Aval Consulting Group

CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS

Transport Statement

Car Storage Site, The Common, West Drayton, UB7 7HQ

Sir Lad Properties

31 March 2026

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1 Introduction

1.1 Background

AVAL Consulting Group Limited (ACGL) has been commissioned by Simply Planning Ltd on behalf of Sir Lad Properties to provide the Transport Statement to support the Planning Application for the car storage business on The Common, West Drayton. The site is already in operation as a car storage business but this Application seeks to formalise the use and functionality of the site and allow the site to remain in operation.

The site also accommodates a residential dwelling, known as 'Willowdene' and this will be retained. The site address is The Common, West Drayton, UB7 7HQ. The Planning Application will be submitted to the Local Authority (London Borough of Hillington (LBH)).

This Transport Statement will appraise the effects of the car storage business at the site on the local highway network, footways and on-street parking conditions.

Good practice guidelines have been followed in this TS, including the National Planning Policy Framework (NPPF) (2025) and current Planning Guidance documents for LBH.

1.2 Site Location

Figure 1.1 shows the site location. The application site is located in West Drayton, within the London Borough of Hillingdon, and falls under the UB7 7HQ postcode area. The site occupies a commercially active area characterised by a mix of light industrial, trade counter, and vehicle-related uses, making it well suited to a car storage operation. The surrounding highway network provides convenient access to the wider area, with good connections to the strategic road network, including the nearby M4 motorway and A408, facilitating vehicle movements for customers, staff, and deliveries.

The site benefits from proximity to local amenities and established transport infrastructure, including West Drayton Station, which provides regular rail services to Central London and surrounding areas. Local bus services also operate within walking distance of the site, enhancing accessibility for customers and employees travelling by sustainable modes. Overall, the location is accessible, commercially appropriate, and well connected within the local and wider transport network.

Figure 1.1: Site Location (source: client)

1.3 Report Structure

The remainder of this TS is presented in the following order:

- Chapter 2: Relevant national and regional applicable policies;
- Chapter 3: Existing Baseline Conditions;
- Chapter 4: Development Proposal;
- Chapter 5: Forecast Trip Generation and Transport Impacts; and
- Chapter 6: Conclusion.

2 Policy and Guidance

This section lists all the latest regional and local policies, and statutory and non-statutory guidelines relevant to the proposed development.

2.1 National Guidance

2.1.1 National Planning Policy Framework (2025)

The principal national planning policy guidance concerning the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published in February 2025, which replaces the December 2024 version by the Ministry of Levelling Up, Housing and Communities. The NPPF sets out the government's planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in December 2024 and previous versions to that.

Three dimensions of sustainable development have been identified in the NPPF: economic, social, and environmental.

The proposed development complies with the guidance and requirements set out in this Revised NPPF.

The NPPF still has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high-quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development on locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high-quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

2.1.2 National Planning Practice Guidance (NPPG, 2014)

Lessening the Traffic Generation NPPG is a web-based resource that brings together planning guidance on various topics in one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements (TS) are required, and what they should contain. This has been referred to when preparing this report.

The above web-based NPPG replaces The Guidance on Transport Assessments (GTA) which was withdrawn in 2014. In it, the overarching principles in the preparation of Transport Assessments, Transport Statements, and Travel Plans (TPs) are laid out.

It advises that a TS is a 'lighter touch' assessment, whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts (and limited vehicle impacts) and where fewer than 80 units are proposed.

The guidance highlights that TAs, TSs, and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

2.2 London Guidance

2.2.1 London Plan (2021)

This Transport Statement has been prepared in accordance with the transport policies of the London Plan (2021) and relevant guidance from Transport for London (TfL). The assessment considers the accessibility of the site and the potential transport impacts of the proposed development, with a focus on promoting sustainable travel and maintaining highway safety.

Policy T1 Strategic approach to transport:

"A Development Plans should support, and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

Policy T2 Healthy Streets:

"A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London's streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

Policy T4 Assessing and mitigating transport impacts:

"A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance,[179] transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the

travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger."

Policy T5 Cycling:

"A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.[182] Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."

Policy T6 Car parking:

"A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

*D The maximum car parking standards set out in **Policy T6 .1 Residential parking** to **Policy T6 .5 Non-residential disabled persons parking** should be applied to development proposals and used to set local standards within Development Plans.*

*E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in **Policy T6 .1 Residential parking** to **Policy T6 .5 Non-residential disabled persons parking**.*

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

*G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with **Policy T6 .1 Residential parking**, **Policy T6 .2 Office Parking**, **Policy T6 .3 Retail parking**, and **Policy T6 .4 Hotel and leisure uses parking**. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.*

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

*K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in **Policy T6 .1 Residential parking**) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.*

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

Policy T7 Deliveries, servicing and construction:

"A Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.

B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:

1) reduce freight trips to, from and within these areas

2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level

3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.

C To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.

D Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:

** planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply*

** location, proximity to the strategic road network and existing/potential markets*

** the existing and potential contribution the railhead can make towards catering for freight movements by non-road modes*

** the location and availability of capacity at alternative railheads, in light of current and projected capacity and market demands.*

E Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

F Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

1) reduce road danger, noise and emissions from freight trips

2) enable sustainable last-mile movements, including by cycle and electric vehicle

3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

I At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

J Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times."

2.3 Local Guidance (Hillingdon)

2.3.1 London Borough of Hillingdon – Local Plan (Adopted November 2012)

The London Borough of Hillingdon Local Plan, adopted in November 2012, sets out transport and parking policies to ensure development supports sustainable travel and highway safety:

Policy T1 - Accessible Local Destinations states that:

"The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision.

The Council will ensure access to local destinations which provide services and amenities.

The Council will promote active travel through improvements to Hillingdon's public rights of way."

Policy T2 - Public Transport Interchanges states that:

"The Council will facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle."

Policy T3 – North-South Sustainable Transport Links states that:

"The Council will improve north-south public transport links in the borough and link residential areas directly with employment areas and transport interchanges."

2.3.2 London Borough of Hillingdon – Local Plan Part 2 Development Management Policies (Adopted 2020)

Policy DMT1 – Managing Transport Impacts states that:

"A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."

Policy DMT2 - Highways Impacts states that:

"Development proposals must ensure that:

i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."

Policy DMT4 – Public Transport states that:

"A) The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:

i) improvements to address inclusive access;

ii) ensuring that bus stops are conveniently located for passengers;

iii) implementation of bus priority and bus stop accessibility measures;

iv) providing for bus route requirements and associated road layouts;

v) improvements to the network of services; and

vi) improvements to infrastructure to support cycling.

B) Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal."

Policy DMT5 – Pedestrians and Cyclists states that:

"A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;

iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and

iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network."

Policy DMT6 – Vehicle Parking states that:

"A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."

Policy DMT7 – Freight states that:

"intensity of transport and movements such as those relating to logistics and distribution or freight will be required to demonstrate that:

i) they are conveniently located to enable direct routing to the strategic road network; and

ii) there is no deleterious impact on residential areas, local air quality levels, local amenity or the highway network.

B) The Council will in principle support the use of the Blue Ribbon Network for rail and freight transport subject to compliance with other policies of this Local Plan."

2.4 Summary

The proposed car storage development in West Drayton must accord with the transport policies of the London Borough of Hillingdon Local Plan Part 2 (2020) and the London Plan (2021). Together, these policies seek to ensure that development supports sustainable travel, maintains highway safety, and appropriately mitigates transport impacts.

Local Plan Policies T1–T3 require development to be located in accessible areas and to encourage walking, cycling and public transport use, particularly in proximity to established interchanges such as West Drayton. Policies DMT1 and DMT2 require that proposals provide safe and efficient vehicular access, do not result in unacceptable impacts on capacity, safety, air quality or amenity, and appropriately manage servicing and delivery requirements.

In line with Policies DMT4 and DMT5 and London Plan Policies T2 and T5, the scheme should ensure safe, direct and inclusive pedestrian and cycle access, incorporate suitable cycle parking, and reflect Healthy Streets principles. Parking provision must comply with Policy DMT6 and London Plan Policy T6, ensuring spaces are proportionate to operational needs, include disabled bays, and provide electric vehicle charging infrastructure.

Policies relating to freight and servicing (DMT7 and London Plan Policy T7) require that vehicle movements are efficiently routed to the strategic road network and that adequate on-site space is provided for loading and manoeuvring to avoid impacts on the public highway.

3 Existing Transport Conditions

3.1 Existing Site

The site currently operates as a commercial premises consistent with the proposed use as a car storage business, comprising hardstanding areas used for vehicle storage, display and associated operations. It also includes car sales and servicing. The surrounding area in West Drayton is characterised by a mix of light industrial, trade and automotive-related uses, making it appropriate for the continued use of the site for vehicle storage.

Access to the site is taken from the adjoining local highway; however, there are some constraints associated with the existing arrangement. These include limited carriageway width in the vicinity, potential interaction with on-street parking, and restricted space for large vehicle manoeuvring within the site. Visibility at the access is generally acceptable but may be influenced by surrounding land uses and parked vehicles. Notwithstanding these constraints, the site is currently operational and capable of accommodating vehicular access, with appropriate management measures ensuring safe ingress and egress.

3.2 Site Location

The site is located within the UB7 7HQ postcode area in West Drayton, within the London Borough of Hillingdon. It benefits from good connectivity to the wider highway network, including convenient access to the M4 motorway and other principal routes serving the area. The surrounding context is predominantly commercial in nature, with residential areas located further afield. The location is accessible by a range of transport modes, supporting both customer and staff travel.

