The background features a vibrant, stylized illustration of a garden. It includes several trees with thick, pinkish-purple trunks and green foliage. Scattered throughout are various flowers: blue five-petaled flowers with yellow centers, orange flowers, and pink flowers with layered petals. There are also green leaves and black vertical lines representing grass or stems.

Ruislip

Neighbourhood

LB Hillingdon's Liveable Neighbourhood
Appendices to Funding Bid
November 2018

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Appendix A

Statement of support



Dr. Will Norman
 Walking & Cycling Commissioner
 Transport for London
 55 Broadway
 London
 SW1H 0BD.

19 November 2018

Dear Dr. Norman

TfL Liveable Neighbourhoods Scheme - Ruislip Neighbourhood proposal

It gives me great pleasure on behalf of Hillingdon Council to give my unequivocal support for the Ruislip Neighbourhood proposal and approach to increasing opportunities for walking, cycling and using public transport and creating an attractive and healthy environment for pedestrians and cyclists

We have taken a comprehensive approach to achieving a 'Healthy Streets' environment in Ruislip by looking beyond its high street to a number of local schools, Ruislip Rugby Club, Wealdstone Football Club the 22 acre Manor Farm medieval complex and the iconic Ruislip Lido, a 60-acre lake with London's only sandy beaches attracting well in excess of 500,000 visitors a year.

Our bid includes a range of complementary measures which will be taken forward, engaging with the local community and a wide range of local groups to transform the quality of life for residents. The strength of Hillingdon Council's support is evident from some £590k match funding from the Council's own resources. This allied with equally strong community backing demonstrates the clear commitment to deliver environmental improvements and achieve the expected sea change which warrants Transport for London's investment.

As added value, the Ruislip proposal benefits from wider town centre regeneration in collaboration with the GLA Regeneration team as part of the Mayor's Good Growth Fund initiative. This includes specific actions to explore alternative uses for the increasing amount of retail units within Ruislip high street.

Conservative Group Office
 Administration Directorate
 T.01895 250316
 ConservativeGroupSecretariat@hillington.gov.uk
 London Borough of Hillingdon, Civic Centre, High Street,
 Uxbridge, UB8 1UW

I am very excited by the opportunities that the TfL Liveable Neighbourhoods funding could provide to transform Ruislip as a healthy and safe environment for our residents.

We hope that you are equally enthused by this opportunity to demonstrate what can be achieved and the change which can be realised by supporting an Outer London borough.

Yours sincerely

Cllr Keith Burrows
 Cabinet Member for Planning, Transportation and Recycling

Appendix B

Existing situation analysis

Existing Situation

Place context

Ruislip neighbourhood is located in North Hillingdon. Its focussed on Ruislip High Street which forms an important local district centre and in many ways is a typical outer London high street. The wider area is quintessential Metroland. Much of the area was developed along garden suburb principles, giving it a green and semi-rural feel. The majority of the town centre and parts of the residential areas to the west and east are designated Conservation Areas.

Ruislip Neighbourhood boasts a number of important facilities across the area, including:

- Ruislip Lido; a unique facility which draws people from a very wide area and attracts of 500,000 visitors per annum.
- Wealdstone Football Club, Grosvenor Vale Stadium; this venue has a capacity of 3600 (with a record attendance of 2469, November 2015) and around 450 players using it, and is home to National League South Wealdstone F.C., with in excess of 1000 supporters.
- Ruislip Rugby Football Club; with 600 members and up to 500 active players, this club has one of the stronger mini and youth series in the area attracting hundreds of children on Sunday mornings.
- Manor Farm; Hillingdon’s flagship heritage and culture site which includes a unique collection of community spaces including a theatre, library, and artist studios, historic buildings, archaeological remains and set in 22 acres of beautiful grounds.
- Two markets, with around 80 stalls and attendance levels of around 2500.
- Four schools; Ruislip High School (750 pupils), Sacred Heart Catholic School (690 pupils), Whiteheath School (323 pupils), Bishop Winnington-Ingram (394 pupils).

Most of these places are located within 10-20 minutes’ walk from the centre of the area, however many people choose to drive to them.



Strategic site plan of Ruislip neighbourhood, highlighting key destinations and places

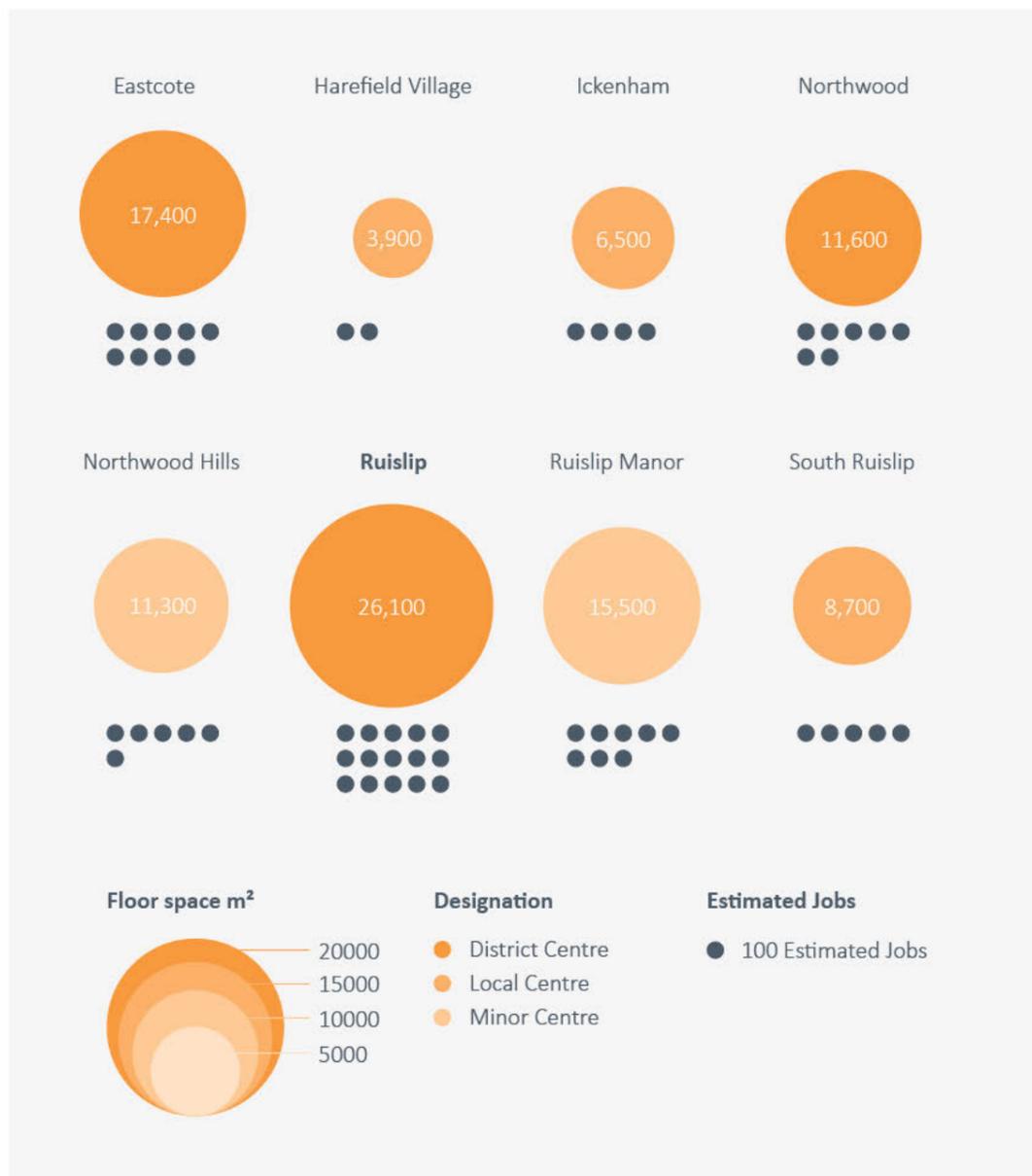
Economic context

The Hillingdon economy is centred to the south of the Borough, reflecting the presence of Heathrow airport. 90% of the Borough jobs (around 160,000) are located here. The North Hillingdon area contains around 31,000 jobs and the economy is much more driven towards servicing the needs of the local population with key sectors being health, education and retail. The areas also contains around 4,900 businesses with the majority of these small enterprises. Economic performance across the character areas of North Hillingdon has been healthy in recent years, with employment growth of around 6.5% since 2008. Recent analysis by Oxford Economics predicts that Hillingdon will be the ninth fastest growing borough in London over the period from 2016 to 2026 in employment terms, with growth expected to be about 10% across the Borough. This bodes well for the continued performance of North Hillingdon.

Despite the strong economic performance, the Ruislip neighbourhood is showing signs of decline. Up until the most recent seven years or so Ruislip was generally perceived as the ‘pinnacle’ of Hillingdon’s local, minor and district centres north of the A40. It is still the most prominent in terms of floor space and employment. However signs of physical decline are now materialising, as evidenced by:

- Nine empty frontages including long-term former Morrison’s site, and recently closed M&S;
- Empty shops attracting fly posting further detracting from the area, and
- Lower value retail offer with a prevalence of charity shops.

Ruislip Town Centre compared with other Hillingdon town centres



Vacant units in Ruislip Town Centre

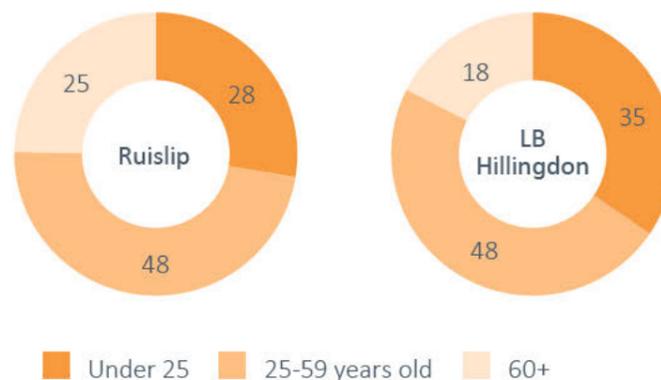
Demographic context

The residential population of the North Hillingdon area is around 100,000, of which around 17,000 live in Ruislip. Detailed analysis of the Census 2011 data for the neighbourhood area highlights a number of interesting characteristics about the local population in comparison to Hillingdon overall:

- There are more people over 60 years old (25% in Ruislip compared to 18% in the Borough) and fewer under 25 (28% compared to 35% respectively).
- The area is less ethnically mixed (85% of the population are white, compared to 61% in the Borough).
- There are higher numbers of retired people (14% compared to 10% in the Borough).
- Car ownership is high, even in the context of a Borough with high levels of car ownership (82% of households have at least one car, compared to 77% in the Borough).
- More people drive to work (41% compared to 37% in the Borough) and few people walk or cycle (5% compared to 6% in the Borough).
- As a whole, the Borough has fewer physically active adults than the English average (52% compared to 57%).

The overall picture that emerges is an older population that tends to rely on car travel. This is important as it suggests tailored behaviour change measures will be needed in addition to physical infrastructure changes in order to encourage travel behaviour changes.

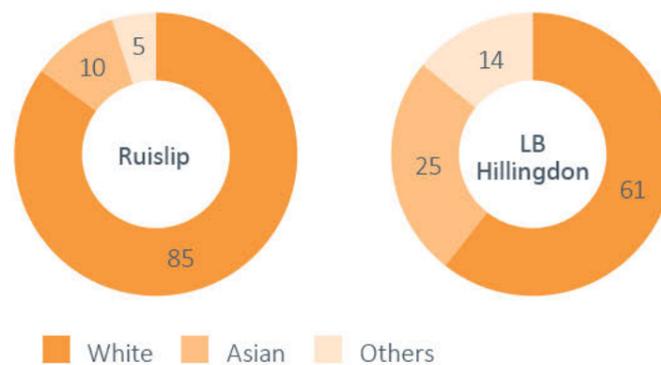
Age profile



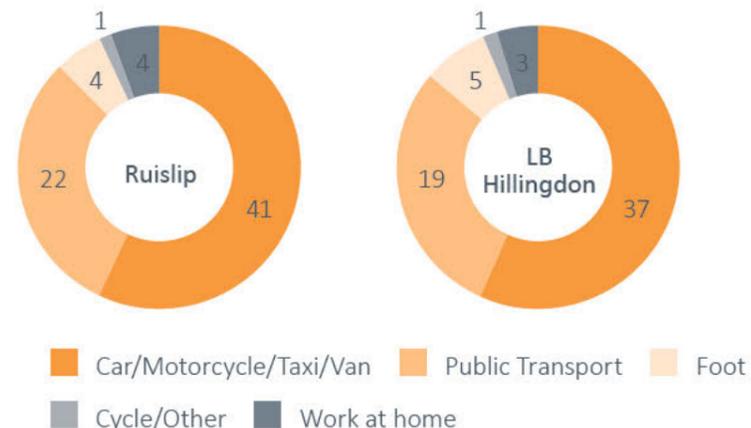
Economic activity profile



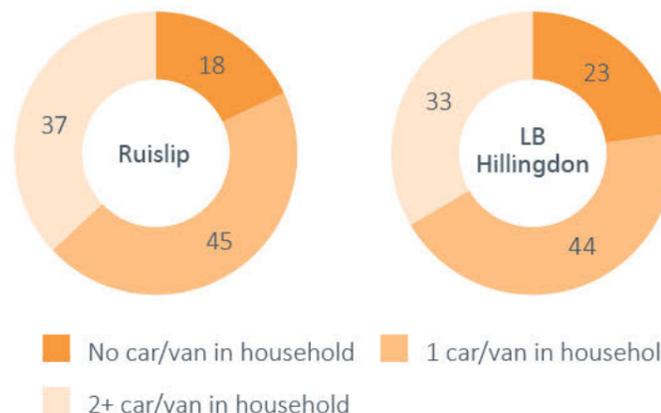
Ethnicity profile



Travel to work profile



Car ownership profile



Propensity to change travel behaviour

A more nuanced picture of the propensity of the Ruislip neighbourhood resident population to change travel behaviour can be seen through the use of Smarter TravelStyle; a bespoke geodemographic classification tool developed to help plan and implement travel behaviour change projects.

This tool can, for example be used to help identify the most suitable neighbourhoods for:

- Undertaking personalised travel planning (PTP);
- Providing car club cars;
- Investing in cycling infrastructure;
- Promoting electric vehicles.

Smarter TravelStyle is based on the Mosaic system which classifies postcodes into a number of types. Mosaic has been developed by Experian, the UK's largest owner of consumer data. Over 400 variables were used to build the classification, around half from the 2011 Census and other data sources. Steer has used this data to create the classifications of demographics as described in the table to the right. From this dataset we have extracted the number of people within each classification in the Ruislip neighbourhood. The numbers are summarised to the right, and mapped in the figure overleaf.

Each classification is indexed against propensity to change travel behaviour, either to reduce car use, or increase walking, as illustrated in the graphs on the right. The demographic classifications which are above the index line are more likely to change their behaviour through PTP projects.

In the case of Ruislip, there are three demographic groups which constitute a total of 50% of the population which are likely to have a higher propensity to reduce car use: suburban families (24%), affluent professionals (14%) and empty nest independence (11%).

A slightly lower but significant 32% of the population is also likely to walk more: affluent professionals (14%), empty nest independence (11%), and property ladder (6%).

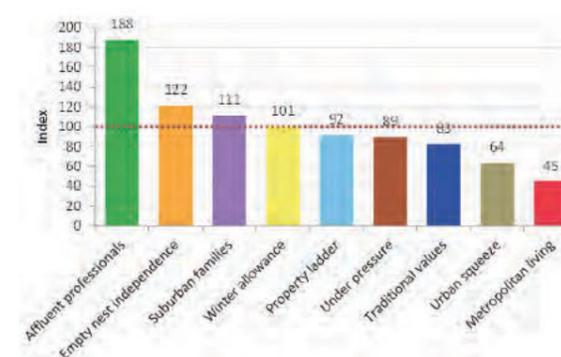
The above are all highlighted in the table, to the right.

Together this analysis indicates a great potential for success from an appropriate behaviour change programme, supporting other physical changes to infrastructure in the neighbourhood.

