

9 SHARPS LANE, RUISLIP, HA4 7JG

TRANSPORT STATEMENT

PROJECT NO. 25/250

DATE: NOVEMBER 2025

VERSION: 1.0

CLIENT: MR MCGLYNN

Velocity Transport Planning Ltd

www.velocity-tp.com



VELOCITY
Transport Planning

VERSION CONTROL AND APPROVAL

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1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning (VTP) has been appointed to prepare this Transport Statement (TS) in relation to the proposed redevelopment at 9 Sharps Lane, Ruislip, HA4 7JG. The site falls within the administrative boundary of The London Borough of Hillingdon (LBH), which is the Local Planning Authority and Highway Authority for the purposes of this application.

1.1.2 The planning description is as follows:

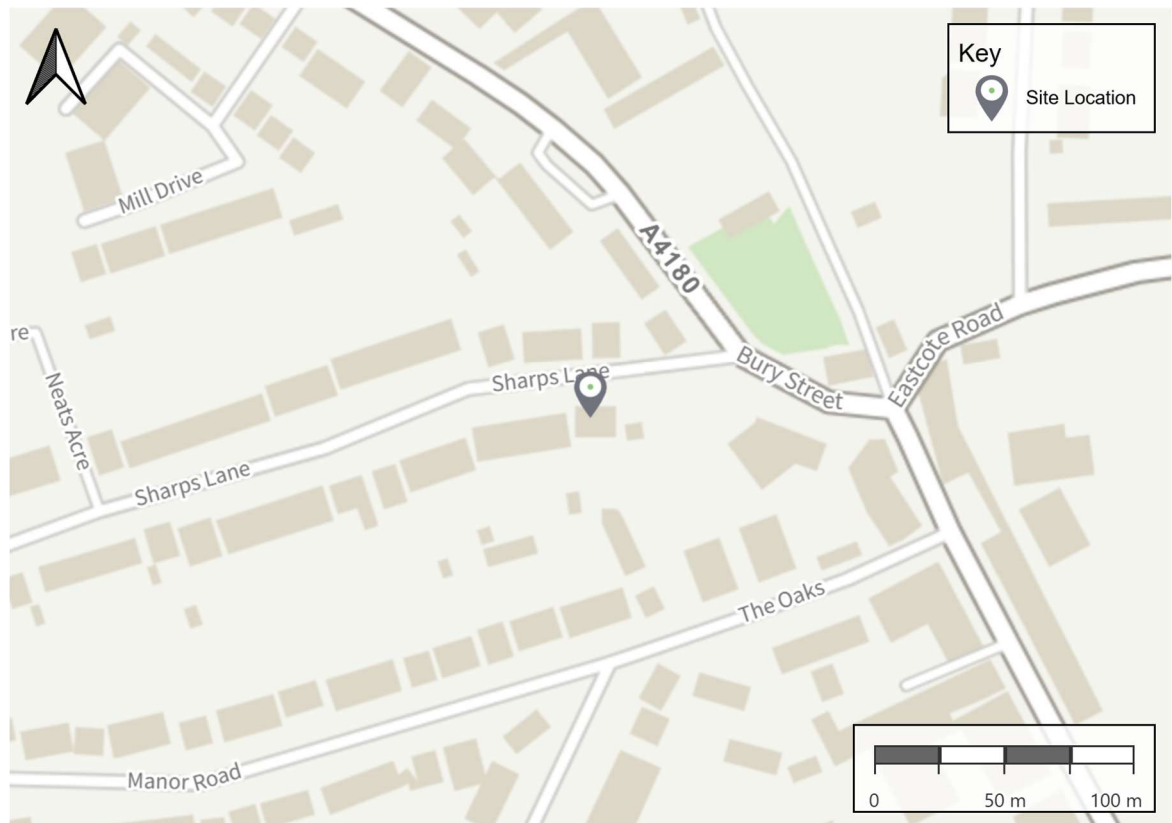
“Proposed re-development of the site from small HMO (Class C4) to Care Home (Class C2) with 18 bedrooms, associated internal and external communal areas and other spaces required to serve a care home (kitchen, store, nurse stations, office etc).”

1.2 SITE LOCATION

1.2.1 The site is located along Sharps Lane accessed via the A4180 Bury Street, approximately 125m west as the crow flies from Ruislip High Street. Ruislip London Underground station is located a five minute cycle or a 13 minute walk south east of the site, whilst several bus routes are in operation in the local vicinity. As such, the site is located within convenient access to public transport.

1.2.2 The location of the site is presented in **Figure 1-1**.

Figure 1-1: Site Location Plan



1.3 EXISTING SITE

- 1.3.1 The application site comprises of a two storey detached dwelling house on the southern side of Sharps Lane. The existing land use falls under a House of Multiple Occupation (HMO), Class C4. An existing dropped kerb is located on Sharps Lane that serves a driveway and garage associated with the dwelling. All associated servicing activity is currently undertaken on-street on the surrounding road network.

1.4 PROPOSED DEVELOPMENT

- 1.4.1 The proposed redevelopment seeks to provide alterations and additions to the existing building in order to provide an 18 bedroom care home for adults.
- 1.4.2 The facility would be for dementia patients and there would be 10 members of staff.
- 1.4.3 There would be no parking provided on-site and all associated servicing would be undertaken on-street on the surrounding road network, similar to the existing situation.

1.5 REPORT STRUCTURE

- 1.5.1 This TS reviews the proposals in terms of accessibility, parking, servicing and deliveries, traffic impact and movement by sustainable modes of transport. The TS determines the suitability of the proposal with respect to highways and transport.
- 1.5.2 Following this introduction the report is structured as follows:
- ◉ **Section 2:** Baseline Conditions and Accessibility.
 - ◉ **Section 3:** Proposed Development.
 - ◉ **Section 4:** Trip Generation.
 - ◉ **Section 5:** Sustainable Travel Initiatives.
 - ◉ **Section 6:** Summary and Conclusions.



2 BASELINE CONDITIONS

2.1 EXISTING SITE

- 2.1.1 The site is bound to the north by Sharps Lane, to the east by Browns Ruislip Restaurant and its corresponding car parking, and to the south and west by residential properties. The surrounding area consists largely of residential use.
- 2.1.2 The existing site comprises a two storey detached house with a garden to the rear and some hardstanding to the front. The site has a vehicular, cycle and pedestrian access from Sharps Lane, whilst the wall that fronts the site is listed. This is shown in the google extract presented at **Figure 2-1**.