Appendix A presents a site location regional map, showing local transport routes.

3.3 Existing Local Area Conditions

3.3.1 Pedestrian Facilities

Pedestrian infrastructure in the vicinity of the site is poor, although there is a small footway along The Common, there is no footway across the bridge to get to The Common. This provision is typical of an industrial/commercial area and is relatively limited in quality and continuity in places. There are limited formal crossing facilities in the immediate vicinity, which can also affect pedestrian convenience and accessibility.

As a result, pedestrian movements to and from the site are likely to be secondary to vehicular access.

3.3.2 Cycle Network

The site is accessible via the local highway network, which can accommodate on-road cycling typical of a commercial area in West Drayton. There are connections to the wider borough cycle network; however, dedicated or segregated cycling infrastructure

in the immediate vicinity is limited, and cycling conditions are influenced by general traffic levels.

At present, no formal cycle parking is provided within the existing site, which limits opportunities for staff or visitors to travel by bicycle. This reflects the current operational characteristics of the site. As part of any redevelopment or change of use, provision of secure and conveniently located cycle parking would be expected in line with relevant standards to encourage cycling as a sustainable mode of travel.

3.3.3 Public Transport Facilities

The site is served by a range of bus routes, although overall accessibility is poor.

West Drayton Station is located within reasonable travel distance of the site and provides Elizabeth Line services offering direct connections to Central London, Heathrow Airport, and other key destinations across the region. This provides an important strategic rail link for staff travelling from a wider catchment area.

In addition, a small number of local bus services operate along nearby corridors within walking distance of the site, providing connections to surrounding centres including Uxbridge, Hayes, Heathrow and other parts of the London Borough of Hillingdon. Bus stops are positioned on established routes with footway links connecting them to the site, enabling access by sustainable methods.

3.3.4 Road Network

The site is accessed via the established local highway network within West Drayton, which serves a number of similar commercial and vehicle-related uses in the immediate vicinity along The Common. The local road layout is typical of an industrial area and accommodates a mix of light and heavy vehicles associated with these uses.

Access to the site is influenced by a nearby bridge structure along the approach route, which presents a localised constraint due to its relatively narrow width. This can limit the ease of passage for larger vehicles, including HGVs. However, HGVs already use this route frequently by visiting the other neighbouring sites on The Common.

Traffic movements to the site also follow established routes that are suitable for larger vehicles, connecting to the wider highway network including the M4 motorway nearby.

Despite these constraints, the surrounding road network is routinely used by commercial traffic and provides access to a cluster of similar sites. The site therefore benefits from an established pattern of vehicle movements, with traffic able to route efficiently to and from the strategic road network while minimising impacts on residential areas.

3.3.5 Local Parking Facilities

On-street parking within the immediate vicinity is limited and subject to local controls typical of commercial areas. The site itself provides on-site parking, ensuring that operational and customer parking demand can be accommodated without overspill onto the public highway. Parking provision will be managed in accordance with London

Borough of Hillingdon standards, including appropriate disabled parking and electric vehicle charging infrastructure.

3.3.6 Accident Data Analysis

Accident records for the last five years (2020–2024) indicate at least 11 Slight and at 3 Serious Severities on the M4 within the proximity of the site. However, there are no accidents recorded near the close proximity of the site on The Common or Cricketfield Road. There were no fatalities recorded. The data suggests a very low overall accident rate, with incidents primarily involving minor collisions. The absence of significant safety concerns indicates that the local road network operates within acceptable safety parameters.

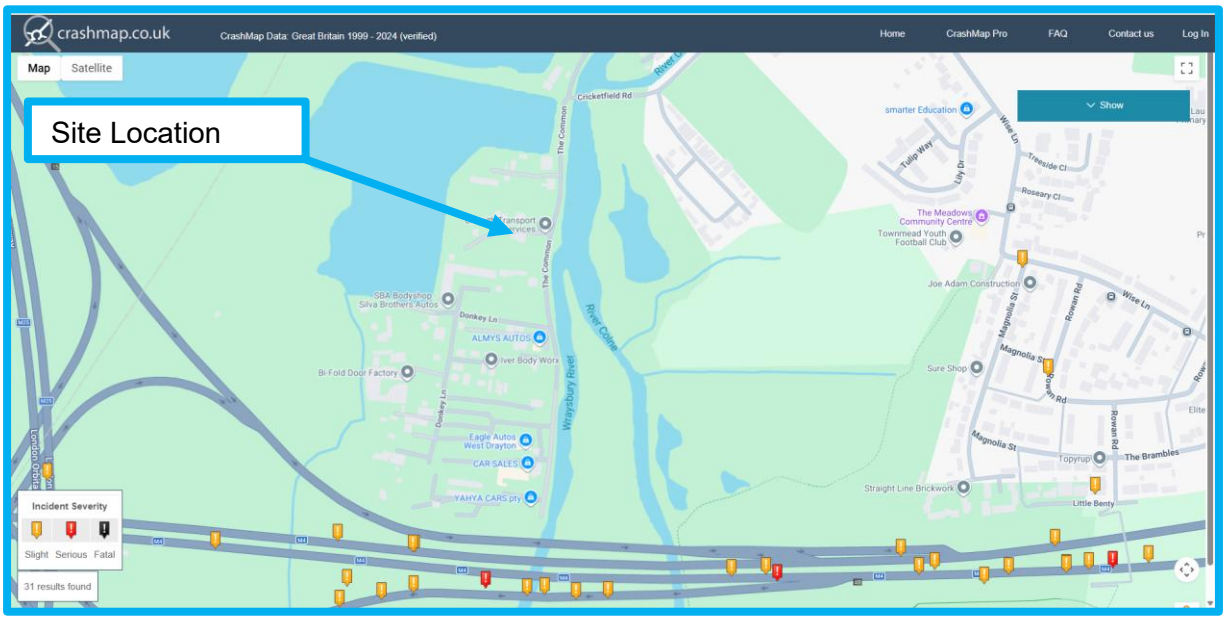


Figure 3.2: Map of Recorded Accidents from 2020-2024 (obtained from CrashMap).

4 Proposed Development

4.1 Proposed Development

The proposal seeks to formalise and enhance the existing use of the site for vehicle storage operations (and a residential dwelling). The development accords with the London Borough of Hillingdon Local Plan Part 2, the London Plan (2021), and the National Planning Policy Framework (NPPF), particularly in relation to sustainable transport, highway safety, and efficient land use.

The site will continue to operate solely for vehicle storage purposes, as well as vehicles awaiting distribution to car dealerships/garages. The site accommodates a detached residential house, known as 'Willowdene' and a small office in the form of a porta cabin, which is ancillary to the car storage business.

All on-site vehicle sales activity will cease, and this was negligible anyway. The site will function exclusively as a storage and logistics facility, which will reduce visitor trips and overall activity levels.

The site operates between 10:00am and 6:30pm Monday to Friday and 10am-1pm Saturday. It provides employment for 2 full time and 2 part time members of staff max.

Willowdene House will remain a residential dwelling.

Parking provision will be formalised across the site, including a total of three staff parking spaces. This includes a disabled bay, which will also be an electric vehicle charging bay, and one visitor space. Residents at Willowdene can also use the parking spaces on site closest to the house.

Cycle parking will be provided at a level proportionate to the scale and nature of the use, with five long-stay spaces for staff in a cycle shelter and one short-stay space for visitors or contractors.

A dedicated waste storage area will also be introduced, including a fenced bin enclosure to accommodate two Eurobins.

No changes are proposed to the existing vehicular access arrangements, apart from the introduction of new gates and an improved fence. The updated site layout plans are shown in Appendix B.

4.2 Site Access

The site benefits from an established vehicular and pedestrian access directly from The Common, which currently accommodates all operational movements associated with the site.

The access is used by:

- Passenger cars
- Small car-transporter vehicles (low car loaders)
- Rigid Heavy Goods Vehicles (HGVs)

- Occasional service or construction vehicles

No alterations are proposed to the access point, as it is considered fully adequate in its current form. The geometry, visibility, and width allow for safe two-way movements and appropriate turning manoeuvres within the site.

To support this, a swept path assessment has been undertaken of various vehicles, as shown in the drawings in Appendix C.

Figure 4.1 Site Entrance (Source: Client)

4.3 Parking Provision

4.3.1 Staff Car Parking

In accordance with Hillingdon Local Plan Part 2 (Policy DMT 6), parking provision should reflect operational needs while avoiding overspill onto the public highway.

The site employs a total of up to four staff (two full-time and two part-time), although they are not all on site at the same time, and the proposed parking provision is designed to comfortably accommodate this level of demand.

The scheme provides:

- 3 staff parking spaces adjacent to Willowdene House:
    - 1 disabled bay (compliant with BS 8300 accessibility standards) which doubles up as an active EV charging bay
    - 2 passive EV-ready bays

- 1 visitor parking space

The level of provision ensures:

- No reliance on on-street parking
- Compliance with emerging EV infrastructure expectations
- Inclusivity for mobility-impaired users

Figure 4.2 Site Parking (Source: Client)

4.3.2 Cycle Parking Spaces

The London Plan (2021) sets out cycle parking standards for industrial (Class B8) uses. Based on the site's gross external area (5,189.6 m²), the policy requirement would be:

- A minimum of 11 long-stay spaces
- A minimum of 6 short-stay spaces

However, a policy-compliant reduction is justified in this case due to the specific operational characteristics of the site and the fact that no customers are expected. The site will operate as a car storage site only:

- The workforce is extremely small (4 staff total)
- The site operates as a vehicle storage and logistics yard, not a typical employment hub
- There is no customer-facing element, eliminating visitor demand

- The surrounding environment and operational nature of the site are not conducive to high levels of cycling

Accordingly, the proposal includes:

- 5 secure, covered long-stay cycle spaces for staff in a cycle shelter
- 1 Sheffield stand for occasional visitors or contractors

This provision remains consistent with the London Plan's allowance for site-specific flexibility.

