



Chartered Town Planners & Architectural Technicians

DESIGN AND ACCESS / PLANNING STATEMENT

Erection of a Single Storey Permanent Way Rolling Stock Storage Building, Single Storey Control Building, New Section of Railway Tracks, and All Associated Works Including Tree Removal.

Property Address: Ruislip Lido Railway, Off Reservoir Road, Northwood, Ruislip, HA4 7TY.

Applicant: Ruislip Lido Railway Society Ltd.

July 2025

1.0 INTRODUCTION

1.1 This Design and Access / Planning Statement is submitted on behalf of the applicant in respect of a planning application for the erection of a single storey storage building, single storey control building, new section of railway tracks, and all associated works including tree removal. This Statement should be read in conjunction with other drawings and documents accompanying the planning application.

1.2 This Statement comprises:

- A description of the application property and surrounding area;
- A description of the proposed development;
- A summary of relevant planning history; and,
- An assessment of the proposed development against relevant planning policy.

2.0 APPLICATION SITE AND SURROUNDING AREA

2.1 Ruislip Lido Railway is an outdoor miniature railway measuring just over a mile in length which circumvents Ruislip Lido Lake. The site comprises two railway stations (Willow Lawn and Woody Bay Stations) and includes a small café and ticket office.

2.2 The Railway is located within the Ruislip Lido recreational area, comprising recreational facilities such as an outdoor gym, the Water Edge Public House and Ruislip Lido Beach, an artificial beach located next to Woody Bay Station.

2.3 Where the buildings are to be sited are within flood zone 1 and thus with a low probability of flooding. The site does not lie within a conservation area.

2.4 The Ruislip Lido Railway Society is run entirely by volunteers as a community benefit organisation, providing services for local residents and visitors for more than 45yrs. These developments are driven by an increase in the number of active volunteers, resulting in the need for additional space for the running and maintenance of the Railway.

3.0 PROPOSED DEVELOPMENT

3.1 The proposed works are described separately below

- **Erection of a single storey storage building:** The proposed single storey storage building is an 'L' shaped building which will be used for the storage of rolling stock associated with Permanent Way (Track Maintenance), including the associated tools and equipment required to effectively manage the railway infrastructure. The site is currently occupied by a small mobile storage shed as can be seen in Figure 1 below.

The provision of this facility is driven by the full insourcing of all activities connected with the maintenance and renewal of track infrastructure at the Railway. The Railway is now moving to carry out all maintenance in house, by it's entirely voluntary base of members. This is now possible due to the significant rise in active volunteers (65 in 2015 to 132 in 2025). These additional volunteers require space and tools to work safely for the furtherment of the Railway's objectives. The building will measure approx. 35m in length, 8m wide at the widest point and 4m at its narrowest. The materials used in the building's construction will match the existing buildings in the area, comprising pre-fabricated modular steel building, with wooden cladding with a uPVC single door entranceway located along the rear rear elevation. There will be an additional service door at the front to allow connection to the track (essential for rolling stock connectivity). There is additional double doors and single doorways across the facility to allow ease of access for tools and equipment. The design and finish of this building is in keeping with all other buildings on the development.

This building will not have any connectivity to water supply, sewage or gas, as these facilities are provisioned elsewhere on site. The building will have a 1.4m duct installed at the north end of the building (outside the RPA) to connect electrical power with the adjacent building. Drainage water will drain from the building into a manhole at the South end of the building connected to an existing drain

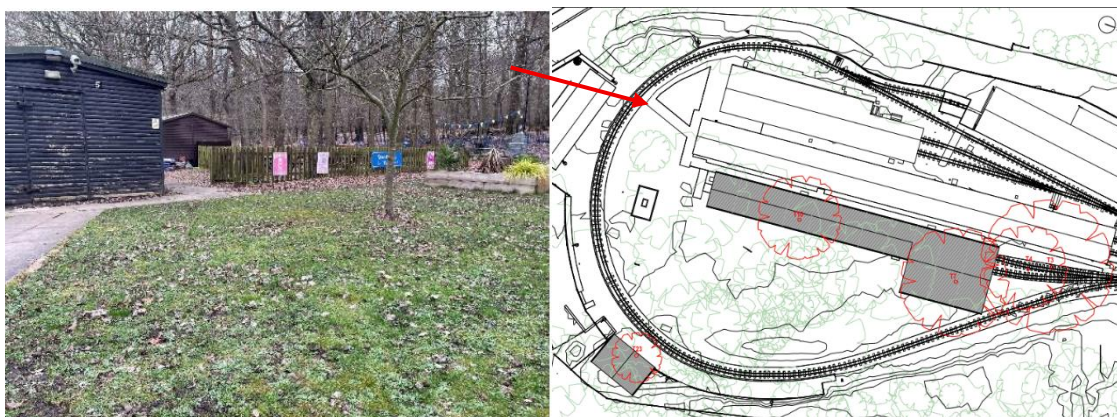


Figure 1 – Photo of existing site and Proposed Plan (right). Arrow denotes approximate location and direction of photograph.