Figure 2-1: Existing Access to the Site

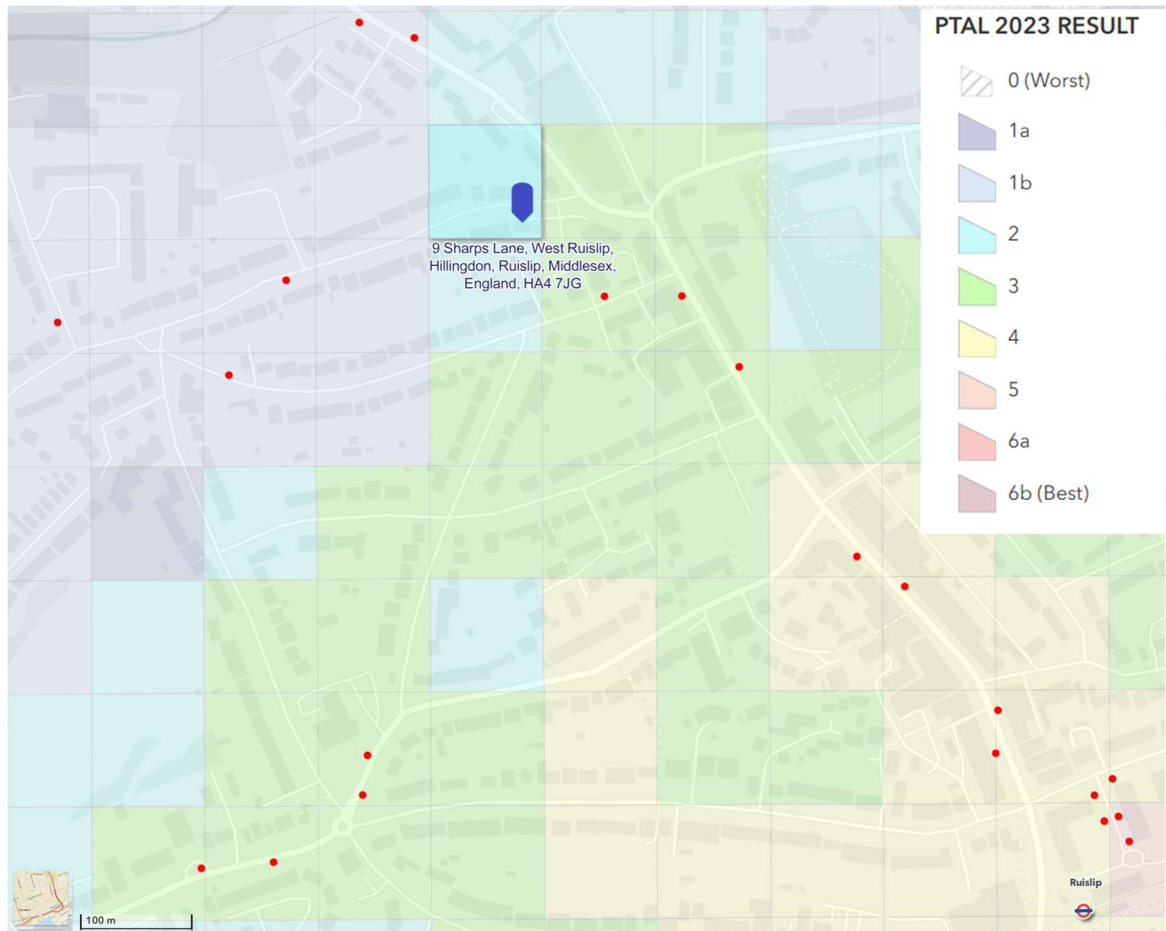


2.2 PUBLIC TRANSPORT ACCESS LEVEL

- 2.2.1 Public Transport Access Level (PTAL) is used to assess a site's connectivity to the public transport network to consider the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.
- 2.2.2 The site achieves a PTAL score of 2 as presented in **Figure 2-2**. A copy of the report is included at **APPENDIX A**.



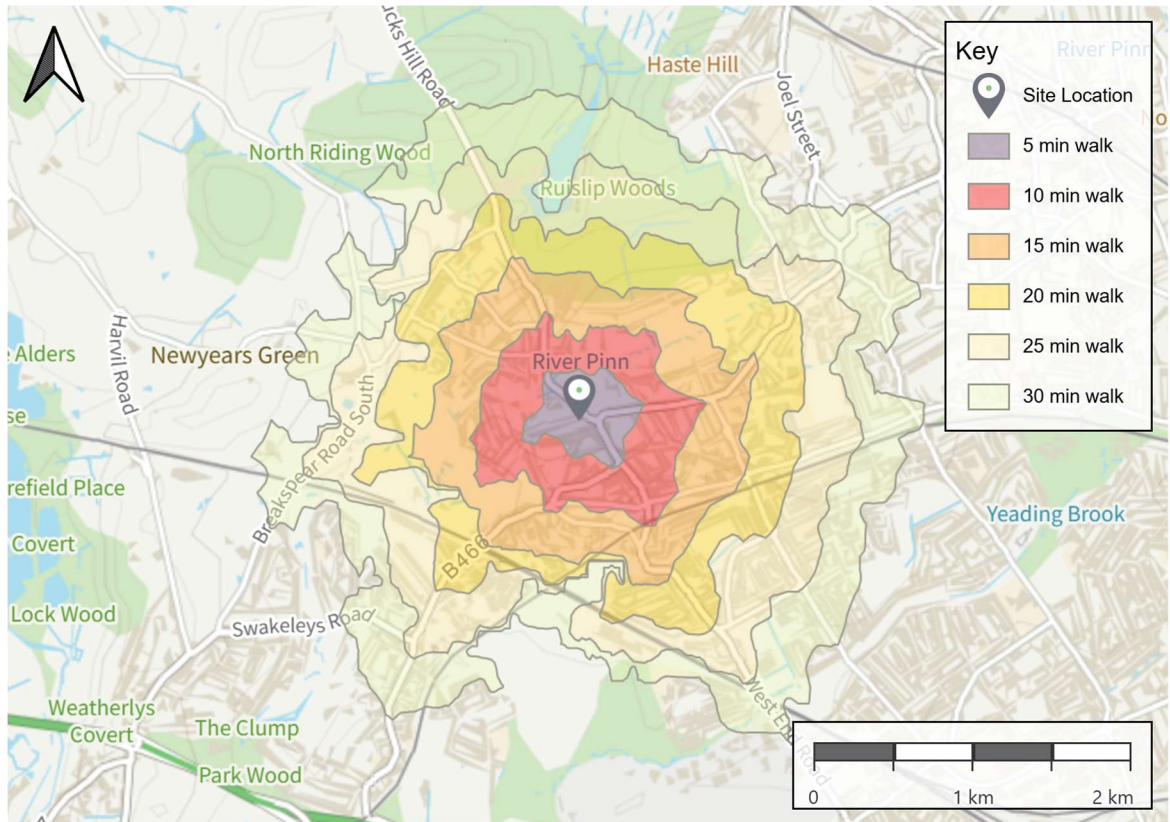
Figure 2-2: Map of PTAL Grid in Vicinity of Proposed Development