4.3.3 Disabled Parking

A dedicated disabled parking bay is located adjacent to the entrance of Willowdene House.

4.4 Waste and Recycling Storage Provision / Waste Strategy

While the current operator (Applicant) removes waste directly to a licensed recycling facility, the introduction of a formal on-site waste storage area in a fenced bin enclosure represents a significant improvement in operational and policy terms.

The proposal aligns with:

- Hillingdon Local Plan waste policies
- London Plan Policy SI 7 (Reducing Waste and Supporting the Circular Economy)
- Best practice guidance for commercial and industrial waste management

A refuse vehicle can access the bin store as shown in the swept path analysis in Appendix C. The refuse vehicle can enter the site safely, manoeuvre within the site and exit in a forward gear.

5 Forecast Trip Generation and Transport Impacts

5.1 Introduction

This chapter considers the vehicle and person trip generation of the industrial scheme so that the impact of the new development on the roads can be considered.

5.2 Forecast Trip Generation – TRICS Storage / Industrial

The national TRICS trip generation database (version 8) was used to identify comparable industrial/storage sites, based on factors such as location, sustainable accessibility, size and parking provision. Within the TRICS parameters, 'Warehousing (Commercial)' was identified as the most representative land use for this type of development, although none of the sites were similar i.e. car storage sites. The TRICS database provides vehicle trip rates per 100sqm site area, which were used to forecast the total number of vehicle trips expected to and from the scheme.

The vehicle trips are shown in Table 5.1 for the 5189.60 sqm site area car storage development. The table presents a summary of vehicle trips for the whole day. The hourly trip generation data can be found in Appendix D.

Table 5.1: Forecast Vehicle and Person Trip Generation for 5189.60 sqm development

Time of Day	**Total Vehicles (Cars and HGVs)**	
	Arrival	**Departure**
05:00-06:00	0	0
06:00-07:00	0	0
07:00-08:00	10	6
08:00-09:00	11	5
09:00-10:00	8	8
10:00-11:00	7	6
11:00-12:00	7	7
12:00-13:00	7	6
13:00-14:00	9	8
14:00-15:00	8	10

15:00-16:00	7	10
16:00-17:00	4	12
17:00-18:00	2	8
18:00-19:00	2	5
19:00-20:00	0	1
20:00-21:00	0	0
TOTAL (whole day)	**83**	**92**

Table 5.1 presents the forecast vehicle trip generation based on TRICS outputs for comparable "Warehousing (Commercial)" land uses. The table outlines estimated vehicle arrivals and departures across the full operational day, with emphasis on the AM peak hour (08:00–09:00) and PM peak hour (17:00–18:00), which represent the network's busiest periods.

The daily numbers in Table 5.1 are not accurate as around 80-90 vehicle trips in each direction are significantly higher than the site currently generates and will continue to generate in the future. The Applicant has instead undertaken a survey/count of vehicle trips over a typical weekday and understands how the development operates in terms of vehicle movements and how it will continue to operate. The Section below describes the realistic number of vehicles trips the site will generate based on actual data.

5.3 Forecast Trip Generation – Realistic Approach

Table 5.2 presents the survey data the Applicant has provided, which shows the realistic number of trips over a typical weekday. Forecast vehicle trip generation should therefore be based on this.

Table 5.2: Realistic Forecast Vehicle and Person Trip Generation

Time of Day	**Total Vehicles (Cars)**	
	Arrival	**Departure**
09:00-10:00	3	0
10:00-11:00	1	1
11:00-12:00	1	1
12:00-13:00	2	1
13:00-14:00	2	1
14:00-15:00	2	2
15:00-16:00	2	2
16:00-17:00	1	3
17:00-18:00	1	2
18:00-19:00	0	2
TOTAL (whole day)	**15**	**15**

The forecasted trips reflect the characteristics of low-intensity car storage operations, where activities are primarily associated with cars being delivered and collected (driver in a car), occasional deliveries of cars on an HGV and vehicle logistics movements. The overall trip demand remains modest throughout the day, with activity distributed across operational hours rather than concentrated into sharp peaks.

The daily total of 15 car arrivals and 15 car departures represent typical movements for a site of this scale within a car storage context. There are expected to be around 2-3 HGV movements per week, which includes a refuse vehicle.

Given the nature of the site—*vehicle storage only, with no customer sales activity*—the trip generation is significantly lower than comparable commercial operations where customers regularly attend.

The resulting traffic levels do not indicate any material impact on the surrounding highway network. Peak-hour vehicle flows generated by the development remain low and comfortably within the capacity of Cricketfield Road and Mill Road and the local junction network.

5.4 Transport Impacts

The proposed trip generation assessment shows that the proposed development represents a low intensity commercial use that generates a modest level of daily vehicle activity of around 15 car trips in and 15 car trips out per day. The forecast trip generation is based on a traffic count undertaken by the Applicant on a typical weekday and is reflective of the number of trips the site normally receives per day at present.

Given the operational characteristics of the site—particularly the absence of customer sales activity and the absence of any car servicing/garage car repair like work and the low number of staff—the development will not result in any material impact on the operation or capacity of the surrounding highway network.

Operational servicing demands are minimal, with a maximum of 2-3 HGVs per week, including a small car loader, according to the Applicant. HGV movements are not a daily activity and these movements can be safely accommodated via the existing access from The Common, which will have new gates.

The removal of on-site vehicle sales means there will be no customer-generated traffic. The absence of customer activity also removes the risk of localised queuing, increased turning movements, or short-stay parking demand.

The residential dwelling on site is only expected to generate a few trips per day, as is the standard for residential dwellings in poor public transport serviced areas. These trips already exist on the road network.

6 Conclusion

This Transport Statement has assessed the transport and highway implications associated with the proposed commercial vehicle-storage facility, ancillary office (porta cabin) and residential dwelling at the site in West Drayton. The analysis has considered existing conditions, access arrangements, parking and cycle parking provision, servicing, waste management, and trip generation in accordance with the requirements of the London Borough of Hillingdon Local Plan, the London Plan (2021), and national guidance contained within the NPPF (2025).

The assessment concludes that the proposed development represents a low-intensity commercial use that generates a modest level of daily vehicle activity of around 15 car trips in and 15 car trips out per day. The forecast trip generation is based on a traffic count undertaken by the Applicant on a typical weekday and is reflective of the number of trips the site normally receives per day at present. Trips were also derived from TRICS for comparable warehousing and storage operation sites, although none of the most comparable sites were suitable as they were not based on car storage. The TRICS trip generation data is, however, provided in this transport report for comparison purposes and demonstrates that only a small number of vehicles trips tend to occur during peak travel periods.

Given the operational characteristics of the site—*particularly the absence of customer sales activity and the absence of any car servicing/garage car repair like work and the low number of staff*—the development will not result in any material impact on the operation or capacity of the surrounding highway network.

Operational servicing demands are minimal, with a maximum of two HGVs per week, including a small car-loader, according to the Applicant. HGV movements are not a daily activity. These movements can be safely accommodated via the existing access from The Common, which will have new gates.

All vehicles to the site will travel via Cricketfield Road and Mill Road, which occur at present and all vehicles to the other neighbouring sites also already use this route. There have been no road accidents or traffic safety issues with this route to date.

Vehicle swept path assessment in Appendix C further demonstrate that all operational vehicles (low car loader vehicle, rigid truck, refuse vehicle and a large car) can enter, manoeuvre, and exit the site without conflict or reliance on the public highway. The existing access arrangements are therefore suitable and require no modification.

Large cars can access the different parking spaces in the new parking layout on the site.

Staff parking has been formalised to meet local policy requirements, providing three dedicated bays including disabled and EV-charging provision. This ensures that all staff parking demand is contained within the site, eliminating the potential for overspill onto The Common. A visitor space is also provided.

Cycle parking has also been included at a proportionate level (5 cycle parking spaces are provided), supporting active travel while reflecting the low workforce number and the industrial nature of the site.

The introduction of a clearly defined waste storage area further improves site management and demonstrates compliance with Hillingdon's commercial waste expectations. The provision of a fenced bin enclosure to accommodate two Euro bins is provided to ensure that waste can be stored safely on-site, with flexibility for collection by a licensed contractor in the future.