- **Single storey control building:** The proposed single storey control building is a dedicated control room for the controller to be isolated from distractions. At present, the existing facility is a small desk area located within the Woody Bay ticket office. This is no longer fit for purpose given the increase in use with a greater number of days where multiple trains are run and the evolving complexity of the operating line since the Railways inception in 1946. The provision of a standalone control room is required to ensure the continued safety of the railway. The building will measure approx. 6.m in length by 4m in width. The building will be accessed via a fully accessible path to a site safe single door, with one window located on the west elevation (facing the current platform) and a further window located on the southern elevation. The materials building will comprise pre-fabricated modular steel building, with wooden cladding, Upvc Windows and door. Lifting Lugs are also proposed on the roof for lifting the building into place. The design and finish of this building is in keeping with all other buildings on the development.

This building will not have any connectivity to water supply, sewage or gas, as these facilities are provisioned elsewhere on site. The building will have electrical power connected via an existing duct which is already installed under the platform surface. Drainage water will drain from the building into a manhole under the centre of the development.

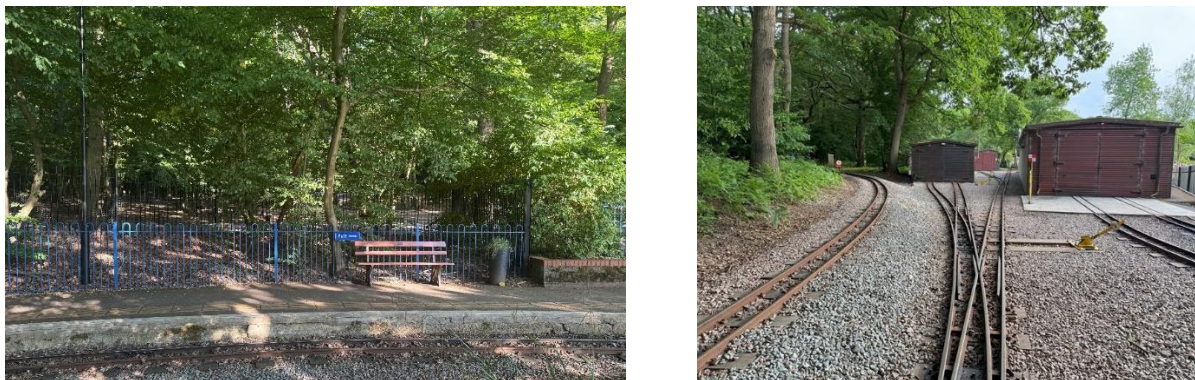


Figure 2-3 – Photos of existing site.

- **New section of railway tracks:** A new section of railway tracks is required for trains to access the storage building. This track will be laid on the current top level of ground (no excavation) and be laid on granite ballast, in keeping with all other railway tracks.
- **All associated works including tree removal:** It is necessary to remove several trees to facilitate the proposed development. The development has been designed in a way to minimise the impact to any surrounding trees. An arboricultural impact assessment is submitted under separate cover to accompany the application. Replacement trees are to be planted and are shown on the site plan. It is the intention to provide eight replacement English Oak (*Quercus*

Robur), however the applicant is happy to agree the precise location and tree species by way of condition to any grant of planning permission.