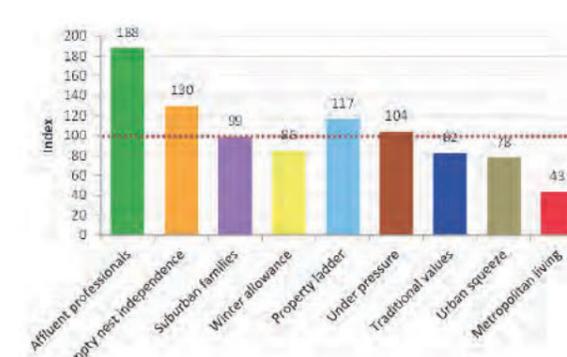
Ruislip population by Smarter TravelStyle classification

Smarter TravelStyle classification	Key personal characteristics	Number in Ruislip neighbourhood	Percentage in Ruislip neighbourhood
Suburban families	Households with children typically living in a semi-detached suburban house.	4227	24%
Winter allowance	Pensioners and elderly singles on a low income often living in a flat.	2882	16%
Affluent professionals	Well educated, high income, mature families living in attractive semi-rural locations.	2515	14%
Metropolitan living	Well-off singles living in urban centres, predominantly living in a rented flat.	2324	13%
Empty nest independence	Retired singles and couples who are typically without dependent children or a mortgage.	1981	11%
Traditional values	Older working couples and singles typically in manual or lower paid jobs.	1894	11%
Property ladder	Young couples and young families on average incomes, many in rented accommodation.	1056	6%
Urban squeeze	Young singles and couples on low incomes living in urban areas.	660	4%
Under pressure	Lower income families struggling to make ends meet, living in a terrace or small semi.	422	2%
Village life	Reasonably well-off couples and mature families living in rural areas.	0	0%
Total		17,557	100%

Propensity to change behaviour - reducing car use



Propensity to change behaviour - increasing walking

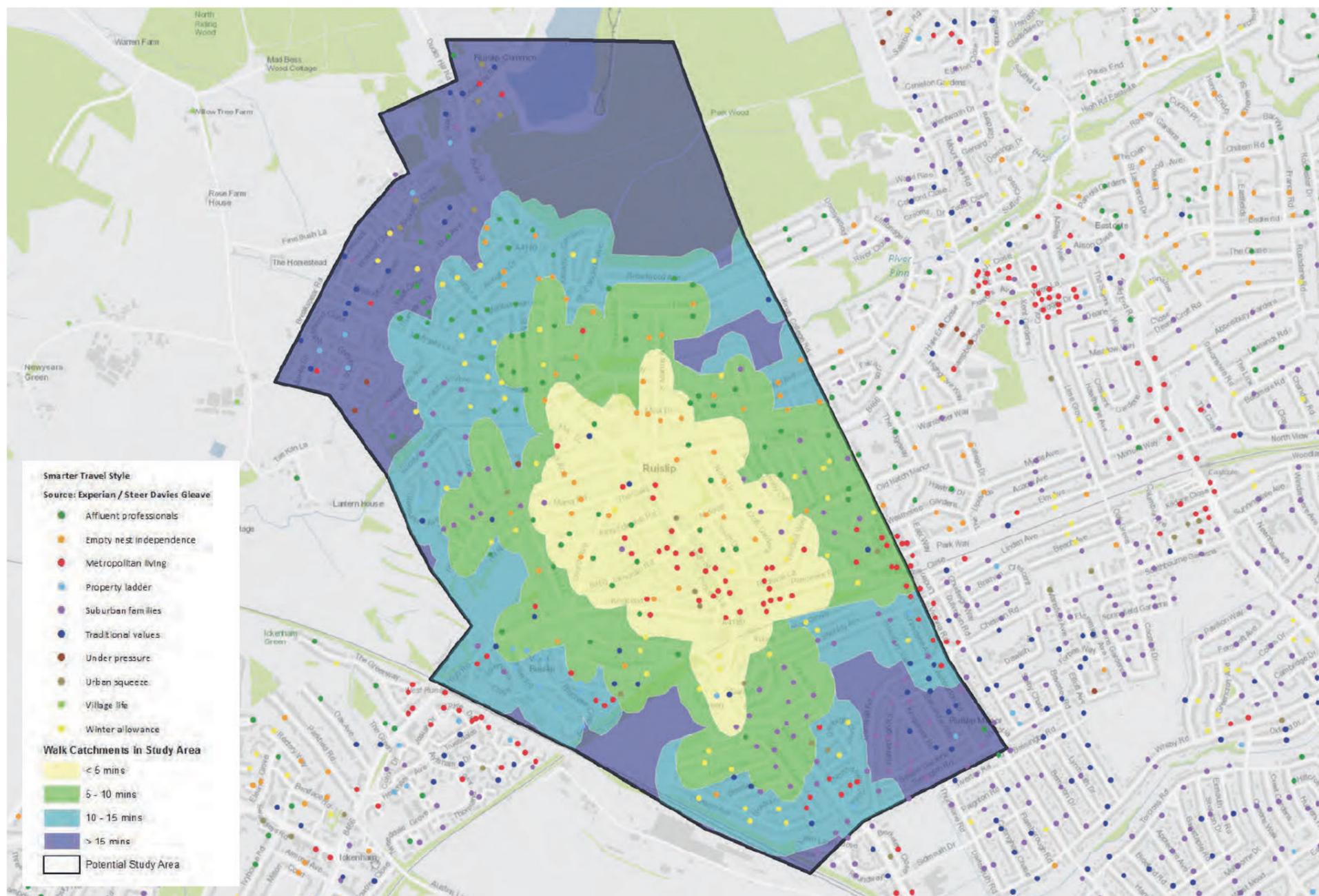


Walking catchments

The plan to the right illustrates the distribution of demographic classifications within different walk catchments around the High Street. The table below takes a closer look at the four demographic classifications identified which have the highest propensity to change travel behaviour, considering which walking catchment band they fall into.

The conclusions from this is that 58% of people within the Ruislip neighbourhood are within a 15 minute walk of the High Street, and would also be receptive to influence to change travel behaviour from car to walking. As highlighted on the previous page the degree to which these key demographic groups could be influenced varies. Affluent professionals and empty nest independence show higher propensity to change and would be ideal target groups for travel planning measures; these groups alone account for 32% of the neighbourhood population within a 15 minute walk of the High Street.

Smarter TravelStyle classification	5 min walk	5-10 min walk	10-15 min walk	Total
Affluent professionals	626	959	1,109	2,694
Empty nest independence	767	806	788	2,361
Suburban families	192	1,256	2,042	3,490
Property ladder	23	54	631	708
Total of above four classifications	1,608	3,075	4,570	9,253
Total as % of total population within walk catchment	48%	61%	60%	58%



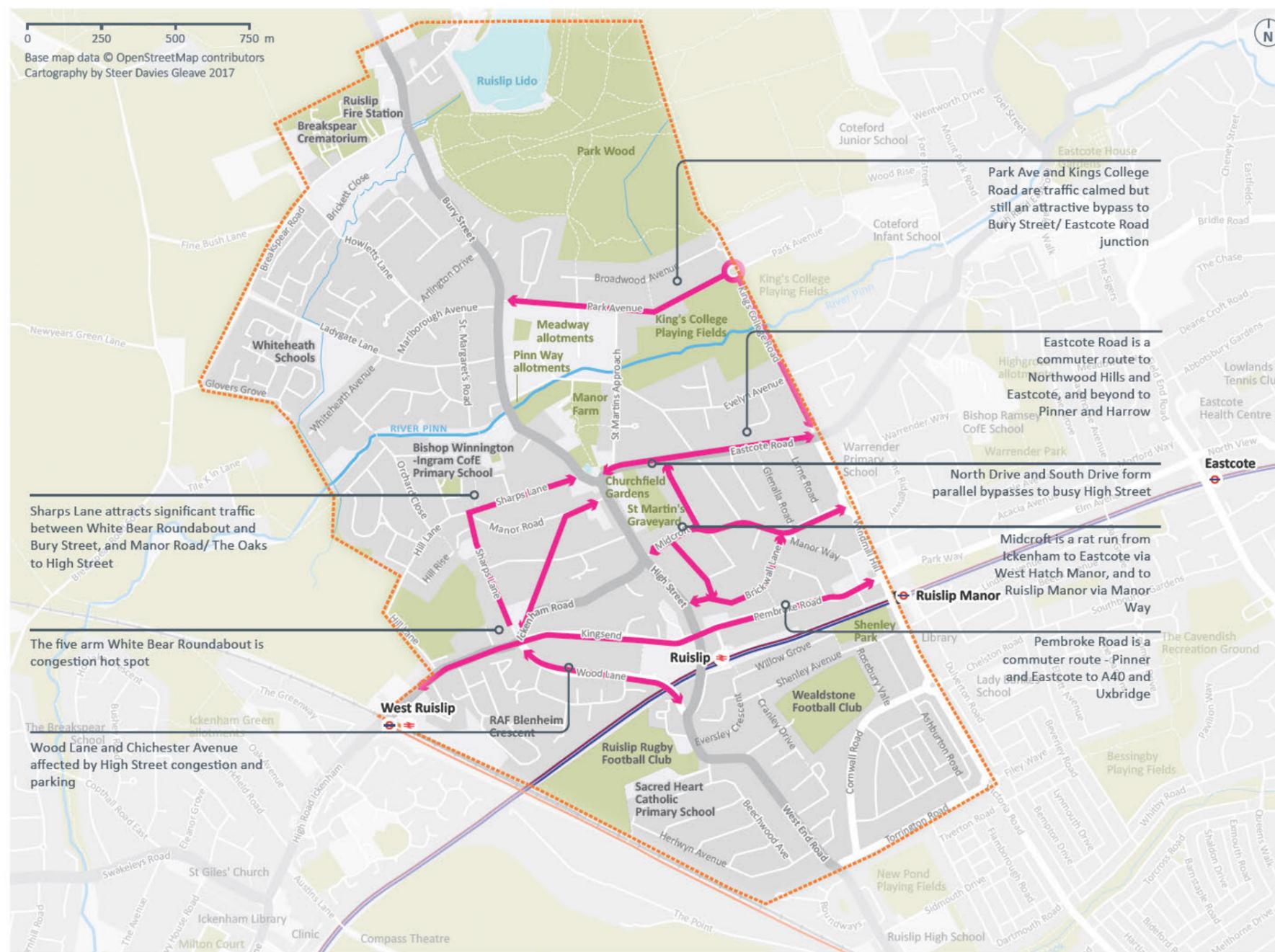
Ruislip population by Smarter TravelStyle classifications mapped by walking catchment to High Street

Traffic

The Ruislip neighbourhood suffers from very high volumes of traffic moving along key corridors including Bury Street / High Street, Kingsend / Pembroke Road, and Eastcote Road. All these roads suffer from congestion and poor air quality due to vehicle emissions (see later section for further discussion on this). In addition there are a number of residential streets (see the plan to the right) in the neighbourhood which attract through traffic (in some instances travelling at high speed) making these streets less pleasant for people to live on, and also potentially dissuading people from walking and cycling along them.

This is a critical aspect to address in order to make Ruislip more liveable and support the Mayor's ambition for 80 per cent of journeys to be made by public transport, walking or cycling. To do this, the strategy for the neighbourhood will include physical measures to:

- Manage traffic, preventing or dissuading through trips.
- Calm traffic, ensuring low and steady speeds are maintained.



Roads with significant volumes of traffic

Public transport

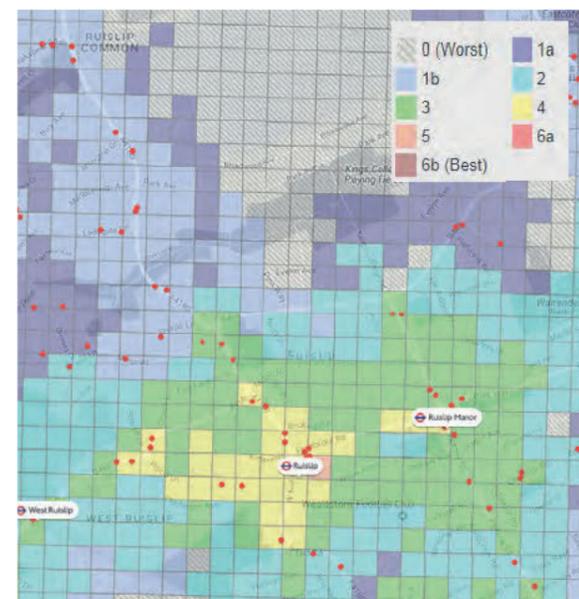
Ruislip is served by both the Metropolitan and Piccadilly lines via Ruislip Underground station, which sits at the heart of the neighbourhood. In 2017 the station recorded usage of 1.99 million people - an increase of 40,000 people from 2016.

Other nearby stations include West Ruislip to the west on the Central line and also served by Chiltern Railways, and Ruislip Manor to the east, on the Metropolitan and Piccadilly lines. In addition Ruislip Gardens station on the Central line is located approximately 700m to the south.

Seven bus routes serve the neighbourhood, most of which travel along at least part of the High Street, and call at Ruislip station. An additional bus route, the 278, is planned to run between Ruislip station and Heathrow Airport (to be implemented in conjunction with the opening of the Elizabeth line). However despite the station and bus routes there are significant areas with poor public transport accessibility. The PTAL map below shows some parts of the study area have a PTAL of 0 (worst), and significant areas only 1a or 1b. This reinforces the need to improve walking and cycling access to help offset the poor accessibility by public transport in some parts of the area.



Bus routes and stops



PTAL levels

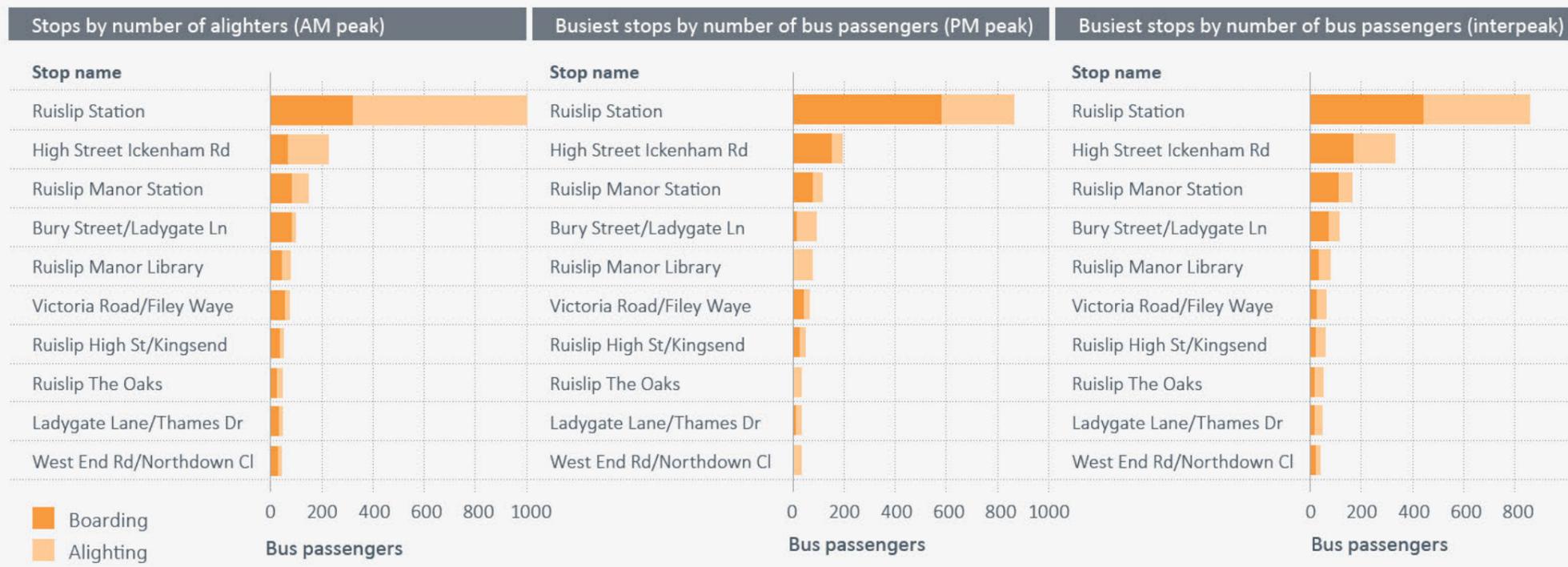
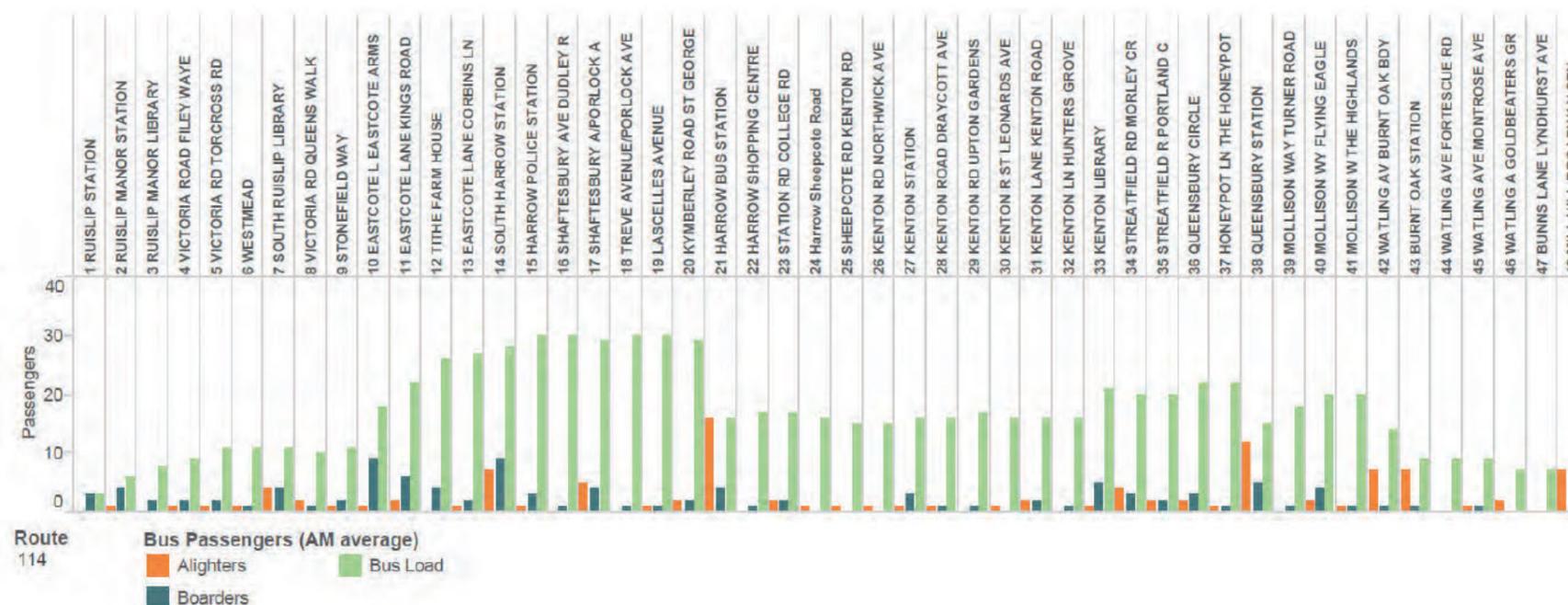
Bus patronage

The seven bus routes that serve the area provide a total of around 25 buses per hour in the peak periods. BODS data relative to a sample day of service (including night time) has been analysed for all seven of the routes to understand current levels of passenger demand.

Analysis of the number of boarders and alighters for each route during AM, interpeak and PM peak periods has been undertaken. A sample graph for Route 114 (AM Peak) is shown on the top right. The graphs show average passenger numbers per bus, based on three or six hour intervals (AM 07:00-10:00, IP 10:00-16:00, PM 16:00-19:00). The conclusion from this analysis is that there is generally capacity on local bus routes in the neighbourhood to accommodate more passengers.

The three charts below show the main bus stops in the area by number of boarders and alighters in the AM, interpeak and PM. Ruislip Station is by far the busiest of all the bus stops in the area, both for boarders and alighters, and across all time periods. It is notable that many more people arrive in Ruislip (interchanging at the station) in the AM peak than leave.

The bus stops on High Street, near the junction with Ickenham Road also attract a significant number of bus passengers (particularly in the interpeak). Bury Street/Ladygate Lane is the busiest stop in the residential area surrounding the Town Centre.



Cycling provisions

The Ruislip Neighbourhood is only served by one designated cycle route, running east-west through the neighbourhood. This serves longer distance trips and does not provide connections to key local destinations.

In terms of cycle parking:

- Stands are provided on the High Street but anecdotal evidence suggests they are not well used and in some cases poorly located with limited lighting and natural surveillance.
- There is limited cycle parking provided on the platform at Ruislip station (for around 12 bicycles).
- There is no significant parking provision at any of the other key destinations in the area including the Lido, Manor Farm, the Rugby Club, the Football Club, and King’s College Playing Fields.