2.3 WALKING

- 2.3.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode of travel to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.3.2 Following this guidance, further recommendations by CIHT were made within the document, 'Planning for Walking' (2015), which set out the considered desirable thresholds for a pedestrian walking environment. The document defines a 'walkable neighbourhood' as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys.
- 2.3.3 Sharps Lane has a footway along both sides, these are lit and have dropped kerbs where vehicle crossovers exist. At the junction with the A4180 there are dropped kerbs and tactile paving, and a lit refuge island provided between the Sharps Lane arm. Towards the High Street, approximately 75m to the east of the site, there is a further crossing facility including a zebra crossing with dropped kerbs and tactile paving. A further zebra crossing facility is located along the High Street, to the south of the Bury Street/ High Street/ Eastcote Road Roundabout.
- 2.3.4 **Figure 2-3** shows the 30-minute walking catchment from the site, illustrating the walking accessibility and catchment surrounding the site, which includes several residential areas.

Figure 2-3: Walking Catchment Plan

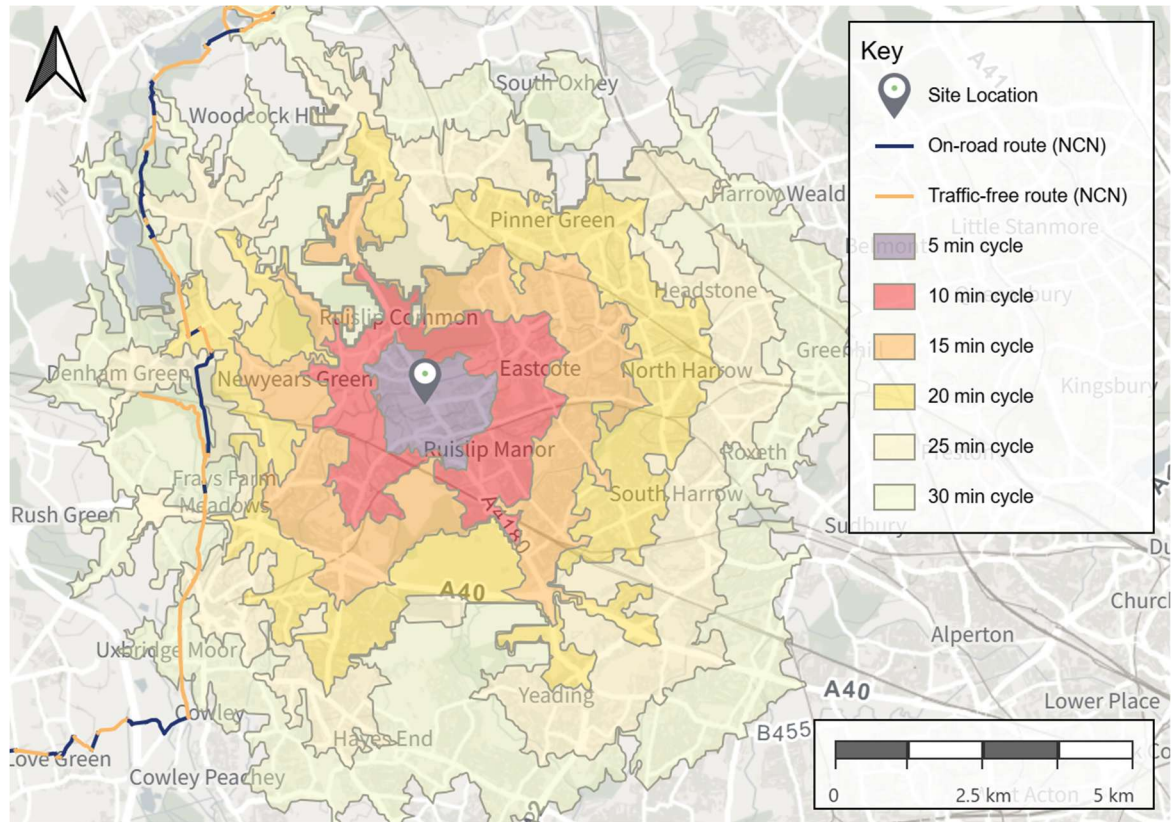


2.4 CYCLING

- 2.4.1 Cycling has the potential to substitute for short car trips, particularly those less than 5.0-kilometres in length, although it is noted that individuals cycle greater distances for various journey purposes.
- 2.4.2 With regard to this guidance, **Figure 2-4** shows the 30-minute cycle isochrone from the proposed development and surrounding areas. The cycle isochrones demonstrate that within 30 minutes cycle distance areas such as Harrow, Pinner, Northwood, Denham Green and Uxbridge can be accessed.



Figure 2-4: Cycling Catchment Plan



2.5 PUBLIC TRANSPORT ACCESS - BUS SERVICES

2.5.1 The closest bus stops to the development site are shown in **Figure 2-5**. The closest bus stop 'Neats Acre' is located within circa 150m as per the PTAL report which is served by the U10 bus providing access between Ruislip and Uxbridge. Further bus services are found at 'The Oaks', where more regular buses are available.



Figure 2-5: Closest Bus Stops to the Proposed Development



2.5.2 Bus services are shown in **Table 2-1**.

Table 2-1 Bus Services

BUS STOP	DISTANCE	SERVICE	ROUTE	WEEKDAY PEAK FREQUENCY	WEEKDAY HOURS OF OPERATION	WEEKEND FREQUENCY	WEEKEND HOURS OF OPERATION
Neats Acre	150m	U10	Uxbridge - Ruislip	1 per hour	07:21 - 19:23	Sat: 9 per day, Sun: No service	Sat: 07:24 - 19:24, Sun: No service
The Oaks	225m	331	Ruislip - Uxbridge	3 per hour	06:02 - 23:31	Sat: 2 per hour, Sun: 1 per hour	Sat: 06:01 - 23:31, Sun: 07:31 - 23:31
The Oaks	225m	H13	Northwood Hills - Ruislip Common	3 per hour	00:19 - 23:49	Sat: 2 per hour, Sun: 2 per hour	Sat: 00:19 - 23:49, Sun: 00:19 - 23:49



2.6 PUBLIC TRANSPORT – NATIONAL RAIL SERVICES

2.6.1 The closest railway station to the site is West Ruislip, which is circa 1.4km from the site. A list of the most frequently visited destinations from the station is shown in **Table 2-2**.