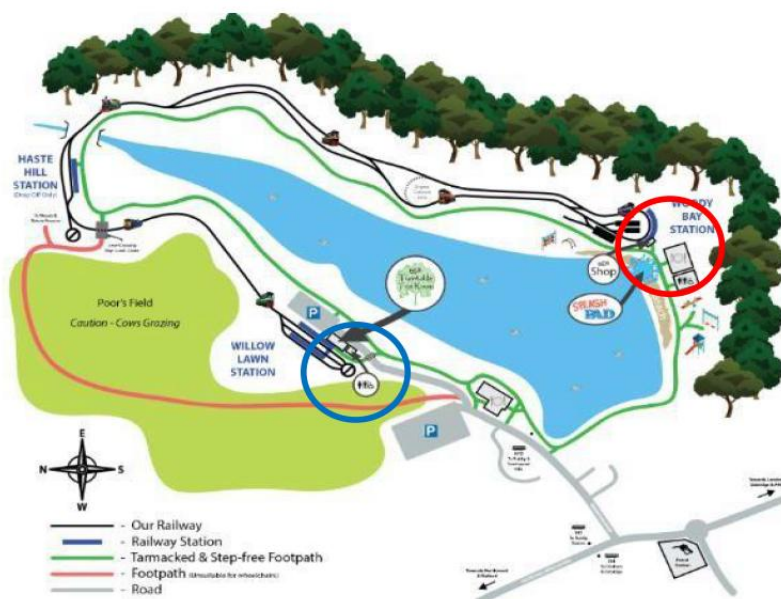


Figure 4 – Layout Plan of Ruislip Railway. The new Single Storey Control and Permanent Way Rolling Stock Storage Buildings are to be located at Woody Bay Station (Circled in Red).

4.0 PLANNING HISTORY

4.1 There is extensive planning history on Ruislip Lido Railway over the years. This planning history is set out below.

App Ref	Development Description	Decision Date
1117/APP/2013/1568	Details in compliance with conditions 2 (materials), 3 (Secure by Design), 5 (site levels and finished floor levels), 6 (tree protection), 7 (landscaping), 8 (access), 13 (ecological statement) & 14 (bin facilities) of planning permission ref: 1117/APP/2012/1785, dated 12 March 2013 for the "Erection of a single storey toilet block and a single storey ticket office building (involving the demolition of existing ticket office building)".	Approved 11 th June 2013
1117/APP/2012/2786	Details of materials, security, levels, tree protection, landscaping, access, ecological enhancement, vehicular access, and litter bins, pursuant to conditions 2, 4, 5, 6, 7, 8, 10, 11 and 12 of planning permission ref: 1117/APP/2012/1257 dated 31/8/2012.	Approved 7 th November 2012
1117/APP/2012/1785	Erection of a single storey toilet block and a single storey ticket office building (involving the demolition of existing ticket office building).	Approved 24 th July 2012
1117/APP/2012/1257	Demolition of existing buildings, provision of 3 new buildings (woodland centre, ticket office and mess room) with associated landscaping.	Approved 24 th May 2012
1117/APP/2008/2243	Single storey storage shed.	Approved 22 nd July 2008
1117/APP/2000/466	Erection of a railway carriage storage shed	Approved 24 th February 2000

More recent planning history includes:

Reference	Location	Proposal	Received	Status
78998/APP/2024/2281	Ruislip Lido RESERVOIR ROAD RUISLIP	Replacement of existing 2 x single storey toilet facilities buildings at Willow Lawn and Woody Bay with 2 x single storey toilet and changing facilities buildings, and associated works and landscaping.	22-08-24	Approval

Reference	Location	Proposal	Received	Status
1117/APP/2021/839	MINIATURE RAILWAY, RUISLIP LIDO RESERVOIR ROAD RUISLIP HA4 7TY	Construction of a new passenger platform loading area at Willow Lawn Station, including passenger access crossing and step free access	03-03-21	Approval

Reference	Location	Proposal	Received	Status
1117/APP/2017/2188	MINIATURE RAILWAY, RUISLIP LIDO RESERVOIR ROAD RUISLIP HA4 7TY	Demolition of existing Ruislip Railway Society workshop and provision of replacement workshop building, landscaping and associated works	02-06-17	Approval

4.2 As part of the applicant's ongoing commitment to positive engagement with the local authority, pre-planning discussions were entered into in 2023 regarding the works the subject of this application. The response of the Planning Authority is set out below, and where necessary it is set out after the response of the applicant as to how certain matters have been addressed.

Principle of Development:

Planning Authority comments: The proposed works are essential to and associated with the Ruislip Lido for open air recreation. The current proposals would not change the existing function of the site, but would improve the facilities associated with the open air recreational use of the wider Lido site, maintaining the existing character of the site. In line with NPPF policy, very special circumstances would not need to be demonstrated in order to justify the provision of the platform and associated infrastructure within the Green Belt. There is therefore no objection in principle to the development on Green Belt land.

Design:

Planning Authority Comments: The proposed buildings would be located adjacent to existing buildings and trees. Bearing this in mind, and noting their external wood cladding finish, it is considered that these aspects of the proposal would result in a limited change in the appearance of the site as a whole, which would retain its relatively open character. The sizes of the proposed buildings would not be disproportionate when viewed against the wider setting of the site. The proposed new train track would be sited adjacent to the existing and proposed storage building, and be relatively modest in terms of its length. For these reasons, it is considered that the scheme would preserve the openness of the Green Belt and respect the overall character and appearance of the area.