Overall the current cycle infrastructure provision does little to encourage cycling. To help meet the Mayor of London’s ambition for 70 per cent of Londoners to live within 400 metres of a high quality, safe cycle route consideration should be given to creating more cycle routes along quieter streets, and providing more and better located cycle parking across the neighbourhood.



Existing cycle route provisions

Air quality

Ruislip Town Centre has been designated a GLA Focus Area for air quality for 2017-18.

Analysis of local air quality has been undertaken using the The London Atmospheric Emissions Index. This indicates the main sources of air pollutants within the proposed Ruislip Liveable Neighbourhood area are:

- Road traffic;
- Commercial and residential buildings; and
- Construction and new development.

The table to the right shows over 50% of nitrogen oxides (NO_x) and particulate matter (PM10 and PM2.5) in the area is attributed to road transport, and a third of carbon dioxide (CO₂) emissions.

Cars are the greatest contributors to road traffic emissions in the area: contributing 70% of CO₂, nearly half of the NO_x emissions and around four fifths of the particulate matter. Freight, including light and heavy goods vehicles (LGV and HGV), collectively contributes over a third of NO_x emissions and a fifth of CO₂ emissions produced by road traffic. Buses have smaller impact on emissions, accounting for 17% of NO_x and less than 10% of CO₂ and particulate matter.

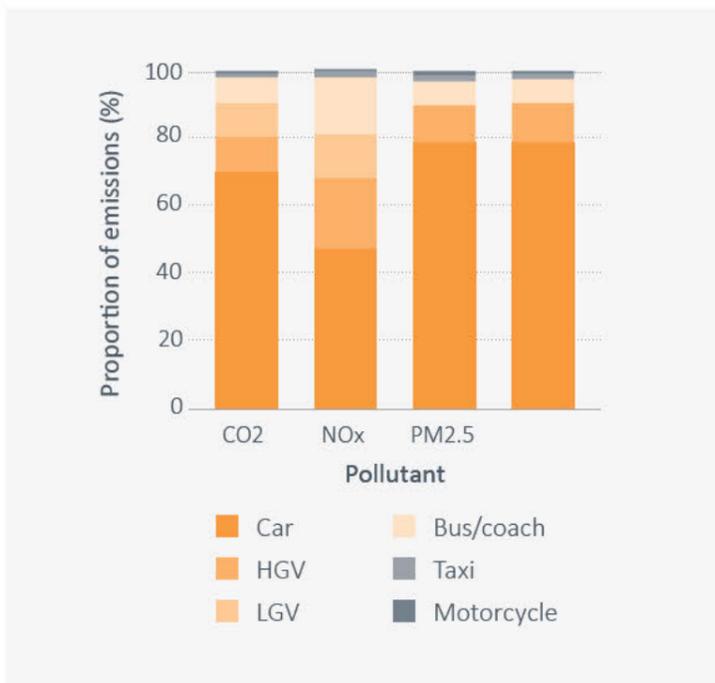
The plan to the right maps levels of NO₂ across the area from 2013, highlighting local congestion hotspots and where public exposure to NO₂ is very high. Particularly notable for high exposure are the junctions of the White Bear Roundabout and Kingsend/ High Street/ Pembroke Road, and also the general level of congestion on the High Street.

The key conclusion from this analysis is that to significantly improve local air quality measures that reduce road traffic generally in the area - and on the key problem roads identified - must be included in the strategy. In addition consideration should be given to special measures relating to freight vehicles.

Main sources of air pollutants

Emission source	CO ₂	NO _x	PM2.5	PM10
Road transport	33%	54%	56%	53%
Gas & other fuels (non-domestic)	5%	3%	2%	1%
Gas & other fuels (domestic)	59%	30%	14%	12%
NRMM	1%	4%	12%	6%
Other	2%	10%	15%	9%
Re-suspension	0%	0%	1%	19%
Total	100%	100%	100%	100%

Vehicular sources of air pollutants by type



Ruislip Town Centre Focus Area - NO₂ annual mean concentrations 2013, plus congestion hotspots



LAEI
NO₂ (ug/m³)

- <30
- 30-36
- 36-40
- 40-44
- 44-54
- 54-64
- >64

- ◆ Public Exposure 36 and above
- ◆ Congestion Hotspots 2010

Healthy Streets Check

To understand local conditions affecting walking and cycling in more detail, a Healthy Street Check for Designers has been undertaken for two road links within the Neighbourhood:

- High Street, given the retail attractiveness as well as the primary importance within the road network and the public transport network.
- Midcroft at junction with Manor Way, being a typical residential street, a key route through the area between the High Street and towards schools, and a rat running route.

The text below summarises key findings. The full HSCD for the existing and proposed situations is included at Appendix D.

High Street

The High Street has an existing provision of wide pavements that are generally in good condition, and a concentration of activities (ensuring continuous overlooking). However, crossing facilities are limited in relation to the existing desire lines, and on-street parking increases the sense of severance.

The narrow carriageway limits the opportunity for improvements for cyclists, and kerbside friction is high along few sections (due to parking and servicing activities).

The score achieved for High Street is 53%, and there are two scores of zero.

Midcroft at junction with Manor Way

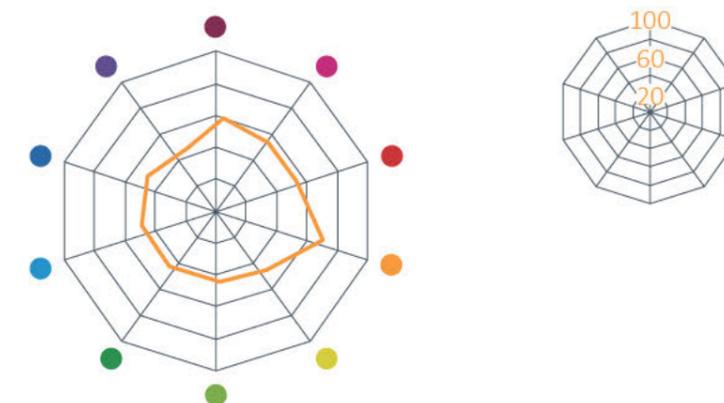
Midcroft and Manor Way have both been identified as residential streets attracting rat-running through traffic. Higher volumes of traffic during peak times affect the user experience of the route for cycling, and parked cars on both sides of the road constrain the available width. There are no formal cycle provisions such as lane markings or wayfinding.

Footways are generally in good conditions but narrow around some pinchpoints, and no continuity is provided across side roads. The road forms part of a good connection between Ruislip and Ruislip Manor town centres, as well to Warrender School, Warrender Park, Bishop Ramsey School, and Highgrove Pool and Fitness Centre. As such it could benefit from wayfinding and crossing points to support walking to/from these destinations.

The score achieved for this location is 54%, and there are no scores of zero.

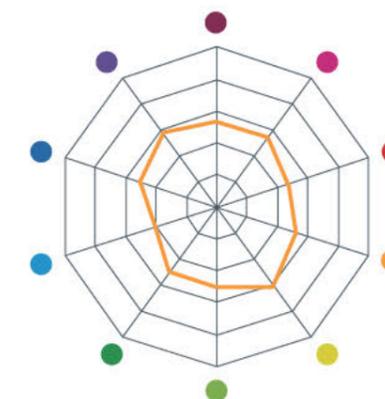
High Street - 54%

● Pedestrians from all walks of life	54
● Easy to cross	50
● Shade and shelter	50
● Places to stop	67
● Not too noisy	53
● People choose to walk or cycle	54
● People feel safe	53
● Things to see and do	50
● People feel relaxed	55
● Clean Air	42



Midcroft at junction with Manor Way - 54%

● Pedestrians from all walks of life	55
● Easy to cross	57
● Shade and shelter	50
● Places to stop	53
● Not too noisy	60
● People choose to walk or cycle	55
● People feel safe	52
● Things to see and do	42
● People feel relaxed	54
● Clean Air	58



Site audit - pedestrian issues

To supplement the Healthy Streets Check a visual site audit has been undertaken of the three streets in the area: High Street, Bury Street, Eastcote Road. High Street is a busy, retail-focused commercial street. Bury Street and Eastcote Road are both residential streets but with relatively high traffic volumes.

There are also a number of off-road pedestrian paths, some of which form part of longer routes (such as the Celadine Route) and others which form part of walking trails through Ruislip Woods and other green spaces.

The photos on this page and the facing page highlight key issues identified from site visits along, with a particular focus on issues affecting pedestrian movement.



Bury Street / Sharps Lane



Constrained pedestrian environment



Poor pedestrian crossover with no tactile



No pedestrian crossing facilities near footpath



Poor condition footway surfacing on Sharps Ln



Wide junction of Sharps Ln and Manor Rd



Barriers to pedestrian movement



Very narrow footway in area of high footfall to/from school



Limited signage demarcating cycle route

Eastcote Road



Cycle route provisions limited to signage



Manor Way junction; pedestrian collisions location



Some footways narrow or obstructed



Surface condition of footways is variable



Lack of adequate dropped kerbs and tactile



Manor Way crossing provision



High traffic flows along Eastcote Road



Side road junction mouths are wide

Off-road routes (various)



Unmade path in Ruislip Woods



Poor footpath condition



Footpath entrance area could be improved



Footpath not accessible



Footpath narrow



Wayfinding information is in some locations but more could be provided across the area



Narrow bridge limits cycle access



Barrier restricts access for disabled people

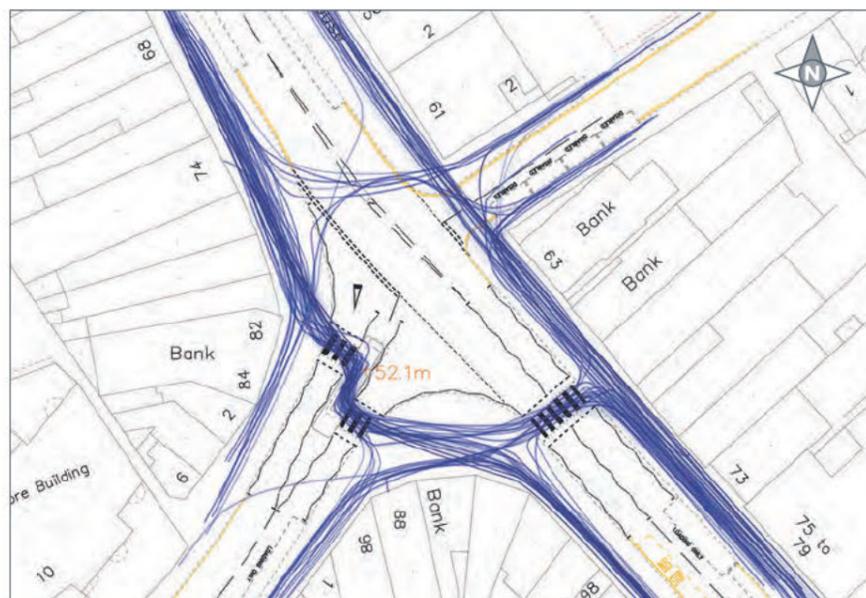
Pedestrian movement

The focal point for the pedestrian environment is the High Street and Station with secondary routes to local points of interest such as Ruislip Lido, Manor Farm and local schools. The greatest concentration of movement is north-south along the High Street between Manor Farm and the station.

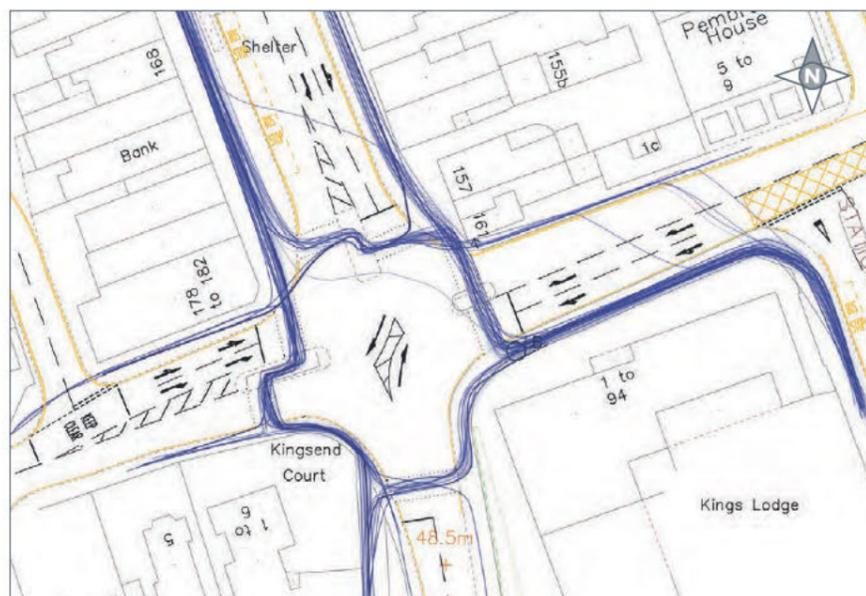
The pedestrian environment of the High Street is generally of reasonable functional quality with generous footways, consistent surfacing, and materials in good condition. However pedestrian movement is hampered by poor connectivity across the High Street, plus lack of adequate pedestrian crossing points on routes to key destinations in the wider area.

Path-tracing surveys have been undertaken within the High Street environment at three locations during the AM peak period, to understand likely demand for routes that are currently not met by formal crossing provisions. It should be noted that these are snapshots of pedestrian movement rather, undertaken at five minute intervals over half an hour at each location, so are not comprehensive analyses. Nevertheless they provide a strong indication of where improvements could be prioritised.

- At Ickenham Road/ High Street/ Midcroft junction there is a clear unmet desire line on the northern arm of the junction, with people crossing near to a small island (which is not a formal pedestrian refuge).
- The lack of any formal or informal crossing points along the High Street between King Edwards Road and The Oaks means people cross at various locations.
- There is a high demand for crossing around the Pembroke Road/ High Street/ Kingsend /West End Road junction, but the guardrail means that pedestrian routes are constrained to the formal crossing provisions making walking routes convoluted.



Path-tracing Ickenham Road / High Street / Midcroft junction



Path-tracing Pembroke Road / High Street / Kingsend / West End Road junction



Path-tracing High Street between King Edwards Road and The Oaks

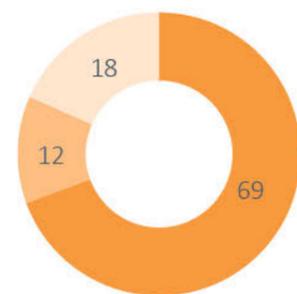
Business and shopper surveys

Snapshot surveys of businesses and shoppers in the High Street were undertaken to seek views on travel choices and options, and general improvements they would like to see in Ruislip Town Centre. Results are summarised to the right, and key findings presented below:

- The businesses overestimated the number of customers who travel in by car at 70% compared with 46% actual. More customers travelled by both public transport and on foot than the businesses envisaged.
- Nearly half (46%) of shoppers came from within walking distance of the High Street.
- No shoppers were captured in the survey who cycled to the town centre.
- The businesses and shoppers alike were equal in terms of customers shopping more frequently than once a week in the town centre.
- Shoppers most liked that Ruislip Town Centre is local and convenient to them. Business most liked the family-friendly nature, the variety of shops, and the high level of footfall along the high street.
- The businesses thought that parking was a big issue, with improved and more parking being the two biggest improvements requested by a long way. Shoppers also wanted improved parking (specifically on the High Street), but also mentioned reducing traffic and filling empty shops as important improvements.

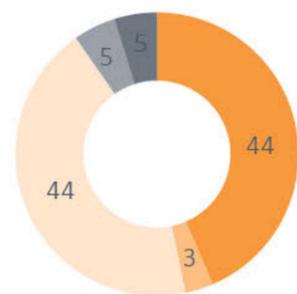
Business survey results

Q1. How do you think the majority of your customers travelled to Ruislip Town Centre today?



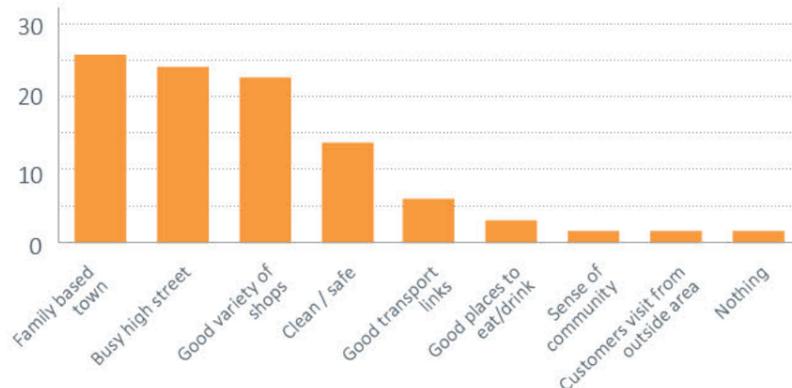
Car Public transport On foot

Q2. How often do you think your customers shop in Ruislip Town Centre today?

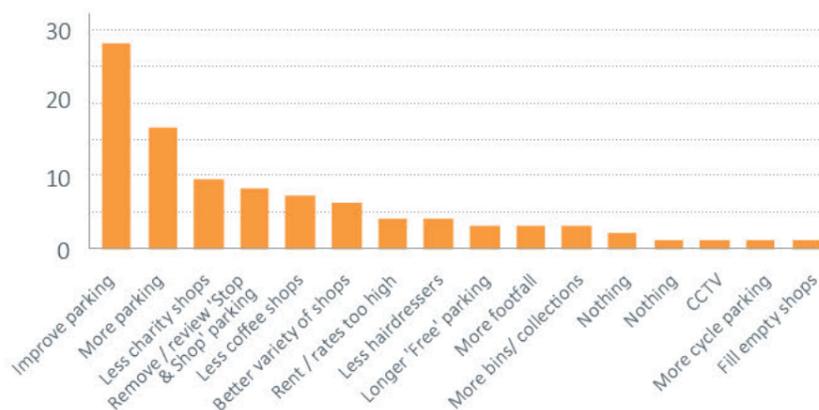


Once a week Once a month More frequently Less frequently Not sure

Q3. As a business, what do you like most about Ruislip Town Centre? (%)

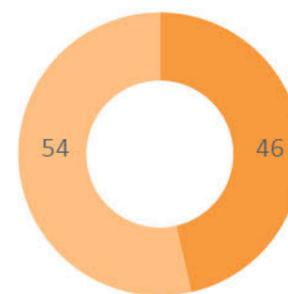


Q4. As a business, what improvements would you like to see in Ruislip Town Centre? (%)



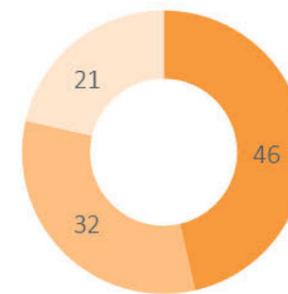
Shopper survey results

Q1. Have you travelled to Ruislip Town Centre today from within the neighbourhood area?