Table 2-2: Rail Services

DESTINATION	DAYS OF OPERATION	FREQUENCY	JOURNEY TIME	HOURS OF OPERATION
London Marylebone	Mon–Sun	1 / hour	18 mins	05:59 – 23:37
High Wycombe	Mon–Sun	19 / day	20 mins	06:30 – 23:39
Gerrards Cross	Mon–Sun	19 / day	10 mins	06:30 – 23:39
Beaconsfield	Mon–Sun	16 / day	16 mins	06:30 – 23:39
Wembley Stadium	Mon–Sun	19 / day	11 mins	05:59 – 23:00
Bicester Village	Mon–Fri	1 / day	52 mins	22:54
Banbury	Mon–Fri	1 / day	1 hour 2 mins	20:04
Princes Risborough	Mon–Sun	11 / day	30 mins	08:59 – 23:39
Denham	Mon–Sun	19 / day	4 mins	06:30 – 23:39
Aylesbury	Mon–Sun	1 / hour	48 mins	21:04 – 23:39

Source: National Public Transport Access Nodes (NaPTAN) dataset, Department for Transport

2.7 PUBLIC TRANSPORT – LONDON UNDERGROUND SERVICES

2.7.1 The closest London Underground station to the site is Ruislip, located approximately 900m away which is equivalent to a 13 minute walk, a five minute cycle or a seven minute bus journey. The station is located in Zone 6 and provides Metropolitan and Piccadilly services between Uxbridge and Central London.

2.8 HIGHWAY CONTEXT

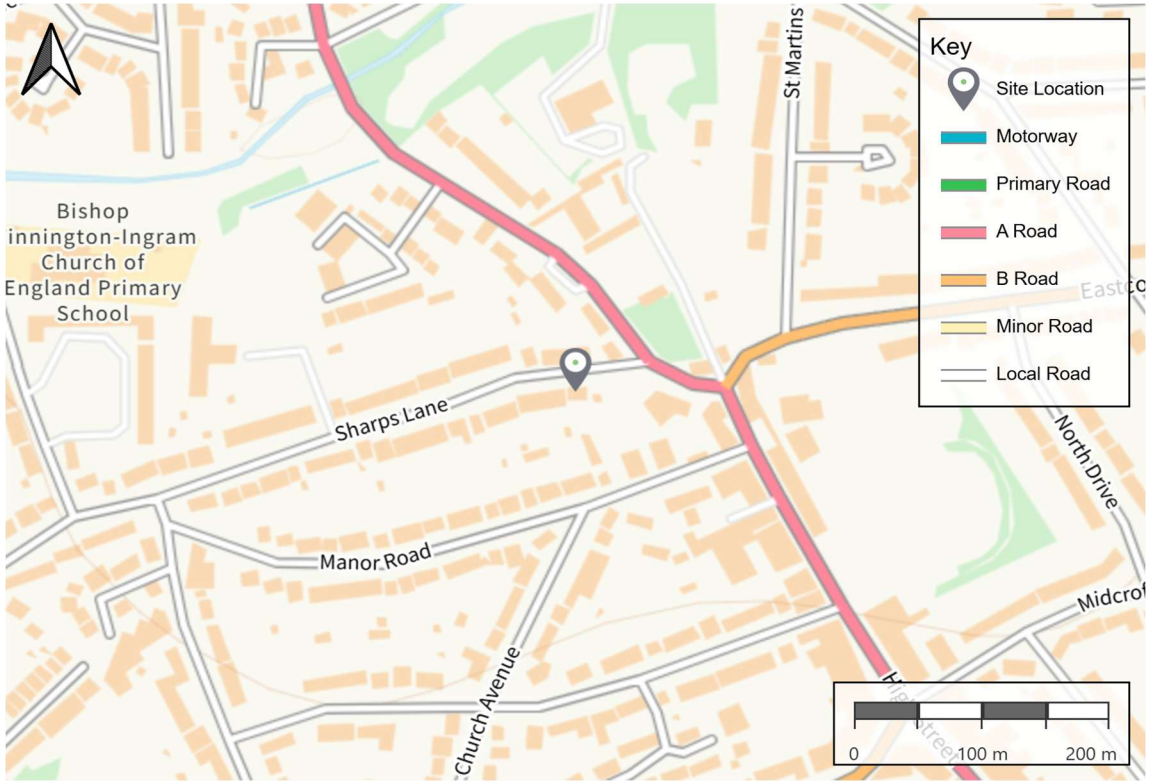
2.8.1 The local highway network around the site can be seen below in **Figure 2-6**. Sharps Lane is subject to a 30mph zone, it operates as an two way single carriageway road with lit footways on both sides. There are a number of on-street parking bays, with the southern edge marked with double yellow lines. The surrounding streets form part of a Controlled Parking Zone, 'R2' which operates restrictions between 08:00 and 22:00 daily, whilst the double yellow lines permit loading activity.

2.8.2 A4180 Bury Street which transitions to High Street at the roundabout with B466 Eastcote Road is a two-way single carriageway road with lit footways on either side. It is subject to a 30-mph posted speed limit.



2.8.3 The A40 Westway is the closest road in TfL's Strategic Road Network (SRN) located 3 kms to the south of the site as the crow flies.