Trees and Landscaping:

Planning Authority Comments: The Council will require an Arboricultural Impact Assessment, Method Statement and Tree Protection Plan to be submitted with any forthcoming planning application. The loss of mature trees with high visual amenity value will be resisted. Whilst there might be scope to remove trees, this is subject to the Arboricultural report. Tree replacement must be at a 1:1 ratio.

Applicant Response: An arboricultural impact assessment is submitted under separate cover to accompany the application. The applicant is committed to the recommended tree replacement plantings, and the proposed development includes more replacement trees than recommended under the arboriculture impact assessment.

Ecology:

Planning Authority Comments: Subject to no storage, access or encroachment within the Ruislip Woods SSSI and no external lighting, the proposed development is not anticipated to have any significant impact on ecology, statutorily or locally protected nature conservation sites or landscapes.

Flooding and Drainage:

Planning Authority Comments: The proposals would fall within Flood Zones 2 and 3. A Flood Risk Assessment (FRA) will therefore need to be submitted as part of any forthcoming planning application. The FRA would need to include a sequential test, and if applicable, an exception test. Plus, demonstrate that the proposal would increase the risk of flood at the site or elsewhere.

Applicant Response: It is understood there are areas abutting the site within Flood zones 2 / 3. However where the buildings are to be sited are within flood zone 1 (as per mapping on <https://flood-map-for-planning.service.gov.uk>). A flood risk assessment is submitted under separate cover.

Amenity:

Planning Authority Comments: There are no residential properties within the vicinity of the proposed development. It is therefore not considered that the proposal would result in an over dominant form of development, or that there would be a material loss of privacy, daylight or sunlight to surrounding properties which would detract from the amenities of neighbouring occupiers.

Noise:

Planning Authority Comments: In terms of activity, no additional general visitor trips are forecast to occur as a consequence of the proposed development. There are no residential properties within the vicinity of the construction site and it is not considered that the proposed development would result in the occupiers of the nearest surrounding properties suffering any significant additional noise and disturbance, in compliance with relevant policies.

Highways:

Planning Authority Comments: There is an existing 260 space permanent car park, close to the bus turning circle area at the end of Reservoir Road. In addition, a 150 space overflow car park on the western edge of the Lido has been recently constructed. Public transport access to the site is through the H13 bus service which stops on Reservoir Road in the vicinity of the Waters Edge pub/restaurant. The proposal is for the upgrade and improvement of existing facilities. It is not anticipated that there would be any increase in vehicular movements to the Lido as a result of the development. Therefore, it is not considered that the proposed development will have a detrimental impact upon the adjacent highway network, particularly during peak weekday traffic periods

4.3 The applicant has engaged with two local ward Councillors to seek their view on the development and the impact this may have on residents, facility use and ecology. The Councillors recommend consultation with the groups summarised in Paragraph 4.4, 4.5 and 4.6.

4.4 The applicant has engaged with the Ruislip Residents Association, providing a copy of the plans and discussing the impact and mitigation as part of the development. This discussion has led to specific changes to the plans, specifically in relation to additional elevations within the drawings and clarifications. The Ruislip Residents Association has not offered any material objection to the development.

4.5 The applicant has engaged with the Ruislip Woods Trust, providing a copy of the plans and discussing the impact and mitigation as part of the development. This discussion has focussed on the ecological impact on the area, specifically around the impact to any bats within the development. The two parties are continuing to work together to assess the presence of bats within the development.

4.6 The applicant has engaged with several local residents on Reservoir Road. Whilst this road is some distance from the development, the applicant accepts that the arrival of all materials could cause some local inconvenience. As a result of this the applicant has set-up a robust communications plan for local residents which will involve consultation and regular updates as the construction work progresses. Those residents consulted did not offer any material objection to the development.

5.0 PLANNING POLICY AND GUIDANCE

Hillingdon Local Plan. Part 1 (2012) and Part 2 (2020)

5.1 According to the Local Plan Policies Map (see extract in Figure 3 below), the site lies within a Nature Conservation Site of Metropolitan or Borough Grade I Importance, a National Nature Reserve, and an Archaeological Priority Area (Ruislip Motte and Bailey APA).