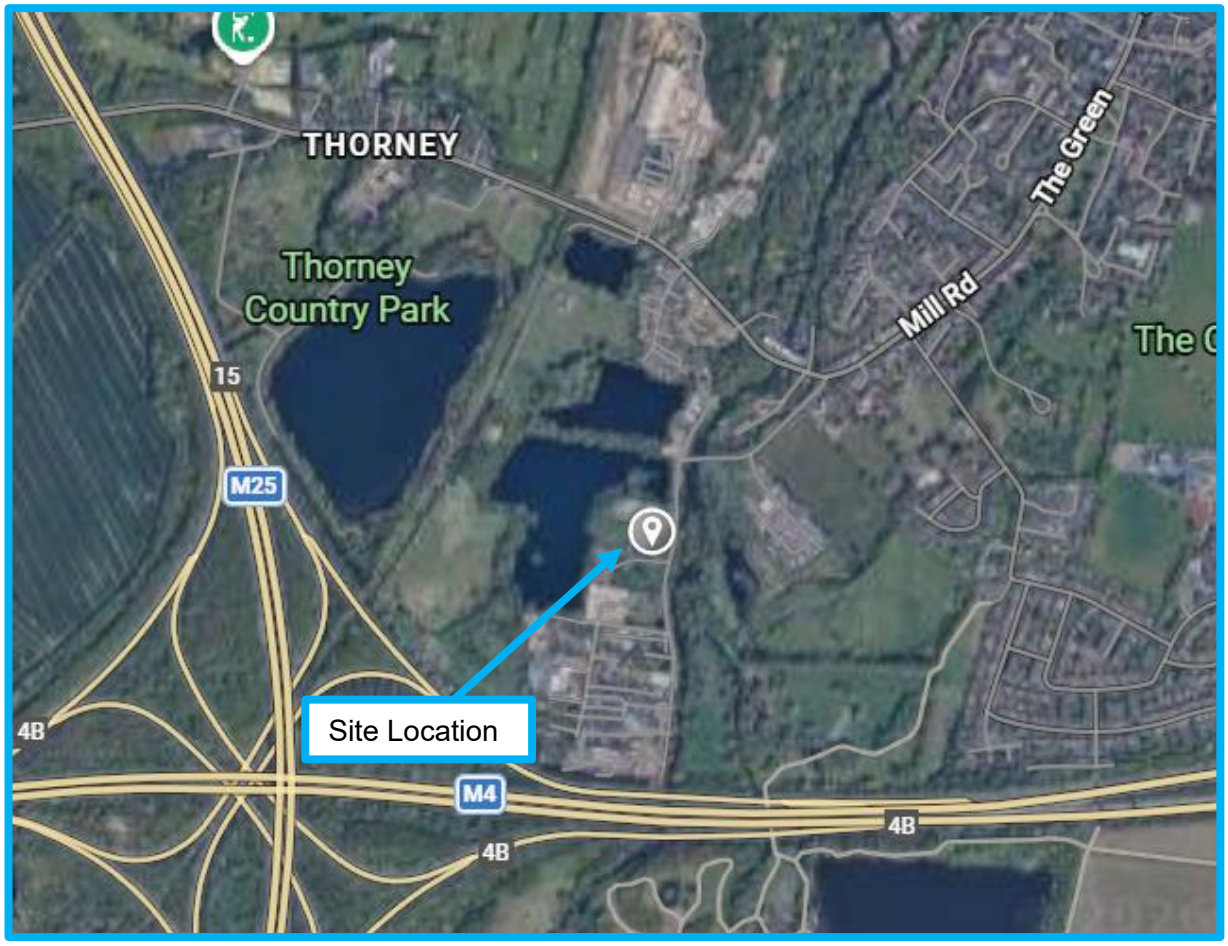
Pedestrian access remains safe and level, and public transport services located within reasonable distance ensure continued accessibility for staff and contractors.

In summary, the proposed development:

- Generates very low levels of traffic, up to 15 car trips per day each way. This is far below typical commercial or industrial uses of comparable scale;
- Produces no customer traffic;
- Provides adequate and policy-compliant parking, including disabled and EV space;
- Ensures safe and efficient access for all operational vehicles;
- Enhances cycle and waste management provision; and
- Fully complies with relevant national, regional, and local transport planning policy.

On this basis, it is concluded that the proposed development is acceptable in transport and highways terms, and there are no transport-related reasons why the planning application should not be supported.

Appendix A : Location Plan and Local Roads



Source: Google Maps

Appendix B : Proposed Site Plans

Contractors are to check all levels and dimensions before work is put in hand, and any discrepancies are to be referred to the architects

REV	DATE	DESCRIPTION	DWN	CHKD

Replace existing fence with palisade fence 2440mm high.

Low level flood lights.

New trees and shrubs.

Low level flood lights.

Low level flood lights.

Replace existing fence with palisade fence 2440mm high.

New trees and shrubs.

Willowdene House rear garden.

Willowdene House for residential use (C3).

Front Garden

Willowdene

Office
Porta Cabin

Car Park

EV Charging

Staff Parking

Visitor

Bikes

Bins

Shefield bike hoop stand.

Existing tree.

Fenced bin enclosure to accommodate two Euro bins.

New palisade fence 2440mm high and gates.

Low level flood lights.

Remove concrete slabs to entrance area.

Retain existing palisade fence 1800mm high.

Low level flood lights.

Remove derelict building, Porta Cabins and Porta Loos.

Retain existing palisade fence 1800mm high.

Remove existing road planings from the total site of 100mm in depth to go back to the original level. Take back 100mm deep top soil ready to receive 100mm deep permeable gravel and level (to original level).

Existing tree.

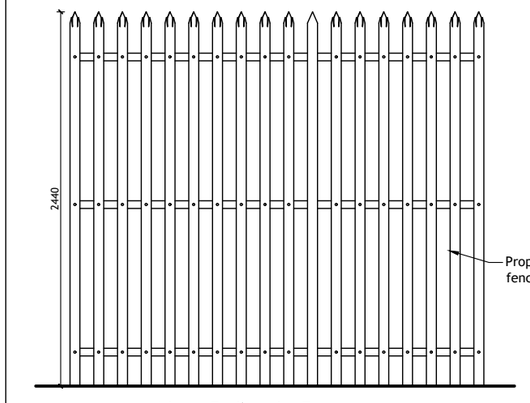
Replace existing fence with new palisade fence 2440mm high.

Cycle Shelter.

Proposed covered cycle shelter for five cycles 2030mm wide x 2143mm deep x 2100mm high.

Sheffield Cycle Hoop.

Proposed one Sheffield cycle hoop for two cycles.



Proposed palisade metal fence 2440mm high.

New Palisade Fence.

Scale 1:20 in meters

0 1m

Area Use Key.

- New permeable surface for car storage 3847sq m
- Willowdene House ground and first floors 216 sq m.
- Willowdene front & rear gardens 260 sq m.
- Landscaping with new trees and shrubs 889 sq m.
- Porta Cabin Office 20.8sq m.
- Ecology - new mixed native scrub, 3m wide total area 182sq m.

0 2 4 6 8 10

Scale 1:200 in metres

Planning

L A P

Architects + Interior Designers Limited

123 NEW LONDON ROAD, CHELMSFORD, ESSEX. CM2 0QT

TEL: +44 (0) 1245 269755 FAX: +44 (0) 1245 250310
E-MAIL: admin@lap-architects.co.uk