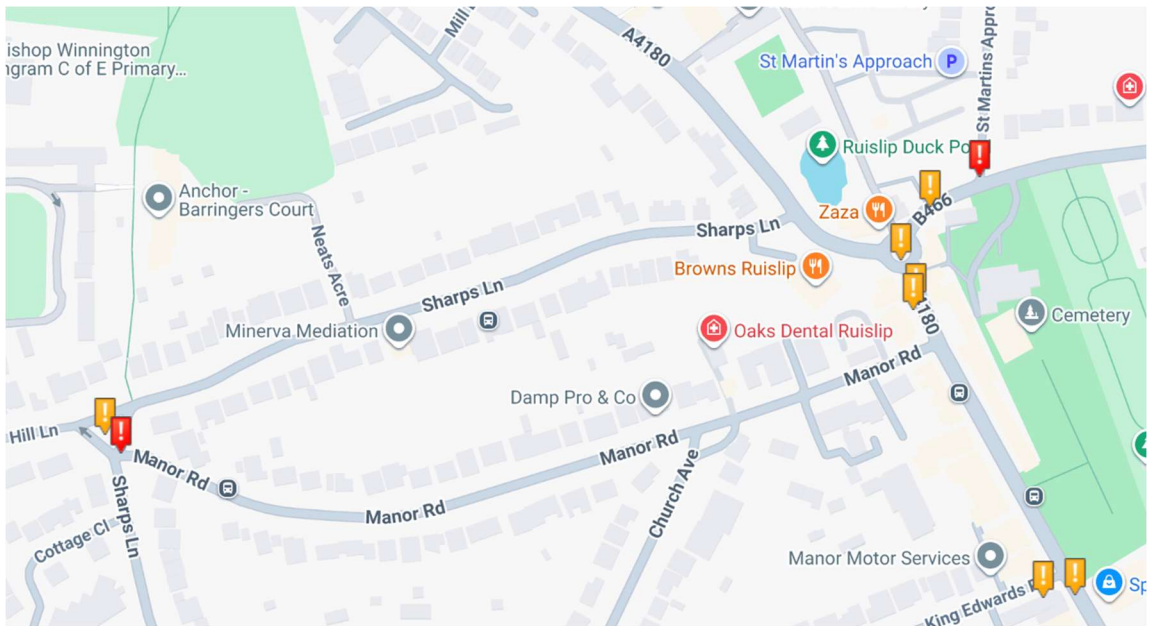
Figure 2-6: Map of the Local Highway Network



2.9 PERSONAL INJURY COLLISION DATA

2.9.1 Crashmap has been reviewed to identify any recorded accidents for the area surrounding the site. An output of the collisions is provided in Figure 2-7. As shown there are no recorded incidents along Sharps Lane.

Figure 2-7: Map of PIC Data from 2022 – 2024 (Crashmap)



2.10 SUMMARY

- 2.10.1 In summary, it is clear that the site benefits from being accessible on-foot, by cycle, and by public transport to a host of local, regional destinations including Ruislip centre, Uxbridge and Harrow. Consequently, there is potential for future end-users (i.e. staff and visitors) to adopt sustainable travel patterns and behaviours for journeys to/from the site. There are also strict parking controls in place to protect resident parking, and no historical accident record along Sharps Lane.

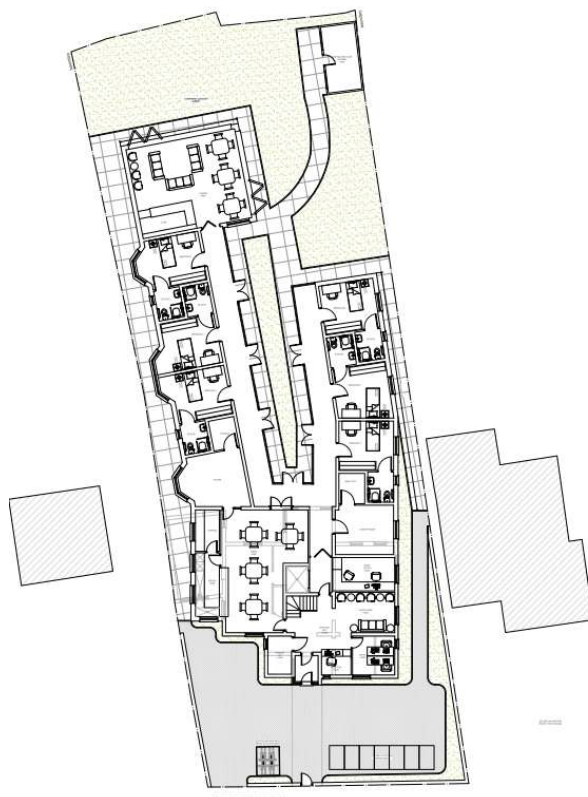


3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

- 3.1.1 The development proposal comprises of the redevelopment of an existing residential HMO dwelling (Use Class C4) into an 18-bed care home (Use Class C2), together with mobility scooter parking, cycle parking amenity areas and landscaping.
- 3.1.2 A copy of the proposed site plan is shown in **Figure 3-1** and attached at **APPENDIX B** of this report.

Figure 3-1: Proposed Site Plan



3.2 PROPOSED OPERATION

- 3.2.1 Whilst an operator has not yet been identified at this stage, it is intended that the proposed care home would provide for all levels of care for residents with dementia.
- 3.2.2 It is anticipated that the proposed care home would accommodate 10 members of staff. This accounts for both part/full-time staff undertaking a variety of roles. All staff working hours are generally staggered in shift patterns.
- 3.2.3 A proportion of staff would also regularly cover a full day shift (08:00 – 20:00) instead of working split shifts.
- 3.2.4 Visiting hours are unknown at this stage however given the proximity to public transport services, and local parking restrictions visitors have the potential to, and would be expected to, travel by non-car modes.



3.3 ACCESS

PEDESTRIAN AND CYCLE ACCESS

3.3.1 Pedestrian and cycle access to the site would be maintained from Sharps Lane, as per the existing situation.

VEHICLE ACCESS

3.3.2 No vehicular activity would be accommodated on-site. Given the status of the listed wall at the front of the site, there is considered to be no scope to amend the existing access to allow appropriate vehicle access. As such, the existing vehicular access would be made redundant.

3.4 PARKING

CAR PARKING

3.4.1 The proposed development will be car free. Future residents would not own or use a car. The future operator of the care home would also be committed towards encouraging staff to travel to / from the site through using sustainable means in favour of the private car. Furthermore, visitors would be expected to travel by non-car modes.

3.4.2 On this basis, the proposed level of car parking spaces is in accordance with standards and considered appropriate having regard to the future operation of the care home.

3.4.3 Notwithstanding the above, it is pertinent to note that there are Pay and Display parking opportunities within the Browns restaurant site to the east which provide general parking availability in the event that any visitors to the site chose to drive. Furthermore, the existing on-street parking controls in the vicinity of the site would protect existing parking availability for local residents. As such, there would be no harmful impact arising from the development in terms of parking.

MOBILITY SCOOTERS

3.4.4 The development will provide mobility scooter parking spaces located to the south of the site boundary.

3.5 CYCLE PARKING

3.5.1 The London Plan sets out cycle parking for care homes (land use C2) should be provided as follows:

- ⊙ Long stay – 1 space per 5 FTE.
- ⊙ Short stay – 1 space per 20 bedrooms.

3.5.2 On this basis the development should provide between two to three cycle parking spaces for long stay and one space for short stay provision. The development will provide two Sheffield stands which will provide four cycle parking spaces, in a secure and undercover store. The proposed provision is therefore in accordance with standards.



