

Proposed EV Charging Hub, McGovern Park, Ruislip Transport Note (06/08/2026)

1. Introduction

- 1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Note (TN) in support of proposals for an EV Charging Hub located at McGovern Park, Ruislip.
- 1.2 The local planning and highway authority for the site is London Borough of Hillingdon (LBH).

2. Site Location & Existing Use

- 2.1 The development site is located to the east of West End Road in Ruislip, Hillingdon and is currently in use as a coach pick-up/drop-off parking space in the northern extents of the McGovern Park car park. The site is bound by dwellings served via Masson Avenue to the north, the wider McGovern Park site to the east and south, and West End Road to the west. The site boundary is highlighted in red within Figure 1 below.

Figure 1: Site Location



Source: Google, Airbus © 2026

3. Development Proposals & Access Arrangements

- 3.1 This report is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals comprise an EV charging hub providing 6 car parking spaces.
- 3.2 Vehicular access to the site shall be taken from the existing access junction with West End Road on the western boundary of the site which is to be altered as part of the development proposals. The access currently allows entry only but will be amended to allow entry and egress from the site.
- 3.3 The existing car park is only in use during matchdays for the Gaelic Athletic Association (GAA) club, with the gates being closed on non-matchdays. The car park has two gated access junctions, with vehicles entering to the north and egressing to the south via a one-way internal movement.
- 3.4 The proposals seek to provide the EV charging hub in the northern section of the car park, where the away team's coach currently temporarily parks to pick-up/drop-off away team members. As the EV charging hub will be open for 24 hours a day, a gated fence will be provided between the EV charging hub and the southern section of the car park, as demonstrated in the site plans attached as Appendix 1. These internal gates will be opened on matchdays to ensure the GAA's one-way procedure remains in place, ensuring traffic continues to flow efficiently. It should be noted that the fence will result in the loss of a maximum of six car parking spaces in the southern section of the car park, as discussed in Section 5.
- 3.5 The EV charging hub will operate with one point of access, with vehicles accessing and egressing the site via the northwestern access. This existing access is already circa 6.5m wide, so appears to be wide enough to accommodate the two-way passing of cars without any physical widening works on the adopted highway, although internal changes are proposed within the site to accommodate this change.,
- 3.6 Proposals for the away team coach now involve the vehicle using either the adjacent bus stops or the double yellow lines (No Waiting At Any Time restrictions) outside the site to board/alight passengers. The coach driver will be informed that the coach is only able to stop here momentarily to allow passengers to board/alight and will find a suitable car park while waiting. It is understood that the existing Traffic Regulation Orders (TRO) in these locations would permit this coach drop-off/pick-up arrangements, based on the signed restrictions, but clarification is sought from LBH Highways. Given the width of West End Road (see Section 4 below), it is acknowledged that buses/coaches can wait on one side of the road whilst two-way cars can still pass each other, as is the case with the existing bus stops.
- 3.7 Suitable visibility splays appear to be provided at the access junction. West End Road is subject to a 30mph speed limit and therefore based on the national '*Manual for Streets*' guidance (DfT, 2007b), visibility splays of 2.4m x 43m would be required from the site access. It is noted that the available visibility splay to both sides of the existing access appears to be in excess of the required 43m for a 30mph speed limit.

4. Local Highway Network

- 4.1 West End Road is a two-way single carriageway that measures approximately 8.5m in width and is subject to a 30mph speed limit. West End Road has No Waiting At Any Time (NWAAT) restrictions on both sides of the carriageway within the vicinity of the site.

- 4.2 West End Road continues to the south of the site's access for circa 170m before connecting with the A40 and Ruislip Road via the Polish Air Force Memorial roundabout. To the north of the site's access, West End Road continues for circa 3.1km before connecting with Kingsend, Pembroke Road and High Street via a signalised crossroads.

5. Proposed Parking Provision

- 5.1 The existing and proposed parking provision for the site is outlined below in Table 1:

Table 1: Existing Car Parking Provision

Use	Existing	Proposed
EV Charging Hub	0 (coach drop-off only)	6
GAA Car Park	69 (including 8 accessible spaces)	63

- 5.2 The proposals will result in the removal of a maximum of six car parking spaces, resulting in a total of 63 retained car parking spaces for use during matchdays.
- 5.3 As the car park has functioned with no known issues for a number of years, it is expected that the loss of six parking spaces, resulting in 63 remaining parking spaces, will not have a notable impact on car parking and the local highway within the vicinity of the site during matchdays. Vehicles departing from the GAA car park will be able to utilise both the northern and southern accesses, helping to spread the traffic between the two accesses.