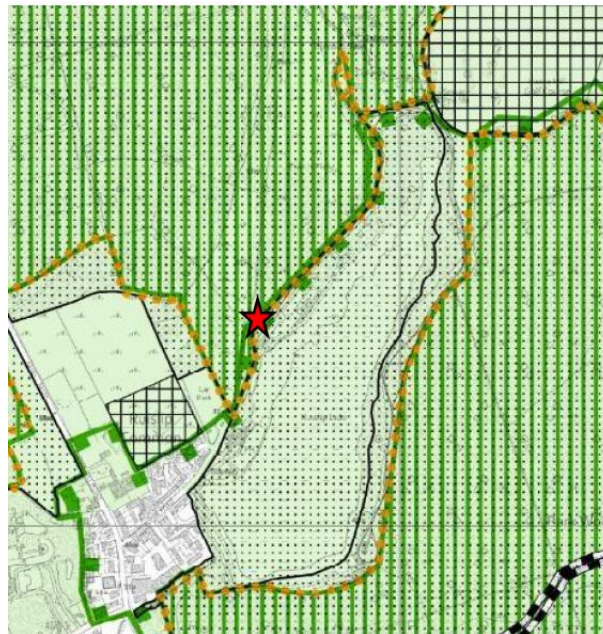


Figure 5 – Extract from Hillingdon Policies Map.

5.2 The following policies from the Hillingdon Local Plan are considered of particular relevance to the proposal.

Local Plan Part 1 (Strategic Policies)

- Policy EM2: Green Belt, Metropolitan Open Land and Green Chains.
- Policy CI2: Leisure and Recreation.
- Policy EM2: Green Belt, Metropolitan Open Land and Green Chains.

5.3 Amongst the policy provisions of Policy EM2 is that:

“Any proposals for development in Green Chains will be firmly resisted unless they maintain the positive contribution of the Green Chain in providing a visual and physical break in the built-up area; conserve and enhance the visual amenity and nature conservation value of the landscape; encourage appropriate public access and recreational facilities where they are compatible with the conservation value of the area, and retain the openness of the Green Chain”

It is considered that the development proposals are in compliance with this policy as the proposal will not impact the visual and physical break the lido provides. All of the proposed buildings are located within the ‘built up’ areas of the existing railway stations. Furthermore the provision of these buildings will help support the recent growth that has been seen in the usage of the Lido Railway and continue to encourage public access to this important local recreational resource. The proposal will also not impact the openness of the Green Chain, given that the buildings are of the same height as the existing building at the station.

5.4 Policy CI2 sets out that with regards to leisure and recreation, the Council will seek to:

“Safeguarding the existing viable leisure and recreational facilities and supporting proposals for new and improved facilities”

It is submitted that the proposal is in full compliance with this policy as it will be providing new and improved facilities at the Lido Railway.

5.5 Policy CI2 also states that the Council will seek to improve the geographical spread of leisure by:

“Improving and upgrading facilities to both modernise and maximise their capacity to meet current leisure trends and demands”

The proposed development would be in conformity with this policy as the new storage shed is to help facilitate the modernisation of the Lido Railway through the upgrading of the locomotives from diesel powered to battery powered. In addition, the provision of a standalone control room is required to ensure the safety of the railway.

5.6 Policy DME 4 (Visitor Attractions) states that the Council will “support, in principle, proposals that enhance the visitor offer in the Borough, subject to:

“i. No deleterious impact on neighbouring land use by noise, traffic and congestion, visual intrusion, safety, loss of privacy or amenity;

...

“a high standard of building design, consistent with the amenity of the area that respects local architectural form”

It is submitted that the proposed buildings are located in the existing railway stations and as such will not impact any of the factors cited by the above policy. The proposed buildings will respect and compliment the architectural form of other buildings at the station.

5.7 Policy DMEI 2 (Reducing Carbon Emissions) states that:

“A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets”.

The proposed development will facilitate the provision of battery locomotives which will help reduce the site’s overall carbon footprint and help tackle climate change.

5.8 Policy DMHB 14 (Trees and Landscaping) seeks to avoid the loss of trees of merit. The proposed development has sought to avoid/minimise any tree loss in so far as is possible. However given the site constraints and development brief (not least the necessity to have the storage building next to an existing storage building) it has simply not been possible to avoid having to fell some trees. The applicant is committed to replacing trees on a one to one basis and is happy to agree the precise location and tree species by way of condition to any grant of planning permission. It is important to note that the overall verdant character of the area would not be materially impacted through the loss of the trees in question.

5.9 Policy DMEI 7 (Biodiversity Protection and Enhancement) sets out that the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. As noted by the Planning Authority in the pre-planning response, the proposed development is not anticipated to have any significant impact on ecology, statutorily or locally protected nature conservation sites or landscapes. In terms of Biodiversity Net Gain (BNG) Assessment, the area where the buildings are to be sited does not include any high-value ecological features. The baseline biodiversity unit value is estimated at 0.04 habitat units. To deliver a net gain of 10–15%, the following low-cost and manageable interventions are proposed:

- **a) Installation of Bird and Bat Boxes**

- Install 2 bird boxes and 1 bat box on mature trees at the site’s edge.
- Cost-effective, with minimal maintenance required.

- Supports breeding and roosting opportunities for local fauna.
- Estimated uplift: +0.003 habitat units.