www.lap-architects.com

project

West Drayton
London
UB7 7HQ

client

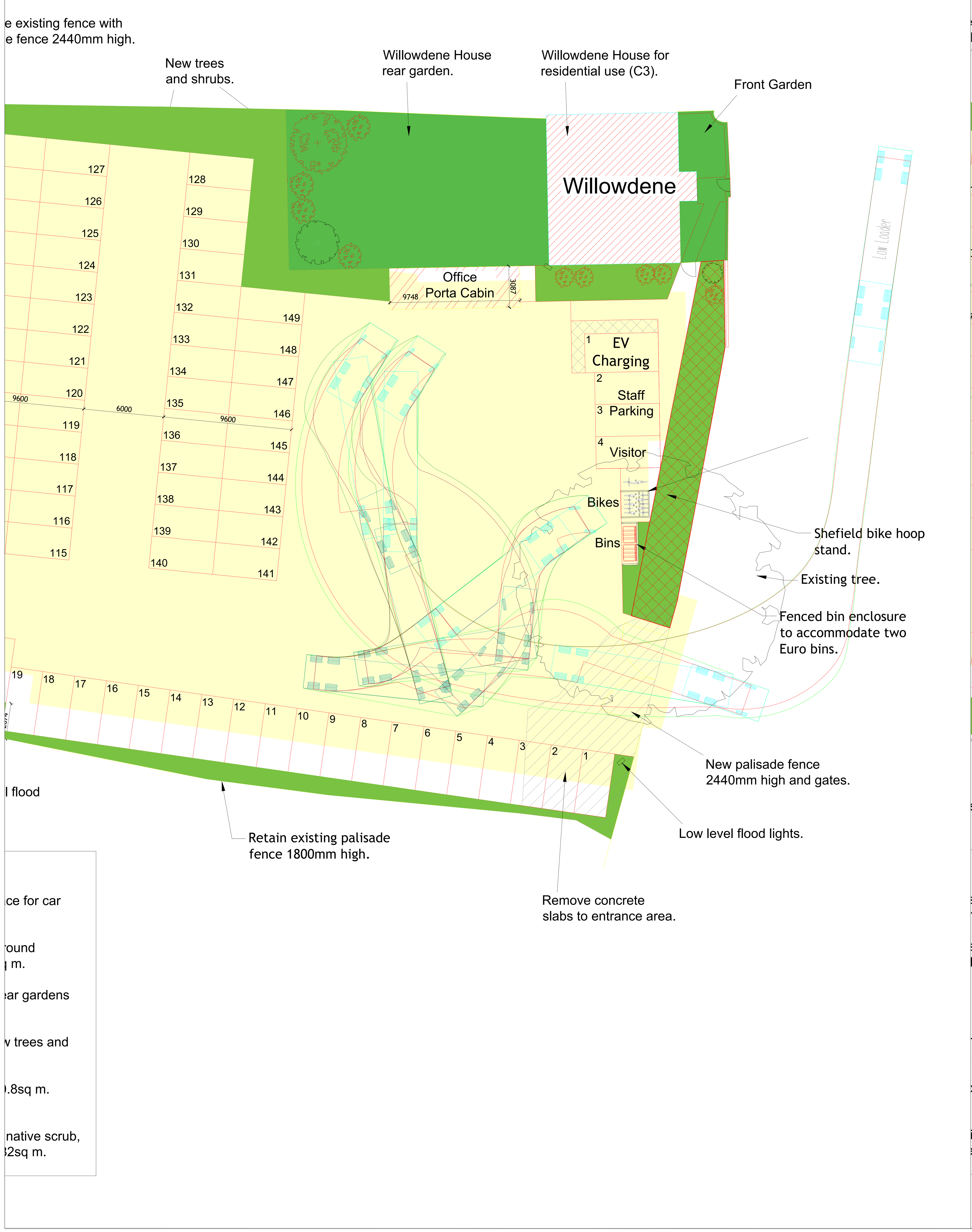
Sir Lad Properties

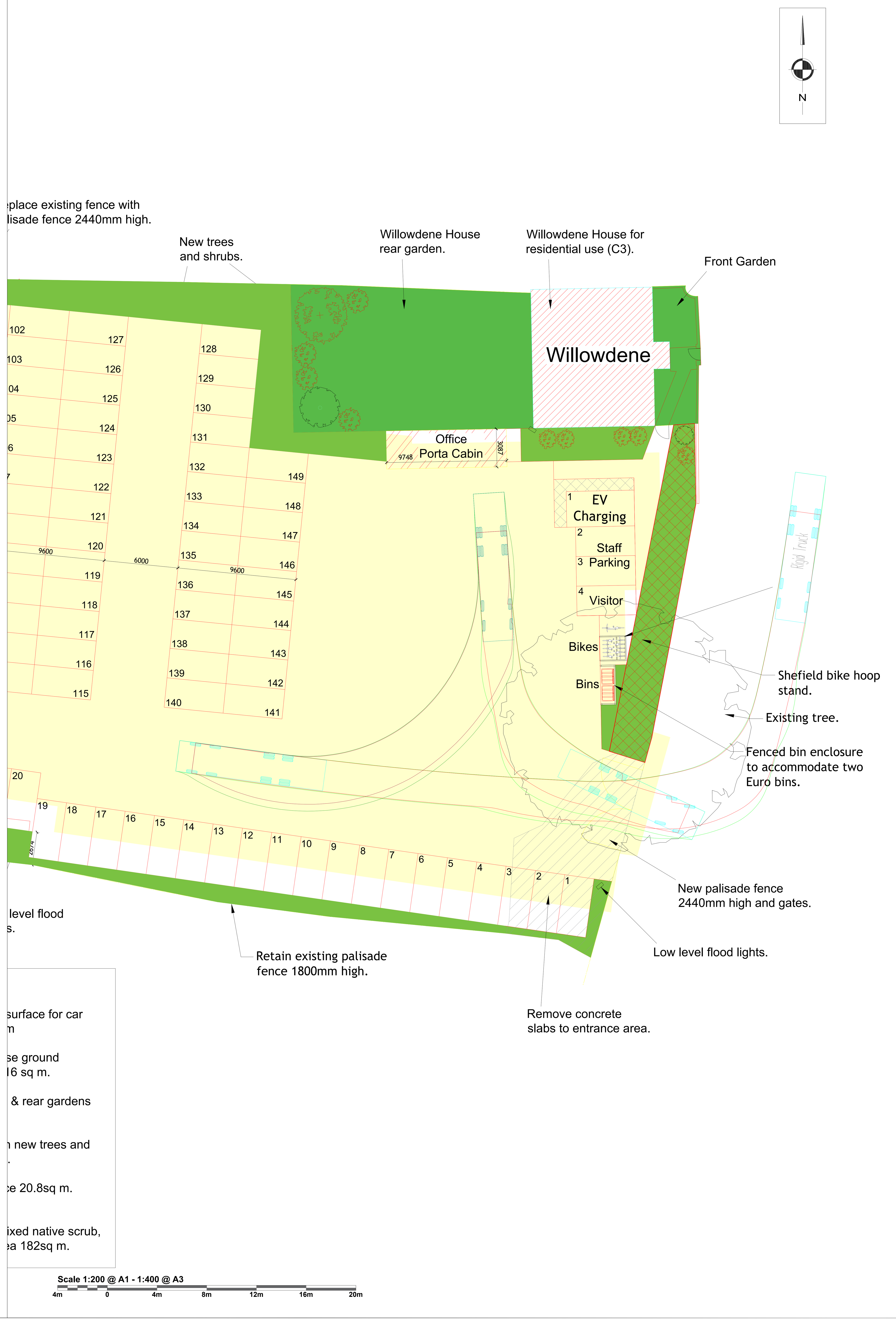
drawing title

PROPOSED SITE PLAN ALTERNATIVE OPTION WITH NO HGVs.

drawing number	revision
9388 - 07	-
	checked AH
scale 1:200 @ A1	drawn JMD
	date March 2026

Appendix C : Vehicle Swept Paths





NOTES

1) ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE
2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE
3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
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5) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIALIST DETAILS AND SPECIFICATIONS. CONSTRUCTION DETAILS FOR THE USED MATERIALS CAN BE FOUND ON THE RELEVANT DRAWINGS.

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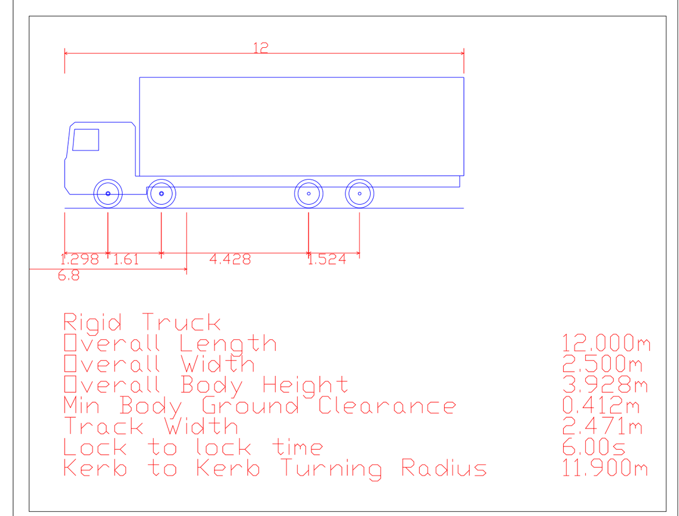
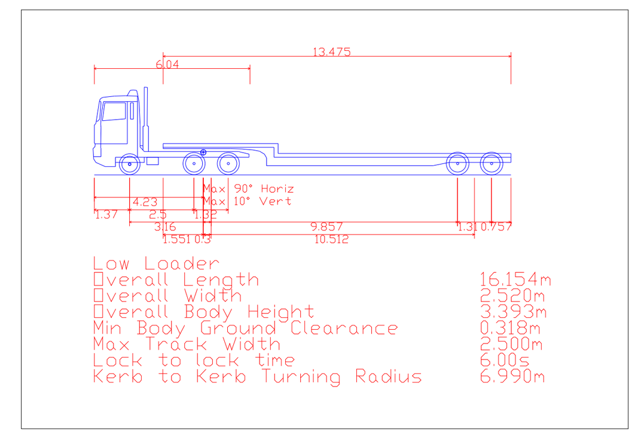




