Tavistock Works, West Drayton

Transport Statement

Client: Linea UB7 Ltd

i-Transport Ref: NM/JN/EN/ITL16533-012B R

Date: 19 March 2026

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i-Transport LLP
33 Queen Street
London
EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

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SECTION 1 Introduction

1.1 Overview

1.1.1 This Transport Statement (TS) has been produced by i-Transport on behalf of Linea UB7 Ltd (the 'Applicant') to accompany a planning application for a proposed 31-unit residential development at Tavistock Works, West Drayton (the 'site').

1.1.2 The site is located within the administrative boundary of the London Borough of Hillingdon (LBH) who is both the local planning authority (LPA) and local highways authority (LHA).

1.2 Planning History

1.2.1 In September 2022, planning permission was granted at the site at appeal (appeal ref: APP/R5510/W/21/3288333) for a residential development of 32 units, with access to nine car parking spaces (to be delivered by way of car stackers and one at grade blue badge parking space). The scheme was supported by a Transport Assessment (TA) and a Car Park Management Plan (CPMP). There were no highways reasons for refusal at appeal and there was no objection raised by the LBH Highways officer at the planning application stage.

1.2.2 Conditions relating to a parking allocation plan (and maintenance plan for the car stackers) along with the general car park layout were included within the Planning Inspectorate's decision, whilst the signed Section 106 legal agreement also includes a: restriction to prevent future residents obtaining parking permits for local roads (in perpetuity); the delivery of a car club space on Tavistock Road; and provision of two years of car club membership for residents of the development. In addition, 'highway works' relating to the creation of a crossover for vehicular access and footway reinstatement was also included.

1.2.3 Following this, a Section 73 application for the formation of a second stair core and pedestrian access to Tavistock Road as well as the construction of one additional dwelling (to a total of 33 dwellings) had also been approved (planning ref: 35810/APP/2024/243). Consequently, this resulted in the removal of eight on-site car parking spaces at the site, i.e. all spaces to previously be delivered by way of car stackers, leaving a single at grade blue badge space. An increased level of cycle parking is also available (63 spaces in total).

1.2.4 In January 2025 another Section 73 application was approved (ref: 35810/APP/2024/1651), which sought to provide an additional five residential units increasing the total provision to 38 units. This scheme maintained the car-free nature of the previous application and the provision of the one blue badge bay.

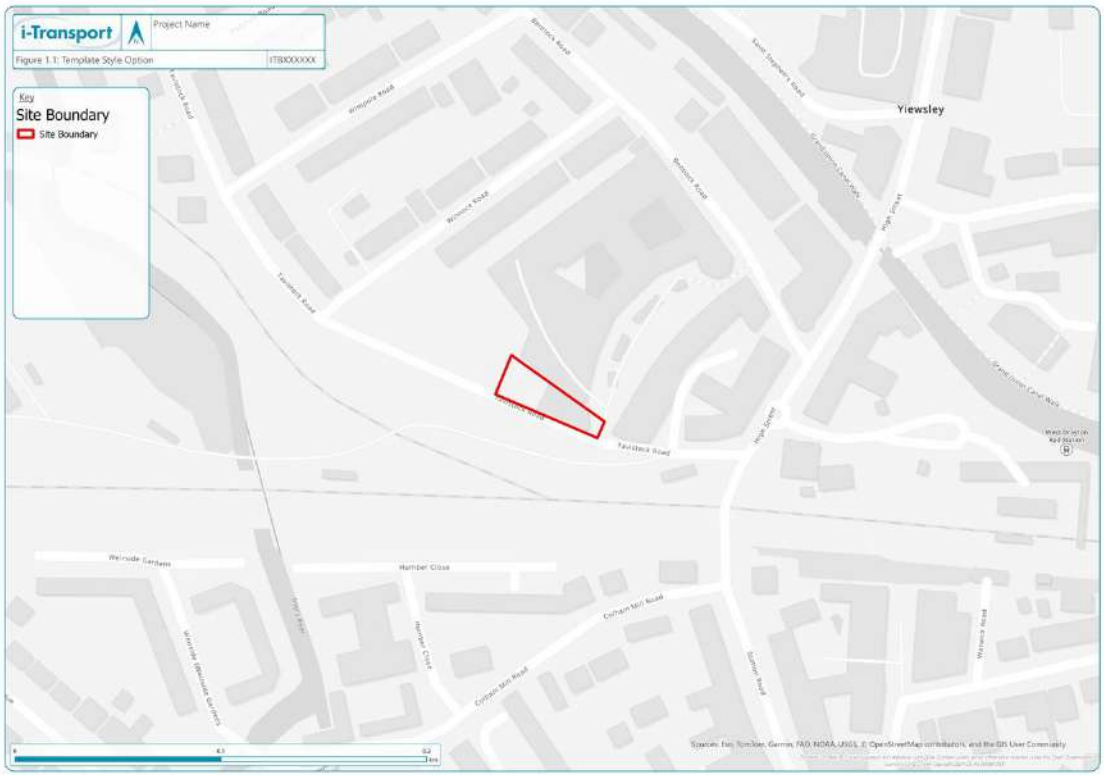
1.3 Site Location and Context

1.3.1 The site is located on the corner of Garnet Place and Tavistock Road circa 150m west of West Drayton rail station in Yiewsley, within LBH. The site is bound by Garnet Place and Tavistock Road to the east and south (respectively), residential apartments to the north and currently an industrial site to the west.

1.3.2 The site currently comprises an office building with associated parking (15 spaces), accessed via an existing vehicular crossover from Tavistock Road. The site has a total area of 0.07ha.

1.3.3 The site location is presented in **Image 1-1**.

Image 1-1: Site Location Plan



1.4 Proposed Development

1.4.1 The proposed development entails the demolition of the existing office space on site to provide a 6-storey, 31-unit residential scheme with associated cycle parking spaces and a blue badge bay.

1.4.2 The development description is as follows:

"Demolition of existing building and replacement with 6-storey building comprising residential units, landscaping and amenity space."

1.5 Report Structure

1.5.1 The remainder of this TS is structured as follows:

- Section 2 reviews the relevant national and local transport policy against which the proposal will be assessed.
- Section 3 sets out the transport vision and the associated sustainable transport principles for the site.
- Section 4 sets out the existing transport conditions in the vicinity of the site, including the walking, cycling and public transport opportunities in the local area.
- Section 5 details the development proposals, including the access strategy, car and cycle parking provision and servicing arrangements.
- Section 6 provides an assessment of the likely transport impact of the proposed development.
- Section 7 summarises and concludes the report.

SECTION 2 Policy Context

2.1 Overview

2.1.1 This section provides an evaluation of the national, regional and local transport policy and guidance against which this proposal is to be assessed.

2.2 National Transport Policy

National Planning Policy Framework (NPPF) December 2024

2.2.1 The NPPF details the Government's planning policies and sets out how these are expected to be applied in relation to development proposals. The NPPF is a material consideration in determining applications for development.

2.2.2 The NPPF confirms (*ref: paragraph 10*) that at the forefront of planning is the ***"presumption in favour of sustainable development".***

2.2.3 This TS has been prepared to assess the proposal against the four key transport tests outlined in paragraph 115 of the NPPF that apply to all development proposals. These can be summarised as follows:

1. Will the opportunities for sustainable transport be taken up appropriately?
2. Will safe and suitable access be provided?
3. Will the design be acceptable in transport terms?
4. Will the traffic impacts be acceptable?

2.2.4 Paragraph 116 of the NPPF goes on to state that:

> ***"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."***

Draft National Planning Policy Framework (NPPF) December 2025

2.2.5 Consultation is currently being undertaken on the Draft NPPF, which details proposed reforms to the planning system. Whilst not official policy as of yet, it provides insight to the direction that development planning within the UK is taking and some of the key ideas that boroughs will look to implement in the future.

2.2.6 With regards to transport, the draft NPPF echoes many of the same sentiments as the existing NPPF, placing a focus on the delivery sustainable development however, there is an increased emphasis on a vision-led approach to transport, highlighting that:

"Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places." (ref: Chapter 15, TR1)

2.3 Regional Policy

Mayor of London Transport Strategy 2018

2.3.1 In March 2018, the Mayor published his Transport Strategy, which sets out the future of transport in London. The strategy includes a target for 80% of all trips in London to be made by sustainable modes of transportation by 2041. To achieve a mode share of 80% of trips by sustainable modes, new developments, especially those in Opportunity Areas and high-PTAL areas, are expected to aim for sustainable transport mode shares of 95%-99% of trips.

2.3.2 Furthermore, the strategy highlights the Vision Zero for London initiative, which seeks to remove all death and serious injury on the London highway network by 2041.

2.3.3 It is understood this site is located within the Heathrow Opportunity Area, albeit it is understood the exact boundary is yet to be defined (within the London Borough of Hillingdon).

The London Plan (March 2021)

2.3.4 The London Plan 2021 is the spatial development strategy for Greater London. From a transport perspective and in general, the Mayor intends that London will be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.3.5 The following policies are of particular pertinence to this proposal;

- Policy T2 D – Development should reduce the dominance of vehicles on London's streets and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport;
- Policy T5 A – Cycle parking should be provided at the levels set out in the London Plan;
- Policy T5 B – Cycle parking should be designed and laid out in accordance with the London Cycling Design Standards guidance;

- Policy T5 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.;
- Policy T6 A - Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity; and
- Policy T6 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').

2.4 Local Transport Policy

London Borough of Hillingdon Local Plan: Part 1 – Strategic Policies (November 2012)

2.4.1 The Hillingdon Local Plan - Part 1 - Strategic Policies is the key strategic planning document for Hillingdon and will support delivery of the spatial elements of the Sustainable Community Strategy. It sets out a long-term vision and objectives for the Borough. The primary matter relating to transport notes LBH has an overall aim of improving quality of life and reducing private car dependency.

London Borough of Hillingdon Local Plan: Part 2 – Development Management Policies (January 2020)

2.4.2 The Local Plan Part 2, adopted in January 2020, provides revised development management policies and replaces the Unitary Development Plan (1998) saved policies. The relevant policies are as follows:

- ***Policy DMT 1 – Managing Transport Impacts – Development will be required to be accessible by sustainable modes of travel, adequately address delivery, servicing and drop-off requirements and have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Developments of more than 80 units will be required to prepare a Transport Assessment and Travel Plan.***
- ***Policy DMT 2 – Highways Impacts – Development must provide safe and suitable access for all users;***
- ***Policy DMT 4 – Public Transport - The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services;***
- ***Policy DMT 5 – Pedestrians and Cyclists - 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.***

- ***Policy DMT 6 – Vehicle Parking – Development must comply with the standards outlined at Appendix C in order to facilitate sustainable development. The Council may agree to vary these requirements when:***
    - ***the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or***
    - ***a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.***
    - ***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.***

London Borough of Hillingdon Third Local Implementation Plan (LIP3) (March 2019)

2.4.3 Local Implementation Plans are a statutory document, required by the Greater London Authority Act 1999 and set out how the London boroughs intend to implement the Mayor of London's Transport Strategy within their respective boroughs. Boroughs define their strategy and secure funding for its delivery.

