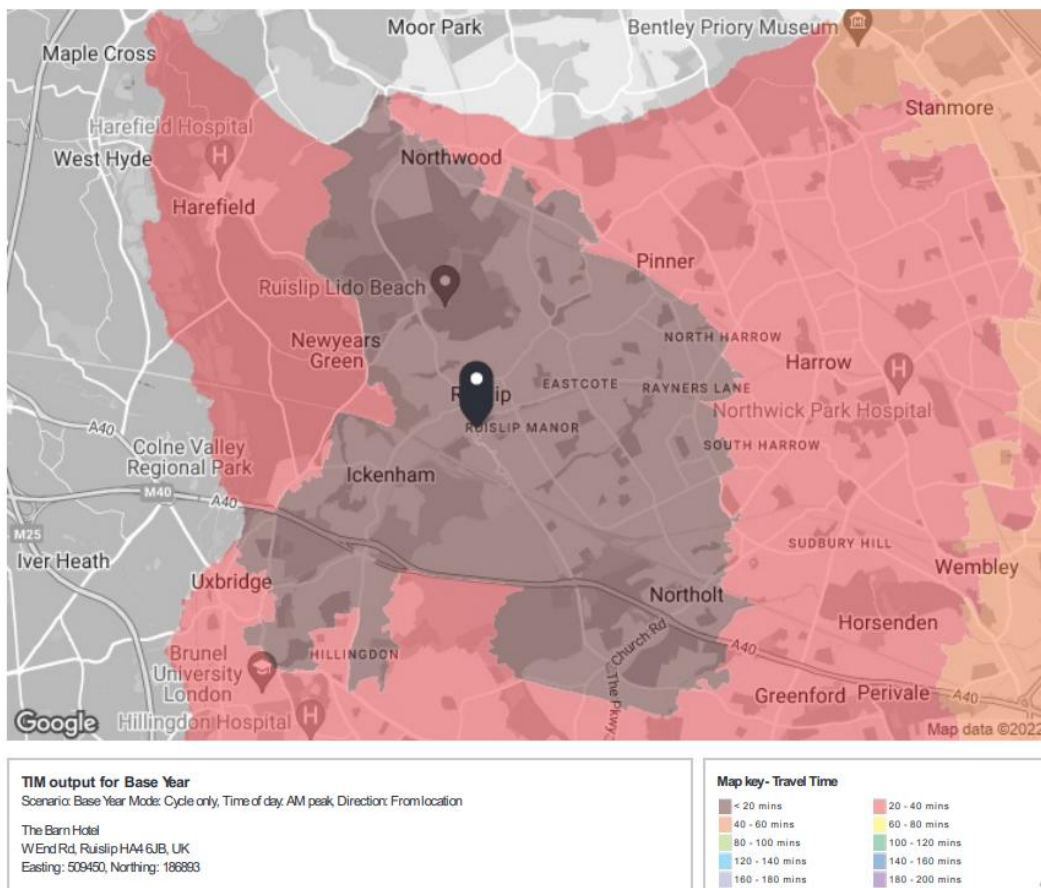
**Photograph 5:** PRoW R167



**Figure 2:** PRoWs in relation to the site

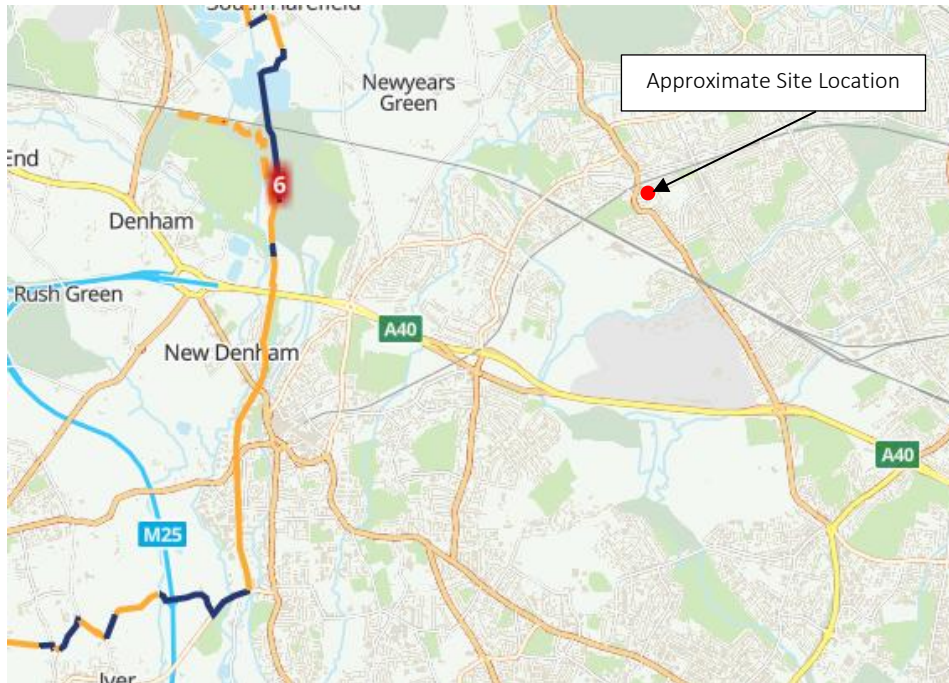
### Cycle Infrastructure

- 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-webcats/webcats>)

- 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.

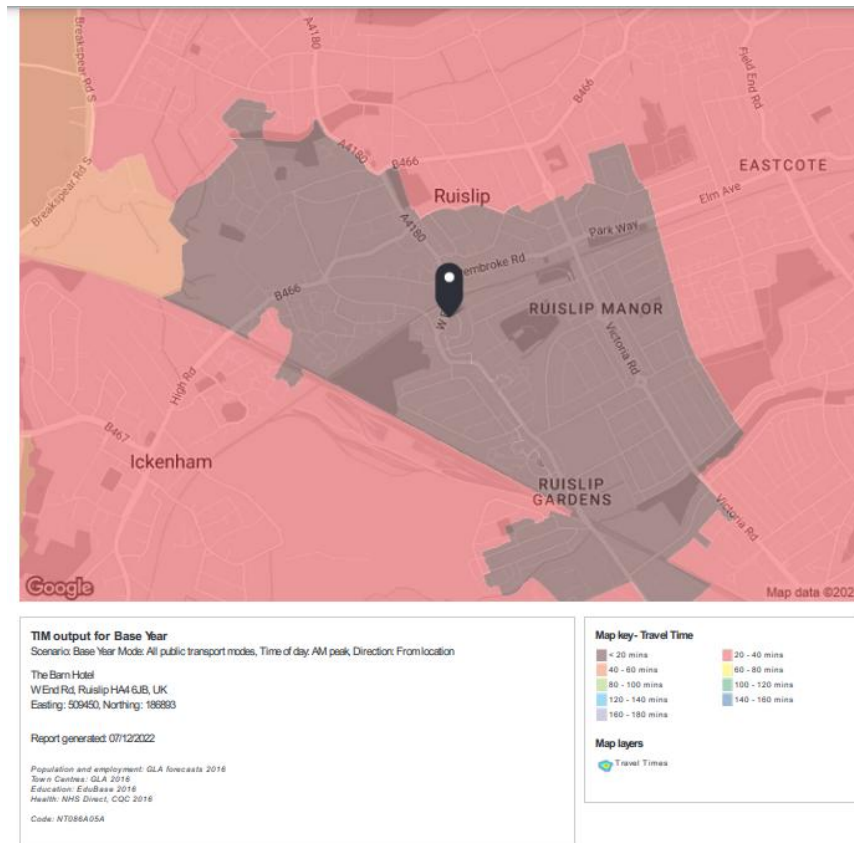


Figure 6: Public Transport Isochrones

### 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.

	Route	Frequency		
		Mon-Fri	Sat	Sun
H13	Northwood Hills, St Vincent's - Pinner Green - Pinner - Eastcote - Ruislip Lido	Every 20 minutes	Every 30 minutes	Every 30 minutes
E7	Ruislip - Ruislip Gardens - Yeading White Hart - Greenford Broadway - West Ealing - Ealing Broadway	Every 12 minutes	Every 12 minutes	Every 20 minutes
331	Ruislip - Ruislip Common - Northwood - Harefield - Uxbridge	Every 20 minutes	Every 20 minutes	Every 30 minutes
U1	Ruislip Station - West Ruislip - Ickenham - Swakeleys Road - Uxbridge - Hillingdon Hospital - West Drayton Station	Every 15 minutes	Every 15 minutes	Every 30 minutes
278	Heathrow Central - Harlington - Hayes - Church Road - Hayes End - Long Lane - Hillingdon Station - Ickenham - West Ruislip - Ruislip	Every 15 minutes	Every 20 minutes	Every 20 minutes
U10	Uxbridge - Harefield Road - Ickenham Station - West Ruislip - Ruislip - Ruislip, Heathfield Rise	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 71 apartments, seven of which are proposed to be accessible units. **Table 3** sets out the accommodation schedule with the proposed site layout attached as **Appendix A**.