3.6 DELIVERY AND SERVICING VEHICLE ACCESS

- 3.6.1 The proposed care home is likely to generate in the order of one to three delivery or servicing vehicles attending the site throughout a typical weekday. Deliveries are likely to comprise food and catering, cleaning supplies, laundry, and medical disposables.
- 3.6.2 Servicing vehicles, which are expected to be the size of a 7.5t box van or smaller, will stop on street for unloading, utilising existing yellow line opportunities, similar to the existing site and surrounding properties.
- 3.6.3 Refuse would be stored on-site within dedicated areas and managed by the on-site team. Refuse collections will be undertaken via a private contractor with bins transferred between the store and the collection vehicle by waste operatives.



4 FORECAST TRIP GENERATION

4.1 INTRODUCTION

4.1.1 This section of the report sets out the methodology for establishing the multi-modal trip generation of the development proposals in comparison with the site’s existing operation, to establish the net impact on the local highway and transport networks throughout a typical weekday

4.2 EXISTING TRIP GENERATION

4.2.1 The existing site is operating as a HMO with an associated driveway. As such, the site’s current trip generation is expected to be minimal, with in the region of two to four two-way vehicular trips generated per day. For robustness and simplicity in this assessment, it has been assumed that the site generates no vehicle trips currently.

4.3 PROPOSED TRIP GENERATION

4.3.1 The proposed care home will provide a care facility for the frail and elderly, and those living with dementia. As such, the large majority of residents are unable to look after themselves or have the ability to drive or make external trips. The site is therefore expected to generate trips predominantly associated with staff and visitors. Staff are expected to live relatively locally, whilst visitor trips would be staggered and can be managed.

4.3.2 To establish the vehicular trip generation of the proposed care home, the TRICS database (Version 8) was interrogated to identify sites exhibiting similar characteristics under the land use category ‘05 Health – F – Care Home (Elderly Residential)’. A copy of the TRICS output is attached at **APPENDIX C** of this report.

4.3.3 As shown in **Table 4:1**, the proposed care home would have the potential to generate in the order seven and six two-way total people movements throughout a typical weekday during the AM (08:00 – 09:00) and PM (17:00 – 18:00) network peak hour periods, respectively.

Table 4:1: Proposed Development Total People Trip Rates and Trip Generation

	AM Peak Hour (08:00 - 09:00)			PM Peak hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Total People						
Trip Rates	0.231	0.165	0.396	0.154	0.187	0.341
Total People						
Trips	4	3	7	3	3	6

4.3.4 The assessment indicates that there would be a low number of total person trips in the peak hours.

4.4 MODE SHARE

4.4.1 Modal split information for the proposed development has been derived from the TRICS sites selected. The two sites that have been selected have a greater quantum of car parking in comparison to the proposed development. As such we have proposed to reduce the single vehicles accordingly with the percentages proportionately reallocated to other modes, as shown in **Table 4:2**.



Table 4:2: Proposed Mode Share – (TRICS and reallocated mode share)

MODE	TRICS PERCENTAGE (%)	REALLOCATED PERCENTAGE (%)
Multi Vehicle	11%	12%
Single Vehicle	14%	6%
Pedestrians	44%	48%
Bus/ Tram	27%	30%
Rail	4%	4%
Total	100%	100%

4.4.2 **Table 4:3** presents the combined multi-modal trip generation across all proposed uses.

Table 4:3: Proposed Combined Two-way TRIPS by Mode Share

Mode	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Multi Vehicle	1	1
Single Vehicle	0	0
Pedestrians	4	3
Bus/ Tram	2	2
Rail	0	0
Total	7	6

4.4.3 In total, the proposed development is forecast to generate a total of seven trips during the AM peak hour and six trips during the PM peak hour. Of these, public transport modes will account for 2 trips whilst active travel modes will account for 3 trips. Vehicle activity would be negligible.

4.5 SUMMARY

4.5.1 The proposed development’s total person trips and vehicle trips across is expected to have minimal impact on the surrounding highway network. Furthermore, given the public transport options in close vicinity to the site there should be no capacity concerns with accommodating the additional trips.



5 SUSTAINABLE TRAVEL INITIATIVES

5.1 INTRODUCTION

5.1.1 This section of the report sets out a strategy for encouraging future end-users, most notably staff and visitors to adopt long-term sustainable travel patterns and behaviour for journeys to and from the proposed care home development.

5.1.2 The applicant is committed to encouraging the use of sustainable transport amongst future end-users and have identified the following key objectives:

- ⦿ The promotion and encouragement of walking as a means of transport in its own right or as part of a journey in conjunction with other modes of transport as well as its health benefits.
- ⦿ The promotion and encouragement of cycling as a healthy form of private transport.
- ⦿ The promotion and encouragement of the use of public transport.

5.1.3 As highlighted in **Section 2** of the report, the proposed care home development is located within convenient walking/cycling distance of key public transport infrastructure and services.

5.2 TRAVEL PLAN

5.2.1 A Travel Plan (TP) containing a raft of 'hard' infrastructure and 'soft' information-led measures has been prepared by VTP on behalf of the applicant to accompany the planning application.

5.2.2 This document provides an initial strategy for the future operator of the care home to promote sustainable travel patterns amongst future end users. It sets out the main aims/objectives of the TP, proposes realistic mode share targets, outlines a range of measures aimed at encouraging a mode shift away from private car, and identifies a management resource responsible for implementing the document.



6 SUMMARY AND CONCLUSIONS

6.1 OVERVIEW

6.1.1 Velocity Transport Planning has prepared this Transport Statement in relation to the proposals for an 18-bedroom care home at 9 Sharps Lane, Ruislip, HA4 7JG.

6.1.2 In summary, the report demonstrates:

- ⦿ The site is located within close proximity to several public transport opportunities including local bus routes and Ruislip Underground Station. It is also within an established residential area benefitting from access by foot or by cycle. As such, there are opportunities for future end-users to travel by sustainable modes in favour of the private car for journeys to/from the care home.
- ⦿ The development proposals are anticipated to generate a negligible amount of movements during the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, and as a consequence have an immaterial impact on the adjoining local highway or public transport networks.
- ⦿ Pedestrian access would be retained via Sharps Lane. The existing vehicular access cannot be modified because of the listed status of the adjacent boundary wall. As such, the access would become redundant.
- ⦿ The development will be provided with no car parking which is in accordance with standards and considered appropriate given the access constraints. The local streets are subject to strict parking controls which will protect local resident parking availability.
- ⦿ Mobility scooter parking and cycle parking will be provided within the development site. This can be secured by way of condition.
- ⦿ All delivery and servicing activity would be accommodated on-street on the local road network. This would be in a similar manner to the existing site and surrounding properties.
- ⦿ The applicant is fully committed to encouraging sustainable travel modes amongst staff and visitors for journeys to / from the proposed care home through the active implementation of a Travel Plan containing a raft of ‘hard’ infrastructural and ‘soft’ information-led measures.