6. Traffic Impact

- 6.1 In order to derive reflective trip rates for the proposed EV charging hub, vehicle trip generation statistics within the '*Electric Vehicle Charging Station*' category (13-C) of the latest TRICS database have been interrogated. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:
- Database version: 8.26.6;
 - Survey type: All survey types;
 - Size: 2-20 Charging Bays;
 - TRICS location type: 'Suburban' and 'Edge of Town';
 - Regions: UK only, excluding Ireland sites;
 - Recent survey data only (exclusion of surveys undertaken prior to 01/01/2016); and
 - Any surveys undertaken during COVID-19 have been manually removed (March 2020 to February 2022).
- 6.2 As there were less than 20 comparable sites in the database after filtering (6 survey sites), mean trip rates (as weighted and calculated by the TRICS software) have been used to project the vehicle trip generation of the proposed EV charging bays, in accordance with good practice guidelines (TCL, 2025). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 2, with the projected vehicle trip rates and generation shown in Table 2.

Table 2: Projected Vehicle Trip Generation

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
EV Charging Bays (13-C)	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rates (per bay)	0.365	0.231	0.365	0.365	4.389	4.549
Vehicle Trips (6 bays)	2	1	2	2	25	25

- 6.3 The vehicle trip generation projections shown in Table 2 indicate that the proposed EV charging hub could be expected to generate up to 3 two-way vehicle trip movements during the typical AM network peak hour (08:00-09:00), 4 during the typical PM network peak hour (17:00-18:00), and 50 two-way trips across the daily weekday period (06:00-22:00).
- 6.4 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of “30 two-way peak hour vehicle trips” (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided “a useful point of reference from which to commence discussions”.
- 6.5 The national DfT guidance has now been superseded and replaced with the ‘National Planning Policy Framework’ (NPPF) (MLBHLG, 2024) and its accompanying ‘Planning Practice Guidance’ (PPG) (MLBHLG, 2014). NPPF and PPG require that transport assessment is undertaken for “developments that generate significant amounts of movement”, although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy. In determining whether the development site is expected to have a material impact on the local highway network, the traffic projections for the development have been compared against the current and previous Government guidance.
- 6.6 Based on the assessments detailed within this TN, it is considered that the proposed development should not have a significant impact on the operation of the local highway network. Therefore, as the impact of the proposals at the site is not expected to be severe, the proposals are considered to be in accordance with the NPPF, which states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios” (MLBHLG, 2024).

7. Summary

- 7.1 It is expected that the proposals will not have a detrimental impact on the local highway network. As the proposals only result in a decrease of six car parking spaces, the impact on vehicles associated with matchdays at McGovern Park will be negligible.

8. References

DfT (Department for Transport), 2007. Manual for Streets.

MHCLG (Ministry of Housing, Communities and Local Government), 2024. National Planning Policy Framework.

MHCLG, 2014. Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014)
[online: <http://planningguidance.planningportal.gov.uk>].

TCL (TRICS Consortium Ltd), 2025. TRICS Good Practice Guide 2026.

Appendix 1 – Site Layout Plan

Appendix 2 – TRICS Output

Projected Traffic Generation - EV Charging Hub

6 bays

Vehicle Trip Rates (per bay)

Time	IN	OUT	TOTAL
06:00-07:00	0.089	0.022	0.111
07:00-08:00	0.192	0.212	0.404
08:00-09:00	0.365	0.231	0.596
09:00-10:00	0.288	0.346	0.634
10:00-11:00	0.365	0.269	0.634
11:00-12:00	0.231	0.288	0.519
12:00-13:00	0.404	0.327	0.731
13:00-14:00	0.288	0.385	0.673
14:00-15:00	0.442	0.404	0.846
15:00-16:00	0.442	0.365	0.807
16:00-17:00	0.288	0.404	0.692
17:00-18:00	0.365	0.365	0.730
18:00-19:00	0.231	0.308	0.539
19:00-20:00	0.200	0.200	0.400
20:00-21:00	0.244	0.378	0.622
21:00-22:00	0.044	0.067	0.111
TOTAL	4.389	4.549	8.938

Vehicle Trips

IN	OUT	TOTAL
1	0	1
1	1	2
2	1	3
2	2	4
2	2	4
1	2	3
2	2	4
2	2	4
3	2	5
3	2	5
2	2	4
2	2	4
1	2	3
1	1	2
1	2	3
0	0	0
25	25	50

Vehicles, Mean 13-C, 2-20 Charging bays , England (exc. Ireland), Wales & Scotland, All locations, exc. Sat & Sun, 2016+ (6)
TRICS v8.26.6

Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

Filtering Summary:

Land Use: 13/C VEHICLE REFUELLING STATIONS/ELECTRIC VEHICLE CHARGING STATION

Selected Trip Rate Calculation Parameter Range: 2 - 20 BAYS

Actual Trip Rate Calculation Parameter Range: 2 - 13 BAYS

Date Range: Minimum: 06/06/2023 Maximum: 28/11/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 1167 4622

Days of the week selected:

Tuesday	1
Wednesday	2
Thursday	1
Friday	2

Main Location Types selected:

Suburban Area	4
Edge of Town	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	5
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	1
5,001 to 10,000	1
20,001 to 25,000	2
25,001 to 50,000	2

Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

Population <5 Mile ranges selected:

5,001 to 25,000	1
125,001 to 250,000	1
250,001 to 500,000	2
500,001 or More	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	4

PTAL Rating:

No PTAL Present	6
-----------------	---

Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 13 - VEHICLE REFUELLING STATIONS
Category: C - ELECTRIC VEHICLE CHARGING STATION
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 day
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE 1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD 1 day
11	SCOTLAND	
	PK	PERTH & KINROSS 1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	BAYS
Actual Range:	2 to 13 (units:BAYS)
Range Selected by User:	2 to 20 (units:BAYS)
Parking Spaces Range:	0 - 51
Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	06/06/23 to 28/11/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Suburban Area	4 days
Edge of Town	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

No Sub Category	2 days
Residential Zone	4 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

Secondary Filtering Selection:

Use Class:

Sui Generis 6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1167 - 4622

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	2 surveys
500,001 or More	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	4 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

1 HORBURY ROAD WAKEFIELD Suburban Area Residential Zone Charging bays: 8.00 BAYS Survey date: Wednesday 23/04/2025	AK-13-C-01	MFG	WAKEFIELD Survey Type: Manual
2 HAUXTON ROAD CAMBRIDGE TRUMPINGTON Suburban Area Residential Zone Charging bays: 13.00 BAYS Survey date: Friday 25/04/2025	CA-13-C-01	TESLA SUPERCHARGER	CAMBRIDGESHIRE Survey Type: Manual
3 KESTREL ROAD CORBY Edge of Town Residential Zone Charging bays: 8.00 BAYS Survey date: Thursday 18/04/2024	NN-13-C-01	ECONETIQ	NORTH NORTHAMPTONSHIRE Survey Type: Manual
4 JUNCTION ROAD KINROSS Edge of Town Residential Zone Charging bays: 8.00 BAYS Survey date: Wednesday 18/06/2025	PK-13-C-01	EVOLT	PERTH & KINROSS Survey Type: Manual
5 NEW JOHN STREET WEST BIRMINGHAM HOCKLEY Suburban Area No Sub Category Charging bays: 8.00 BAYS Survey date: Tuesday 06/06/2023	WM-13-C-01	MFG	WEST MIDLANDS Survey Type: Manual
6 WATERFRONT WAY BRIERLEY HILL Suburban Area No Sub Category Charging bays: 7.00 BAYS Survey date: Friday 13/06/2025	WM-13-C-02	MFG	WEST MIDLANDS Survey Type: Manual

Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

TRIP RATE for Land Use 13 - VEHICLE REFUELLING STATIONS/C - ELECTRIC VEHICLE CHARGING STATION

Total Vehicles

Calculation factor: 1 BAYS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 BAYS BAYS		
	Inbound	Outbound	Total
08:00-09:00	0.365	0.231	0.596
17:00-18:00	0.365	0.365	0.730

Time Range	No. Days	Ave. BAYS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	5	9	0.089	0.022	0.111
07:00-08:00	6	9	0.192	0.212	0.404
08:00-09:00	6	9	0.365	0.231	0.596
09:00-10:00	6	9	0.288	0.346	0.634
10:00-11:00	6	9	0.365	0.269	0.634
11:00-12:00	6	9	0.231	0.288	0.519
12:00-13:00	6	9	0.404	0.327	0.731
13:00-14:00	6	9	0.288	0.385	0.673
14:00-15:00	6	9	0.442	0.404	0.846
15:00-16:00	6	9	0.442	0.365	0.807
16:00-17:00	6	9	0.288	0.404	0.692
17:00-18:00	6	9	0.365	0.365	0.730
18:00-19:00	6	9	0.231	0.308	0.539
19:00-20:00	5	9	0.200	0.200	0.400
20:00-21:00	5	9	0.244	0.378	0.622
21:00-22:00	5	9	0.044	0.067	0.111
22:00-23:00					
23:00-00:00					
Total Rates:			4.478	4.571	9.049

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: b1bd3a61-1805-499e-a32b-411cd53c8c10

Parameter Summary:

Trip rate parameter range selected:	2 - 20 (units: BAYS)
Survey date date range:	06/06/2023 - 18/06/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.