Type of Dwelling	Number of Units
1-bedroom	26 (37%)
2-bedroom	30 (42%)
3-bedroom	15 (21%)
Total	71

**Table 3:** Proposed Residential Units

##### **Pedestrian & Vehicle Access**

- 4.2 The proposed development will be accessed from West End Road (A4180) via the existing Wood Lane/West End Road mini-roundabout for pedestrians, cyclists and, where necessary, emergency vehicles. This access will be controlled through the installation of retractable bollards across a 4.5m wide level surface. Limited vehicular access is provided solely to serve two units within Block A, located at the West End Road junction. Two parking spaces are positioned prior to the restricted pedestrian route to serve these units, and vehicle movements will occur only in association with their use. Consequently, traffic generation at the West End Road access will be significantly reduced compared to the current site operation.
- 4.3 Garden Close will form the main vehicular access to the development (Blocks B to K). The proposed access arrangements will provide an improved arrangement to serve the existing apartment units accessed from Garden Close and the proposed development. The access into the site will be formed as a continuation of the c.7.3m wide Garden Close carriageway via a transition to a shared surface road. This intervention represents an improvement to the current layout, where constrained forward visibility is experienced by drivers negotiating the existing 90-degree bend in the road alignment to access the existing flats on Garden Close. In the proposed arrangement visibility is maintained from either end of Garden Close and into the proposed development, ensuring the ability for drivers to navigate parked vehicles at the entrance to Garden Close, in the unlikely occurrence that two cars are required to manoeuvre the site simultaneously. The shared surface nature of the internal road will encourage low internal vehicles speeds and prioritise active travel movements.

- 4.4 Access arrangements from West End Road and Garden Close were both deemed acceptable as part of planning application 7969/APP/2023/1473 and while priority has been given to the use of Garden Close, the overall principle of access has been maintained as part of the proposed development.
- 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). The provision of a continuous pedestrian only route from West End Road will provide an accessible entrance for all site users.
- 4.6 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 Rail Station and town centre.
- 4.7 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 stairway.
- 4.8 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.

#### **Visibility**

- 4.9 A visibility assessment has been conducted at the West End Road access, demonstrating that a primary visibility splay of 2.4m x 43m is achievable to the north, and that a secondary visibility splay of 2.4m x 41.2m to the carriageway centreline is achievable to the south. It has been confirmed by TfL that the access sight lines are acceptable with the application of a front boundary height condition to ensure no obstruction measuring above 0.6m in height for a distance of at least 2-3 meters are present. A visibility assessment plan is included as **Appendix D**.
- 4.10 Safe and suitable access is considered achievable without causing detriment to the safety or operation of the local road network, particularly when considering the access arrangements onto West End Road are existing, the absence of any accident history that would be exacerbated by the proposals and the very minimal impact of the proposals.

### **Refuse & Emergency Vehicle Access**

- 4.11 Swept path analysis of private and refuse vehicles has been undertaken (**Appendix C**) demonstrating the access arrangements are appropriate for the intended use. Under the current circumstances, it is acknowledged that both refuse collection and emergency vehicles are presently using Garden Close to access the five existing residential buildings. Therefore, the route undertaken for weekly refuse collection would not change as a result of the proposed development being primarily accessed from Garden Close.
- 4.12 Refuse collection for Block A would take place for the two dwellings from West End Road in a manner consistent with existing dwellings which front the public highway. Direct access to the Block A bin stores adjacent West End Road is provided to ensure adequate carry distances for residents and refuse operatives.
- 4.13 The locations of refuse collection points are specified on the site layout plan within **Appendix A**. This refuse strategy details bin carry distances for residents (not exceeding 30m) and refuse operators (not exceeding 25m).
- 4.14 Whilst a delivery vehicle tracking assessment has not been undertaken, it can be assumed delivery vehicles are also capable of entering the site, turning and leaving in a forward given a refuse vehicle is capable of performing this manoeuvre.
- 4.15 Emergency vehicle access for fire operatives has been demonstrated and is included in **Appendix C**. This identifies that a fire tender vehicle can reach within 45m of all parts of the proposed development buildings in accordance with Building Regulation Approved Document B (2024). Where required the fire tender vehicle can manoeuvre within 18m of dry riser inlets and can do so without reversing more than 20m.