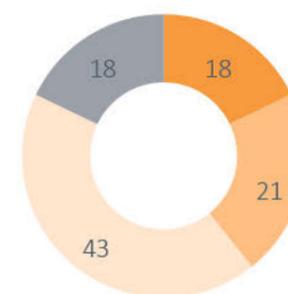
Yes No

Q2. How did you travel to Ruislip Town Centre today?



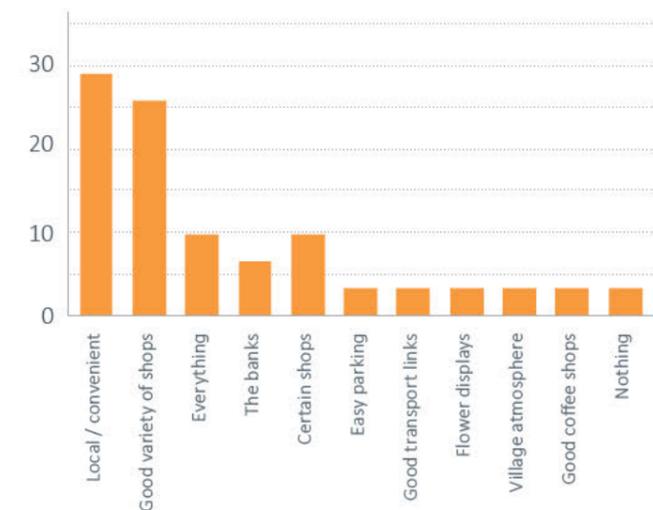
Car Public transport On foot

Q3. How often do you travel to Ruislip Town Centre?

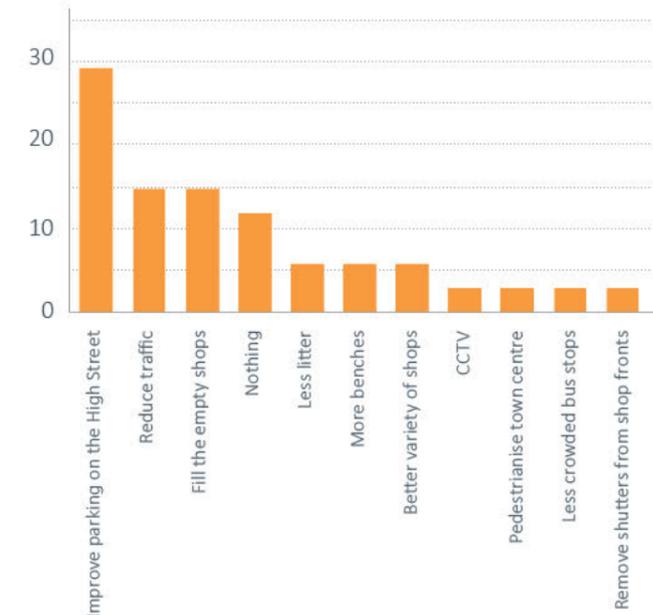


Once a week Once a month More frequently Less frequently

Q4. What do you like most about Ruislip Town Centre? (%)



Q5. What improvements would you like to see in Ruislip Town Centre? (%)



Summary of key issues and design informants

Ruislip Neighbourhood boasts a number of important facilities across the area, including:

- Ruislip Lido; a unique facility in a beautiful natural setting which draws people from a very wide area and attracts of 500,000 visitors per annum.
- Wealdstone Football Club, Grosvenor Vale Stadium; this venue has a capacity of 3600 (with a record attendance of 2469, November 2015) and around 450 players using it, and is home to National League South Wealdstone F.C., with in excess of 1000 supporters.
- Ruislip Rugby Football Club; with 600 members and up to 500 active players, this club has one of the stronger mini and youth series in the area attracting hundreds of children on Sunday mornings.
- Manor Farm; Hillingdon’s flagship heritage and culture site which includes a unique collection of community spaces including a theatre, library, and artist studios, historic buildings, archaeological remains and landscape features set in 22 acres of beautiful grounds.
- Two markets, with around 80 stalls and attendance levels of around 2500.
- Four schools; Ruislip High School (750 pupils), Sacred Heart Catholic School (690 pupils), Whiteheath School (323 pupils), Bishop Winnington-Ingram (394 pupils).

All of these places are located within 10-15 minutes’ walk from Ruislip Station and the High Street, however many people choose to drive to them. Creating safer and more appealing pedestrian routes and enhancing cycle access along routes to these places is necessary to encourage non-car means of access, making them more accessible for local residents as well as visitors, and addressing the Mayor’s aspirations for a shift towards active, inclusive and safe travel.

At the heart of the neighbourhood is Ruislip town centre. With 26,100 m² floor space and an estimated 1,500 jobs, it is an important local district centre and quintessential outer London high street, but signs are emerging of economic decline, reducing the overall value of the high street. This includes empty frontages, fly posting detracting from the area, and a lower value retail offer with a prevalence of charity shops/discount Stores/bookmakers etc. The prominent empty Morrison’s site dominates the heart of the town centre adding to negative perceptions. LBH is developing an ‘Empty Shops’ strategy (funded by the Mayor’s Good Growth Fund) to create social and economic value from vacant property in Ruislip, including consideration for re-use of this site, as well as creating an income stream to be ring-fenced specifically for wider town centre activities and promotions.

Demographically, the area tends towards an older population that relies more on car travel. This is important as it suggests tailored behaviour change measures will be needed in addition to physical infrastructure changes in order to encourage travel behaviour changes.

The Public Health England Profile (2017) of the Borough highlights a number of key health issues, some of which could potentially be improved upon through more physical activity:

- Estimated levels of adult physical activity are worse than the England average; 51.5% of adults physically active in LBH compared with 57.0% in England.
- Recorded diabetes (15,803 cases) slightly above the England average; percentage of recorded diabetes 6.7% in LBH compared with 6.4% in England.
- Obese children (year 6 aged 10-11) above the England average; 700 cases recorded 2015/16, and percentage of year 6 children classified as obese 21.2 % in LBH compared to 19.8% in England

Detailed analysis of demographic groups and propensity to change travel behaviour indicates that 58% of people within the Ruislip neighbourhood are within a 15 minute walk of the High Street, and would also be receptive to influence to change travel behaviour from car to walking. 32% of residents in the area can be classed as either ‘affluent professionals’ or ‘empty nest independence’; Mosaic demographic classifications which show higher propensity to change and would be ideal target groups for travel planning measures.

The neighbourhood suffers from very high volumes of traffic moving along key corridors including Bury Street/High Street, Kingsend/Pembroke Road, and Eastcote Road. All these roads suffer from congestion and poor air quality due to vehicle emissions. Additionally there are a number of residential streets which attract through traffic (in some instances travelling at high speed) making these streets less pleasant for people to live on, and also potentially dissuading people from walking and cycling along them. This is a critical aspect to address through traffic management and traffic calming measures, in order to make Ruislip more liveable and support the Mayor’s ambition for 80 per cent of journeys to be made by public transport, walking or cycling.

Ruislip underground station recorded usage of 1.99 million people over the whole of 2017 - an increase of 40,000 people from 2016. Seven bus routes also serve the neighbourhood, and an additional route is planned. Most of these routes travel along at least part of the High Street, and call at the station. Despite the presence of the underground station and bus routes there are significant areas of the neighbourhood with poor public transport accessibility including some northern areas of the neighbourhood with PTALs of 0, and significant areas of only 1a or 1b. This reinforces the need to improve walking and cycling access to help offset the poor accessibility by public transport in some parts of the area.

The current cycle infrastructure provisions do little to encourage cycling; there is only one cycle route running east-west through the area, which does not connect to key destinations. Moreover although there is cycle parking at the station and on the High Street, the major attractions in the area do not have any cycle parking provisions. To help meet the Mayor of London’s ambition for 70 per cent of Londoners to live within 400 metres of a high quality, safe cycle routes more cycle routes are needed along quieter streets, and more and better located cycle parking provided across the neighbourhood.

Air quality in the area is poor. Analysis of the LAEI shows that cars are the greatest contributors to road traffic emissions in the area: contributing 70% of CO₂, nearly half of the NO_x emissions and around four fifths of the particulate matter. Freight, including light and heavy goods vehicles (LGV and HGV), collectively contributes over a third of NO_x emissions and a fifth of CO₂ emissions produced by road traffic. Significant improvement to local air quality is required, and this means measures that reduce road traffic generally in the area must be included, specifically on the key problem roads identified. In addition consideration should be given to special measures relating to freight.

Collisions in the area show a gradual increase in numbers during the three years, particularly in serious collisions. Collisions involving vulnerable users are slightly higher than the Borough average. Pedestrian and cyclists are most commonly conflicting with cars (involved in 90% of all collisions). Particular locations that need to be remedied include:

- High Street
- Eastcote Road
- Junction of Bury Street/ Ladygate Lane
- Junction of Kingsend/ High Street
- West End Road

Crime is mainly concentrated on the High Street, with the key issue being anti-social behaviour.

A Healthy Streets evaluation of two streets - the High Street, and Midcroft at junction with Manor Way - resulted in middling scores. Specific issues include:

- Lack of crossing facilities.
- Crossing facilities do not meet desire lines.
- Narrow footways at pinchpoints.
- On-street parking creates a barrier to pedestrians.
- Kerbside friction due to parking and servicing activities creates friction for cyclists.
- Lack of cycle route signage and other provisions.
- Volumes of traffic at peak times affecting quality of walking and cycling experience.

A more detailed review of the environment on the High Street reinforces the need to improve pedestrian conditions, and enhance the public realm with some interventions that support activity and vitality. Specific issues identified for improvement include:

- Poor pedestrian connectivity both along and across the High Street.
- Volume of traffic dominates the environment.
- Limited amount of greening generally, detracting from visual amenity.
- Lack of shelter.
- Lack of distinctiveness of the urban realm.
- No open spaces on the High Street suitable for civic events.
- Overgrown shrubs adjacent to church which provide space for anti-social behaviour and affect personal security.
- Poor wayfinding provisions.
- Inefficient layout and conflicting hours of operation of on-street parking.

A snapshot survey of businesses and shoppers of the High Street showed that nearly half of shoppers came from within walking distance of the High Street, and around half came by car. No shoppers were captured in the survey who cycled to the town centre. This suggests more could be done to target those shoppers who come by car to switch to walking and cycling.

Altogether the evidence for the need for improvements in the area is strong and is supported by the Council at a senior leadership level.



Ruislip Lido



Manor Farm



High Street

Context

Alignment to the Mayor’s Transport Strategy Priorities and Outcomes

The central aim for the Mayor’s Transport Strategy (MTS) – the Mayor’s vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in. The Strategy seeks to support the achievement of three overarching objectives:

- 1. Healthy streets and healthy people
- 2. A good public transport experience
- 3. New homes and jobs

By their nature, the proposals for Ruislip Neighbourhood align most strongly with priority one, and also support some aspects of priority two. Ruislip is not identified as an area for significant development, and there are no sites allocated for housing growth within the Local Plan. As such, the proposals contribute only in a minor way to priority three. The table to the right provides more detail about how the proposals contribute to priorities one and two, referring to the key aspects of each as set out in the MTS.

Ruislip Neighbourhood Strategy measures	Alignment with Mayor’s Transport Strategy priorities						
	1. Healthy Streets and healthy people			2. A good public transport experience			
	a) Active, inclusive and safe travel	b) Making more efficient use of the street network	c) Improving air quality and the environment	a) Improving affordability and customer service	b) Improving public transport accessibility	c) Shaping and growing the bus network	d) Improving rail services and tackling overcrowding
1 Traffic reduction measure (point specific)	Reduction in vehicle dominance and speeds means better and safer for walking and cycling	Reduction in traffic using local rat-runs, reducing overall congestion, and dissuading car use	Reduction in traffic levels helps improve local air quality	n/a	n/a	Reduction in traffic on roads used by buses improves reliability	n/a
2 High Street area enhancements	Public realm improvements enhance activity and personal security	Public realm improvements promote high street as people-priority place	Additional greening using appropriate plants will benefit local air quality	n/a	Upgrading bus stop areas to consistent standard improves accessibility	n/a	n/a
3 Walking network	More/better crossings along and across High Street and neighbourhood improve walking conditions	Reallocation of road space to create more/better crossings supports walking	Improved walking conditions encourages walking instead of cars for local trips	n/a	More/better crossings improve access to bus stops and Ruislip Station	n/a	n/a
4 Cycling network	New grid of cycle routes on quieter streets improves cycle visibility and conditions. Additional or better crossing facilities, and ASLs make active travel safer	Road space shared more equitably with cyclists	Improved cycling conditions encourages cycling instead of cars for local trips	n/a	Proposed cycle routes connect to Ruislip Station	n/a	n/a
5 Public transport	Improved pedestrian and cycle access to public transport nodes	n/a	Improved public transport environments and promotion will encourage public transport trips instead of cars	n/a	Improved interchange zone at station. Improved pedestrian and cycle access to public transport nodes.	Upgrades to bus stop waiting environments.	n/a
6 Greening	Greening will make walking routes more attracti		Additional greening using appropriate plants will benefit local air quality	n/a	n/a	n/a	n/a
7 Junction improvements	Additional or better crossing facilities, and ASLs make active travel safer	Localised reallocation of space from vehicles to pedestrians	Proposed roundabout at Ickenham Road junction smooths traffic flow	n/a	n/a	Junction designed to minimise negative impacts on bus journey times	n/a
8 Travel demand programme	Targeted measures encourage modal shift to active modes	Zero emissions local delivery scheme reduces freight trips	Modal shift reduces number of private vehicles on local roads and supports air quality improvements	n/a	Targeted measures encourage modal shift to public transport	Modal shift reduces number of private vehicles on local roads and supports more efficient bus movement	n/a
8 Delivery and servicing programme	Helps address safety issues of larger vehicles on local roads	Reduces volume of larger vehicles using local roads	Reduction in vehicles supports air quality improvements	n/a	n/a	Reduction in freight vehicles supports more efficient bus movement	n/a

(b) Alignment to other Mayoral Strategies

In addressing the objectives of the MTS, the proposals also support these London Plan priorities:

- **A city of diverse, strong, secure and accessible neighbourhoods:** The proposals help make the neighbourhood a higher quality and more accessible environment for individuals to use and enjoy, whether they are residents, workers, or visitors. They strengthen the character and identity of the neighbourhood, drawing on Ruislip's unique local attractions.
- **A city that delights the senses and takes care over its buildings and streets:** The public realm improvements across the Town Centre will carefully respond to and support the Garden Suburb and Metroland character of the Ruislip area, provide visual interest, and reinforce connections to local open and green spaces improving people's health, welfare and development.
- **A city that becomes a world leader in improving the environment locally and globally:** The proposals will dissuade car usage and encourage active travel for local trips, helping reduce pollution and carbon emissions.
- **A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities:** The proposals actively seek to encourage more walking and cycling, and access to public transport.

The proposals have been developed specifically to meet Liveable Neighbourhoods and Healthy Streets objectives. Further detail about how they meet Healthy Streets objectives is provided later in this document.

(c) Alignment to Borough Strategies and Policies

Hillingdon Local Plan Part 1: A Vision for 2026 (Adopted 2012) is the key strategic planning document for Hillingdon. The strategy for Ruislip Neighbourhood will help the Borough achieve the following strategic objectives:

Hillingdon is taking full advantage of its distinctive strengths with regard to its places, communities and heritage:

- SO1: Conserve and enhance the borough's heritage and their settings by ensuring ... changes to the public realm, are of high quality design, appropriate to the significance of the heritage asset, and seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.
- SO2: Create neighbourhoods that are of a high quality sustainable design, that have regard for their historic context and use sustainability principles which are sensitive and responsive to the significance of the historic environment, are distinctive, safe, functional and accessible and which reinforce the identity and suburban qualities of the borough's streets and public places, introduce public art to celebrate civic pride and serve the long-term needs of all residents.
- SO3: Improve the quality of, and accessibility to, the heritage value of the borough's open spaces, including rivers and canals as areas for sports, recreation, visual interest, biodiversity, education, health and well-being.
- SO4: Ensure that development contributes to a reduction in crime and disorder, is resilient to terrorism, and delivers safe and secure buildings, spaces and inclusive communities.

The social and economic inequality gaps in Hillingdon are being closed:

- SO6: Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, green space and cultural facilities for all in the borough, particularly for residents living in areas of identified need.

Improved environment and infrastructure is supporting healthier living and helping the borough to mitigate and adapt to climate change:

- SO9: Promote healthier and more active lifestyles through the provision of access to a range of sport, recreation, health and leisure facilities.
- SO10: Improve and protect air and water quality, reduce adverse impacts from noise including the safeguarding of quiet areas and reduce the impacts of contaminated land.
- SO11: Address the impacts of climate change, and minimise emissions of carbon and local air quality pollutants from new development and transport.
- SO12: Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.

Economic growth has been concentrated in Uxbridge, and the Heathrow and Hayes/West Drayton Corridor without ignoring local centres:

- SO16: Manage appropriate growth, viability and regeneration of town and neighbourhood centres.

Improved accessibility to local jobs, housing and facilities is improving the quality of life of residents:

- SO18: Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport.
- SO20: Improve facilities at bus and underground/ rail interchanges to promote... accessibility to town centres.

Hillingdon has a reliable network of north/south public transport routes and improved public transport interchanges:

- SO21: Improve public transport services between the north and the south of the borough to ensure easier access between residential areas such as Northwood and South Ruislip.
- SO22: Promote efficient use of public transport.