2.4.4 Page 101 of LIP3 states that the overarching aim of the borough's policies i.e. those within their Local Plan Part Two (January 2020);

> ***'is to ensure development in Hillingdon is adequately managed and integrated with its transport networks, including public transport, pedestrian and cycle networks, to enable it to accommodate growth in a sustainable manner'.***

2.4.5 It goes on to state that Policies which will contribute towards sustainable travel in new development include:

- ***'locating new development where access by public transport, walking and cycling is possible to serve the developments anticipated needs;***
- ***Requirement of developers to mitigate transport impacts, such as improving public transport facilities;***
- ***High quality pedestrian and cycle facilities;***
- ***A restrained and balanced approach to car parking, based on the London Plan standards with some variance to reflect local circumstances;***
- ***Travel Plans, where required, following TfL good practice guidelines; and***
- ***Delivery and Service Plans and Construction and Logistic Plans to aim the efficient and consolidated movement of goods with minimum disruption to local amenity'.***

2.4.6 The local implementation plan continues;

> ***'Hillingdon will support car-free and car-lite development in areas within the borough that are well connected to sustainable travel options, i.e. Uxbridge station, Hayes and Heathrow. Car-free development facilitates behaviour change for residents from the onset of occupying a dwelling or working in an area that has limited or no parking provision. As such, car free and car-lite development will enable more 'social streets' in new development areas, supporting Hillingdon's objectives and the Mayor's Vision to make London streets more active. Supporting such developments, will not only address issues of congestion and pollution, but help reduce noise pollution and long-term maintenance of highways'.***

Accessible Hillingdon SPD (September 2017)

2.4.7 The Accessible Hillingdon SPD echoes various Codes of Practice pertinent to the design of inclusive environments, and in some instances goes beyond minimum requirements. It offers practical and technical best practice guidance to enable planning applicants, developers, architects, urban designers, and other professionals to adopt a realistic approach to Inclusive Design. The document and its contents are a material consideration in determining the outcome of planning applications.

2.5 Summary

2.5.1 Policy dictates that developments should provide safe and convenient access arrangements and be located in areas with opportunities for sustainable travel. Furthermore, national policy establishes that development should only be prevented where the impact of the development on transport networks is considered 'severe'.

SECTION 3 Sustainable Transport Vision

3.1.1 This section sets out the Transport Vision for the development proposal.

3.2 Vision Aims

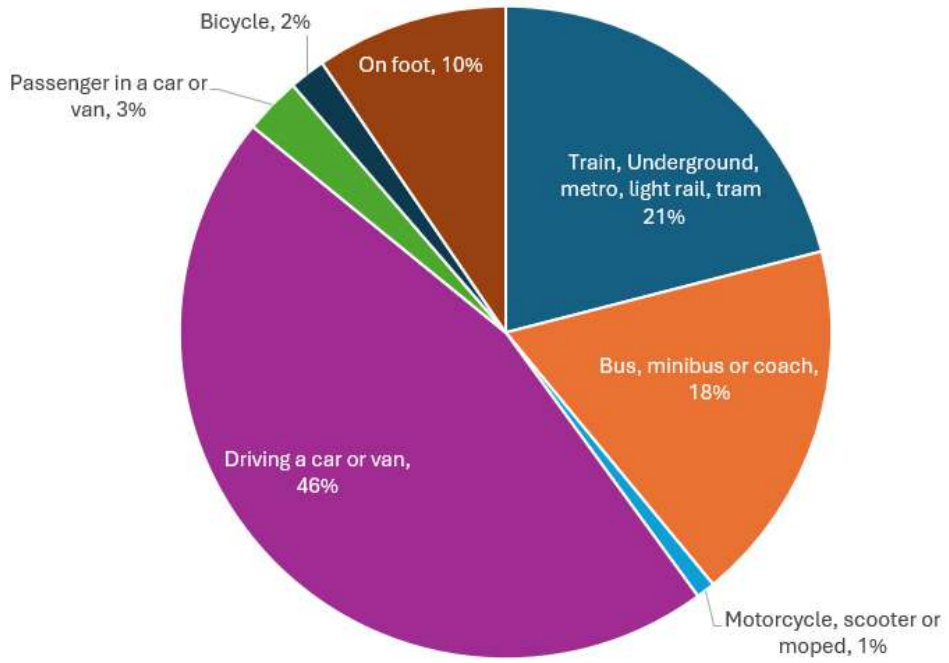
3.2.1 The development is to encourage sustainable living, by reducing the convenience of owning a private car, by removing on site car parking for future areas, in a location highly connected to range of everyday services and facilities, and accessible to a high quality and frequent public transport network

3.3 How do People Travel?

3.3.1 To determine the potential travel patterns of future residents at the site, 2011 Census Journey to Work data for the Lower Super Output Area (LSOA) Hillingdon 022F has been reviewed. This is the most recently available data that was not affected by Covid lockdown related travel restriction (which impacts on 2021 Census data).

3.3.2 It demonstrates that at present, 50% of people within the Hillingdon LSOA undertake commuter trips by motorised means, with sustainable and active travel making up the remaining 50% of commuter trips. This is presented in **Image 3-1**.

Image 3-1: Hillingdon LSOA 022F JTW Mode Share



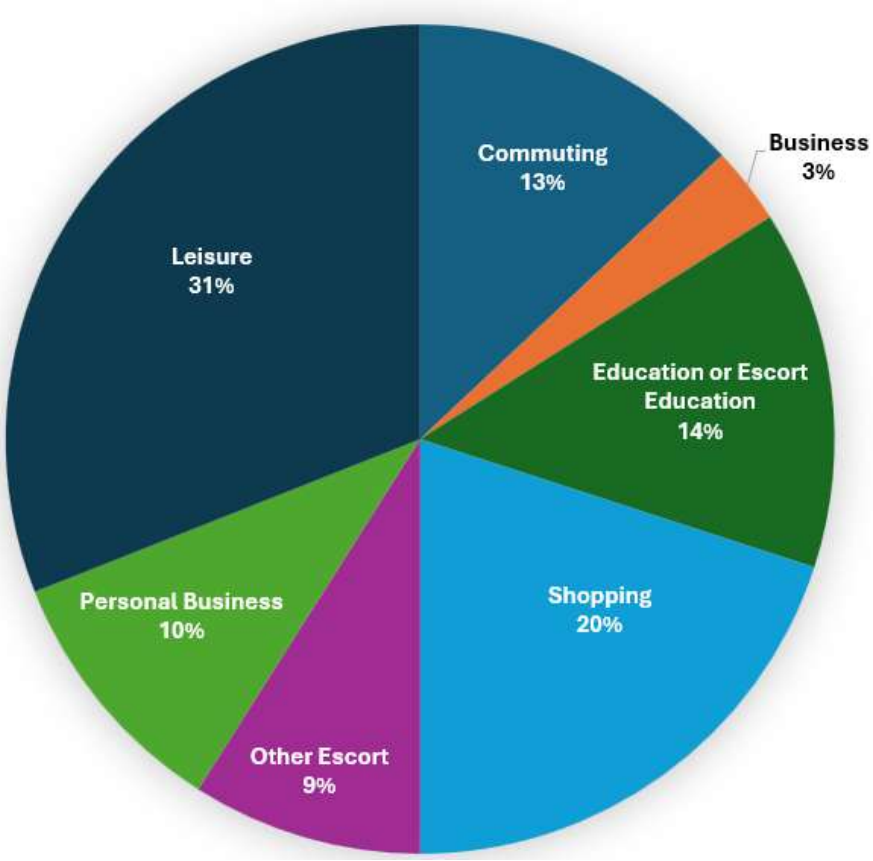
Source: 2011 Census Data, Method of Travel to Work (QS701EW), Hillingdon 022F LSOA

3.3.3 This data pre-dates two major changes – the significant shift to home working and home deliveries pushed by Covid related conditions, and the significant improvement to local rail connections created by the opening of Elizabeth Line at West Drayton station. There is therefore scope to encourage a greater modal shift away from single occupancy car trips to sustainable means of travel.

3.4 Why and Where Will People Travel?

3.4.1 The National Travel Survey (NTS) is a large scale annual national household survey of personal travel with the latest survey being undertaken in 2024. It provides a representation of average national travel behaviours. The Trips by Journey Purpose results provide a breakdown of average journey purpose proportions, as shown in **Image 3-2**.

Image 3-2: National Travel Survey 2024 – Daily Trips by Journey Purpose



Source: National Travel Survey, England 2024

3.4.2 The NTS 2024 survey revealed that the most common trip purpose was leisure at 31%, this can include day trips, holidays, visiting friends, entertainment or public activity, sports and other, including just walking. Work related trips, which typically occur in the peak periods, accounted for 16% of the total trips (commuting + business).

3.4.3 The second largest trip purpose was shopping at 20%. Given that most people shop locally it can be expected that the majority of these shopping trips will be within West Drayton itself and thus can comfortably be undertaken by means of sustainable or active travel. This is further supported by the site's proximity to West Drayton High Street which provides access to many local stores, and the sites proximity to the Yiewsley Tesco Superstore, a circa 10 minutes' walk north of the site.

3.4.4 A list of local facilities and amenities relative to the site is provided in detail within **Section 4**.

Employment Destinations

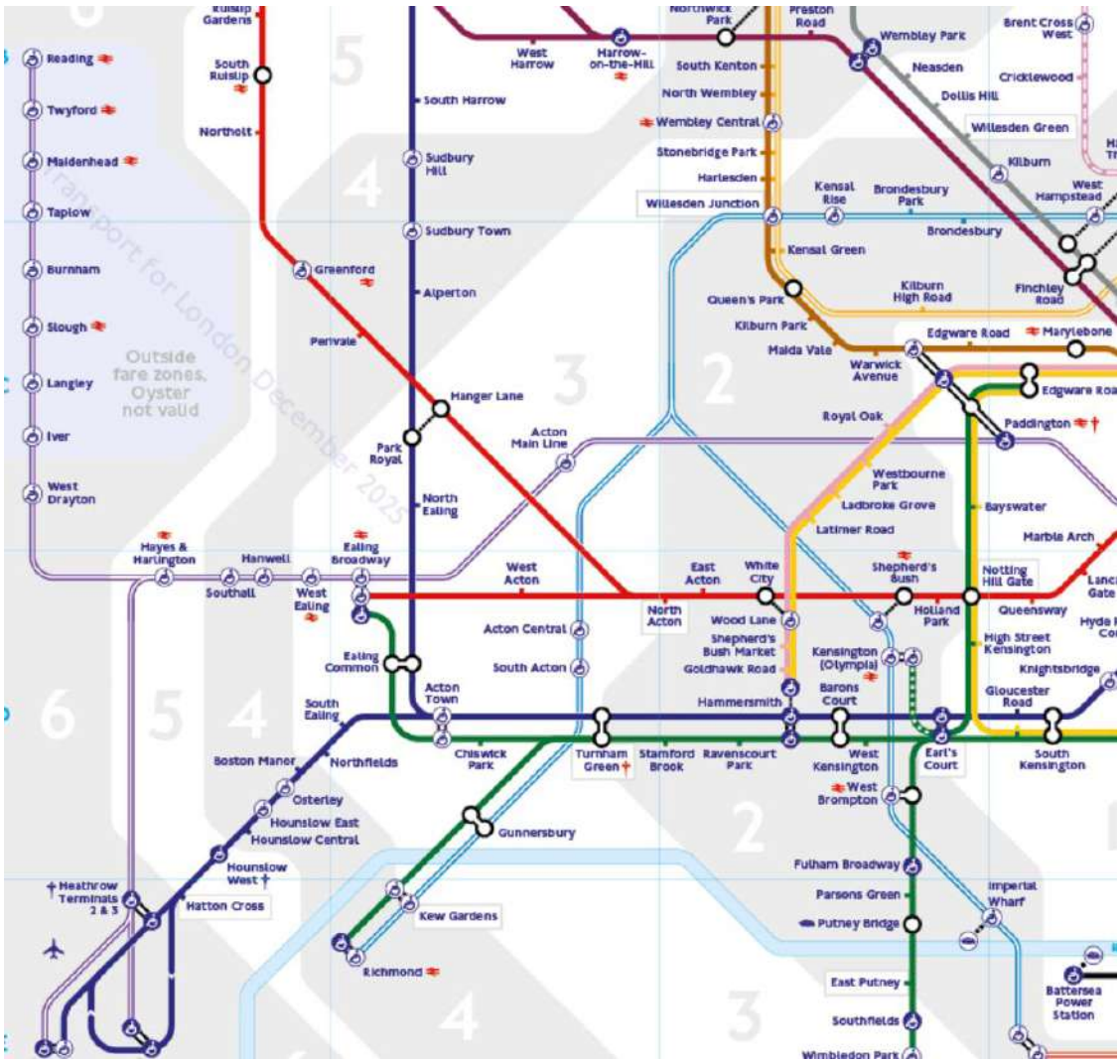
3.4.5 Based on 2011 Census Journey to Work data, just over half of residents in the Middle Super Output Layer (MSOA) Hillingdon 022, within which the site is located, work within the borough of Hillingdon (54%). The greatest percentage (18%) are in Uxbridge, with 6% at Heathrow. This is shown in **Table 3-1**.