### **Car Parking Provision**

- 4.16 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 71 dwellings, this equates to a maximum requirement of 36-53 spaces. A total of 22 parking spaces will be provided including 7 accessible spaces. 100% of spaces will have active charging facilities in line exceeding the level required by T6.1C of the London Plan.
- 4.17 This parking provision is below the maximum standards and is based on a parking ratio of 0.31. 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 HSTS 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. A previous parking ratio of 0.36 was considered acceptable in consultation with TfL who have continued to request that a reduction in car parking be made to ensure the development is not car dependent.

### **Car Parking Management**

- 4.18 It is proposed that the monitoring and management of parking will be implemented from the time of first occupation at the proposed development. The management company will provide information to residents on the occupation of their dwelling regarding the parking arrangements at the proposed development.
- 4.19 All residents will be made aware of the car parking arrangements prior to occupation. All residents will be issued with car parking guidance on occupation which will include details regarding the restrictions on the use of car parking spaces and outline the first come first use basis of the spaces. Where parking is provided, residents will be required to provide details of their vehicle along with proof of ownership. This will allow the management company to monitor parking usage through periodic checks to ensure no unregistered vehicles occupy the proposed development.
- 4.20 It is proposed that signage be installed to display the rules of use of the proposed development parking provision. The management company will be empowered to enforce restrictions on vehicles parking inappropriately. These measures are considered to allow a combination of both passive and active management of the proposed development parking provision.
- 4.21 One accessible parking space will be assigned directly to each of the eight accessible dwellings, with numbered spaces allocated accordingly. The provision of accessible spaces will be monitored by the management company so that, where additional demand is required, unused standard spaces can be converted to meet the capacity needs of the proposed development.
- 4.22 Information provided to residents will be updated regularly to ensure parking arrangements are clearly explained and transparent. Parking provision will be reviewed on an annual basis to ensure parking is efficiently and fairly provided.

### **Cycle Parking**

- 4.23 Policy T5 of the London Plan sets out the minimum cycle parking standards for residential developments and is summarised below in **Table 4**.

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

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

4.24 A total of 134 long stay cycle parking spaces will be provided in excess of the standards set out within **Table 4** (which would require 114 long-stay spaces and 3 short-stay spaces), provided within three main secure cycles stores and distributed within the layout appropriately. Confirmation of the cycle parking allocation per block is provided within **Table 5**.

Type of Dwelling	Number of Units
Block A	4
Block B & C	44
Block D	4
Block E	4
Block F	4
Block G	2
Block H	16
Block K	56

**Table 5:** Cycle Parking Allocation

## 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 8**. The baseline modal splits are presented in **Table 6**.

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%
<b>Total</b>	<b>100%</b>

**Table 6:** 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 7** 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 7:** 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 7**, a target to reduce single occupancy car trips by 9% is identified. The baseline modal splits are presented in **Table 8**.

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%)
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 8:** 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 9** 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 9:** 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 71-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.

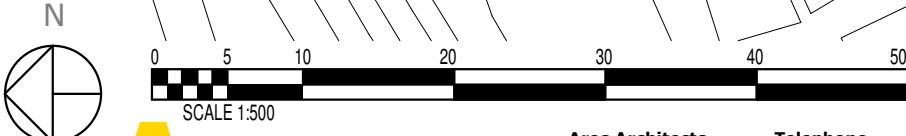
## Appendix A

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The Barn Hotel, Ruislip  
Framework Travel Plan

Paul Basham Associates Ltd  
Report No 1000.1025/TP/8





# Aros

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Revisions

Rev	Date	Drawn	Issued to	Description
F	21/01/2026	EPC	Client	
G	04/02/2026	EPC	Client	
H	19/02/2026	EPC	Client	
I	03/03/2026	EPC	Client	
K	18/03/2026	EPC	TLP	amendments to refuse and cycle stores
L	27/03/2026	EPC	TLP	amendments to refuse and cycle stores