REVISIONS

REV	DESCRIPTION	DATE	BY
–	FIRST ISSUE	30/03/26	LS

Aval Consulting Group
CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS

Transportation Planning : Environmental Consultants

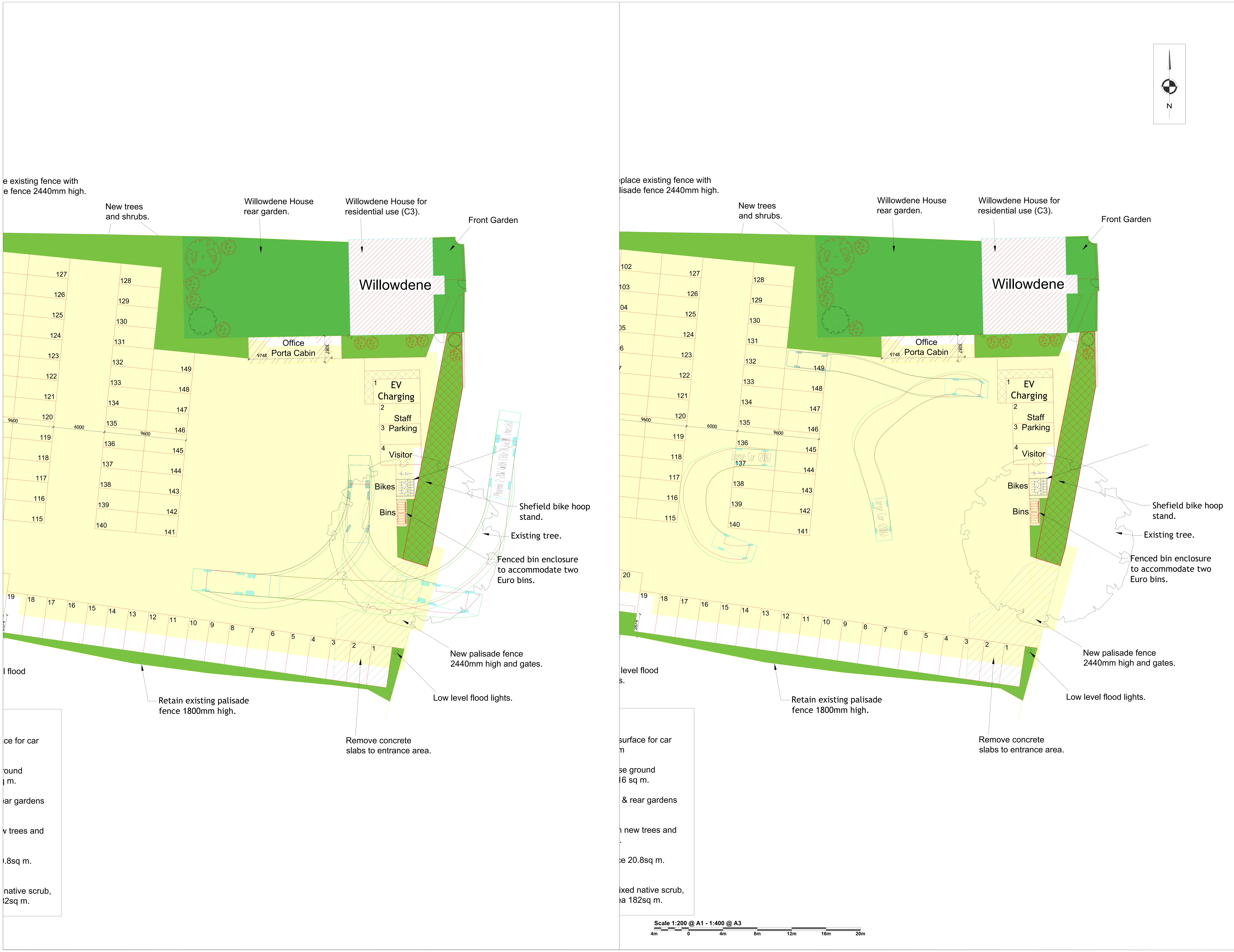
www.aval-group.co.uk, Email: contact@aval-group.co.uk
Company Number: 11922039

Client Name: SIR LAD PROPERTIES

Project Title: CAR STORAGE SITE, THE COMMON, WEST DRAYTON, UB7 7HQ

Drawing Title: VEHICLE SWEPT PATHS - LOW LOADER AND RIGID TRUCK

Date:	30.03.2026	Drawn By:	LS
Scale:	1:200 @ A1 1:400 @ A3	Checked:	LS
Status:	PLANNING	Approved:	LS
Drawing No.	AVAL/95049/0000/001	Rev.	A



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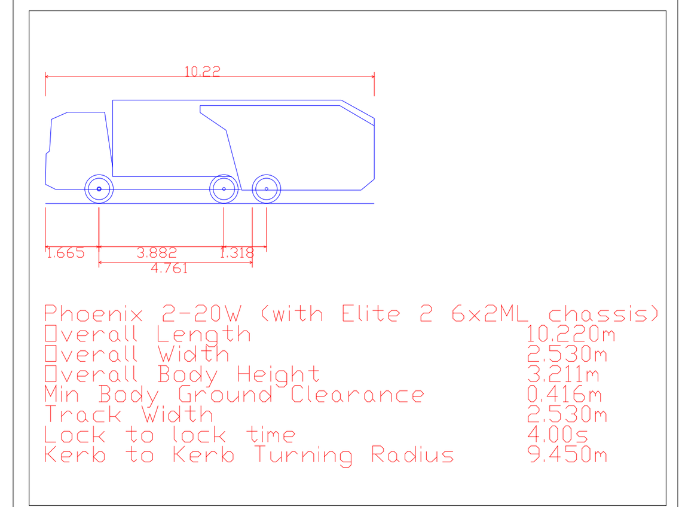

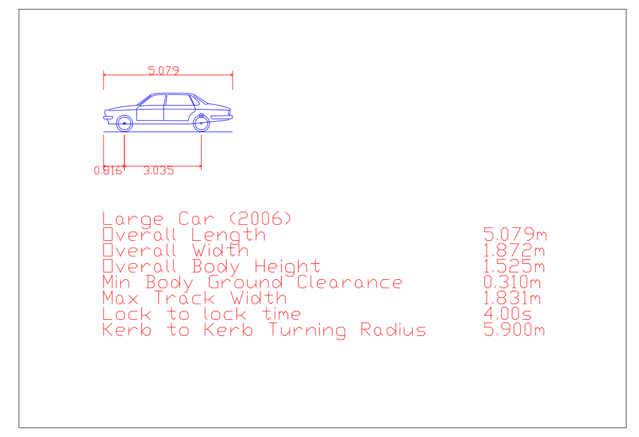

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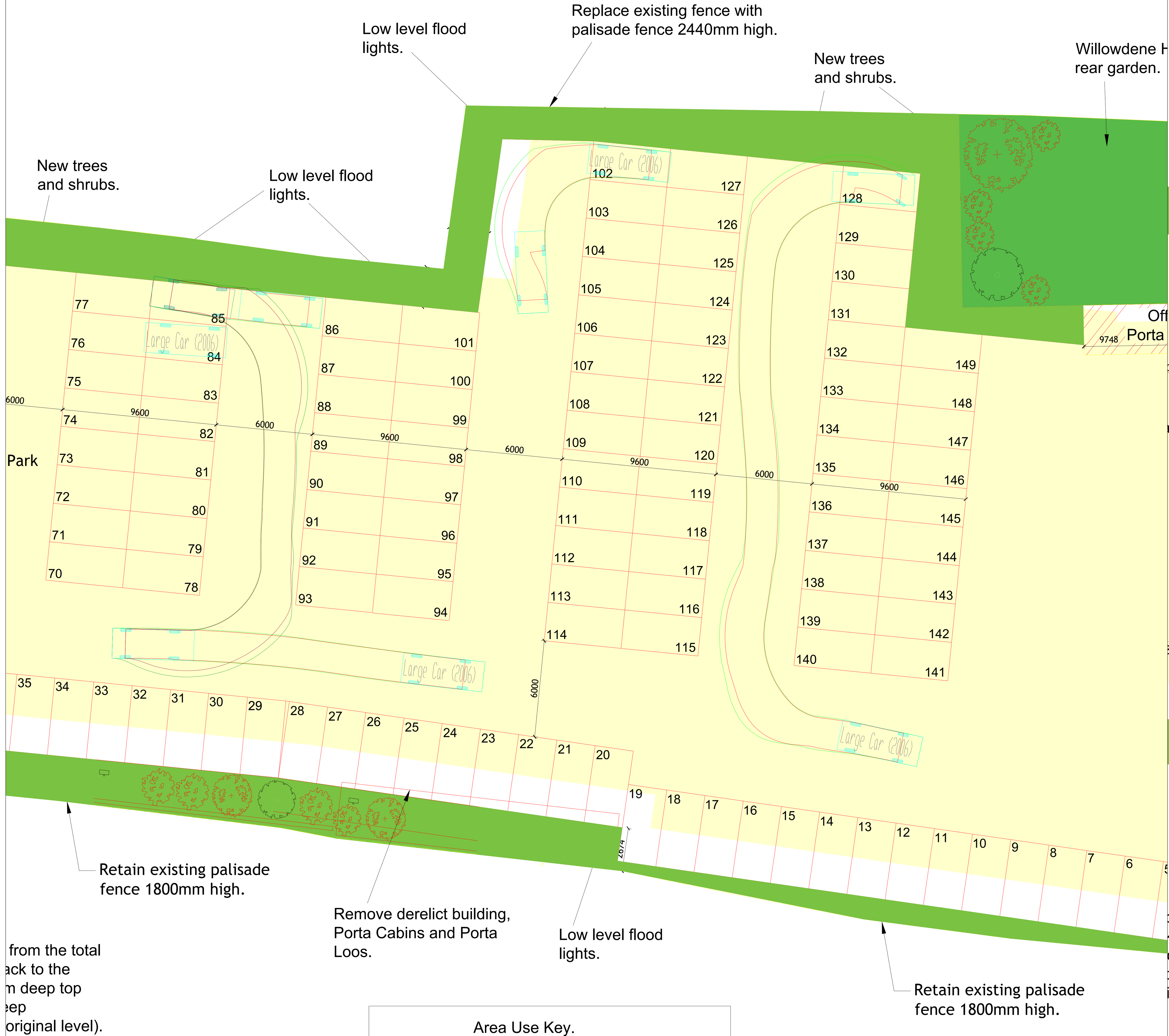
www.aval-group.co.uk, Email: contact@aval-group.co.uk
Company Number: 11922039

Client Name: SIR LAD PROPERTIES

Project Title: CAR STORAGE SITE, THE COMMON, WEST DRAYTON, UB7 7HQ

Drawing Title: VEHICLE SWEPT PATHS - REFUSE VEHICLE AND LARGE CAR

Date:	30.03.2026	Drawn By:	LS
Scale:	1:200 @ A1 1:400 @ A3	Checked:	LS
Status:	PLANNING	Approved:	LS
Drawing No.	AVAL/95049/0000/002	Rev.	A



Area Use Key.