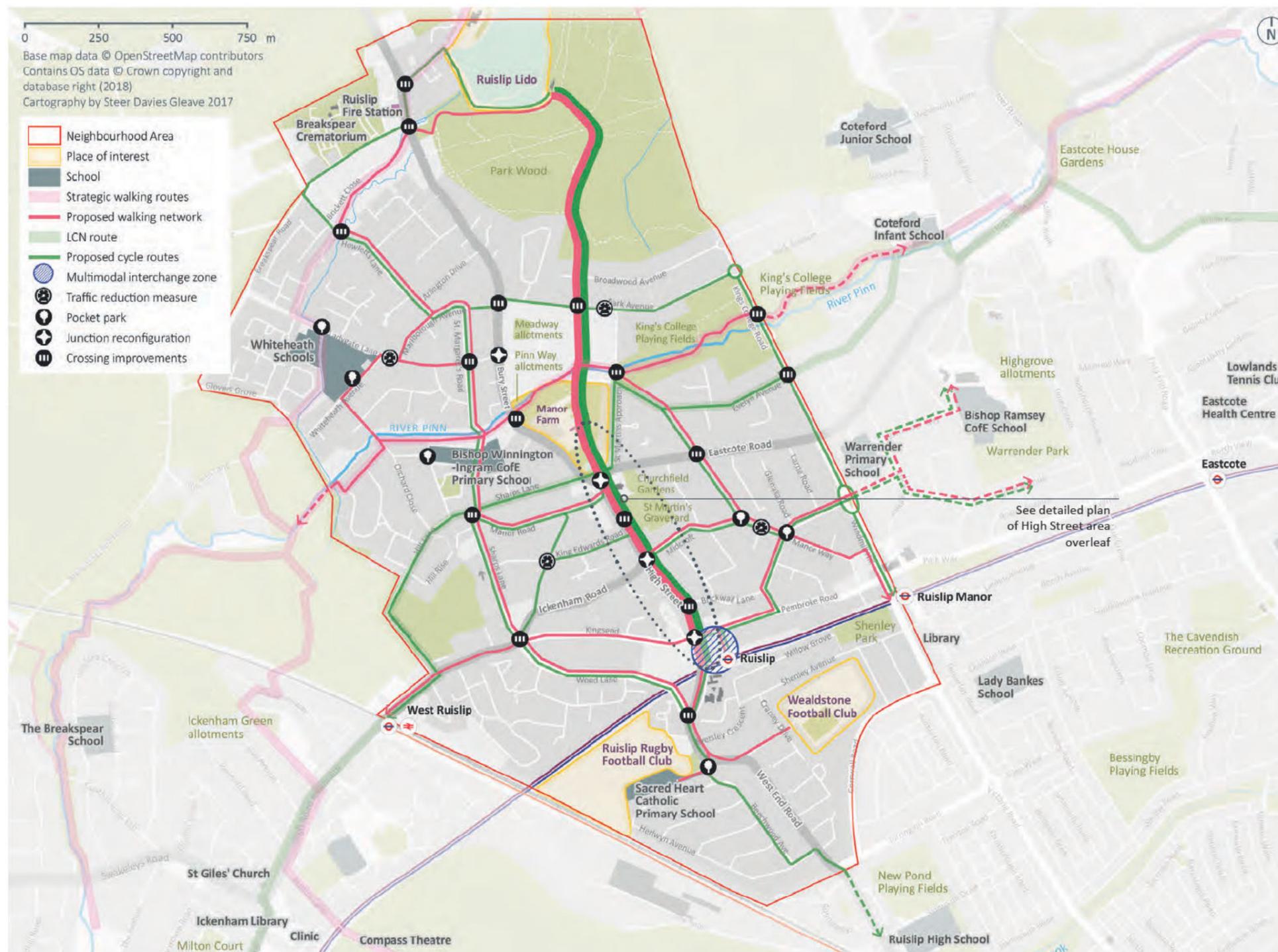
Appendix C

Potential scope

Overarching strategy

This plan illustrates the overall design concept, aimed at balancing priorities in the area and supporting active modes (a plan of high street improvements is shown separately):

- Traffic reduction measure (point specific)**
Road closure for motorised vehicles at four locations to prevent rat running and generally reduce amount of through-traffic on residential roads, while still allowing local access, and cycle movement.
- Walking network**
Upgrades of walking routes across wider area, including a strong north-south route from station to town centre to Manor Farm and the Lido, plus to schools, the football clubs etc. Supported by modal filters, plus new/better crossings, lighting, resurfacing, wayfinding, traffic calming.
- Cycling network**
Create grid of quieter streets for cycling supported by modal filters, traffic calming, surfacing, signage, and cycle crossings.
- Public transport**
Improved interchange zone at station (see overleaf). Upgrades to bus stop waiting environments across wider area where needed, in liaison with TfL Buses. Improved pedestrian and cycle access to public transport nodes.
- Greening**
Creation of new pocket parks (e.g. building out corners of junctions for tree planting).
- Junction improvements**
Significant changes to several junctions to address safety issues and improve pedestrian movement.
- High Street enhancements**
Pedestrian, cycling and urban realm improvements (see separate plan), plus events programme with car-free days.
- Travel demand programme**
Highly visible behaviour change measures supporting low emission, active travel and public transport modes.
- Delivery & servicing programme**
Tailored solutions to support businesses in changing servicing habits, e.g. coordinating supplier delivery, waste consolidation and a buyers club.



Plan illustrating overarching strategy

Precedent images of interventions

The images to the right illustrate some of the traffic management and traffic calming measures that could be employed in the locations on the proposals plan.



Pinch Point, Van Gogh Walk, Stockwell



Road closure, Canterbury Square, Brixton



Modal filter, Greenwich



Tightened raised junction, Clapham South



Pedestrian Crossing, Bexleyheath



Cycle friendly speed humps, Brick Lane



Modal filter, Brick Lane



Build-out, Kingston-upon-Thames



Pedestrian crossing, Clapham Old Town



Pinch-point, Bethnal Green



Raised special surfacing, Kingston



Legible London wayfinding, Brick Lane

High Street

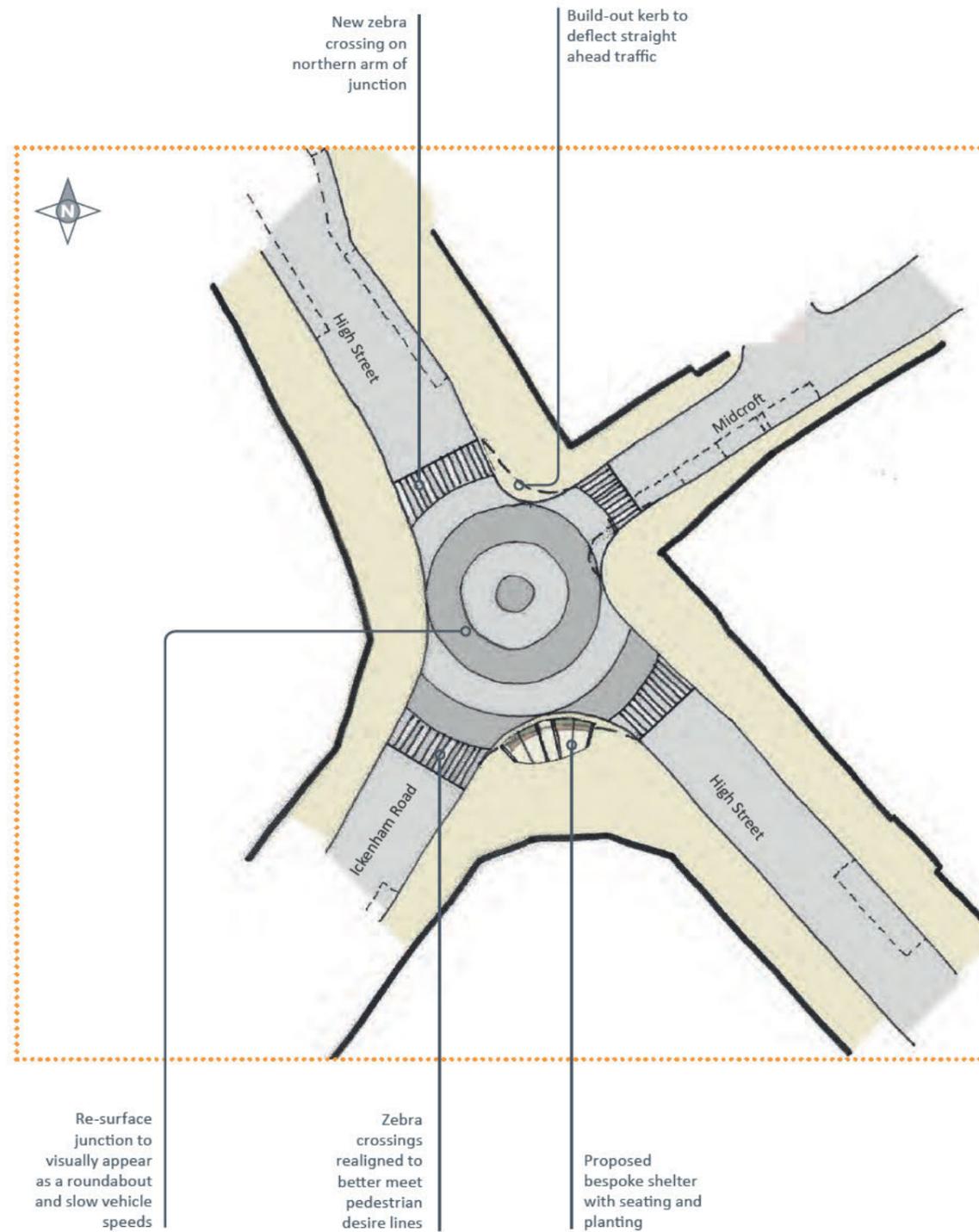
The figure to the right illustrates improvements for the High Street. The key proposals are:

- North-south walking and cycling route**
Upgrade high street as the main route between the station interchange area, to Manor Farm, and beyond to the Lido. e.g. footway resurfacing, more frequent and better crossings, design features to slow traffic and prioritise pedestrians and cyclists, wayfinding
- New traffic management features**
Special surfacing to create gateways at both ends of the High Street, and designation as 20mph, plus vertical/ horizontal deflections to calm traffic
- Junction reconfiguration**
Tighten geometry, de-clutter, and improve crossings at three main junctions on High Street (Pembroke/Kingsend, Ickenham Road, Bury/Eastcote)
- Multimodal interchange zone**
High quality surface interchange area around the station with better pedestrian connections, step-free access, upgraded bus stop environment, and new cycle hub (and potentially cycle hire station?)
- Increased greening**
Increase amount of green along the street, with additional street trees and/or planters
- Enhanced wider area connectivity**
Upgrade key connections from High Street into surrounding area for walking and cycling, as part of the wider network (see wider area plan)
- Closure for events**
Promote the reinstatement of occasional events where the High Street is completely closed to traffic, e.g. Victorian Street Fair
- Feature artwork**
Installation on bridge promoting exploration of the area by walk, cycle or bus, relating to Metroland identity



- Bus stop
- ↔ Pedestrian crossing
-)} Footway build-out at crossing
- Special/surfaced surface treatment
- ↔ Local pedestrian connection
- ↔ Key connection into wider pedestrian/ cycle network
- Advanced Stop Line (ASL)
- /// Multimodal interchange zone
- ★ Public art installation

Ickenham Road / High Street / Midcroft junction



Surface treatment precedents



Bexleyheath



City of London

Canopy precedents



Transparent canopy

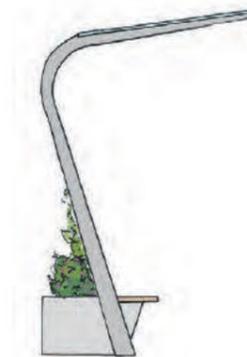


Canopy structure



Climbing plants

Proposed Canopy



Side elevation



Front elevation

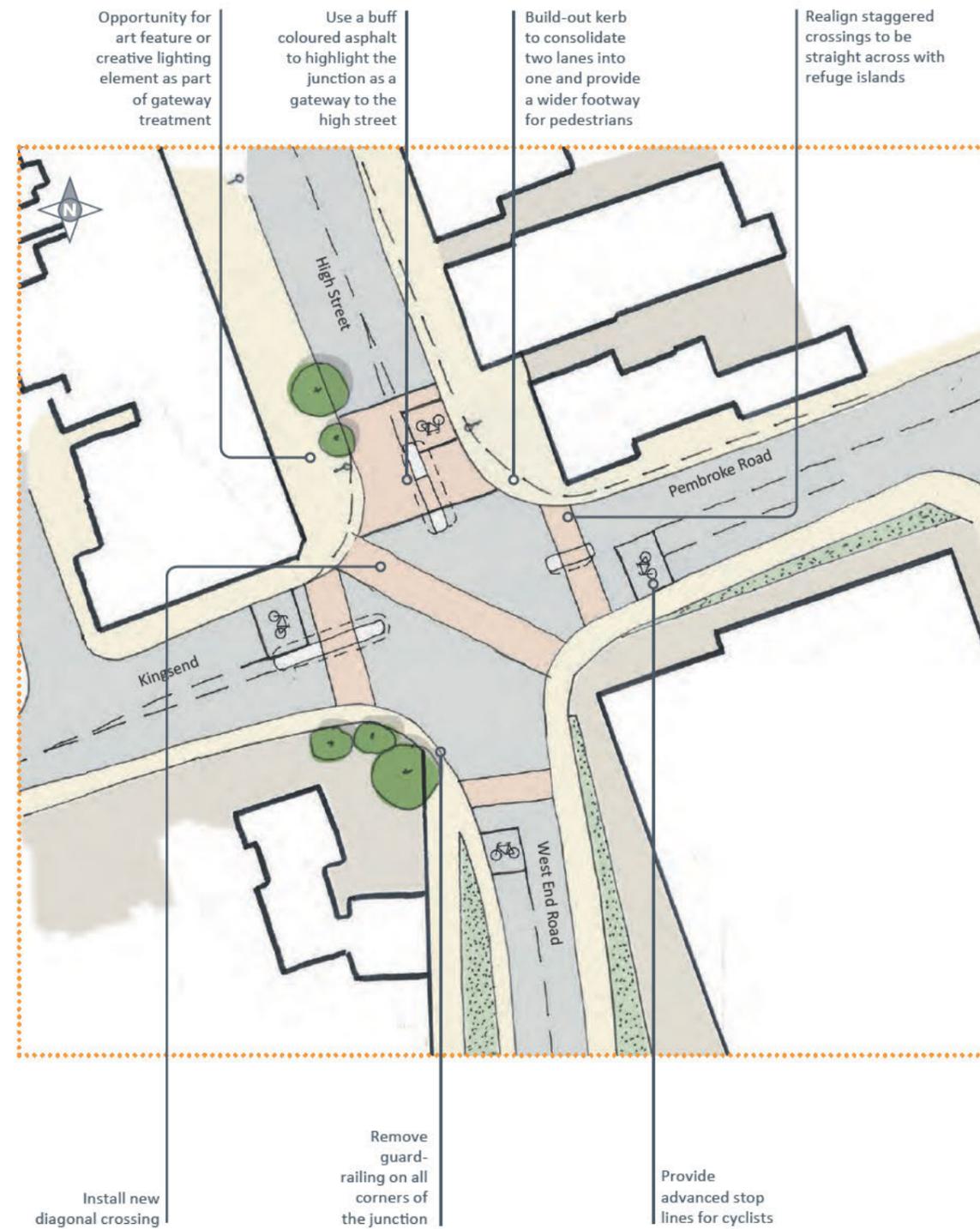


Junction of High Street/ Ickenham Road/ Midcroft - existing

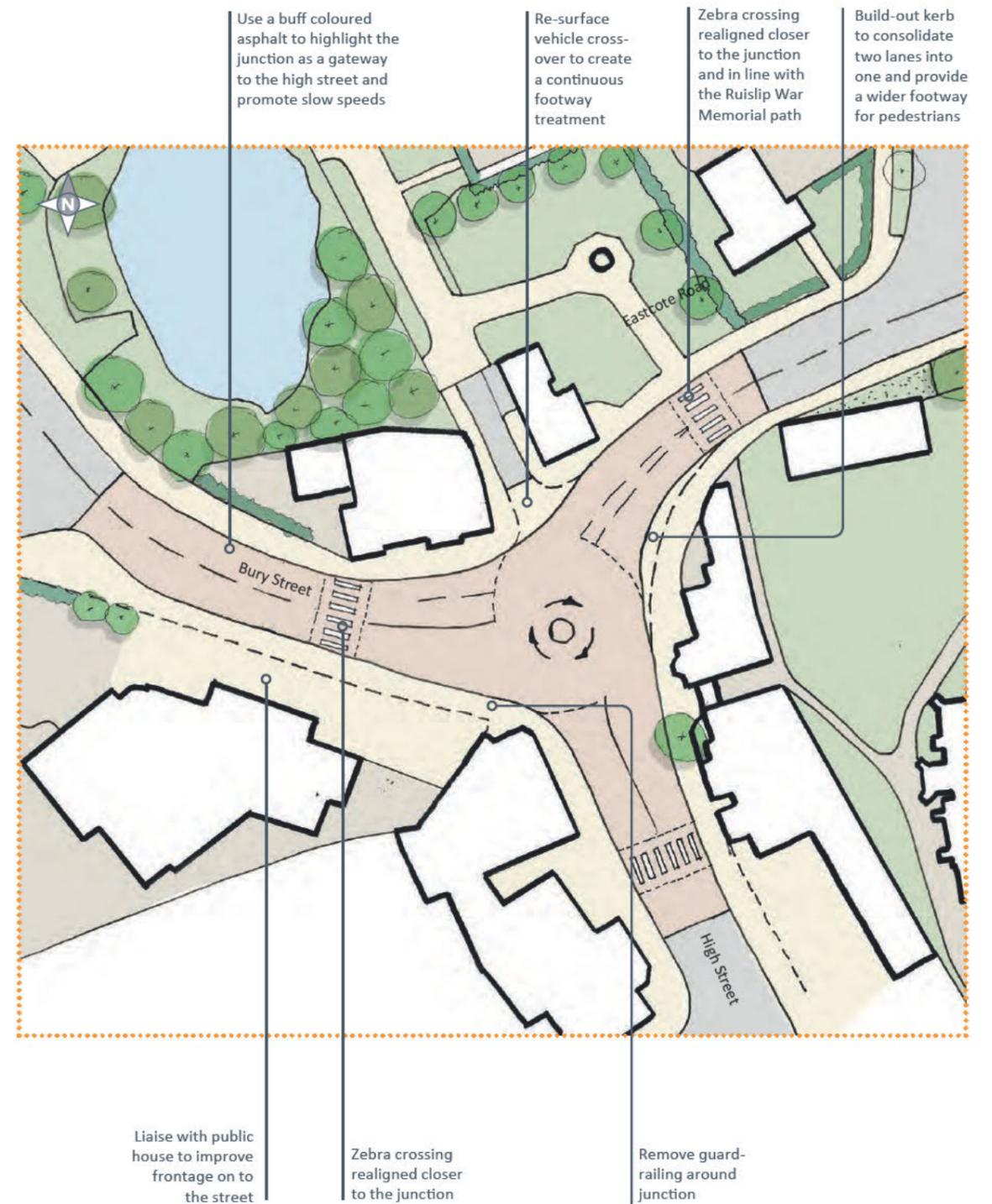


Junction of High Street/ Ickenham Road/ Midcroft - conceptual proposal

Pembroke Road / Kingsend / West End Road / High Street junction



Bury Street / Eastcote Road / High Street junction



Travel behaviour change programmes

The Borough's current programme of behaviour change initiatives has been reviewed to identify where existing interventions could be enhanced for the Ruislip Neighbourhood programme, and, based on our analysis of the current socio-economic profile of the Ruislip neighbourhood population, new initiatives that could be proposed, specifically tailored to the needs and existing travel habits of local people.