6.2 CONCLUSION

6.2.1 In conclusion, it is considered the proposed development is acceptable in transport terms and would not lead to a severe impact on the local road network. As such, it should not be refused in line with National Planning Policy Framework policy.

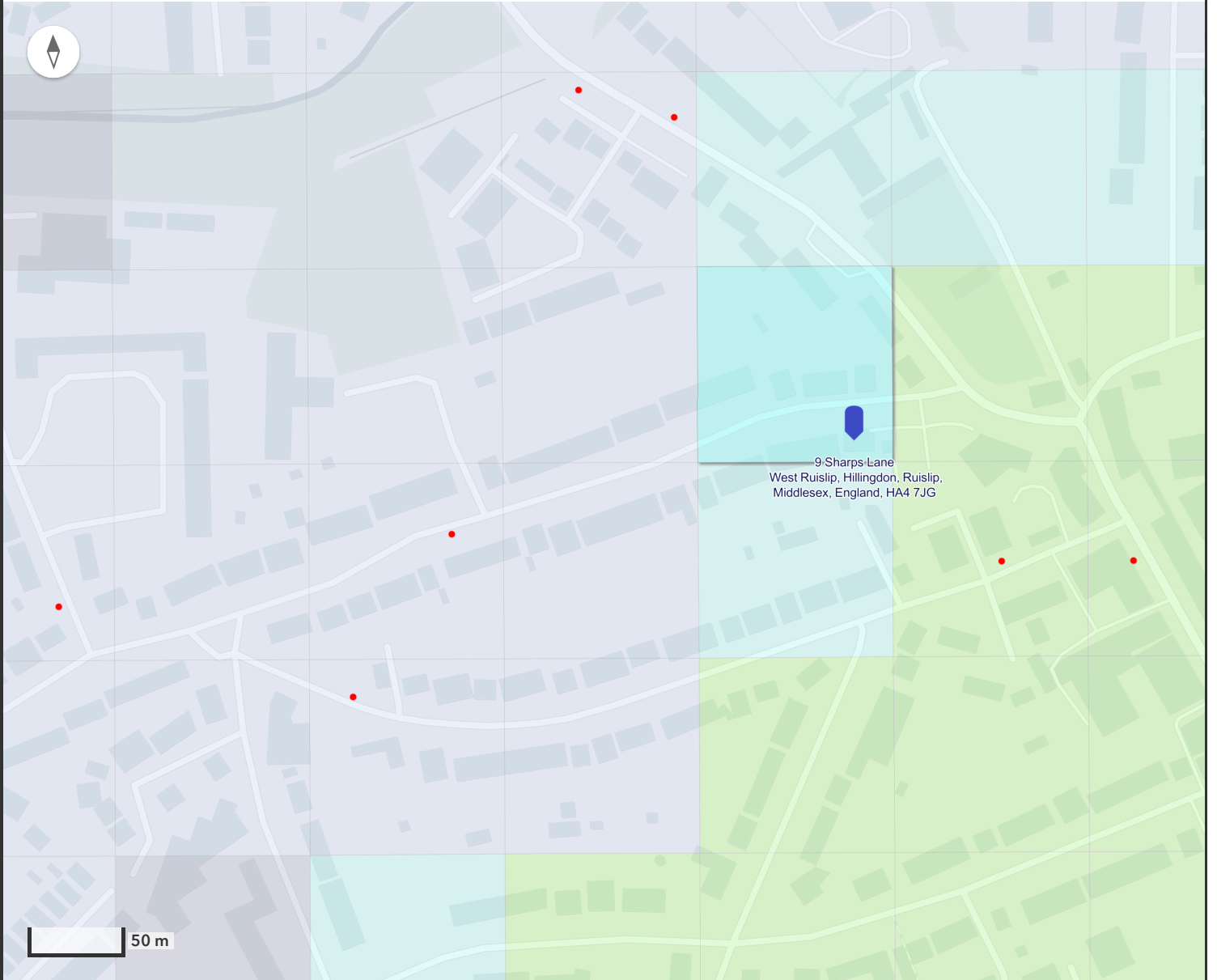


APPENDIX A

PTAL REPORT



PTAL Report



TfL Stations
Underground Stations



National Rail Stations



Bus Stops



Elizabeth Line Stations



DLR Stations



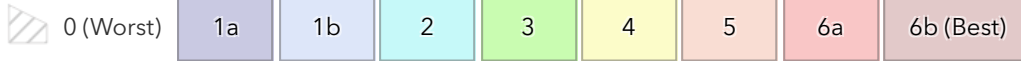
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

2

Grid ID: 118534

Coordinates: 508945,187652 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	The Oaks	331	3.00	224.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	The Oaks	H13	3.00	224.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Midcroft	U1	4.00	536.85

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Midcroft	278	4.00	536.85

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Neats Acre	U10	0.67	158.71

Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Uxbridge-Cockfosters	6.00	920.04

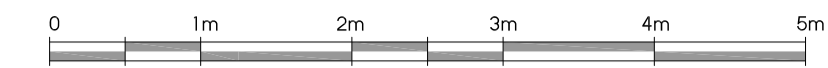
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Uxbridge-Aldgate	4.67	920.04

Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Uxbridge-Baker	3.00	920.04
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Oakwood-Uxbridge	1.67	920.04
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Baker	0.67	920.04
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Aldgate-Uxbridge	0.67	920.04
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Wembley	0.33	920.04
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	South	0.33	920.04