🟨	New permeable surface for car storage 3847sq m
▨	Willowdene House ground and first floors 216 sq m.
🟩	Willowdene front & rear gardens 260 sq m.
🟩	Landscaping with new trees and shrubs 889 sq m.
▨	Porta Cabin Office 20.8sq m.
▨	Ecology - new mixed native scrub, 3m wide total area 182sq m.

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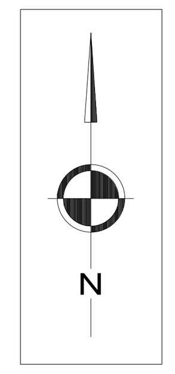

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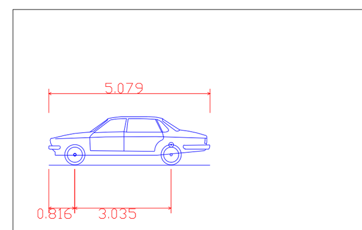

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REVISIONS

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–	FIRST ISSUE	30/03/26	LS

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Date:	30.03.2026	Drawn By:	LS
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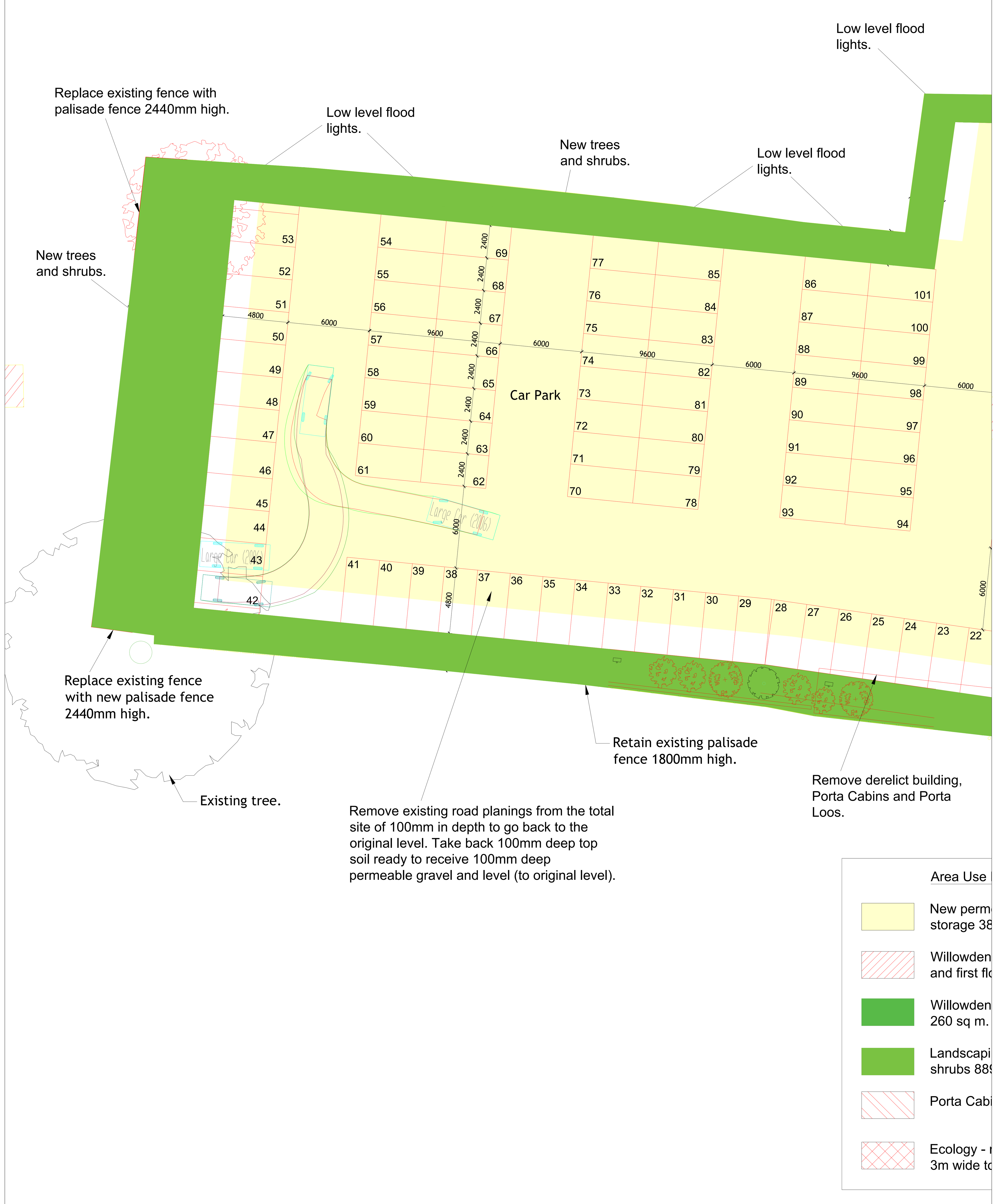

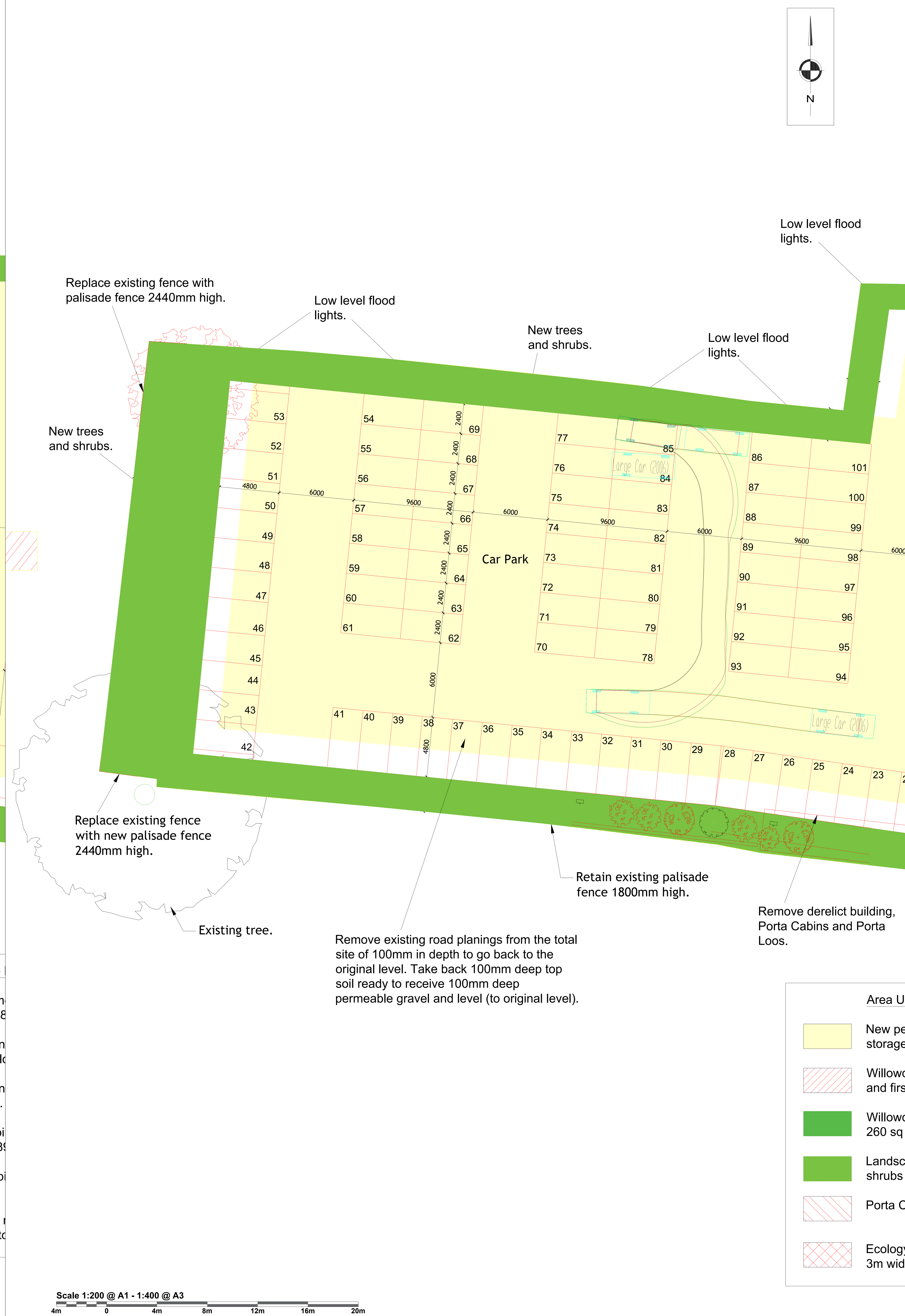

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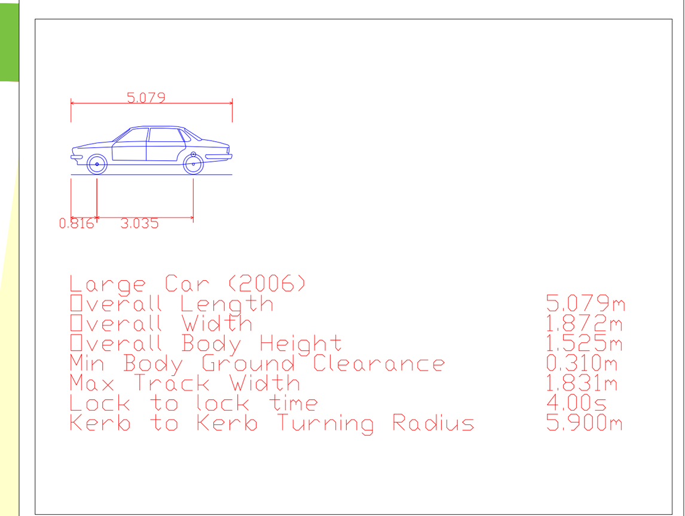