Enhancing existing offer*Led walks*

The Borough offers a year-round, borough-wide calendar of walking events. 'Walk Hillingdon' is the local walking for health scheme, providing free walks, led by trained walk leaders, and designed to allow people to walk at their own pace to increase their levels of health and improve their well-being.

We propose recruiting and training more walk leaders and actively promoting the led walk programme to residents of Ruislip through advertising in the proposed active travel hub, in GP surgeries, and through the residential personalised travel planning (PTP) programme (described further below).

Led cycle rides

Similarly, the Borough also offers a year-round calendar of cycling events, including led cycle rides. We propose organising more Family Rides and Medium Rides in and around Ruislip to appeal to the Ruislip neighbourhood population, and these rides will be actively promoted through schools, the active travel hub, GP surgeries and through the residential PTP programme.

Cycle loan scheme

Everyone who lives, works or studies in LBH is eligible for the LBH cycle loan scheme, which gives people a four-week trial of a bike plus equipment to demonstrate how cycling can fit into their lifestyle. We proposed to use the active travel hub

as a facility for recycling bikes for use in the loan scheme, and will extend the range of bikes on offer to include electric bikes which have been shown to help elderly people maintain and enhance their mobility independence

School travel plans

There are three schools within the Ruislip Neighbourhood programme catchment area, all of which are engaged in the school travel planning process through Transport for London's STARS (Sustainable Travel: Active, Responsible, Safe) accreditation programme. Of those three schools, Bishop Winnington Ingram Church of England Primary School is currently highest ranked in the London Borough of Hillingdon's STARS league table, occupying 9th position overall and with a 'Higher standards level – Silver' award. Sacred Heart Catholic Primary School is ranked in 19th position overall (with a Silver award) and Whiteheath Infant and Junior Schools are in 35th position with an 'Engaged / Registered' award. We will build on the school travel plan programme and TfL's STARS accreditation programme by offering tailored packages of support to the three schools, e.g. development and monitoring of travel plans, support with the organisation of travel planning events, and the opportunity to participate in events and training.

New behaviour change initiatives*Residential Personalised Travel Planning (PTP)*

We propose planning and rolling-out a programme of door-to-door PTP for residents in Ruislip. PTP is a well-established method which encourages people to make healthier and more active travel choices. Residents within the Ruislip Neighbourhood programme would be visited by a trained travel advisor to talk about their existing travel habits and to identify ways in which they could make changes, for their benefit, to their regular journeys in and around Ruislip neighbourhood, whether to work, to school or to the shops. Forms of residential travel

planning have taken place in London in Kingston, Sutton, Haringey and, most recently, Hackney. Previous projects have delivered up to a 10% reduction in single occupancy car use among the target population.

Given the socio-demographic characteristics of the Ruislip Neighbourhood programme area (more older adults), a residential PTP programme will be an effective way of promoting and achieving the programme objectives across the whole area. For older adults a PTP programme translates into increased confidence in their travel options, encouragement to lead independent lives, and increased use of active modes that directly benefit their health and wellbeing. Evidence from other PTP programmes shows that older residents are generally more likely to participate and there is more likely to be a reported increase in use of all active travel modes among participants aged 65 and over, compared with the baseline.

Active travel hub

An 'active travel hub' is proposed, potentially located in a vacant High Street unit. This will be publicly accessible as a base for Ruislip Neighbourhood programme activities including access to information about car sharing and car clubs, public transport, cycle training, bike maintenance, led walks and cycle rides. It could also contain a base for the cycle loan scheme (including 'try before you buy' e-bike loans) and a potentially a local consolidated delivery service.

High Street events programme

The London Borough of Hillingdon already has a year-round calendar of events promoting active travel, with some of these events taking place at locations within the Ruislip Neighbourhood programme catchment area (e.g. annual Teddy Bears Picnic event for schools at Manor Farm). We propose full use of Ruislip High Street as an exciting place for local activities and events, including closure of the High Street to cars for occasional

temporary events, such as a street festival involving local businesses. This could include reinstating the Victorian Street Fair which used to take place here some years back; one of the biggest events of its type in London.

Ruislip identity

We will develop a strong, Ruislip-specific 'brand' for application across the different Ruislip Neighbourhood programme workstreams. This could be based on the area's Metroland heritage. This will be used to: unify the different programme workstreams taking place, demonstrate the breadth and number of activities and raise the collective profile of the programme; and raise public awareness of various activities and understanding of the objectives of the wider programme. It can also be used for specific elements such as promoting using public transport to access the Ruislip countryside, in the manner of old Underground posters, as well as on lamp post banners, ghost signs, or other similar material. See right for some concepts.

Delivery and servicing planning

We will work with range of independent and multinational organisations to understand their current operations and develop tailored solutions which will support businesses modify their servicing habits to reduce their impact. Improvements are likely to include coordinating supplier delivery times to reduce multiple deliveries to the street from companies, waste consolidation measures and the initiation of a buyers club for popular/common goods and services that could help facilitate reduced costs as well as vehicle movements.

Ruislip Liveable Neighbourhood identity

The Ruislip Liveable Neighbourhoods identity is based on Ruislip's origins. It stretches back as far as its humble beginnings where it appears in Domesday Book as Rislepe, thought to mean 'leaping place on the river where rushes grow', in reference to the River Pinn.

This description evokes pictures of a natural and idyllic countryside, similar to the way Ruislip and other suburban towns were promoted as Metroland. These links to Ruislip's history and natural beauty reminds us that Ruislip is a prime spot for a liveable neighbourhood and helps to connect the community to their surroundings. The branding is bright and vibrant, in celebration of this.



Constraints and Dependencies

All designs will be pragmatic for ease of installation, while also looking visually appealing and contributing to local aesthetic quality. No unusual constraints have been identified in relation related to the measures proposed - all measures are tried and tested and do not have high risks in terms of construction or deliverability.

Typical dependencies will apply, including:

- Planning processes as normal standard highways and public realm improvement schemes
- Consultation with stakeholders and the community
- Liaison with TfL Buses and Signals teams
- Highways approvals
- Liaison with LUL regarding the interface with proposed step-free access works at Ruislip Station

Appendix D

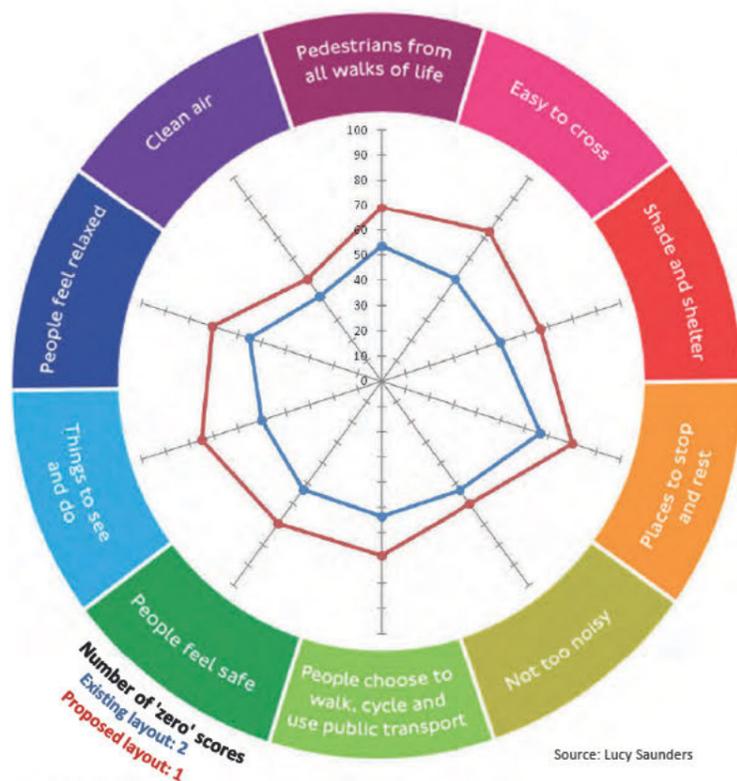
Healthy Streets Check

Metrics <small>(Click on  for more guidance on scoring or open the 'Scoring guidance tab')</small>	Scoring system				Enter score here		Notes	How each metric contributes to the Healthy Streets Indicators' scores									
	3	2	1	0	Existing layout	Proposed layout		Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use PT	People feel safe	Things to see and do	People feel relaxed	Clean Air
1 Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	0	0	traffic above 1,000 vehicles at peak	✓	✓	-	-	-	✓	✓	-	✓	-
2 Interaction between large vehicles and people cycling	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	1	1	Share of large vehicles is 2-3% and cyclists ride in lane narrower than 4.5m	✓	-	-	-	-	✓	✓	-	✓	-
3 Speed of motorised traffic	85th percentile speed is less than 20mph. or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. or Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. or Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. or Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. or Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	2	2	85th percentile 20-25 mph	✓	✓	-	-	-	✓	✓	-	✓	-
4 Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	-	1	1	Vehicles above 450/hour	✓	-	-	-	✓	✓	-	-	✓	-
5 Noise from large vehicles	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	-	3	3	Proportion of large vehicles is 2-3%	✓	-	-	-	✓	✓	-	-	✓	-
6 NO2 concentration (from London Atmospheric Emission Inventory)	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	-	1	1	The NO2 concentration is around 50µg/m3 (legal limit value).	✓	-	-	-	-	✓	-	-	-	✓
7 Reducing private car use	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-	1	1	There are currently no restriction to motorised traffic;	✓	✓	-	-	✓	✓	✓	-	✓	✓
8 Comfort of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	1	2	Side roads have dropped kerbs and tactile; proposal introduces tighter radii, raised treatments and continuous footway treatments	✓	✓	-	-	-	✓	✓	-	✓	-
9 Mid-link crossings, to meet desire lines	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	-	1	3	At present, only main desire lines are met by crossings; proposal introduces new mid-link crossing points	✓	✓	-	-	-	✓	✓	-	✓	-
10 Opportunity to cross the street away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	-	2	3	Zebra crossings and uncontrolled crossings are provided along the high street, but far apart. Proposal will introduce additional ones	✓	✓	-	-	-	✓	✓	-	✓	-
11 Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	-	1	2	At present, no optimisation technology is applied to traffic signals. Proposed will review operations at Pembroke Road	✓	✓	-	-	-	✓	✓	-	-	-

12	Level of support for people using controlled crossings	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	-	2	3	Some measure are in place (tactile. Buildouts); proposal will introduce further	✓	✓	-	-	-	✓	✓	-	✓	-
13	Width of clear continuous walking space	There is 2.5m or more clear width for walking in busy locations. or There is 2m or more in moderately busy locations. or There is 1.5m or more in quiet locations	There is 2m to 2.5m clear width for walking in busy locations. or There is 1.5m to 2m width in moderately busy locations.	There is 1.5m to 2m clear width for walking in busy locations.	There is less than 1.5m clear width for walking.	2	2	There are 2-2.5m clear footway at busy locations.	✓	-	-	✓	-	✓	✓	-	✓	-
14	Sharing of footway with people cycling	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use	-	3	3	No areas of footway are designated as shared	✓	✓	-	-	-	✓	✓	-	✓	-
15	Collision risk between people cycling and turning motor vehicles	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised and At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. and At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. and At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	0	1	At junction with Pembroke Road, large vehicle turning movement are frequent (buses) with cycles movements not separated; proposal introduces mitigation measures (ASLs, tight kerb radii)	✓	-	-	-	-	✓	✓	-	✓	-
16	Effective width for cycling	Where cycles are separated from other traffic, the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	Where cycles are separated from other traffic, the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	Where cycles are separated from other traffic, the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	1	1	Width of lane at present is 3m along central section to the high street; 4.5m in proximity of Pembroke Street junction.	✓	-	-	-	-	✓	✓	-	✓	-
17	Impact of parking and loading on cycling	There is no kerbside activity. or People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	1	1	People cycle on carriageway, and are thus able to keep 1m clearance from parked vehicles	✓	-	-	-	-	✓	✓	-	✓	-
18	Quality of cycling surface	The surface for cycling is even and smooth, with sufficient skid resistance. or There are defects but resurfacing of the whole cycling surface is proposed.	There are a few minor defects in the surface for cycling.	There are many minor defects in the surface for cycling.	There are major defects in the surface for cycling.	2	3	Few minor defects in surface for cycling	✓	-	-	-	-	✓	✓	-	✓	-
19	Quality of walking surface	There is an even and smooth surface for walking. or There are defects but resurfacing of the whole walking surface is proposed.	There are a few minor defects in the surface for walking.	There are many minor defects in the surface for walking.	There are major defects in the surface for walking.	2	3	Few minor defects in walking surface	✓	✓	-	-	-	✓	✓	-	✓	-
20	Surveillance of public spaces	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	-	3	3	Street is well overlooked thanks to mix of uses	✓	-	-	✓	-	✓	✓	-	✓	-
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. and Lighting of off-carriageway facilities for walking or cycling meets the same standards	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	-	2	2	Lighting appropriate to street type, but orientated towards carriageway	✓	-	-	-	-	✓	✓	-	✓	-
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand but is not accessible by all.	Cycle parking does not meet existing demand.	-	2	3	Cycle parking meets current demand; proposal will introduce further parking,	✓	-	-	-	-	✓	✓	-	✓	-
23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes. or All existing trees are to be retained, with substantial planting of new trees	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Most existing trees are to be retained, with the overall number of trees maintained or increased.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no trees. or The number of trees has been reduced.	-	2	2	Few trees located along the high street, spaced more than 15 m apart	✓	-	✓	✓	✓	✓	✓	✓	✓	✓

24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained or enhanced.	If assessing existing: There is no planting. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	-	1	2	No low level planting currently present on street; proposal introduces parklets	✓	-	-	✓	✓	✓	✓	✓	✓	✓	
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	-	2	3	Benches are currently scattered along the high street more than 50m apart. Proposal will introduce further seating opportunities	✓	-	-	✓	-	✓	-	✓	✓	-	
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	-	1	2	In addition to bus stops and one permanent awning in front of John Sanders, proposal introduces parklets with shelters and seating	✓	-	✓	-	-	✓	-	✓	✓	-	
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30										y	y	<<< please select Y or N <<<<Please enter Y or N for both existing and proposed.							
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	-	2	2	Buses share lanes with general traffic	✓	-	-	-	-	✓	-	-	✓	-	
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	-	3	3	Bus stops are accessible, with clearway in place	✓	-	-	-	-	✓	✓	-	✓	-	
Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33										n	n	<<< please select Y or N <<<<Please enter Y or N for both existing and proposed.							
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	-				✓	-	-	-	-	✓	-	✓	✓	-	
30	Street-to-station step-free access	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	-				✓	-	-	-	-	✓	-	✓	✓	-	
31	Support for interchange between cycling and underground/rail	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	-				✓	-	-	-	-	✓	-	-	✓	-	

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been assessed)

	Existing layout	Proposed layout
Pedestrians from all walks of life	54	69
Easy to cross	50	73
Shade and shelter	50	67
Places to stop and rest	67	80
Not too noisy	53	60
People choose to walk, cycle and use public transport	54	69
People feel safe	53	70
Things to see and do	50	75
People feel relaxed	55	71
Clean Air	42	50
Overall Healthy Streets Check score	53	69
Number of 'zero' scores	2	1

If known road danger issues (i.e. '0' scores) are unavoidable, please explain why here:

(This area is currently blank in the provided image.)



The Healthy Streets Check score does not show whether a street is healthy or not but indicates the strengths and weaknesses of a scheme/street.

It is not possible to achieve an overall score of 100%. To score well against some metrics, compromise will be needed with other metrics. This reflects the compromises inherent in any street.

Should the assessment reveal one or more '0' scores the design should be reviewed to consider whether the score can be improved. In some cases this will not be possible, if so justify your

How to interpret the results

The Check will produce a percentage score against each of the 10 Healthy Streets Indicators. These percentage scores give a general picture of how a design, in the round, is delivering against the 10 Healthy Streets Indicators. Designers should seek to increase the Healthy Streets Indicators scores.

An overall percentage score is also presented. This is not an average of the scores for each Indicator as each metrics contribute to multiple Indicators scores.

It is not possible to score a perfect 100% in any one design because compromises and trade-offs inevitably need to be made. The overall percentage score is less important than eliminating critical issues and delivering a rounded design.

The objective therefore is to get as high a score as possible, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated. A proposed scheme should also aim to deliver a score increase from baseline for all Healthy Streets Indicators' scores.

If any metrics have scored '0' these will be flagged up in the summary graph above and if they cannot be reconciled a justification for the decision to leave them in the design should be written in the text box below the scoring table.

There is no threshold score for a Healthy Street. Streets are not either 'healthy' or 'unhealthy' - some designs will perform better

What the numbers mean

The Healthy Streets Check is not a scientific assessment of how healthy a street is. It is not the case that a street with a 10% increase in Healthy Streets Check score confers 10% greater health benefit to people who use it. It is also not the case that a 10% increase in Healthy Streets Check score will deliver a 10% uplift in active travel.

The metrics included in the Healthy Streets Check are the best available quantifiable and evidence based standards that are within the gift of the traffic engineer or urban designer to influence through the design of the street. As a result some of the Healthy Streets Indicators are linked to only a few metrics e.g. shade & shelter while others are linked to all 31 metrics e.g. pedestrians from all walks of life, because all the metrics contribute to the whole environment in the round and therefore affect the Indicator.

The numbers must therefore not be given any undue weight in the interpretation of the results. The objective is to get as high a score as possible for a given project, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated.

What '0' scores mean

Ten of the metrics can be scored '0'. All of these metrics are known high risk road danger issues. TfL is pursuing a Vision Zero target of zero deaths and serious injuries on the streets by 2041 which means that close consideration must be paid to ensure every opportunity to redesign our streets seeks to eliminate these known hazards.

Metrics scored '0' will be flagged in the final results if they have not been addressed. It is not always possible to improve '0' scores but it is important that these are identified through applying the Check and every effort has been made to find a design solution that can remove them.