Table 3-1: Popular Commuter Destinations – MSOA Hillingdon 022

Destination	Percentage Split
Hillingdon	54%
Uxbridge	*18%*
Yiewsley / West Drayton	*7%*
Heathrow	*6%*
Hillingdon (Town)	*5%*
Hayes	*5%*
Other (less than 5%)	13%
Outer London Boroughs	16%
Inner London Boroughs	12%
Slough / South Bucks	7%

3.4.6 TfL's bus spider map for routes from West Drayton, shown in **Image 3-3**, demonstrates that all of the locations with 5% or more of employment destinations (Uxbridge, Yiewsley, Heathrow, Hillingdon, and Hayes) are accessible via direct bus service from Station Approach. It is also likely that a number of employment destinations are also out of the borough in Hounslow, which is also accessible via a direct bus. In addition, bus route 222 that serves both Uxbridge and Hounslow operates 24 hours per day. Furthermore, the first and last services to Heathrow are at 0344 and 0015 on route 350 and 0437 and 0012 on route U3, providing almost a 24-hour service.

Image 3-3: Extract of TfL Rail Connections Plan



Source: TfL.gov – Rail Service Map

3.4.7 Whilst a full breakdown is not undertaken, it is clear that many of the key Outer and Inner London Borough destinations, as well as towards Slough and South Bucks, are served by the direct rail services provided at West Drayton, or by way of a single interchange with the London Underground network.

Local Car Ownership

3.4.8 To understand the propensity for car-lite/car-free lifestyles in the local area, a review of 2021 Census data for the Lower Super Output Area within which the site is located (Hillingdon 022G) has been undertaken. This identifies that of the flats/maisonettes in this area, almost a quarter (24%) of properties have no access to private vehicles and therefore adopt car-free lifestyles. On this basis, it can be concluded the locality does not preclude car-free lifestyles, which can be accommodated in this area of LBH.

3.4.9 This position was agreed by the Planning Inspectorate at an appeal for a recent application for a Morrisons site (appeal ref: 3250434) on the High Street in 2020, with the Inspector expressing ***"significant doubts that ownership of a vehicle, and thus provision for parking, would necessarily be an overriding requirement in this area."***

3.5 Transport Vision

3.5.1 The overarching transport vision of the site is to encourage a significant reduction in single-occupancy vehicle trips from the outset.

3.5.2 To this end, the development is proposed to be car-free with the exception of a singular blue badge bay. Furthermore, residents of the proposed development will be prohibited from obtaining resident parking permits by way of a Section 106 legal agreement, forbidding them from parking on the local streets for extended periods of time.

3.5.3 It is believed that this combination of factors will encourage a modal shift to more sustainable forms of travel due to the increased difficulty of residents finding suitable parking within the vicinity of the site.

3.5.4 Additionally, the site will be provided with active travel infrastructure, namely cycle parking stands, and supported by a residential travel plan to encourage the uptake of active travel. This is in line with the 'decide and provide' and 'vision led' approaches to transport planning which are rooted in the belief that it is possible to dictate future travel patterns if the supporting infrastructure is provided ahead of time.

SECTION 4 Existing Transport Conditions

4.1 Overview

4.1.1 This section of the TS provides a review of the existing transport conditions in the area including the local highway network, opportunities for walking, cycling and public transport and accessibility to local facilities.

4.2 Local Highway Network

4.2.1 The site is located within a Controlled Parking Zone (CPZ), with parking restrictions in effect Monday – Friday between the hours of 09:00 and 18:30.

Tavistock Road

4.2.2 Access to the site is provided from Tavistock Road. Tavistock Road bounds the southern / western boundary of the site and is a circa 5m wide two-way single carriageway road subject to a 30mph speed limit. It runs in a general southeast – northwest direction forming a junction with West Drayton High Street at its southern end and a roundabout junction with Trout Road and Wraysbury Road at its northernmost end. Adjacent the southernmost corner of the site, the road forms a junction with Garnet Place.

4.2.3 The roadside features a mix of marked parking bays, double yellow line and single yellow line parking restrictions. The single yellow line restrictions indicate that no parking is permitted between the house of midday – 13:00, Monday – Friday.

4.2.4 Adjacent the site, four marked parking bays are present, subject to the CPZ controls in place.

High Street

4.2.5 West Drayton High Street is located circa 80m east of the site and is a is a key commercial destination within West Drayton. The High Street is a two-way single carriageway road that runs in a north – south direction providing access to a host of local facilities and amenities along its length.

4.2.6 Within the vicinity of the site, the carriageway is fairly wide, circa 9.5m, and is subject to single yellow line parking restrictions either side of its carriageway.

4.2.7 North of its junction with Tavistock Road it forms a three-arm roundabout junction, with Station Approach comprising the eastern arm.

Garnet Place

4.2.8 Garnet Place bounds the eastern frontage of the site and is a private gated road providing access to the neighbouring residential units.

4.3 Pedestrian and Cyclist Network

4.3.1 The pedestrian network in the surrounding area is typical of an urban environment.

4.3.2 Tavistock Road is provided with footways either side of its carriageway, complete with dropped kerbs and tactile paving at crossing points, and ample street lighting, connecting the site to the various local amenities and facilities. South of the site, a zebra crossing is provided by Tavistock Roads junction with West Drayton High Street.

4.3.3 The High Street is similarly provided with footways either side of its carriageway, with sections separated from the roadside by way of railing, thereby reducing the intimidation factor of vehicles travelling along the roads.

4.3.4 There are several cycleways within a 10-minutes cycle of the site, providing connectivity to the extensive cycle network within London. The nearest cycle route is local route 89, which runs along the High Street routeing between Uxbridge north of the site and Heathrow south of the site. Given the presence of cycle route 89, unsegregated cycle lanes are provided either side of the carriageway on the High Street.

4.3.5 A regional cycle route is present east of the site along the Grand Union Canal Walk, a circa minutes bike ride from the site, which routes directly to destinations within Central London.

4.3.6 Additionally, most local roads within West Drayton are subject to a 30mph speed limit and thus can be considered conducive to cyclists.

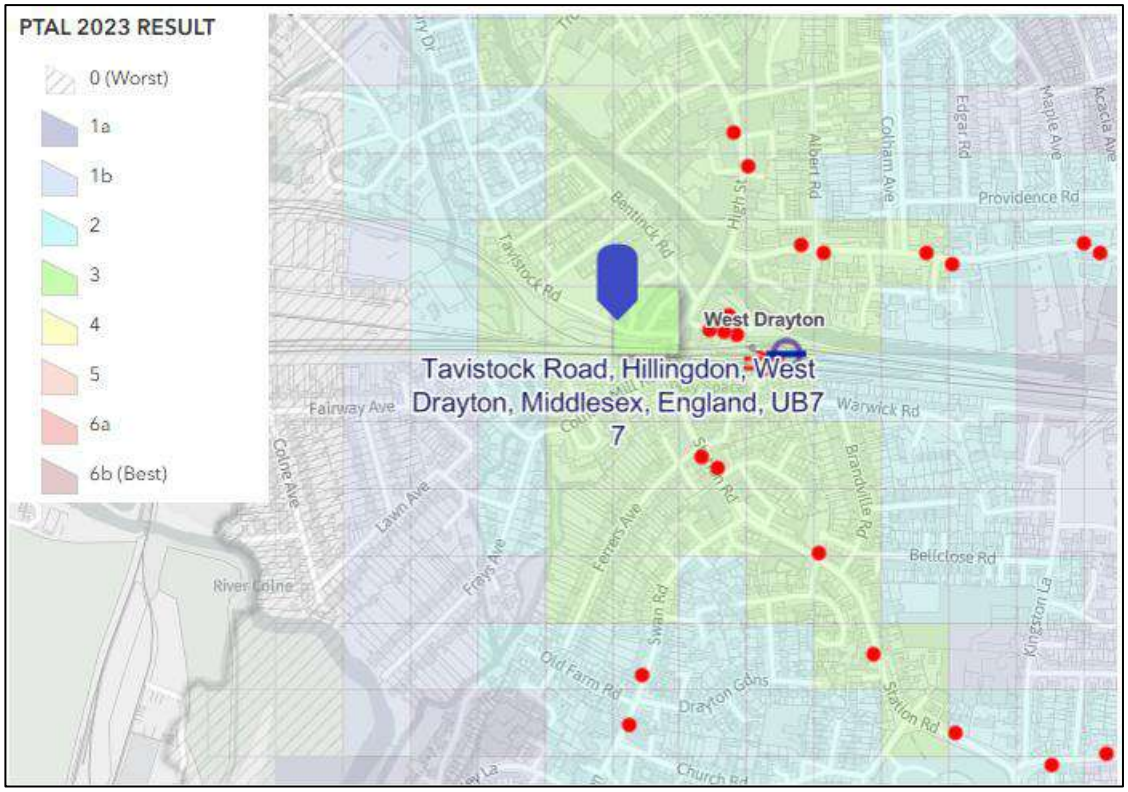
4.4 Public Transport Network

Public Transport Accessibility Level (PTAL)

4.4.1 PTAL is a measure of how accessible a particular location is to local public transport services, covering the area of Greater London. Each location is given a score between 1b – 6b, with 6b being the highest achievable score indicating very high accessibility and 1a indicating a low level of accessibility.

4.4.2 An extract of the PTAL map is provided in **Image 4-1** below.

Image 4-1: Site PTAL



Source: TfL WebCAT

4.4.3 As shown, the site is indicated to have a PTAL rating of 3, which suggest moderate access to public transport facilities. Despite the sites PTAL rating, it is afforded good access to public transport, given its proximity to West Drayton Rail Station and bus services along the High Street.

Bus Network

4.4.4 The closest bus stops to the site are northbound and southbound stops located on Station Approach, an approximate two minutes' walk east of the site. These stops are served by six separate routes, of which one is a school route, and are provided with covered seating, a bus flag and service timetable information.

4.4.5 The local bus services are summarised in Table 4-1: Local Bus Service Destinations and Provision**Table 4-1**.

Table 4-1: Local Bus Service Destinations and Provision

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon – Fri	Sat	Sun
222	Hounslow – Heathrow Airport North – Yiewsley – Uxbridge	Every 10 minutes	Every 10 minutes	Every 12 minutes
350	Heathrow – West Drayton – Hayes	Every 20 minutes	Every 20 minutes	Every 20 minutes
U1	West Drayton – Uxbridge – Ickenham – Ruislip	Every 15 minutes	Every 15-20 minutes	Every 30 minutes
U3	Heathrow – West Drayton – Hillingdon Hospital – Uxbridge	Every 12 minutes	Every 12 minutes	Every 20 minutes
U5	Hayes – West Drayton – Hillingdon Hospital – Uxbridge	Every 12 minutes	Every 12 minutes	Every 20 minutes

Source: TfL: Journey Planner

4.4.6 The school bus service, bus number 695, runs Monday – Friday, between the hours of 07:00 – 08:00 and 16:00 – 17:00. The service arrival schedule at the above-mentioned bus stop is summarised below:

- Morning Service
  - First Arrival: 07:16
  - Inter-Arrival: 07:29
  - Last Arrival: 07:37
- Afternoon Service
  - First Arrival: 16:00
  - Inter-Arrival: 16:09
  - Last Arrival: 16:14

Rail Network

4.4.7 The nearest rail station to the site is West Drayton located c.115m east of the site, a two minutes' walk. The station is served by the Elizabeth Line and Great Western Rail. The service provision is summarised in **Table 4-2.**

Table 4-2: West Drayton Station Service Provision

Destination	Frequency	
	Peak Hour	Off-Peak
Reading (Westbound)	Every 15 minutes	Every 30 minutes
Abbey Wood (Eastbound)	Every 5 – 10 minutes	Every 15 minutes
Maidenhead (Westbound)	Every 15 minutes	Every 15 minutes

Source: TfL Journey Planner

4.4.8 As can be seen in **Table 4-2**, frequent, high-capacity services run from this station during both the peak and off-peak hours.