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Drawing Title: VEHICLE SWEPT PATHS - LARGE CAR

Date:	30.03.2026	Drawn By:	LS
Scale:	1:200 @ A1 1:400 @ A3	Checked:	LS
Status:	PLANNING	Approved:	LS

Drawing No.: AVAL/95049/0000/004 | Rev.: A

Appendix D : Trip Rates from TRICS – Warehouse Commercial Storage Sites

TRICS 8.25.12
Organisation: Aval Consulting Group

User: Louise louise.smith@aval-group.co.uk
Office: 3 Lloyds Avenue, London

Audit Code: aff740d4-9761-4b3d-8f00-b939f293493b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	1 day
	WH	WANDSWORTH	1 day
02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 day
	MW	MEDWAY	1 day
	SC	SURREY	1 day
	SP	SOUTHAMPTON	1 day

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

TRICS 8.25.12 **User: Louise louise.smith@aval-group.co.uk**
Organisation: Aval Consulting Group **Office: 3 Lloyds Avenue, London**

Audit Code: aff740d4-9761-4b3d-8f00-b939f293493b

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:	GFA
Actual Range:	1393 to 13500 (units:sqm)
Range Selected by User:	1250 to 14000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 24/06/25

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:

Friday	1 days
Thursday	1 days
Tuesday	2 days
Wednesday	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 undertaking using machines

Selected Locations:

Edge of Town	4 days
Suburban Area	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:

Industrial Zone	4 days
No Sub Category	1 days
Residential Zone	1 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	1 days
Servicing vehicles Unknown	5 days

TRICS 8.25.12
Organisation: Aval Consulting Group

User: Louise louise.smith@aval-group.co.uk
Office: 3 Lloyds Avenue, London

Audit Code: aff740d4-9761-4b3d-8f00-b939f293493b

Secondary Filtering Selection:

Use Class:

B8	5 surveys
N/A	1 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:

75 - 10445

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	1 surveys
100,001 or More	1 surveys
15,001 to 20,000	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:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 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	3 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	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.

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:

1b - Very poor	1 surveys
No PTAL Present	5 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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Office: 3 Lloyds Avenue, London

Audit Code: aff740d4-9761-4b3d-8f00-b939f293493b

1 FRENCH'S AVENUE DUNSTABLE Edge of Town Industrial Zone Gross floor area: 6050.00 sqm Survey date: Thursday 07/03/2002	CT-02-F-01	WAREHOUSING	CENTRAL BEDFORDSHIRE Survey Type: Manual
2 OAKTHORPE ESTATE ENFIELD PALMERS GREEN Suburban Area Residential Zone Gross floor area: 13251.00 sqm Survey date: Wednesday 19/11/2008	EN-02-F-01	WAREHOUSING	ENFIELD Survey Type: Manual
3 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Gross floor area: 11200.00 sqm Survey date: Friday 22/09/2017	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY Survey Type: Manual
4 PRETORIA ROAD CHERTSEY Edge of Town No Sub Category Gross floor area: 4460.00 sqm Survey date: Tuesday 27/11/2007	SC-02-F-04	WAREHOUSING	SURREY Survey Type: Manual
5 MAURETANIA ROAD SOUTHAMPTON NURSLING INDUSTRIAL ESTATE Edge of Town Industrial Zone Gross floor area: 4000.00 sqm Survey date: Wednesday 21/11/2007	SP-02-F-01	WAREHOUSING	SOUTHAMPTON Survey Type: Manual
6 LINFORD STREET NINE ELMS Suburban Area Industrial Zone Gross floor area: 1676.00 sqm Survey date: Tuesday 24/06/2025	WH-02-F-01	WAREHOUSING & DISTRIBUTION	WANDSWORTH Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-F-03|11-10-2016	11-10-2016	unusable
AN-02-F-04|14-03-2019	14-03-2019	unusable
AR-02-F-01|11-11-2009	11-11-2009	unusable
BD-02-F-01|14-03-2019	14-03-2019	unusable
BF-02-F-01|20-11-1991	20-11-1991	unusable

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Site Ref	Survey Date	Reason for Deselection
BG-02-F-01|13-10-2014	13-10-2014	unusable
BO-02-F-01|15-10-2020	15-10-2020	unusable
CC-02-F-01|25-05-2016	25-05-2016	unusable
CR-02-F-02|26-06-2009	26-06-2009	unusable
CR-02-F-03|15-10-2019	15-10-2019	unusable
CW-02-F-01|18-09-2007	18-09-2007	unusable
DC-02-F-02|09-05-2025	09-05-2025	unusable
DL-02-F-01|03-12-2009	03-12-2009	unusable
DL-02-F-02|29-09-2011	29-09-2011	unusable
DL-02-F-04|19-05-2021	19-05-2021	unusable
DL-02-F-05|30-05-2023	30-05-2023	unusable
EG-02-F-01|18-06-1991	18-06-1991	unusable
EG-02-F-02|01-07-1991	01-07-1991	unusable
EG-02-F-02|02-07-1991	02-07-1991	unusable
EG-02-F-02|03-07-1991	03-07-1991	unusable
EG-02-F-02|04-07-1991	04-07-1991	unusable
EG-02-F-02|28-06-1991	28-06-1991	unusable
EG-02-F-02|29-06-1991	29-06-1991	unusable
EG-02-F-03|24-10-1991	24-10-1991	unusable
EG-02-F-04|01-11-1991	01-11-1991	unusable
EG-02-F-04|04-11-1991	04-11-1991	unusable
EG-02-F-04|06-11-1991	06-11-1991	unusable
EG-02-F-04|29-10-1991	29-10-1991	unusable
EG-02-F-04|31-10-1991	31-10-1991	unusable
EG-02-F-05|30-10-1991	30-10-1991	unusable
EG-02-F-07|03-10-1991	03-10-1991	unusable
EG-02-F-08|05-11-1991	05-11-1991	unusable
EG-02-F-09|05-11-1991	05-11-1991	unusable
EG-02-F-10|14-11-1991	14-11-1991	unusable
EG-02-F-11|14-11-1991	14-11-1991	unusable
EG-02-F-12|19-11-1991	19-11-1991	unusable
EG-02-F-13|07-11-1991	07-11-1991	unusable
EG-02-F-16|20-11-1991	20-11-1991	unusable
EG-02-F-17|21-11-1991	21-11-1991	unusable
ES-02-F-01|04-06-1991	04-06-1991	unusable
EX-02-F-01|18-05-2018	18-05-2018	unusable
GA-02-F-01|12-10-2012	12-10-2012	unusable
GC-02-F-01|10-09-2001	10-09-2001	unusable
GM-02-F-01|10-04-1995	10-04-1995	unusable
HC-02-F-02|16-06-2016	16-06-2016	unusable
HC-02-F-03|27-09-2021	27-09-2021	unusable
HD-02-F-01|27-09-2018	27-09-2018	unusable
HO-02-F-01|23-11-2016	23-11-2016	unusable
KS-02-F-01|19-09-2016	19-09-2016	unusable
LO-02-F-01|08-06-2021	08-06-2021	unusable

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Site Ref	Survey Date	Reason for Deselection
LU-02-F-01|19-06-2015	19-06-2015	unusable
MW-02-F-01|20-06-2002	20-06-2002	unusable
NL-02-F-01|20-06-2025	20-06-2025	unusable
NY-02-F-01|19-06-2023	19-06-2023	unusable
RE-02-F-01|28-11-1990	28-11-1990	unusable
RE-02-F-02|27-11-1991	27-11-1991	unusable
RE-02-F-03|20-11-1991	20-11-1991	unusable
SC-02-F-01|09-10-1997	09-10-1997	unusable
SC-02-F-02|05-07-1990	05-07-1990	unusable
SF-02-F-01|27-09-2002	27-09-2002	unusable
WM-02-F-01|17-06-2009	17-06-2009	unusable
WM-02-F-02|09-11-2015	09-11-2015	unusable
WO-02-F-02|10-09-2002	10-09-2002	unusable
WR-02-F-01|18-10-2011	18-10-2011	unusable
WX-02-F-01|20-04-2023	20-04-2023	unusable

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	1	1676	0.000	0.000	0.000
06:00-07:00	1	1676	0.000	0.000	0.000
07:00-08:00	6	6773	0.197	0.108	0.305
08:00-09:00	6	6773	0.219	0.094	0.313
09:00-10:00	6	6773	0.145	0.153	0.298
10:00-11:00	6	6773	0.138	0.108	0.246
11:00-12:00	6	6773	0.140	0.135	0.275
12:00-13:00	6	6773	0.140	0.108	0.248
13:00-14:00	6	6773	0.170	0.162	0.332
14:00-15:00	6	6773	0.155	0.199	0.354
15:00-16:00	6	6773	0.126	0.197	0.323
16:00-17:00	6	6773	0.084	0.229	0.313
17:00-18:00	6	6773	0.047	0.157	0.204
18:00-19:00	6	6773	0.039	0.091	0.130
19:00-20:00	2	3863	0.000	0.026	0.026
20:00-21:00	1	1676	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.600	1.767	3.367

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:	1250 - 14000 (units: sqm)
Survey date date range:	07/03/2002 - 24/06/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	67
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.