Why you cannot get a perfect score

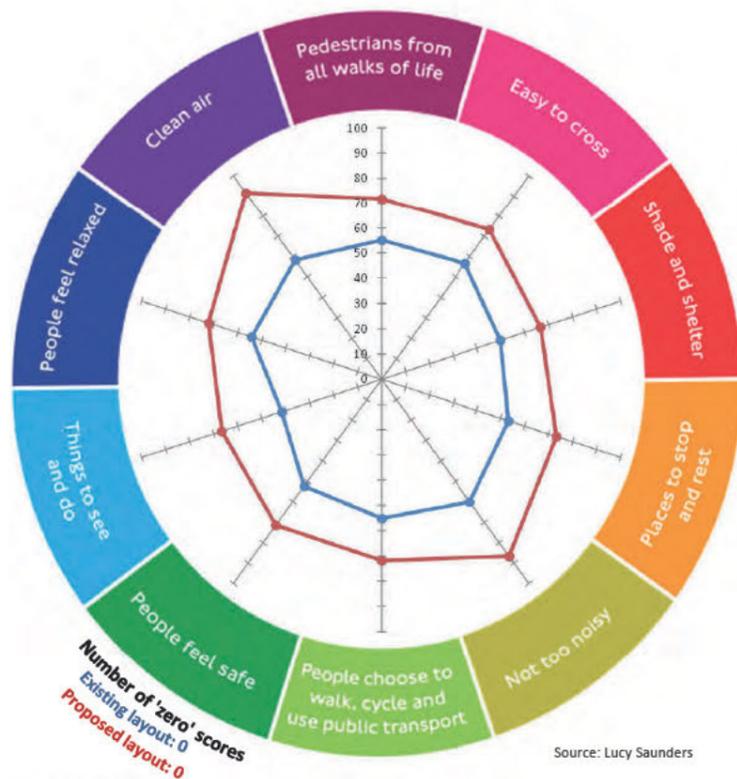
In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective installing an island refuge may introduce a pinch point for buses and cyclists. To be transparent and promote the best possible outcome in the round, recognising the difficult decisions designers must weigh up the Check aims to highlight these decisions so that stakeholders are informed as to what compromises have been made.

Metrics <small>(Click on  for more guidance on scoring or open the 'Scoring guidance tab')</small>	Scoring system				Enter score here		Notes	How each metric contributes to the Healthy Streets Indicators' scores									
	3	2	1	0	Existing layout	Proposed layout		Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use PT	People feel safe	Things to see and do	People feel relaxed	Clean Air
1 Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	2	2	Traffic data not available (assumed lower than 500 vehicles at peak time based on observations)	✓	✓	-	-	-	✓	✓	-	✓	-
2 Interaction between large vehicles and people cycling	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	1	1	Share of large vehicles is low and cyclists ride in lane narrower than 4.5m	✓	-	-	-	-	✓	✓	-	✓	-
3 Speed of motorised traffic	85th percentile speed is less than 20mph. or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. or Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. or Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. or Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. or Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	2	2	85th percentile 20-25 mph	✓	✓	-	-	-	✓	✓	-	✓	-
4 Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	-	2	2	Vehicles below 450/hour at peak time	✓	-	-	-	✓	✓	-	-	✓	-
5 Noise from large vehicles	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	-	3	3	Proportion of large vehicles is 2-3%	✓	-	-	-	✓	✓	-	-	✓	-
6 NO2 concentration (from London Atmospheric Emission Inventory)	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	-	3	3	The NO2 concentration is around 25-28µg/m3 (legal limit value).	✓	-	-	-	-	✓	-	-	-	✓
7 Reducing private car use	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-	1	3	There are currently no restriction to motorised traffic; proposal will introduce closure on Midcroft, removing opportunity for E-W through traffic and significantly	✓	✓	-	-	✓	✓	✓	-	✓	✓
8 Comfort of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	1	3	Junction with Midcroft currently has dropped kerbs; proposal will close both arms of the side road	✓	✓	-	-	-	✓	✓	-	✓	-
9 Mid-link crossings, to meet desire lines	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	-	2	2	Given the low traffic volumes, there is no need for formal crossing facilities - people can cross informally. Dropped kerbs are provided at regular intervals due to	✓	✓	-	-	-	✓	✓	-	✓	-
10 Opportunity to cross the street away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	-	2	2	Crossing uncontrolled, with very low volume of traffic	✓	✓	-	-	-	✓	✓	-	✓	-
11 Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	-	1	1	No signalised junction	✓	✓	-	-	-	✓	✓	-	-	-

12	Level of support for people using controlled crossings	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	-	1	1	No measures are in place/proposed	✓	✓	-	-	-	✓	✓	-	✓	-
13	Width of clear continuous walking space	There is 2.5m or more clear width for walking in busy locations. or There is 2m or more in moderately busy locations. or There is 1.5m or more in quiet locations	There is 2m to 2.5m clear width for walking in busy locations. or There is 1.5m to 2m width in moderately busy locations.	There is 1.5m to 2m clear width for walking in busy locations.	There is less than 1.5m clear width for walking.	2	2	There is at least 1.5m clear footway (footfall is low)	✓	-	-	✓	-	✓	✓	-	✓	-
14	Sharing of footway with people cycling	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use or Part or all of a footway less than 3m wide is designated as shared use.	-	3	3	No areas of footway are designated as shared	✓	✓	-	-	-	✓	✓	-	✓	-
15	Collision risk between people cycling and turning motor vehicles	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised and At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. and At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. and At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	1	3	At present, there are no restriction on turning movements by motor vehicles at side roads. Closure of Midcroft (filtered permeability) will make reserve turning movement to cycles (no conflict)	✓	-	-	-	-	✓	✓	-	✓	-
16	Effective width for cycling	Where cycles are separated from other traffic, the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	Where cycles are separated from other traffic, the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	Where cycles are separated from other traffic, the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	1	1	Width of lane at present is 3m or lower	✓	-	-	-	-	✓	✓	-	✓	-
17	Impact of parking and loading on cycling	There is no kerbside activity. or People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	1	1	People cycle on carriageway, and are thus able to keep 1m clearance from parked vehicles	✓	-	-	-	-	✓	✓	-	✓	-
18	Quality of cycling surface	The surface for cycling is even and smooth, with sufficient skid resistance. or There are defects but resurfacing of the whole cycling surface is proposed.	There are a few minor defects in the surface for cycling.	There are many minor defects in the surface for cycling.	There are major defects in the surface for cycling.	2	3	Few minor defects in surface for cycling	✓	-	-	-	-	✓	✓	-	✓	-
19	Quality of walking surface	There is an even and smooth surface for walking. or There are defects but resurfacing of the whole walking surface is proposed.	There are a few minor defects in the surface for walking.	There are many minor defects in the surface for walking.	There are major defects in the surface for walking.	2	3	Few minor defects in walking surface	✓	✓	-	-	-	✓	✓	-	✓	-
20	Surveillance of public spaces	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	-	2	2	Street only partly overlooked (residential use only)	✓	-	-	✓	-	✓	✓	-	✓	-
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. and Lighting of off-carriageway facilities for walking or cycling meets the same standards	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	-	2	2	Lighting appropriate to street type, no dedicated lighting for cycles/pedestrians	✓	-	-	-	-	✓	✓	-	✓	-
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand but is not accessible by all.	Cycle parking does not meet existing demand.	-	1	3	No cycle parking available; parklet introduced at junction will provide	✓	-	-	-	-	✓	✓	-	✓	-
23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes. or All existing trees are to be retained, with substantial planting of new trees	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Most existing trees are to be retained, with the overall number of trees maintained or increased.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no trees. or The number of trees has been reduced.	-	2	3	Several trees located along the high street, within private yards. More introduced within new parklet at junction with Midcroft	✓	-	✓	✓	✓	✓	✓	✓	✓	✓

24	Planting at footway-level (excluding trees)	i If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.	i If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained or enhanced.	i If assessing existing: There is no planting. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	-	1	2	Low level planting currently only within private gardens; closure will provide opportunity for new	✓	-	-	✓	✓	✓	✓	✓	✓	✓
25	Walking distance between resting points (benches and other informal seating)	i There is less than 50m between resting points.	i There is between 50m and 150m between resting points.	i There is more than 150m between resting points.	-	1	2	No seating available along link; benches will be provided within new parklet	✓	-	-	✓	-	✓	-	✓	✓	-
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	i There is less than 50m between sheltered areas.	i There is between 50m and 150m between sheltered areas.	i There is more than 150m between sheltered areas.	-	1	1	No shelter available	✓	-	✓	-	-	✓	-	✓	✓	-
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30						N	N	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.									
27	Factors influencing bus passenger journey time	i There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.	i Buses are mixed with traffic but not significantly delayed.	i There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	-				✓	-	-	-	-	✓	-	-	✓	-
28	Bus stop accessibility	i Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	i Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	i Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	-			ManorWay	✓	-	-	-	-	✓	✓	-	✓	-
Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33						n	n	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.									
29	Bus stop connectivity with other public transport services	i The bus stop is within sight of another service – less than 50m away.	i The bus stop is between 50m and 150m away from another service.	i The bus stop is more than 150m away from another service.	-				✓	-	-	-	-	✓	-	✓	✓	-
30	Street-to-station step-free access	i All entry points to the station are step-free.	i The main entry point to the station is not step-free but step-free alternatives are provided.	i There is no step-free access to the station.	-				✓	-	-	-	-	✓	-	✓	✓	-
31	Support for interchange between cycling and underground/rail	i Secure cycle parking is provided close to station access points, and exceeding existing demand.	i Cycle parking is available close to station access points that meets existing demand.	i There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	-				✓	-	-	-	-	✓	-	-	✓	-

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been)

	Existing layout	Proposed layout
Pedestrians from all walks of life	55	72
Easy to cross	57	73
Shade and shelter	50	67
Places to stop and rest	53	73
Not too noisy	60	87
People choose to walk, cycle and use public transport	55	72
People feel safe	52	71
Things to see and do	42	67
People feel relaxed	54	72
Clean Air	58	92
Overall Healthy Streets Check score	54	73
Number of 'zero' scores	0	0

If known road danger issues (i.e. '0' scores) are unavoidable, please explain why here:

i

The Healthy Streets Check score does not show whether a street is healthy or not but indicates the strengths and weaknesses of a scheme/street.

It is not possible to achieve an overall score of 100%. To score well against some metrics, compromise will be needed with other metrics. This reflects the compromises inherent in any street.

Should the assessment reveal one or more '0' scores the design should be reviewed to consider whether the score can be improved. In some cases this will not be possible, if so justify your

How to interpret the results

The Check will produce a percentage score against each of the 10 Healthy Streets Indicators. These percentage scores give a general picture of how a design, in the round, is delivering against the 10 Healthy Streets Indicators. Designers should seek to increase the Healthy Streets Indicators scores.

An overall percentage score is also presented. This is not an average of the scores for each Indicator as each metrics contribute to multiple Indicators scores.

It is not possible to score a perfect 100% in any one design because compromises and trade-offs inevitably need to be made. The overall percentage score is less important than eliminating critical issues and delivering a rounded design.

The objective therefore is to get as high a score as possible, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated. A proposed scheme should also aim to deliver a score increase from baseline for all Healthy Streets Indicators' scores.

If any metrics have scored '0' these will be flagged up in the summary graph above and if they cannot be reconciled a justification for the decision to leave them in the design should be written in the text box below the scoring table.

There is no threshold score for a Healthy Street. Streets are not either 'healthy' or 'unhealthy' - some designs will perform better

What the numbers mean

The Healthy Streets Check is not a scientific assessment of how healthy a street is. It is not the case that a street with a 10% increase in Healthy Streets Check score confers 10% greater health benefit to people who use it. It is also not the case that a 10% increase in Healthy Streets Check score will deliver a 10% uplift in active travel.

The metrics included in the Healthy Streets Check are the best available quantifiable and evidence based standards that are within the gift of the traffic engineer or urban designer to influence through the design of the street. As a result some of the Healthy Streets Indicators are linked to only a few metrics e.g. shade & shelter while others are linked to all 31 metrics e.g. pedestrians from all walks of life, because all the metrics contribute to the whole environment in the round and therefore affect the Indicator.

The numbers must therefore not be given any undue weight in the interpretation of the results. The objective is to get as high a score as possible for a given project, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated.

What '0' scores mean

Ten of the metrics can be scored '0'. All of these metrics are known high risk road danger issues. TfL is pursuing a Vision Zero target of zero deaths and serious injuries on the streets by 2041 which means that close consideration must be paid to ensure every opportunity to redesign our streets seeks to eliminate these known hazards.

Metrics scored '0' will be flagged in the final results if they have not been addressed. It is not always possible to improve '0' scores but it is important that these are identified through applying the Check and every effort has been made to find a design solution that can remove them.

Why you cannot get a perfect score

In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective installing an island refuge may introduce a pinch point for buses and cyclists. To be transparent and promote the best possible outcome in the round, recognising the difficult decisions designers must weigh up the Check aims to highlight these decisions so that stakeholders are informed as to what compromises have been made.

Appendix E

Road danger reduction statement

Collision analysis and plot

Personal Injury Collision (PIC) data for the 36-month period to 31st December 2016 shows 83 collisions were recorded within the area; 73 slight and 10 serious collisions, with no fatalities. There has been a gradual increase in collisions, particularly in serious collisions.

Total collisions by year, 2014 to 2016



The table to the right categorises collisions by conditions, and mode. Inclement weather collisions were 5% higher than the Borough average, suggesting poor carriageway surfacing/low skid resistance is only a marginal issue. Collisions under low lighting were 4% lower than the Borough average, indicating generally adequate lighting in the area.

Collisions involving vulnerable users were slightly higher than the Borough average. Pedestrians and cyclists most commonly conflicted with cars (involved in 90% of all collisions). Few HGVs were involved. Four collisions involved children on way to school; two along Eastcote Road.

The table to the right shows the number of collisions occurring at key nodes and road links. For sake of brevity, the details are not presented here, but have been used to inform identification of specific proposals.

Collisions by road conditions, and by modes involved

Road conditions	Num.	Percentage	Borough Average
Collisions occurring on wet surface	21	25%	20%
Collisions occurring at night time (dark)	18	22%	28%
Collisions occurring at junction	60	72%	69%

Modes involved	Num.	Percentage	Borough Average
Pedestrian	18	22%	17%
Cyclist	9	11%	8%
Bus	5	6%	5%
MC	10	12%	15%
Car	75	90%	88%
HGV/LGV	6	7%	12%

Collisions by location

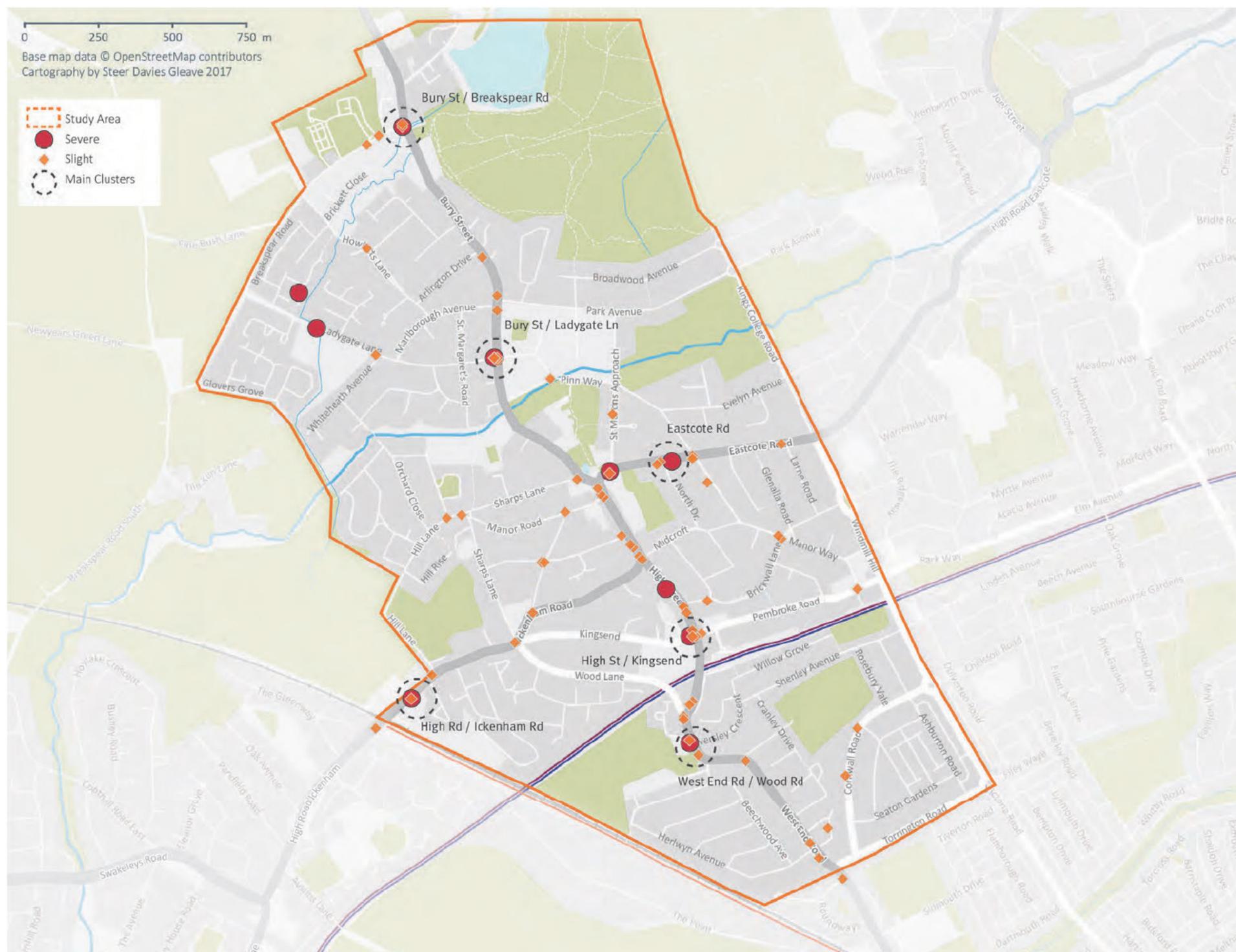
Location	Collision no.
High Street	10
Eastcote Road	8
Bury Street j/w Ladygate Lane	8
High Street j/w Kingsend	7
West End Road	6
Hill Lane/Manor Road/Sharps Lane	4
High Road j/w Ickenham Road	3
West End Road j/w Wood Road	3
Bury Street j/w Breakspear Road	3

Reducing road danger through our Liveable Neighbourhood approach

The Council is committed to working with the Mayor of London to achieve 'Vision Zero' – that there should be no one killed or seriously injured on our roads by 2041. Too many people continue to be seriously injured or killed on Hillingdon's streets because of traffic collisions.