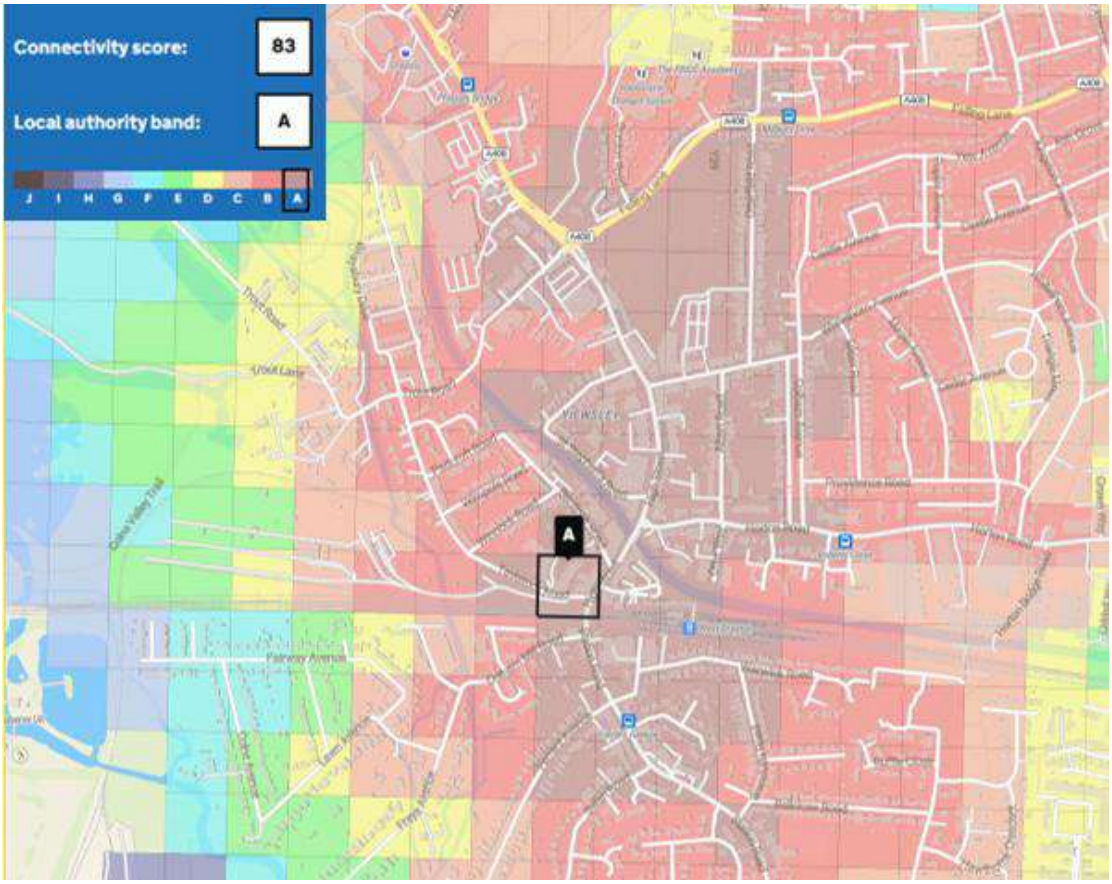
4.5 Local Amenities and Facilities

4.5.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short distance trips (within 1 mile / 1.6 km).

DfT Connectivity Tool

4.5.2 The Department for Transport (DfT) has recently published their connectivity tool which provides a measure of how connected any area within England and Wales is to everyday services by walking, driving, cycling and public transport. An extract of the connectivity tool for the area for which the site is located is provided in **Image 4-2**.

Image 4-2: DfT Connectivity Tool - Site Location



4.5.3 As shown in **Image 4-2**, the site has a connectivity score of 83 which is within the highest band available for the LBH ('A' rating). This indicates that despite the site moderate PTAL rating it is one of the most well-connected areas in LBH by means of active and sustainable travel to amenities. Thus, it can be concluded that the sites PTAL rating does not accurately reflect the sites connectivity to public transport services and local amenities.

Access to Local Amenities and Facilities

4.5.4 Due to the sites proximity to West Drayton High Street, it is afforded excellent access to a variety local facilities and amenities. The distance and relative journey time from the site to a few of these amenities is summarised in **Table 4-3.**

Table 4-3: Local Amenities and Facilities

Destination		Approx. Distance from Site (metres)	Walking journey time (mins)	Cycling journey time (mins)
Public Transport	Bus stops (Station Approach)	**150**	<2	<1
	West Drayton station	**150**	<2	<1

Destination		Approx. Distance from Site (metres)	Walking journey time (mins)	Cycling journey time (mins)
Retail	Boots	230	3	1
	West Drayton Post Office	350	4	1
	Morrisons	350	4	1
	Yiewsley High Street (inclusive of numerous comparison retail, etc),	400 - 500	5	2
	Iceland Foods	450	5	2
	Aldi	650	8	3
	Tesco Superstore	750	9	3
Education	St Matthew's C of E Primary School	450	5	2
	St Catherine Catholic Primary School & Nursery	1,000	12	4
	West Drayton Academy	1,100	13	4
	Park Academy West London	1,700	20	7
	Park Academy West London	2,600	30	11
Leisure	Grand Union Canal pedestrian and cycle route	560	7	2
	Yiewsley Library	700	8	3
	Yiewsley Recreation Ground	800	10	3
	Uxbridge Football Club	1,600	19	7
	Panthers Gym	1,600	19	7
Health	Yiewsley Family Practice	270	3	1
	Yiewsley Chemist	300	4	1
	West Drayton & Yiewsley Dental	600	7	2

Source: i-Transport - All distances taken from footway on Tavistock Road, at approximate pedestrian entrance to the site. Journey times are assumed to be 1.4m/s for walking and 4.1m/s for cycling.

Key:

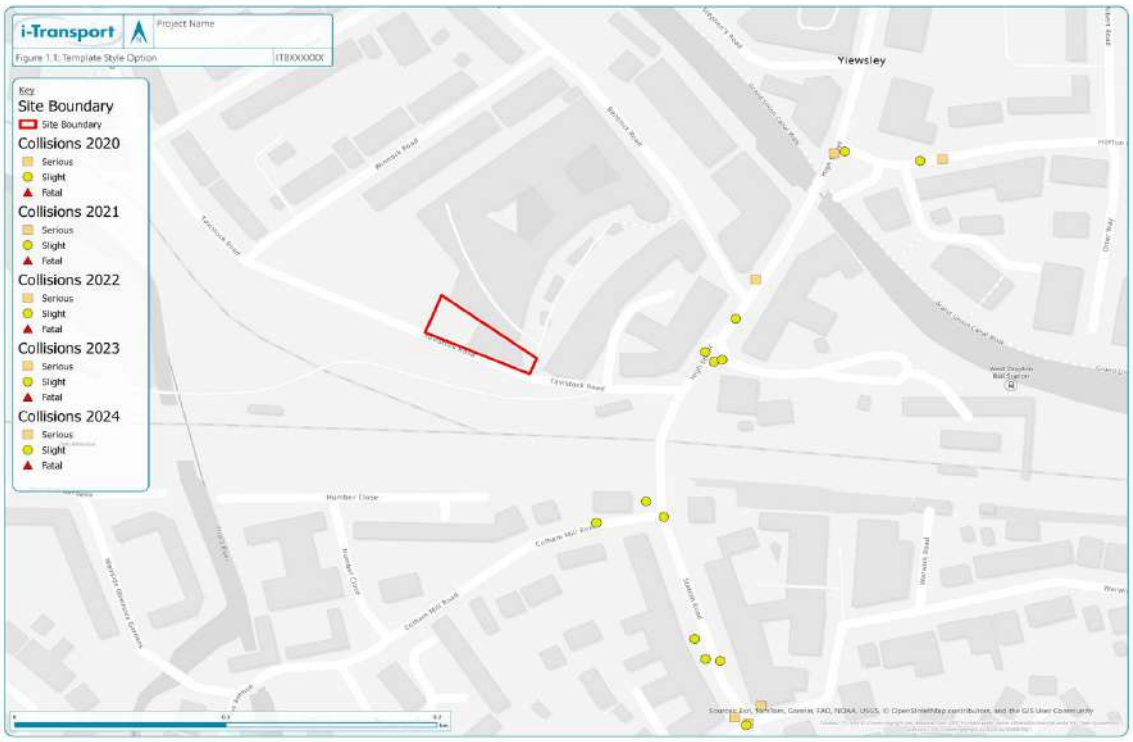
Within a 'Walkable Neighbourhood' (800m)
Within a distance where most people (circa 80%) will walk (1,600m)
Within a distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk (3,200m)

4.5.5 As shown in **Table 4-3**, the majority of local facilities and amenities highlighted are within 1.6km of the site and thus in line with the findings of the NTS, are comfortably accessible on foot. Therefore, the PTAL rating is less relevant as residents will not be required to travel far to access services.

4.6 Personal Injury Accident Data

4.6.1 In line with the Vision Zero initiative outlined in the Mayor's Transport Strategy, a review of personal injury collision data (PIC) within the vicinity of the site over the latest five-year period, 2020 – 2025, has been undertaken using DfT data. A plan showing the location of the PICs is provided within **Image 4-3.**

Image 4-3: Collision Locations (2020-2025)



Source: i-Transport Mapping with DfT Collision Data

4.6.2 The review of PIC data revealed that no serious or fatal collision has taken place within the vicinity of the site access in the reviewed five-year period, suggesting no inherent safety flaws with the current highway layout or access / egress arrangements at the site.

4.7 Parking Surveys

4.7.1 Two overnight and one daytime Parking Stress Surveys were undertaken on the 3rd and 4th of March 2026 on roads within 200m of the site in line with the Lambeth Methodology. These surveys recorded the length of kerbside available on these roads making note of:

- Any parking restrictions;
- Any permit holder or Pay-and-Display bays;
- Lengths of unrestricted kerblines available for parking; and

- Number of vehicles parked on street.

4.7.2 Using this information, the parking stress was determined, which is a measure of how heavily parked a road is. The surveys determined there were 230 legal parking spaces, including single yellow lines, within 200m of the site and 127 legal spaces excluding single yellow line locations.

4.7.3 The overnight surveys were conducted between the hours of 00:30 – 05:30 whilst the daytime survey was conducted at 12:30. The results of the surveys are summarised in **Table 4-4**, and provided in full within **Appendix A**.

Table 4-4: Parking Survey Results

Parking Stress Survey Results – Including Single Yellow Line Locations			
	Tuesday 00:30	**Wednesday 00:30**	**Wednesday 12:30**
Number of Parked Vehicles	83	87	61
Parking Stress	36%	38%	27%
Parking Stress Survey Results – Excluding Single Yellow Line Locations			
Number of Parked Vehicles	62	69	58
Parking Stress	49%	54%	46%

4.7.4 As can be seen in **Table 4-4**, there is an abundance of available parking spaces on the surrounding roads as indicated by the low levels of parking stress. The parking stress was found to be highest during the Wednesday overnight survey, and even then, excluding single yellow line locations, was found to be barely above 50%, indicating there were 58 available spaces.

4.7.5 Therefore, it can be concluded that there is space on the local highway network surrounding the site to accommodate any additional parking needs that may arise as a result of the development.