- **b) Edge Buffer Management (No Planting Required)**

- Allow a small (1m wide x 15m) buffer along the building edge to grow grass / wildflower longer during the summer months.
- Occasional mowing only (once per season).
- Enhances structural diversity with minimal labour.
- Estimated uplift: +0.002 habitat units.

The proposed development results in a small loss of an area with a woodland, but it is proposed to offset this through low-cost, practical enhancements including installation of bird/bat boxes and minor changes to mowing regimes. These simple measures achieve an estimated biodiversity net gain of approximately 12.5%, meeting the statutory minimum requirement while ensuring the proposal remains suitable and achievable for the intended use.

6.0 CONCLUSION

6.1 The works proposed at the site are considered to be in keeping with the function and need of the wider Lido and railway. The proposed works are critical to support the continuation of this important local recreation asset enjoyed by residents of Hillingdon and neighbouring boroughs. The proposed buildings are in keeping with both the existing stations and wider area, as well as helping to facilitate the provision of new, battery powered locomotives, reducing the overall carbon footprint of the project. The proposed building will also have no negative environmental impacts on the Ruislip Lido Railway and wider Ruislip Lido.

6.2 The applicant believes there is significant social and community benefit to the development, through the skills and trades that its members (many of whom are aged 14-21) gain from the development. Appendix A sets out some information on the social impact of the railway.

6.3 The proposed development is considered to be in compliance with the London Plan and the Hillingdon Local Plan.

6.4 The proposed works received favourable pre-planning feedback and comments provided at pre-planning stage have been taken on board for the final planning application submission.

APPENDIX A - Social Impact

The Ruislip Lido Railway provides services on over 200 days a year to members of the public. The railway is maintained, operated and managed by a dedicated team of over 130 active members, all of whom play an active part in the day to day running. The applicant is proud that the Society has a 45-yr history of keeping this tradition. The applicant is proud that the Society has a 45-yr of keeping this tradition.

The Society has worked to promote the benefits of volunteering to members of the local community and is proud that from 2017 to 2025 the number of active members has increased by 100%. It's this increase in members which allow the Society to achieve new projects and keep all maintenance activity in-house, teaching valuable skills to members of our community.

The Railway has a proud history of developing volunteers who often go on to use these skills and experience in their professional careers, many of whom credit their involvement with the Society in this. The applicant has included a selection of case studies in support of this application demonstrating the value the Society has brought to it's members.



Phil: I joined the RLR in 2014, working at the time in the airline industry. My involvement at the RLR has seen me qualify first as a Guard and Diesel driver, before undertaking additional training as a driver of our steam locomotive, Mad Bess. I have also undertaken further training to be a Duty Manager, being responsible for managing the operation of the railway on a daily basis, dealing with crew planning & resourcing, and being responsible for responding to any customer issues or incidents during the operating day.

The experience I have gained at the RLR with the opportunities available has allowed me the skills and confidence to apply for a job on the full-time railway, a long-term ambition of mine. I successfully joined South Western Railway in 2024 as a Guard, and hope to move further within the railway industry. I had previously tried for rail industry jobs in the past, but I really feel the opportunities available at the RLR have allowed me to achieve my ambition.

RUISLIP LIDO RAILWAY SOCIETY 



Murray: I joined the RLR in 1997, at the age of 18. At this point, I was attending college, though my real aim in life lay with a job on the railways. I was successful in obtaining a position as a trainee driver with First Great Western in 2000 – I believe my involvement and experience at the RLR played a huge part in this.

The railway industry is notoriously difficult to get into, with a huge response to any jobs that are available. The experience gained at the RLR set me out from the competition and gave me the skills to enable me to get through an extremely challenging recruitment and training process. Despite the difference in scale both in the size of the vehicles and the operation, the RLR with clear and strong procedures required to be followed, sophisticated train equipment to learn to handle / understand gave me an understanding of the role that I would otherwise never have been able to obtain.

I have now been a qualified Guard and Driver at the RLR for over 25 years and have further developed myself by qualifying on our steam locomotive Mad Bess in 2003 and as a Duty Manager shortly after. The further skills, particularly as a Duty Manager being responsible for leading and making decisions effecting both other volunteers and the public have allowed me to further myself to my current role as a Driver Instructor for Chiltern Railways.

RUISLIP LIDO RAILWAY SOCIETY 



Ed: I joined the railway at 16 and I am absolutely sure that the skills I've learnt here have greatly helped me in my studies and career.

Initially, when I was too young to join train crew, I focused on platform duties, ticket sales and became the joint Manager of the railway's Turntable Tea Room. All these activities taught me about customer care and handling money. The Tea Room management role though was specifically useful in my business studies course at college. Understanding VAT, stock control, marketing etc gave me a head start in my course, which I passed with a distinction.