Proposed measures to address this include:

- Reducing traffic volumes on residential streets, through point-specific restriction measures to break rat-runs.
- Traffic calming measures along key routes using localised carriageway narrowing and raised junctions to discourage speeding and assist safe pedestrian crossing.
- Introducing new and improving existing crossing facilities along desire lines, to support the proposed walking network, including key routes to local schools, sport centres, and key attractions (e.g. the Lido, Ruislip Rugby Club, Wealdstone Football Club).
- Improving existing cycle facilities (LCN route) and creating new links, to support the proposed cycle network, taking advantage of traffic restriction measures to promote quieter routes, supplemented with cycle-friendly speed humps, new road markings, and wayfinding.
- Reviewing and improving four key junctions in the area to make it easier and safer for pedestrians to cross and cyclists to use all of them.
- Enhancing the High Street as a slow-speed town-centre environment with 20mph speed limit, additional formal pedestrian crossings along its length, build-outs at all crossing points, and pedestrian priority (e.g. Copenhagen crossings) across all side roads, coupled with specific junction improvements mentioned above.



Appendix F

Crime and security statement

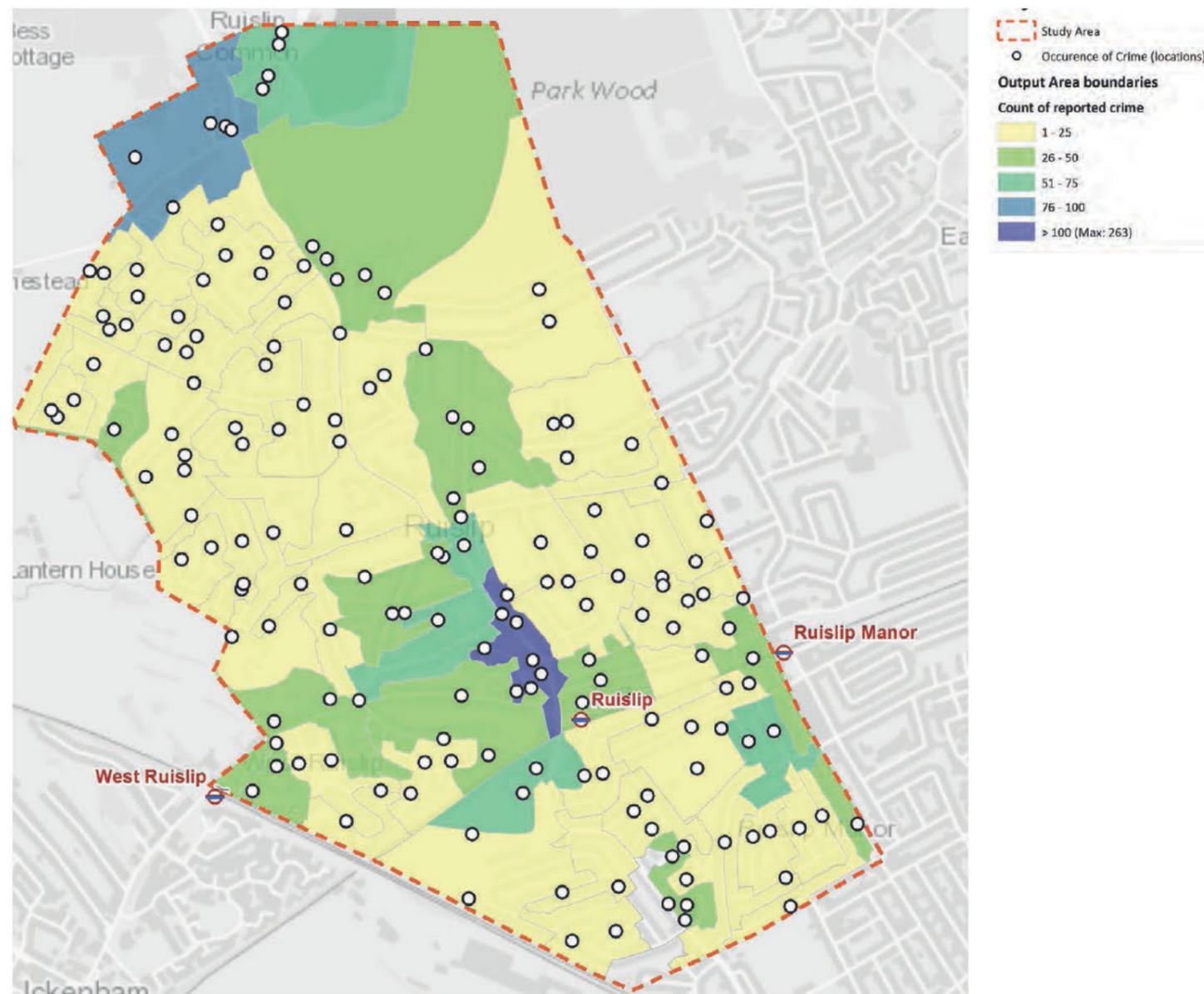
Current crime and disorder issues

The Ruislip neighbourhood area falls within the Council ward of West Ruislip which ranks in the top two highest for notifiable crimes in the North sector of the Borough, however is below average compared to the whole of Hillingdon. The notifiable crimes in West Ruislip account for 16.7% of all notifiable crimes in the North sector. They also account for 4.1% of the total notifiable crimes for the whole of Hillingdon Borough which equals a total of 0.1% of all notifiable crimes in the Metropolitan Police District.

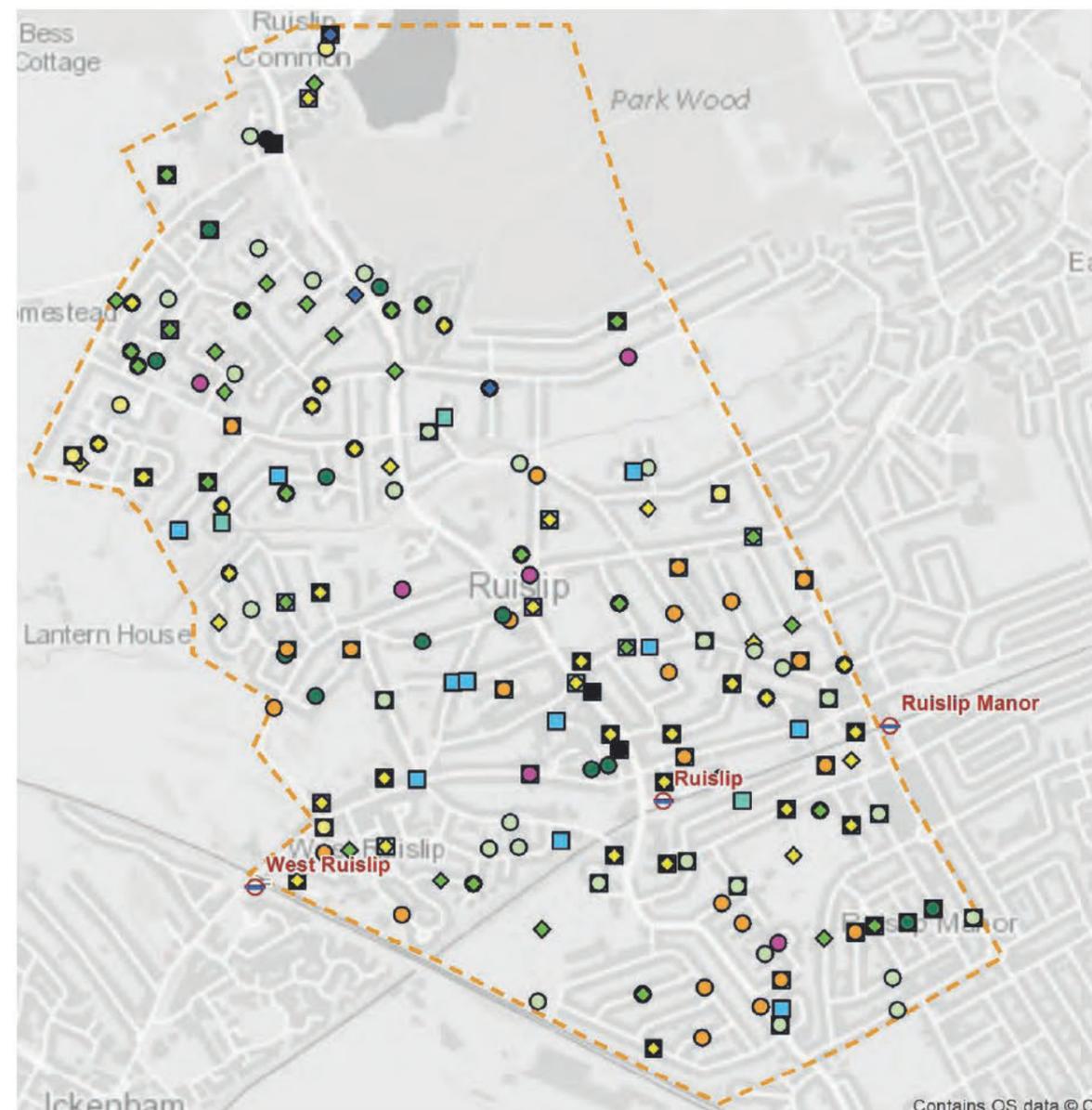
Although crime is relatively low, the area does have a high rate of Anti-Social Behaviour (ASB). Geographically this is mainly associated with the train station, and areas of shops and fast food establishments. The highest number of offences occur on the High Street, footfall associated with bars/restaurants is high, plus there is high vehicle traffic, and well-used bus stops. Ward Councillors have also raised the issue of ASB and flytipping occurring on service roads at the rear of the High Street.

Crime in West Ruislip, September 2016 - October 2017

Crime type	Total	Percentage
Anti-social behaviour	213	21.4%
Violence and sexual offences	153	15.4%
Other theft	142	14.3%
Burglary	101	10.2%
Shoplifting	91	9.1%
Vehicle crime	89	8.9%
Criminal damage and arson	55	5.5%
Public order	41	4.1%
Drugs	37	3.7%
Robbery	29	2.9%
Theft from the person	16	1.6%
Other crime	14	1.4%
Bicycle theft	13	1.3%
Possession of weapons	1	0.1%
Total	995	100%



Count of reported crime, September 2016 - October 2017



Priority theme 3: Neighbourhoods - Reduce anti-social behaviour and raise confidence

Objective	Target
Reduce ASB- Police	Reduce by 5% per annum for the next 3 years
Reduce ASB- LBH	Reduce by 5% each year for the next 3 years
Reduce CR MARAC referral vulnerability scores	75% of those referred to CR MARAC have their vulnerability score reduced
Raise public confidence in the Police	To increase public confidence by 5% by 31st March 2019 (LCPF Target)

Occurrence of crime by type, September 2016 - October 2017

Proposed scheme

The High Street is a key problem area in terms of ASB. ASB is also one of the three priorities for the Borough's Crime & Disorder Reduction Plan:

- Priority theme 1: Reduce burglary
- Priority theme 2: Reduce violence
- Priority theme 3: Reduce ASB and raise confidence

The proposed scheme is most relevant to priority three. There are three specific objectives and targets related to this priority, as per the table below. The proposed scheme will help address priority issues in the following ways:

- By improving pedestrian facilities and upgrading the public realm on the High Street, making it a more attractive place to walk and spend time in, increasing activity and natural surveillance and in turn discouraging anti-social behaviour.
- The improved accessibility and appearance of the High Street will support other Borough initiatives to bring vacant units back into use, helping make the town centre more active and safer.
- Specifically addressing the vegetated area alongside Church Field on the High Street, removing/ replacing planting and introducing new feature lighting.
- Creating a high quality multimodal interchange hub at the station, with environmental enhancements including lighting and resurfacing to upgrade the station forecourt, bus stop area, and routes to/from the station.
- Improving walking and cycling routes in the wider area thereby attracting more use and activity.
- To supplement physical improvements we propose to run local awareness campaigns in association with the travel behaviour campaign, from the active travel hub (proposed location to be set up in a vacant shop unit).

Appendix G

Freight reduction statement

Major routes used by freight

The following road corridors attract freight vehicles due to their connectivity into the wider road network:

- Bury Street/ High Street/ West End Road (the A4180) which connects south directly to the A40 and provides onwards connections north to the M25.
- Ickenham Road (B466), which provides a connection heading west and south to the A40.
- Kingsend/ Pembroke Road; a key east-west route, connecting the town centres of Ruislip, Ruislip Manor and Eastcote, and providing onward routes towards Harrow.

The chart opposite illustrates traffic flows by vehicle type, recorded at several locations in the neighbourhood. Key observations are that:

- Pembroke Road records the highest proportion of freight at 9%;
- The proportion of freight on the High Street averages 7%, but varies from 5% at the northern end to 8.5% at the southern end.
- Kingsend records 6% freight.
- Bury Street records the lowest proportion at 5%.

A further consideration is that HS2 will be constructed to the west of Ruislip, and an HS2 construction site is located in West Ruislip. Construction traffic is planned to be routed via Ickenham Road and the High Street, increasing traffic on these roads.

Loading and unloading activities

The main area affected by loading and unloading activities in our Liveable Neighbourhood area is the High Street. There are many small businesses located here, some with daily servicing needs. There are four kerbside loading locations on the High Street (around eight spaces), and two (around

four spaces) on side roads. Private service roads provide rear access for some premises, however not all of these roads are suitable for larger vehicles, and it is likely that many premises rely on kerbside loading.

Existing regulatory restraints and restrictions

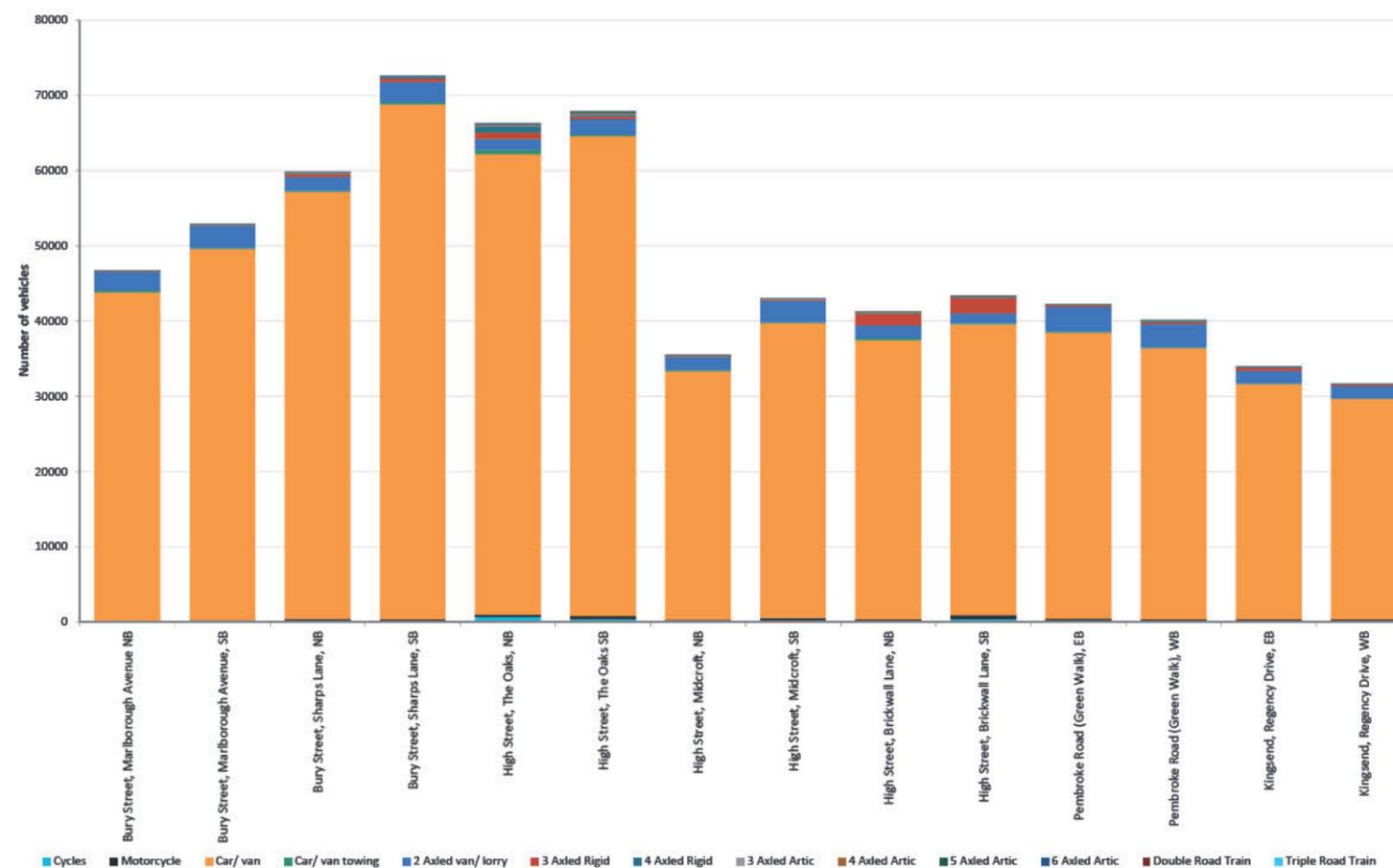
There are width restrictions (7 feet maximum width) in place on Pinn Way and Park Avenue to deter larger vehicles from cutting through residential areas to/from Bury Street. These restrictions are consistent with the aims of our Liveable Neighbourhood and we do not propose to change them as part of the programme.

There are no other restrictions on freight or HGV traffic movement in the area.

Proposed measures

Our programme does not propose new access restrictions specifically related to the movements of freight or delivery vehicles. However, the point specific traffic management measures that are proposed at four locations (see Appendix B) will restrict general traffic movement and therefore help reduce numbers of freight vehicles within these areas' streets.

As part of our travel behaviour change proposals we will work with local businesses to review their delivery and servicing requirements and identify opportunities to reduce, re-time or re-mode deliveries. Many of Ruislip's businesses are independent retailers rather than multiples and will require tailored solutions to suit their specific requirements and modify their servicing habits. Improvements are likely to included coordinating supplier delivery times to reduce multiple deliveries to the street from companies, waste consolidation measures and the initiation of a buyers club for popular/common goods and services that could help facilitate reduced costs as well as vehicle movements.



Total flows per vehicle type, 7 day survey, March 2018