4.8 Committed Development

Comag Site (Adjacent; on western boundary)

4.8.1 The site sits adjacent a committed scheme which will provide 105 units immediately west of the site, on what is known as the 'Comag' (planning ref: 24843/APP/2022/2403). Construction works on the scheme has begun. Its relevance to this proposal is the intended change to on-street parking restrictions, to the north of the northern site boundary, as a result of the creation of a vehicular access (and associated closure of others). Under these proposals, some of the single yellow line along the site frontage is proposed to be changed to double yellow line indicting that on-street parking would be prohibited at all times.

4.9 Summary

4.9.1 The site is well located in terms of its access to active travel and public transport infrastructure. Footways are provided either side of the carriageway on local roads, alongside dropped kerbs and formal crossing places, catering to the easy and safe movement of pedestrians. Locally, established cycle routes are provided within the area, connecting to the extensive cycle network within Greater London.

4.9.2 The site is afforded good access to public transport despite its PTAL rating of 3, as it sits within a two-minutes' walk of West Drayton station from which numerous high capacity and frequency bus and rail services can be accessed.

4.9.3 A variety of local amenities are within walking distance of the site allowing people to undertake their day-to-day activities by way of active travel. This is demonstrated by its exceptionally higher connectivity score, having the highest rating in the borough. Future residents can therefore clearly live a sustainable car-free lifestyle.

SECTION 5 Development Proposals

5.1 Overview

5.1.1 The proposed development comprises the demolition of the existing office space on site to provide a 6-storey, 31-unit residential development with associated cycle parking spaces and a blue badge bay.

5.1.2 An extract of the ground floor plan is shown in **Image 5-1**, with the full suite of proposed plans provided in full within **Appendix B**.

Image 5-1: Proposed Ground Floor Layout

5.1.3 The proposed accommodation schedule is detailed in **Table 5-1**.

Table 5-1: Area Schedule

No. of Rooms	No. of Units
1B1P	8
1B2P	9
2B3P	4
2B4P	6
3B4P	4

Source: Carney Sweeney Accommodation Schedule

5.2 Access Arrangements

5.2.1 All access to the site is to be taken from Tavistock Road. It is proposed to provide segregated access points for motorised and non-motorised modes of transport.

5.2.2 An existing crossover into the site is present on Tavistock Road. This crossover will be retained and used to facilitate vehicular access to the on-site blue badge bay.

5.2.3 Separate pedestrian accesses to the individual units at ground floor are provided, in addition to a shared pedestrian and cyclist 'main' access which will lead to the proposed lobby area and onwards to the cycle parking store.

5.2.4 A secondary more direct access to the cycle store, requiring cyclist to pass through fewer doorways, is provided through the refuse store adjacent the lobby access.

5.3 Parking

Car Parking

5.3.1 The development is proposed to be car-free with the exception of the provision of a sole off-street blue badge bay. This is in line with the London Plan Policy T6 B, which stipulates that car-free should be the starting point for developments in accessible locations.

5.3.2 The provision of a singular blue badge space is in line with Policy T6.1 G of the London Plan which indicates that disabled parking should be provided for 3% of residential dwellings from the outset.

Permit Free

5.3.3 The development will be 'permit-free' i.e. the occupiers will not be allowed to apply for permits to park within the surrounding CPZ, unless eligible for a badge used under section 21 of the Chronically Sick and Disabled Persons Act 1970. This restriction will be secured through a Section 106 legal agreement, which will also be made under Section 16 of the Greater London Council (General Powers) Act 1974, in line with case law, between LBH and the Applicant. By securing permit-free obligations in this way, should the Applicant or an occupier breach any terms, then LBH would be entitled to take legal action. The agreement will apply in perpetuity, i.e. all future residents (not just the first occupants) will be obliged to live permit-free throughout the lifetime of the development.

5.3.4 The permit-free arrangement will be made clear to all new residents prior to their occupation and will be set out clearly in all sales particulars/leases. All future occupiers will have sight of this restriction and will be of the understanding and awareness of this restriction prior to moving in, i.e. they will choose to live at this development fully aware of the need for car-free lifestyles.

5.3.5 This permit-free approach is a well-established way of providing for residential development in sustainable locations, in compliance with the London Plan and local policy, without resulting in on-street parking issues.

Car Club

5.3.6 Car clubs provide the opportunity for residents to have access to a car without owning a private vehicle. As this transport option has become established in London, surveys have consistently demonstrated the positive benefits of car clubs – including the fact that car club members drive significantly fewer miles than other London drivers and have lower car ownership than Londoners in general.

5.3.7 Car club membership encourages reduced car ownership and as such, the local car club operator, Enterprise Car Club, has been approached to determine the level of demand/support for a car club in connection with the development. They have confirmed support for the delivery of an on-street car club vehicle and one year free car club membership as well as driving credit with the membership proposal included at **Appendix C**, for reference. This is as per the previously consented scheme.

5.3.8 On this basis, Enterprise Car Club can be secured as the car club membership provider for the proposed development and car club obligations shall form part of a Section 106 agreement for the development.

Cycle Parking

5.3.9 The LBH local plan sets out the minimum cycle parking requirement for developments within the borough. The residential cycle parking standards are summarised in **Table 5-2.**

Table 5-2: LBH Cycle Parking Minimum Standards

Use	LBH Minimum Cycle Parking Standard
Flats	1 per studio, 1 or 2 bed unit
	2 per 3 or more bed unit

5.3.10 As per the standards detailed in the LBH local plan, the development is required to provide a minimum of 45 cycle parking spaces.

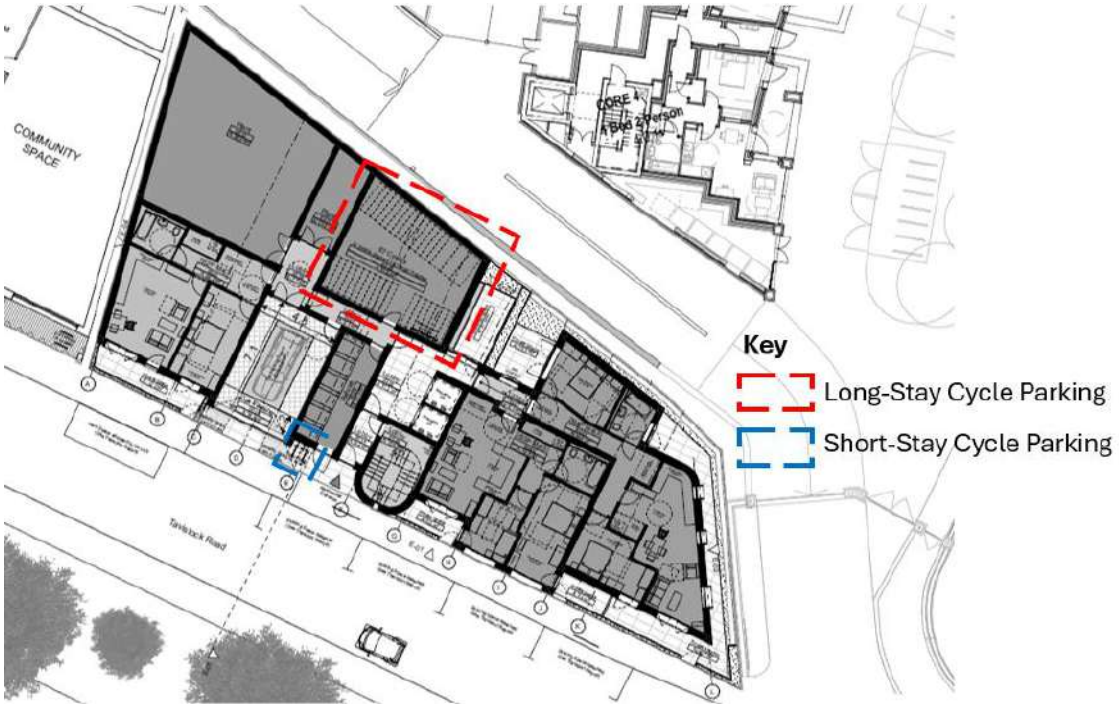
5.3.11 It is proposed to provide 67 long-stay cycle parking spaces within a ground floor cycle store to the rear of the property. Of the 67 spaces, 64 will be provided in the form of two-tier cycle racks. The remaining three spaces are provided as enlarged spaces, capable of accommodating cargo and adapted bikes.

5.3.12 Additionally, four short-stay cycle parking spaces are proposed adjacent to the property on Tavistock Road in the form of two Sheffield stands.

5.3.13 The proposed cycle parking provision exceeds the minimum standards outlined in the LBH Local Plan and is broadly aligned with the standards detailed in the London Plan 2021.

5.3.14 The locations of the long-stay and short-stay parking are presented in **Image 5-2**.

Image 5-2: Cycle Parking Locations



5.3.15 All cycle parking will be designed in line with the London Cycling Design Standards (LCDS) which is generally considered industry best practice. All long-stay cycle parking is to be provided within a covered, secure and lockable store.

5.4 Delivery and Servicing

5.4.1 Given the shallow depth of the site, it is not possible to accommodate on-site servicing. Thus, all servicing and delivery movements associated with the site will take place on-street from Tavistock Road.

5.4.2 However, given the typical dwell time of delivery vehicles and the size of the development it is anticipated that the number of servicing trips will be low and servicing vehicles will only attend the site for a few minutes at a time.

5.4.3 The refuse store has been strategically positioned to minimise the bins drag distance to Tavistock Road. On collection days refuse vehicles will stop adjacent the site on Tavistock Road, wheel the bins to their vehicle for collection before promptly wheeling them back when finished.

SECTION 6 Transport Impact Assessment

6.1 Overview

6.1.1 This section details the proposed multi-modal trip generation of the proposed development and its distribution onto the local highway network.

6.1.2 As existing the site is vacant and has been for a number of years and therefore does not generate any trips. Thus, an assessment of the existing travel demand has not been undertaken. However, the site previously operated as an office unit, which tend to generate significantly more trips that residential units, particularly in the highway AM and PM peak periods, 08:00 – 09:00 and 17:00 – 18:00 respectively. This is further supported by the fact the existing use provided 15 car parking spaces in comparison to the one blue badge bay now proposed.

6.1.3 Therefore, it is likely that the proposed development will have a net benefit on the operation of the local highway network in comparison to when the site was an operating office unit.

6.2 Mode Share

6.2.1 As detailed in **Section 3**, to derive multi-modal trip rates, modal split proportions were calculated from 2011 Census Method of Travel to Work data for the Hillingdon 022F LSOA. 2011 Census data has been used as opposed to 2021 Census data due to the impact of Covid-19 restrictions during 2021.

6.2.2 As the scheme is proposed to be car-free, in line with the sustainable transport vision of the site, the census mode share values for 'driving a car' and 'passenger in a car or van' have been removed and re-distributed amongst the remaining modes of travel. The adjusted forecasted mode share is summarised in **Table 6-1**.

Table 6-1: Census Adjusted Forecasted Mode Share

Mode	Modal Split
Bus, minibus or coach	35%
Train, underground, metro, light rail or tram	40%
On foot	19%
Bicycle	4%
Motorcycle, scooter or moped	2%
Other	1%
Taxi	0%
Total	**100%**

Source: 2011 Census w/Consultants' adjustments

6.3 Forecasted Travel Demand

Trip Rates and Total Person Trip Generation

6.3.1 The forecasted travel demand has been based on a TRICS assessment. Trip rates for privately owned flats have been obtained from the TRICS database using the following selection parameters:

- **Land Use:** Residential – Privately Owned Flats;
- **Range:** 6 - 100 dwellings (default sizes);
- **Survey Dates:** between 1 January 2018 and 24 June 2025[1]; and
- **Location:** Edge of Town Centre.

6.3.2 The full TRICS outputs is provided at **Appendix D**.

6.3.3 The extracted total person trip rate and the subsequent forecasted trip generation is summarised in **Table 6-2**.

Table 6-2: Forecasted Total Person Trip Generation

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	In	Out	Two Way	In	Out	Two Way
Person Trip Rate (per unit)	0.083	0.482	0.565	0.422	0.266	0.688
Person Trips (31 units)	3	15	18	13	8	21

Source: TRICS and i-Transport Calculations. Note: Numbers may not sum due to rounding.