Project  
 West End Road, Ruislip

Title  
 Proposed Ground Floor Plan

Project No  
 6490

Date  
 27/03/2026  
 11:13:51

Status  
 Preliminary

Drawing No  
 (20) 100

Scale  
 1 : 500 @ A3  
 1 : 250 @ A1

Rev  
 L

**DRAFT**

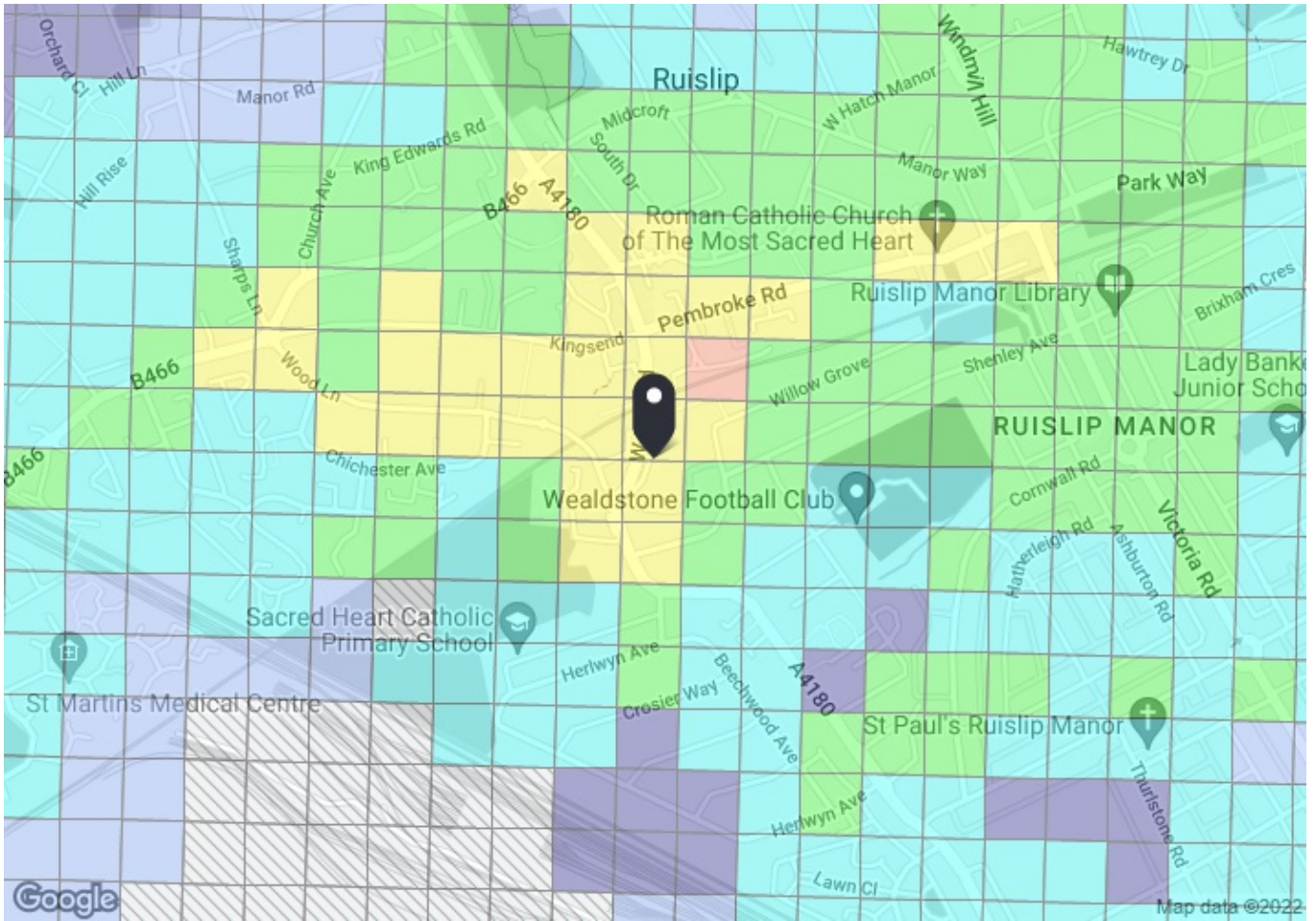
## Appendix B

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The Barn Hotel, Ruislip  
Framework Travel Plan

Paul Basham Associates Ltd  
*Report No 1000.1025/TP/8*





**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**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**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
<b>Total Grid Cell AI:</b>										<b>16.12</b>

## Appendix C

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

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population  
units  
area type  
area name

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

### Method of travel to work

All categories: Method of travel to work (2001 specification)

Underground, metro, light rail or tram

Train

Bus, minibus or coach

Taxi

Motorcycle, scooter or moped

Driving a car or van

Passenger in a car or van

Bicycle

On foot

Other method of travel to work

2011	Split (%)
1,896	
168	11%
93	6%
119	8%
11	1%
16	1%
906	59%
67	4%
28	2%
125	8%
7	0%