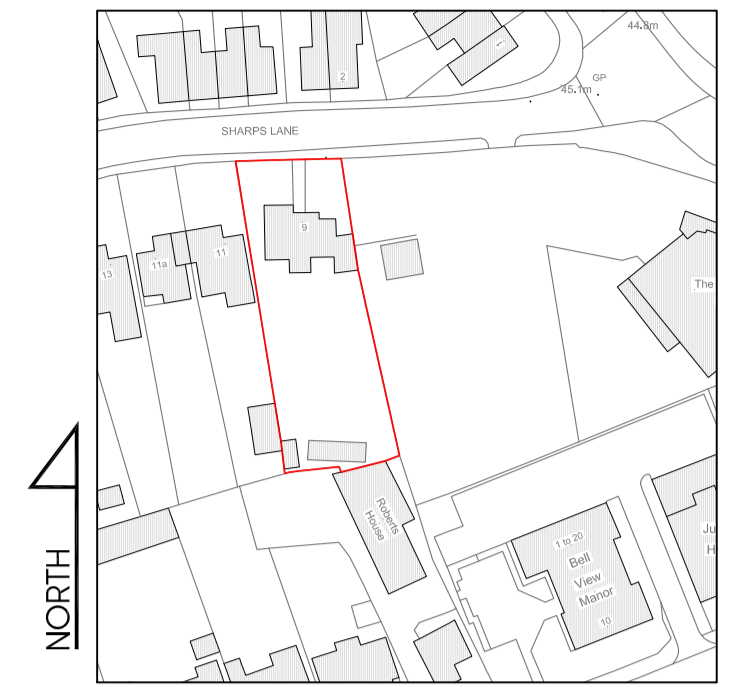
APPENDIX B

PROPOSED PLAN





SCALE BAR 1:50



LOCATION PLAN
SCALE 1:1250



PROPOSED GROUND FLOOR PLAN

Rev	Date	Description	Init.
B	10.11.25	AMENDED TO SUIT CONSULTANT COMMENT	KP
A	04.03.24	AMENDED FOR CLIENT	BR

Client
MR MCGLYNN

Project Title
PROPOSED REDEVELOPMENT OF THE SITE

9 SHARPS LANE, RUISLIP, HA4 7JG

Drawing Title
PROPOSED GROUND FLOOR PLAN

Cad File	Sheet Size	Scale
P003	A1	1:100
Drawn by	Drawing Date	Approved by
BR	JAN 2025	NJ
Project No.	Drawing No.	Revision
1959	P301	B



2-4 High Street Ruislip
Middlesex HA4 7AR
1 01923 840077 1 01923 840078
info@jutla-architects.com
jutla-architects.com

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PLANNING ISSUE

APPENDIX C

TRICS DATA





Audit Code: 48d653d7-b1e9-4c3a-8468-464bd0d29ea1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET
	IS	ISLINGTON
		1 day
		1 day

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

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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:	RESIDE
Actual Range:	17 to 180 (units:RESIDE)
Range Selected by User:	17 to 180 (units:RESIDE)
Parking Spaces Range:	3 - 110

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 20/04/24

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 2 days

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

Selected survey types:

Manual count	2
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:

Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	1 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:
Residential Zone 2 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 Included 2 days

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Secondary Filtering Selection:

Use Class:

C2 2 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:

0 - 0

Population within 1 mile:

100,001 or More	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

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:

0.5 or Less	1 surveys
0.6 to 1.0	1 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.



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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	1 surveys
Yes	1 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:

3 - Moderate	1 surveys
4 - Good	1 surveys

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.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1: BN-05-F-01 Number of residents: 40 RESIDE
 Development Name: NURSING HOME *****: 40 *****
 Location: FINCHLEY Parking Spaces: 3.00
 Postcode: N3 2DY Number Of Employees:
 Main Location Type: Neighbourhood Centre (PPS6 Local Centre) Survey Date: 09/11/2021
 Survey Day: Tuesday
 Sub Location Type: Residential Zone
 PTAL: 3

Site 2: IS-05-F-01 Number of residents: 51 RESIDE
 Development Name: NURSING HOME *****: 51 *****
 Location: HIGHBURY Parking Spaces: 7.00
 Postcode: N5 2DS Number Of Employees:
 Main Location Type: Suburban Area (PPS6 Out of Centre) Survey Date: 05/11/2019
 Survey Day: Tuesday
 Sub Location Type: Residential Zone
 PTAL: 4

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NY-05-F-06	19-06-2023	not in SE England
PB-05-F-01	16-10-2016	not in SE England
SH-05-F-01	18-06-2023	not in SE England
TW-05-F-03	02-05-2019	not in SE England
WS-05-F-02	17-05-2022	not in SE England
WX-05-F-01	20-04-2023	not in SE England

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	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					
07:00-08:00	2	46	0.110	0.066	0.176
08:00-09:00	2	46	0.011	0.033	0.044
09:00-10:00	2	46	0.066	0.044	0.110
10:00-11:00	2	46	0.033	0.000	0.033
11:00-12:00	2	46	0.055	0.033	0.088
12:00-13:00	2	46	0.000	0.044	0.044
13:00-14:00	2	46	0.022	0.011	0.033
14:00-15:00	2	46	0.033	0.033	0.066
15:00-16:00	2	46	0.022	0.055	0.077
16:00-17:00	2	46	0.011	0.055	0.066
17:00-18:00	2	46	0.033	0.033	0.066
18:00-19:00	2	46	0.011	0.044	0.055
19:00-20:00	2	46	0.000	0.011	0.011
20:00-21:00	2	46	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.407	0.462	0.869

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.

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Parameter Summary:

Trip rate parameter range selected:	17 - 180 (units: RESIDE)
Survey date date range:	05/11/2019 - 09/11/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total People

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	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					
07:00-08:00	2	46	0.374	0.143	0.517
08:00-09:00	2	46	0.231	0.165	0.396
09:00-10:00	2	46	0.297	0.077	0.374
10:00-11:00	2	46	0.154	0.066	0.220
11:00-12:00	2	46	0.154	0.099	0.253
12:00-13:00	2	46	0.044	0.132	0.176
13:00-14:00	2	46	0.121	0.143	0.264
14:00-15:00	2	46	0.209	0.209	0.418
15:00-16:00	2	46	0.154	0.286	0.440
16:00-17:00	2	46	0.121	0.220	0.341
17:00-18:00	2	46	0.154	0.187	0.341
18:00-19:00	2	46	0.055	0.253	0.308
19:00-20:00	2	46	0.099	0.088	0.187
20:00-21:00	2	46	0.055	0.165	0.220
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.222	2.233	4.455

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Servicing Vehicles

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	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					
07:00-08:00	2	46	0.044	0.033	0.077
08:00-09:00	2	46	0.000	0.033	0.033
09:00-10:00	2	46	0.022	0.022	0.044
10:00-11:00	2	46	0.022	0.000	0.022
11:00-12:00	2	46	0.033	0.011	0.044
12:00-13:00	2	46	0.000	0.022	0.022
13:00-14:00	2	46	0.000	0.000	0.000
14:00-15:00	2	46	0.000	0.000	0.000
15:00-16:00	2	46	0.022	0.000	0.022
16:00-17:00	2	46	0.000	0.022	0.022
17:00-18:00	2	46	0.022	0.011	0.033
18:00-19:00	2	46	0.011	0.011	0.022
19:00-20:00	2	46	0.000	0.000	0.000
20:00-21:00	2	46	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.176	0.165	0.341

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