6.3.4 As demonstrated in **Table 6-2**, the proposed development is forecasted to generate 18 two-way movements in the AM peak and 21 two-way movements in the PM peak.

Multi-Modal Trip Generation

6.3.5 The forecasted total person trip generation has then been applied to the forecasted mode share (**Table 6-1**) to determine the multi-modal trip generation. The multi-modal trip generation is summarised in **Table 6-3**.

[1] Excluding any surveys undertaken during the Covid-19 Lockdowns.

Table 6-3: Forecasted Multi-Modal Trip Generation

Mode	Modal Split	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
		In	Out	Two Way	In	Out	Two Way
Bus, minibus or coach	35%	1	5	6	5	3	7
Train, underground, metro, light rail or tram	40%	1	6	7	5	3	9
On foot	19%	0	3	3	2	2	4
Bicycle	4%	0	1	1	1	0	1
Motorcycle, scooter or moped	2%	0	0	0	0	0	0
Other	1%	0	0	0	0	0	0
Taxi	0%	0	0	0	0	0	0
Total	**100%**	3	15	18	13	8	21

Source: i-Transport Calculations. Note: Numbers may not sum due to rounding.

6.3.6 As the development is car-free, outside of delivery and servicing purposes the development is not expected to have a discernible impact on the operation local highway network.

6.3.7 **Table 6-3** shows that the site is forecasted to generate six additional bus trips in the AM peak and seven in the PM peak. Additionally, it will generate seven rail trips in the AM peak and nine in the PM peak. Given the frequency of service provision of local public transport services (See **Section 4**), and low number of movements generated, the public transport network will easily be able to accommodate these additional trips without issue.

6.4 Delivery and Servicing

6.4.1 In June 2025 TRICS published their research paper 'Servicing & Deliveries at Residential Apartments in London' which sought to better understand the number and types of vehicles that serviced apartments within London. The paper included survey data on three sites within London and using these sites identified a maximum and minimum servicing trip rate.

6.4.2 To determine the requirement for delivery and servicing vehicles at the proposed development, the maximum and minimum servicing trip rates identified in the research paper have been averaged to determine an average trip rate. This average trip rate has then been applied to the proposed number of units to forecast the number of delivery and servicing vehicles, summarised in **Table 6-4**.

Table 6-4: Forecasted Servicing and Delivery Trips

	Maximum	Minimum	Average
Trip Rate	0.76	0.50	0.63
Trip Generation	24	16	20

Source: TRICS Research Paper w/Consultant's Calculations

6.4.3 As shown in **Table 6-4**, using the surveyed trip rates in the TRICS research paper the site is forecast to attract between 24 - 16 servicing / delivery vehicles over the course of a typical day, with an average of 20 vehicles.

6.4.4 The TRICS research paper further provided a breakdown of the types of vehicles and their percentages used to undertake these servicing and delivery trips. This has then been applied to the average forecasted number of servicing movements to determine a breakdown of servicing / delivery vehicle types, summarised in **Table 6-5**.

Table 6-5: Forecasted Servicing and Delivery Vehicle Types

Servicing Vehicle	Average Percentage	Forecasted Number of Vehicles
Car	6.6%	1
LGV	34.3%	7
Motorcycle	19.2%	4
OGV 1	0.5%	0
Pedal Cycle	35.7%	7
Cargo Bike	3.8%	1
Total	**100%**	**20**

Source: TRICS Research Paper w/Consultant's Calculations

6.4.5 As shown in **Table 6-5**, of the forecasted 20 serving trips (on average), 12 are anticipated to be undertaken using either a cycle or motorcycle. Hence, only eight will be undertaken by a car or van – an inconsequential volume in the context of this highly urbanised area.

6.4.6 The results of the parking stress surveys revealed that there is significant number of parking spaces available within the vicinity of the site which would be able to accommodate the forecasted number of servicing and delivery trips without issue. Therefore, it can be concluded that the servicing and delivery movements associated with the development will have a negligible impact on the operation of the local highway network.

SECTION 7 Summary and Conclusion

7.1 Summary

7.1.1 This TS has been produced by i-Transport on behalf of Linea UB7 Ltd who propose to demolish the existing building at Tavistock Works to provide a 6-storey, 31-unit residential development.

7.1.2 The development has been designed with the intention of reducing the likelihood of residents using single occupancy cars, and thus in line with London Plan policy is proposed to be car-free, with the exception of the provision of a sole blue badge bay.

7.1.3 The site has an extensive planning history, having been initially refused (not on highway grounds) and later granted approval at an appeal (appeal ref: APP/R5510/W/21/3288333) in September 2022. Since then, numerous Section 73 application detailing changes to the building's height and number of dwellings have been submitted which were also subsequently granted approval, the most recent being in January 2025.

7.1.4 The surrounding pedestrian network is typical of an urban environment with pedestrian footways provided either side of most roads in the local area, complete with dropped kerbs and tactile paving at crossing points, and ample street lighting.

7.1.5 The site is also well located in terms of access to the cycle network, as cycle lanes are provided on West Drayton High Street and a regional cycle route runs along the Grand Union Canal Walk, a circa minutes bike ride from the site, which routes directly to destinations within Central London.

7.1.6 The site is located in an area with moderate access to public transport services as indicated by its TfL WebCAT PTAL rating of 3. However, despite the sites PTAL rating of 3, frequent bus and rail services are accessible within a two-minutes' walk east of the site at West Drayton station.

7.1.7 The DfT connectivity tool revealed that the site has a connectivity rating of 83, which is within the highest grade achievable for LBH ('A' rating). This indicates that whilst the site only has a moderate PTAL rating it is located in one of the most well-connected areas in LBH by means of active and sustainable travel with regards to local amenities and facilities.

7.1.8 The access arrangements at the site will largely remain as existing, with access for all modes provided from Tavistock Road west of the site. The existing vehicular crossover into the site from Tavistock Road will be retained to facilitate access to the on-site blue badge bay.

7.1.9 The development is proposed to be car-free and future residents will be forbidden from obtaining on-street parking permits under a Section 106 legal agreement between the applicant and LBH.

7.1.10 Due to size constraints, servicing and delivery movements cannot be accommodated on site. Therefore, all servicing and delivery movements will occur on the public highway from Tavistock Road, with vehicles likely parking on the single yellow lines or within the marked CPZ bays.

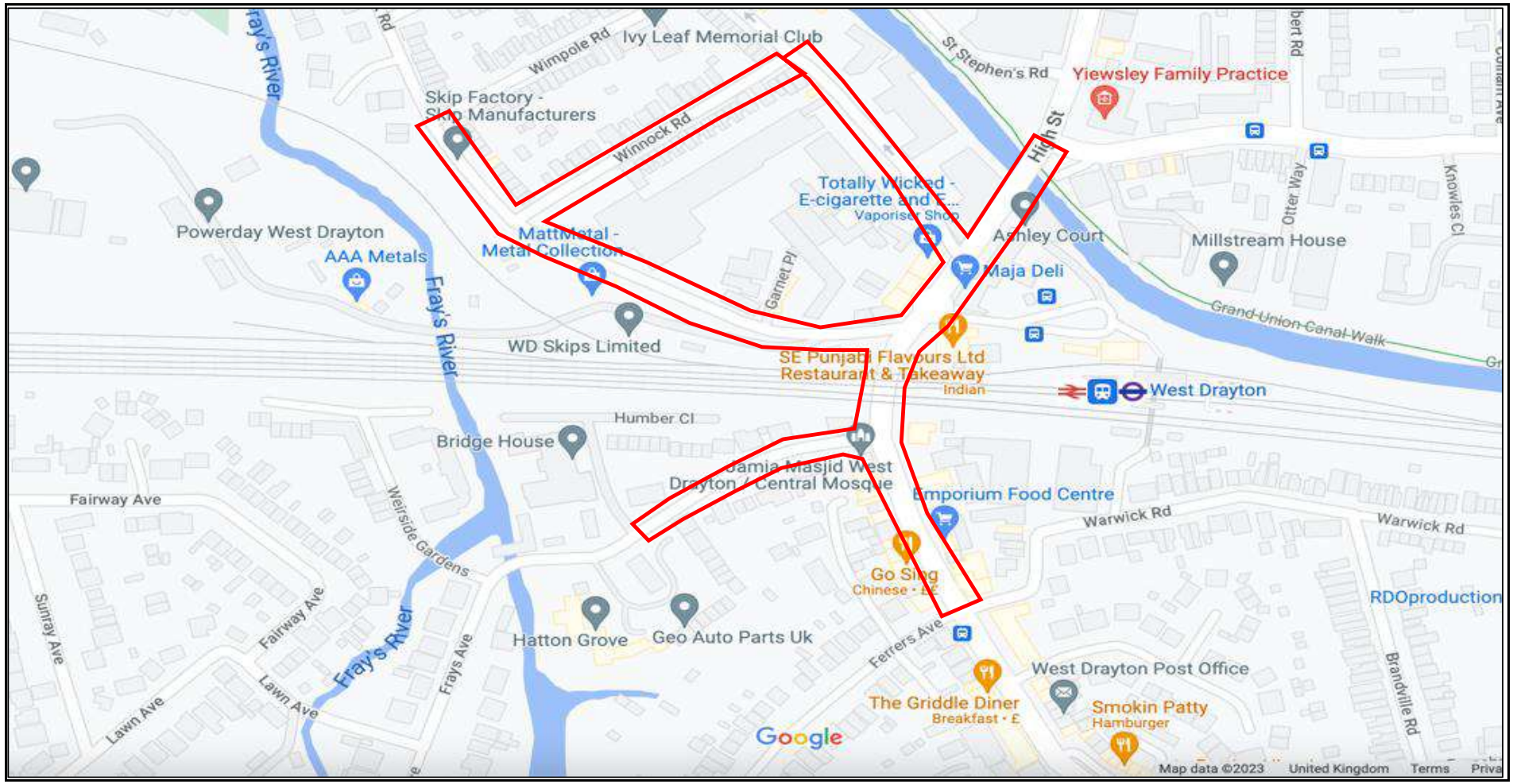
7.1.11 The proposed development will result in additional walking and cycling trips to and from the site, and an increased demand for public transport services. However, the existing infrastructure for walking, cycling and public transport trips is suitable to accommodate this increase.

7.2 Conclusion

7.2.1 This development complies with the relevant regional, national and local policies and demonstrates that the site will not result in an unacceptable impact on the local highway network. Therefore, in line with Paragraph 116 of the NPPF the development should not be refused on highway grounds.