Building on these skills, I then became a Guard when I was 18, followed by a Driver by the time I was 19. Then being interviewed for a train dispatcher post for Southeastern Trains, it was a big advantage to be able to demonstrate real railway knowledge and skills. I got the job, and started work at London Bridge Station last year aged 20. I found the training all quite straightforward because I was familiar with the terminology and a lot of the procedures.

Additionally, being in an adult environment with adults other than family or teachers, provided an excellent environment to help me transition into the world of work.

RUISLIP LIDO RAILWAY SOCIETY 



Chris: I joined the RLR in 1999, aged 14. With railways being an interest from an early age, I had a long-term aspiration to join the railway industry. The RLR gave me so many opportunities to gain skills and experience in areas I never could have done otherwise.

I was successful in joining Great Western Railway as a Station Assistant at Paddington in 2010, my experience at the RLR I believe proving invaluable in setting me out from the crowd but also in giving me countless, relevant and specific examples of competencies and skills during the recruitment process, from dealing with the public, retail skills, engineering and most importantly, suitable confidence.

I was successful in qualifying as a Train Driver with Great Western Railway in 2014, the experience gained at the RLR once again proving vital in not only securing the job in the first place, but being able to successfully qualify thanks to my appreciation of working to a rulebook, being responsible for safety and making train operating & handling decisions. The experience I have as a qualified Guard, Diesel Driver, Steam Driver and Duty Manager at the RLR was crucial in me having the job I do today.

RUISLIP LIDO RAILWAY SOCIETY 



James: I joined the RLR in April 2019, aged 15. The RLR has helped me hugely on a personal level – I may not be where I am today without my experience at the RLR.

Since 2022, I have been working for FirstBus London, at Edgware garage, training as a Bus mechanical / electrical technician. I am due to complete my 3-year apprenticeship scheme in the coming months and be taken on as a qualified technician by the end of the year.

Like many other 15-year-olds, I joined the RLR as someone who could be described as shy. Having spent my time at the RLR mainly working as part of the Permanent Way team, I have been a part of the various projects undertaken in recent years. This has allowed me the opportunity to spend time with skilled supervisors and other members of a similar age with shared interests, allowing me to grow enormously as a person. I have gained confidence, skills and knowledge that I never would have had the opportunity to otherwise, something that has greatly helped me in my personal life.

When I turned 18, I was successful in qualifying as a Permanent Way Driver, a position that required 12 months of training to consolidate the highest level of skill to deal with the variability and difficulty of the trains used by the Permanent Way team. I am now also responsible for leading the Permanent Way team on some days, something that I am proud to have achieved and has helped further boost my confidence.

RUISLIP LIDO RAILWAY SOCIETY 



Ewan: I joined the railway in 2018, initially volunteering as part of my bronze Duke of Edinburgh Award. I quickly found that working with people of a similar age with common interests was great fun. I ended up spending more and more time at the railway, far beyond my initial aim of completing the DoFE volunteering.

Due to a difficulty with my eyesight, I had always believed that I would not be able to be a Guard or Driver. Specific testing and risk assessments undertaken by the RLR for me showed a safe way for this to happen, and I was thrilled to be able to qualify as a Guard and Driver once I had reached the age of 18. I then undertook further training to qualify as a Controller for our radio signalling system.

My experiences at the RLR have given me enormous confidence and life experience. All of this helped hugely with my application to university and subsequent obtainment of a dream year in industry job.

RUISLIP LIDO RAILWAY SOCIETY 



Matt: I joined the railway in 1996 at the grand old age of 8. Having been exposed to the operating environment of the railway from such a young age, this allowed me to develop a whole host of skills and gain experience which ultimately, would help me as I grew. There are so many examples to list, but I feel a couple worthy of mention relate to the use of graphic design and railway operational skills.

I became responsible for designing the first full colour, 6-page leaflet – at the time a big step for the railway in 2007. Nearly 20 years on, the experience and skills I have developed through looking after the design and branding of the railway has led on to help me externally. My current day job is working for the largest train operator in the country. My role is to maintain, manage and develop the passenger information systems onboard our trains. Many of our fleets now utilise TFT screens rather than LEDs, resulting in a need for a background in graphic design. Thanks to the skills I have developed at Ruislip, I am now able to showcase my skills to millions every year.

In my time at the RLR, I have qualified as a Guard, Driver (of all traction types), Duty Manager and Controller. I'm also the Traffic Manager for the railway, overseeing the smooth running of our train services. The operational skills I have developed at the RLR have aided me greatly in my full-time career, and I believe had it not been for the RLR, my career would probably look very different.