APPENDIX A. Parking Stress Survey

Job ID	Project Name	Survey Type	Survey Dates	Survey Days	Survey Timings	Weather 0030-0530	Weather 1230hrs
IW0519	West Drayton	Parking Beats	03/03/2026	Tuesday	Night Beats: Beat once in between 0030 and 0530hrs.	Dry	-
			04/03/2026	Wednesday	Night Beats: Beat once in between 0030 and 0530hrs. Day Beat: Beat once at 1230hrs.	Dry	Dry



Project ID and Name: IW0519 West Drayton
Survey Type: Parking Beats

ID	Street Name	Parking Restriction	Length (mts)	Bays / Vertical / horizontal	Parking Capacity (mts)	Parking Capacity (Round down)	Comments
Start of Station Road from Ferrers Avenue							
2	Station Road	Double Yellow Lines	3	Horizontal	0.60	0	
3	Station Road	Pay and Display	19.5	Horizontal	3.90	3	
4	Station Road	Unrestricted (No Lines)	6.7	Horizontal	1.34	1	
5	Station Road	Pedestrian Crossing	2.6	Horizontal	0.52	0	
6	Station Road	Unrestricted (No Lines)	4.6	Horizontal	0.92	0	
7	Station Road	Loading Only Bay	11.1	Horizontal	2.22	2	
8	Station Road	Disabled Bay	6.6	Horizontal	1.32	1	
9	Station Road	Pay and Display	33	Bays	6.60	6	
10	Station Road	Double Yellow Lines	11.3	Horizontal	2.26	2	
Turn left into Colham Mill Road							
12	Colham Mill Road	Single Yellow Line	1.8	Horizontal	0.36	0	
13	Colham Mill Road	Double Yellow Lines	6.3	Horizontal	1.26	1	
14	Colham Mill Road	Pedestrian Crossing	2.5	Horizontal	0.50	0	
15	Colham Mill Road	Double Yellow Lines	10.4	Horizontal	2.08	2	
16	Colham Mill Road	Drop Kerb	3.4	Horizontal	0.68	0	
17	Colham Mill Road	Double Yellow Lines	4	Horizontal	0.80	0	
18	Colham Mill Road	Drop Kerb	4.4	Horizontal	0.88	0	
19	Colham Mill Road	Single Yellow Line	3.9	Horizontal	0.78	0	
20	Colham Mill Road	Drop Kerb	9	Horizontal	1.80	1	
21	Colham Mill Road	Single Yellow Line	4.8	Horizontal	0.96	0	
22	Colham Mill Road	Drop Kerb	10.1	Horizontal	2.02	2	
23	Colham Mill Road	Single Yellow Line	6.8	Horizontal	1.36	1	
24	Colham Mill Road	Drop Kerb	4.9	Horizontal	0.98	0	
25	Colham Mill Road	Single Yellow Line	8.5	Horizontal	1.70	1	
26	Colham Mill Road	Drop Kerb	4.4	Horizontal	0.88	0	
27	Colham Mill Road	Single Yellow Line	2	Horizontal	0.40	0	
28	Colham Mill Road	Drop Kerb	3.7	Horizontal	0.74	0	
29	Colham Mill Road	Single Yellow Line	51	Horizontal	10.20	10	
Otherside of Colham Mill Road from Humber Close							
31	Colham Mill Road	Double Yellow Lines	6.4	Horizontal	1.28	1	
32	Colham Mill Road	Permit Holders Only	54.2	Horizontal	10.84	10	
33	Colham Mill Road	Narrow	5	Horizontal	1.00	1	Single Yellow Line
34	Colham Mill Road	Narrow	7.3	Horizontal	1.46	1	Drop Kerb
35	Colham Mill Road	Narrow	5.7	Horizontal	1.14	1	Single Yellow Line
36	Colham Mill Road	Narrow	7.2	Horizontal	1.44	1	Drop Kerb
37	Colham Mill Road	Narrow	8.4	Horizontal	1.68	1	Single Yellow Line
38	Colham Mill Road	Narrow	5.2	Horizontal	1.04	1	Drop Kerb
39	Colham Mill Road	Narrow	7.4	Horizontal	1.48	1	Double Yellow Lines
40	Colham Mill Road	Narrow	11.9	Horizontal	2.38	2	Drop Kerb
41	Colham Mill Road	Narrow	4.9	Horizontal	0.98	0	Double Yellow Lines
42	Colham Mill Road	Narrow	4.9	Horizontal	0.98	0	Drop Kerb
43	Colham Mill Road	Narrow	4.4	Horizontal	0.88	0	Double Yellow Lines
44	Colham Mill Road	Narrow	1.7	Horizontal	0.34	0	Pedestrian Crossing
45	Colham Mill Road	Narrow	4.3	Horizontal	0.86	0	Double Yellow Lines
46	Colham Mill Road	Narrow	1.6	Horizontal	0.32	0	Single Yellow Line
Turn left into High Street							
48	High Street	Single Yellow Line	45.4	Horizontal	9.08	9	
49	High Street	Keep Clear	1.7	Horizontal	0.34	0	
Turn left into Tavistock Road							
51	Tavistock Road	Zigzag Lines	4.3	Horizontal	0.86	0	
52	Tavistock Road	Pedestrian Crossing	4.7	Horizontal	0.94	0	
53	Tavistock Road	Zigzag Lines	12.9	Horizontal	2.58	2	
54	Tavistock Road	Drop Kerb	5.2	Horizontal	1.04	1	
55	Tavistock Road	Drop Kerb	7.2	Horizontal	1.44	1	
Cross Access							
57	Tavistock Road	Double Yellow Lines	25.2	Horizontal	5.04	5	
58	Tavistock Road	Narrow	141.5	Horizontal	28.30	28	Double Yellow Lines
59	Tavistock Road	Double Yellow Lines	18.3	Horizontal	3.66	3	
60	Tavistock Road	Permit Holders Only	49.5	Horizontal	9.90	9	
61	Tavistock Road	Planter	3	Horizontal	0.60	0	
62	Tavistock Road	Drop Kerb	5.7	Horizontal	1.14	1	
Otherside of Tavistock Road from Wimpole Road							
64	Tavistock Road	Pedestrian Crossing	1.4	Horizontal	0.28	0	
65	Tavistock Road	Planter	7.1	Horizontal	1.42	1	
65a	Tavistock Road	Double Yellow Lines	2.2	Horizontal	0.44	0	
66	Tavistock Road	Permit Holders Only	16.5	Horizontal	3.30	3	
67	Tavistock Road	Drop Kerb	6.5	Horizontal	1.30	1	
68	Tavistock Road	Permit Holders Only	23.7	Horizontal	4.74	4	
69	Tavistock Road	Double Yellow Lines	8.3	Horizontal	1.66	1	
Turn left into Winnock Road							
71	Winnock Road	Pedestrian Crossing	1.7	Horizontal	0.34	0	
72	Winnock Road	Double Yellow Lines	9	Horizontal	1.80	1	
73	Winnock Road	Permit Holders Only	12	Horizontal	2.40	2	
74	Winnock Road	Single Yellow Line	1.8	Horizontal	0.36	0	
75	Winnock Road	Drop Kerb	8.5	Horizontal	1.70	1	
76	Winnock Road	Permit Holders Only	25.2	Horizontal	5.04	5	
77	Winnock Road	Drop Kerb	11.8	Horizontal	2.36	2	
78	Winnock Road	Single Yellow Line	2	Horizontal	0.40	0	
79	Winnock Road	Drop Kerb	4.2	Horizontal	0.84	0	
80	Winnock Road	Permit Holders Only	6.3	Horizontal	1.26	1	
81	Winnock Road	Drop Kerb	4.9	Horizontal	0.98	0	
82	Winnock Road	Single Yellow Line	1.3	Horizontal	0.26	0	
83	Winnock Road	Permit Holders Only	10.1	Horizontal	2.02	2	
84	Winnock Road	Drop Kerb	6.5	Horizontal	1.30	1	
85	Winnock Road	Permit Holders Only	5.1	Horizontal	1.02	1	
86	Winnock Road	Disabled Bay	5.5	Horizontal	1.10	1	
87	Winnock Road	Permit Holders Only	23.2	Horizontal	4.64	4	
88	Winnock Road	Drop Kerb	5	Horizontal	1.00	1	
89	Winnock Road	Permit Holders Only	21.5	Horizontal	4.30	4	
90	Winnock Road	Double Yellow Lines	4.7	Horizontal	0.94	0	
91	Winnock Road	Pedestrian Crossing	2.2	Horizontal	0.44	0	
Otherside of Winnock Road							
93	Winnock Road	Pedestrian Crossing	1.8	Horizontal	0.36	0	
94	Winnock Road	Double Yellow Lines	5.6	Horizontal	1.12	1	
95	Winnock Road	Permit Holders Only	155.9	Horizontal	31.18	31	

Project ID and Name: IW0519 West Drayton
Survey Type: Parking Beats

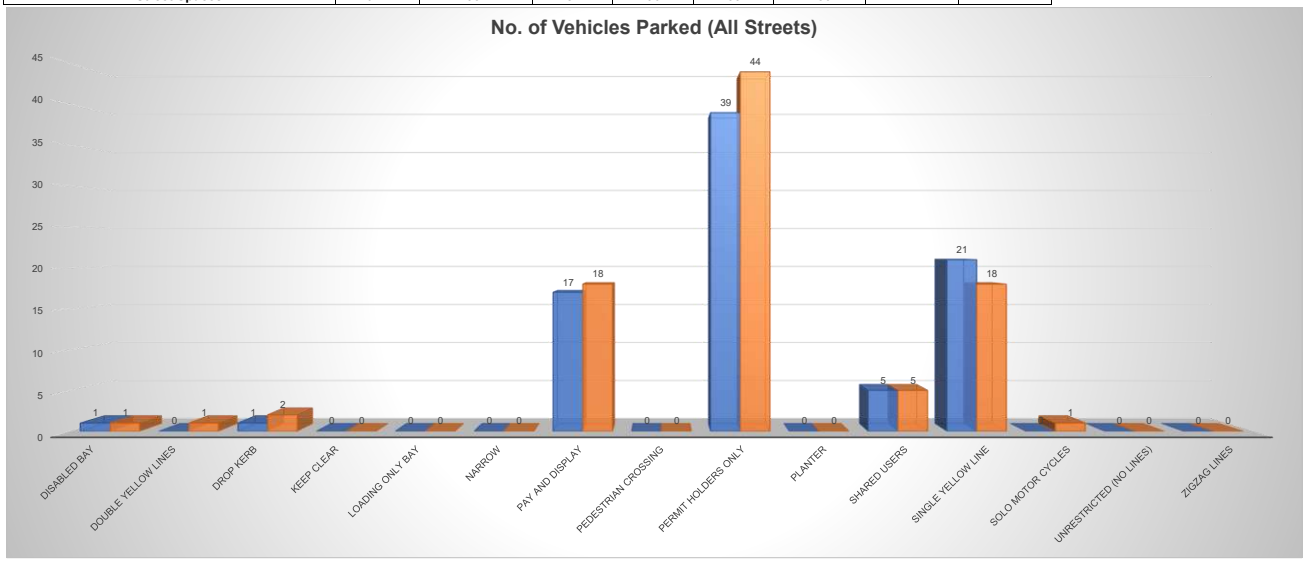
ID	Street Name	Parking Restriction	Length (mts)	Bays / Vertical / horizontal	Parking Capacity (mts)	Parking Capacity (Round down)	Comments
96	Winnock Road	Double Yellow Lines	6.9	Horizontal	1.38	1	
97	Winnock Road	Pedestrian Crossing	2.3	Horizontal	0.46	0	
Turn left into Tavistock Road							
99	Tavistock Road	Double Yellow Lines	7.4	Horizontal	1.48	1	
100	Tavistock Road	Single Yellow Line	35.2	Horizontal	7.04	7	
101	Tavistock Road	Drop Kerb	6.4	Horizontal	1.28	1	
102	Tavistock Road	Single Yellow Line	30	Horizontal	6.00	6	
103	Tavistock Road	Drop Kerb	8.1	Horizontal	1.62	1	
104	Tavistock Road	Single Yellow Line	8.2	Horizontal	1.64	1	
105	Tavistock Road	Drop Kerb	5.7	Horizontal	1.14	1	
106	Tavistock Road	Pay and Display	29.6	Bays	5.92	5	
107	Tavistock Road	Double Yellow Lines	7.4	Horizontal	1.48	1	
Cross Private Access							
109	Tavistock Road	Double Yellow Lines	14.9	Horizontal	2.98	2	
110	Tavistock Road	Drop Kerb	7.3	Horizontal	1.46	1	
111	Tavistock Road	Double Yellow Lines	7.5	Horizontal	1.50	1	
112	Tavistock Road	Zigzag Lines	18	Horizontal	3.60	3	
113	Tavistock Road	Pedestrian Crossing	6.2	Horizontal	1.24	1	
114	Tavistock Road	Zigzag Lines	4.9	Horizontal	0.98	0	
115	Tavistock Road	Double Yellow Lines	4.1	Horizontal	0.82	0	
Turn left into High Street							
117	High Street	Drop Kerb	4.1	Horizontal	0.82	0	
118	High Street	Double Yellow Lines	14.5	Horizontal	2.90	2	
119	High Street	Zigzag Lines	9.1	Horizontal	1.82	1	
120	High Street	Drop Kerb	3.2	Horizontal	0.64	0	
121	High Street	Pedestrian Crossing	8.6	Horizontal	1.72	1	
122	High Street	Zigzag Lines	6.5	Horizontal	1.30	1	
123	High Street	Single Yellow Line	1.4	Horizontal	0.28	0	
Turn left into Bentinck Road							
125	Bentinck Road	Single Yellow Line	3.6	Horizontal	0.72	0	
126	Bentinck Road	Pedestrian Crossing	2.7	Horizontal	0.54	0	
127	Bentinck Road	Single Yellow Line	4.3	Horizontal	0.86	0	
128	Bentinck Road	Solo Motor Cycles	5.7	Horizontal	7.13	7	
129	Bentinck Road	Single Yellow Line	30	Horizontal	6.00	6	
130	Bentinck Road	Drop Kerb	14.7	Horizontal	2.94	2	
131	Bentinck Road	Pay and Display	53.7	Bays	10.74	9	
132	Bentinck Road	Single Yellow Line	13.4	Horizontal	2.68	2	
133	Bentinck Road	Drop Kerb	4.7	Horizontal	0.94	0	
134	Bentinck Road	Single Yellow Line	12.9	Horizontal	2.58	2	
135	Bentinck Road	Double Yellow Lines	6	Horizontal	1.20	1	
Otherside of Bentinck Road from Winnock Road							
137	Bentinck Road	Shared Users	30.7	Horizontal	6.14	6	
138	Bentinck Road	Drop Kerb	7.6	Horizontal	1.52	1	
139	Bentinck Road	Single Yellow Line	18.7	Horizontal	3.74	3	
140	Bentinck Road	Drop Kerb	3.6	Horizontal	0.72	0	
141	Bentinck Road	Single Yellow Line	5.1	Horizontal	1.02	1	
142	Bentinck Road	Drop Kerb	6.7	Horizontal	1.34	1	
143	Bentinck Road	Single Yellow Line	13.6	Horizontal	2.72	2	
144	Bentinck Road	Drop Kerb	9.5	Horizontal	1.90	1	
145	Bentinck Road	Single Yellow Line	49	Horizontal	9.80	9	
146	Bentinck Road	Pedestrian Crossing	2.6	Horizontal	0.52	0	
147	Bentinck Road	Single Yellow Line	2	Horizontal	0.40	0	
Turn left into High Street							
149	High Street	Single Yellow Line	68.7	Horizontal	13.74	13	Cycle Lane
Otherside of High Street from Horton Road							
151	High Street	Single Yellow Line	69.8	Horizontal	13.96	13	Cycle Lane
152	High Street	Zigzag Lines	20.8	Horizontal	4.16	4	
153	High Street	Pedestrian Crossing	7.6	Horizontal	1.52	1	
154	High Street	Zigzag Lines	4.5	Horizontal	0.90	0	
Cross Station Approach							
156	High Street	Single Yellow Line	79	Horizontal	15.80	15	
Continue onto Station Road							
157	Station Road	Drop Kerb	7.3	Horizontal	1.46	1	
158	Station Road	Single Yellow Line	5.7	Horizontal	1.14	1	
159	Station Road	Drop Kerb	7.8	Horizontal	1.56	1	
160	Station Road	Single Yellow Line	5	Horizontal	1.00	1	
161	Station Road	Loading Only Bay	11.4	Horizontal	2.28	2	
162	Station Road	Pay and Display	31	Bays	6.20	6	
163	Station Road	Unrestricted (No Lines)	6.1	Horizontal	1.22	1	
164	Station Road	Pedestrian Crossing	2.5	Horizontal	0.50	0	
165	Station Road	Unrestricted (No Lines)	7.7	Horizontal	1.54	1	
166	Station Road	Pay and Display	17.6	Bays	3.52	3	
167	Station Road	Double Yellow Lines	4	Horizontal	0.80	0	
End of Station Road at Warwick Road							
			2021.7		410.33	334	