RUISLIP LIDO RAILWAY SOCIETY 



Ben: I joined the railway in 2021, while in my final year of secondary school. Having always had a strong interest in public transport from a young age, growing up in and around London and using buses and the tube daily, I was keen to start an apprenticeship in this field.

The RLR gave me the opportunity to become involved hands on in a variety of roles, dealing with permanent way maintenance, gaining experience using a variety of hand and power tools and completing tasks to a specific requirement within the correct tolerances and parameters.

I was successful in gaining an apprenticeship with Metrolink as a Bus Technician in late 2021. These positions are in high demand and are difficult to get – I found during the recruitment phase, my experience at the RLR was something I was constantly able to refer to, giving me unique experiences to share in the interviews and I believe really set me out from the crowd.

As a Guard and Diesel Driver at the RLR, I thoroughly enjoy my involvement and look forward to furthering this going forward.

RUISLIP LIDO RAILWAY SOCIETY 



Nabeel: I have been involved at Ruislip from the age of 15. The opportunities available at the RLR have been so unique and unexpected. I initially joined to try something different in the local area, and quickly found that there was so much to get involved with and so much to learn.

I have spent time working in most areas across the railway – this has enabled me to experience things the average teenager does not have the opportunity to; dealing with the public selling tickets and goods, using hand and power tools performing permanent way maintenance, and best of all, qualifying as a Guard and Driver. I have also developed a unique reputation as a connoisseur of ballast shoulders while working with our permanent way team. Immensely satisfying!

As fun as this has all been, particularly Driving, it has helped me to gain a strong foundation in understanding and following rules, making decisions, and understanding processes. These have all been invaluable in my chosen university course so far, and no doubt will continue to serve me well into the future.

RUISLIP LIDO RAILWAY SOCIETY 



Kai: I have been involved at Ruislip from the age of 14. Though it is probably a strange use of the word, I feel I have served an 'apprenticeship' of sorts through the RLR and looking back, I can recognise how much development this has allowed me to experience.

I have worked in most areas across the railway, starting off learning the basics in the railway Workshop and gaining an appreciation for engineering, which led me to my chosen college course. I racked up a vast number of hours working with the permanent way team maintaining the track and lineside, gaining the distinction of qualifying as a permanent way driver after a year of training when I was 18.

I was also one of two 'Super Users' on the new electronic point of sale till system introduced at the RLR in 2022, responsible for training nearly 75 users across 4 different areas, producing manuals and guides, responding to issues, and working on refinements and updates to the system.

All this involvement has allowed me to consider other options in education and future careers that I did have any thought of prior to my involvement at the RLR – the impact cannot be underestimated!

RUISLIP LIDO RAILWAY SOCIETY



Michael: I have been involved at Ruislip from the age of 19, and in a short space of time progressed to be a qualified Guard and Diesel Driver. At the time I was working in marketing, and had found it difficult to move on to other roles. My involvement with the RLR was the real change for me, giving me the confidence and experience to successfully apply for a Gateline Assistant role at London Bridge with South Eastern. I was thrilled to join the railway industry, thanks in no large part to the opportunities and support given to me at the RLR.

Using skills from my previous roles and personal interests of mine, I have introduced live stream cameras from a variety of locations around the RLR, increasing the social media presence of the railway.

I have also been heavily involved in the project to introduce electronic departure display boards at our stations – though I am confident and advanced technically, this incredibly detailed and complex work has taught me all kinds of new things that I otherwise would not have had the chance to involve myself with. I have no doubt that these skills will help me further my career in time – the RLR has played a big part in my development personally and I am extremely glad to be a part of it.

RUISLIP LIDO RAILWAY SOCIETY



Kush: I have been involved at Ruislip from a young age – joining at the age of 11. I spent a lot of time selling tickets and working in the railway café, until I reached the required age to qualify as a Guard & Diesel Driver.

I was also fortunate to have the opportunity from a young age to become involved in the Workshop. I started out helping with basic tasks, learning from the other members who were always happy to share their knowledge and experience.

Gradually I was able to undertake more, gaining experience in all manners of workshop work; both this and the other experience gained serving customers and selling tickets was to prove invaluable for me going forward in my personal life.

I have gradually taken on more responsibility in our family business, running Homeflair DIY Ltd on Ruislip High Street. I now play a main role in operating the very successful business on a day-to-day basis, and have completed a lot of work in recent years to expand our operation, particularly in online sales. So many of the skills which are now key for me can be traced back, in a large part to my involvement at the RLR from a young age.

RUISLIP LIDO RAILWAY SOCIETY