Survey Date	Survey Timing	ID	Street Name	Parking Restriction	Parking Capacity (Round down)	Vehicles Parked	Empty Spaces	Length	Occupancy %	Comments
03/03/2026	00:30	9	Station Road	Pay and Display	6	2	4	33	33%	
03/03/2026	00:30	32	Colham Mill Road	Permit Holders Only	10	1	9	54.2	10%	
03/03/2026	00:30	60	Tavistock Road	Permit Holders Only	9	3	6	49.5	33%	
03/03/2026	00:30	66	Tavistock Road	Permit Holders Only	3	2	1	16.5	67%	
03/03/2026	00:30	68	Tavistock Road	Permit Holders Only	4	3	1	23.7	75%	
03/03/2026	00:30	73	Winnock Road	Permit Holders Only	2	1	1	12	50%	
03/03/2026	00:30	76	Winnock Road	Permit Holders Only	5	1	4	25.2	20%	
03/03/2026	00:30	80	Winnock Road	Permit Holders Only	1	1	0	6.3	100%	
03/03/2026	00:30	83	Winnock Road	Permit Holders Only	2	2	0	10.1	100%	
03/03/2026	00:30	85	Winnock Road	Permit Holders Only	1	1	0	5.1	100%	
03/03/2026	00:30	86	Winnock Road	Disabled Bay	1	1	0	5.5	100%	
03/03/2026	00:30	87	Winnock Road	Permit Holders Only	4	3	1	23.2	75%	
03/03/2026	00:30	89	Winnock Road	Permit Holders Only	4	4	0	21.5	100%	
03/03/2026	00:30	95	Winnock Road	Permit Holders Only	31	17	14	155.9	55%	
03/03/2026	00:30	100	Tavistock Road	Single Yellow Line	7	6	1	35.2	86%	
03/03/2026	00:30	101	Tavistock Road	Drop Kerb	1	1	0	6.4	100%	
03/03/2026	00:30	102	Tavistock Road	Single Yellow Line	6	3	3	30	50%	
03/03/2026	00:30	104	Tavistock Road	Single Yellow Line	1	1	0	8.2	100%	
03/03/2026	00:30	106	Tavistock Road	Pay and Display	5	5	0	29.6	100%	
03/03/2026	00:30	129	Bentinck Road	Single Yellow Line	6	3	3	30	50%	
03/03/2026	00:30	131	Bentinck Road	Pay and Display	9	8	1	53.7	89%	
03/03/2026	00:30	132	Bentinck Road	Single Yellow Line	2	2	0	13.4	100%	
03/03/2026	00:30	134	Bentinck Road	Single Yellow Line	2	2	0	12.9	100%	
03/03/2026	00:30	137	Bentinck Road	Shared Users	6	5	1	30.7	83%	
03/03/2026	00:30	139	Bentinck Road	Single Yellow Line	3	3	0	18.7	100%	
03/03/2026	00:30	141	Bentinck Road	Single Yellow Line	1	1	0	5.1	100%	
03/03/2026	00:30	162	Station Road	Pay and Display	6	2	4	31	33%	
04/03/2026	00:30	9	Station Road	Pay and Display	6	2	4	33	33%	
04/03/2026	00:30	32	Colham Mill Road	Permit Holders Only	10	1	9	54.2	10%	
04/03/2026	00:30	60	Tavistock Road	Permit Holders Only	9	3	6	49.5	33%	
04/03/2026	00:30	66	Tavistock Road	Permit Holders Only	3	2	1	16.5	67%	
04/03/2026	00:30	68	Tavistock Road	Permit Holders Only	4	3	1	23.7	75%	
04/03/2026	00:30	73	Winnock Road	Permit Holders Only	2	1	1	12	50%	
04/03/2026	00:30	76	Winnock Road	Permit Holders Only	5	3	2	25.2	60%	
04/03/2026	00:30	80	Winnock Road	Permit Holders Only	1	1	0	6.3	100%	
04/03/2026	00:30	83	Winnock Road	Permit Holders Only	2	2	0	10.1	100%	
04/03/2026	00:30	85	Winnock Road	Permit Holders Only	1	1	0	5.1	100%	
04/03/2026	00:30	86	Winnock Road	Disabled Bay	1	1	0	5.5	100%	
04/03/2026	00:30	87	Winnock Road	Permit Holders Only	4	3	1	23.2	75%	
04/03/2026	00:30	89	Winnock Road	Permit Holders Only	4	4	0	21.5	100%	
04/03/2026	00:30	95	Winnock Road	Permit Holders Only	31	20	11	155.9	65%	
04/03/2026	00:30	100	Tavistock Road	Single Yellow Line	7	5	2	35.2	71%	
04/03/2026	00:30	102	Tavistock Road	Single Yellow Line	6	3	3	30	50%	
04/03/2026	00:30	103	Tavistock Road	Drop Kerb	1	1	0	8.1	100%	
04/03/2026	00:30	104	Tavistock Road	Single Yellow Line	1	1	0	8.2	100%	
04/03/2026	00:30	106	Tavistock Road	Pay and Display	5	5	0	29.6	100%	
04/03/2026	00:30	107	Tavistock Road	Double Yellow Lines	1	1	0	7.4	100%	
04/03/2026	00:30	127	Bentinck Road	Single Yellow Line	0	1	0	4.3	100%	
04/03/2026	00:30	128	Bentinck Road	Solo Motor Cycles	7	1	6	5.7	14%	
04/03/2026	00:30	129	Bentinck Road	Single Yellow Line	6	2	4	30	33%	
04/03/2026	00:30	130	Bentinck Road	Drop Kerb	2	1	1	14.7	50%	
04/03/2026	00:30	131	Bentinck Road	Pay and Display	9	9	0	53.7	100%	
04/03/2026	00:30	132	Bentinck Road	Single Yellow Line	2	2	0	13.4	100%	
04/03/2026	00:30	134	Bentinck Road	Single Yellow Line	2	2	0	12.9	100%	
04/03/2026	00:30	137	Bentinck Road	Shared Users	6	5	1	30.7	83%	
04/03/2026	00:30	139	Bentinck Road	Single Yellow Line	3	2	1	18.7	67%	
04/03/2026	00:30	162	Station Road	Pay and Display	6	2	4	31	33%	
04/03/2026	12:30	3	Station Road	Pay and Display	3	3	0	19.5	100%	
04/03/2026	12:30	7	Station Road	Loading Only Bay	2	1	1	11.1	50%	
04/03/2026	12:30	9	Station Road	Pay and Display	6	5	1	33	83%	
04/03/2026	12:30	32	Colham Mill Road	Permit Holders Only	10	1	9	54.2	10%	
04/03/2026	12:30	60	Tavistock Road	Permit Holders Only	9	3	6	49.5	33%	
04/03/2026	12:30	66	Tavistock Road	Permit Holders Only	3	1	2	16.5	33%	
04/03/2026	12:30	68	Tavistock Road	Permit Holders Only	4	2	2	23.7	50%	
04/03/2026	12:30	73	Winnock Road	Permit Holders Only	2	1	1	12	50%	
04/03/2026	12:30	76	Winnock Road	Permit Holders Only	5	1	4	25.2	20%	
04/03/2026	12:30	83	Winnock Road	Permit Holders Only	2	1	1	10.1	50%	
04/03/2026	12:30	87	Winnock Road	Permit Holders Only	4	1	3	23.2	25%	
04/03/2026	12:30	89	Winnock Road	Permit Holders Only	4	1	3	21.5	25%	
04/03/2026	12:30	95	Winnock Road	Permit Holders Only	31	13	18	155.9	42%	
04/03/2026	12:30	100	Tavistock Road	Single Yellow Line	7	1	6	35.2	14%	
04/03/2026	12:30	102	Tavistock Road	Single Yellow Line	6	1	5	30	17%	
04/03/2026	12:30	106	Tavistock Road	Pay and Display	5	4	1	29.6	80%	
04/03/2026	12:30	107	Tavistock Road	Double Yellow Lines	1	1	0	7.4	100%	
04/03/2026	12:30	109	Tavistock Road	Double Yellow Lines	2	1	1	14.9	50%	
04/03/2026	12:30	131	Bentinck Road	Pay and Display	9	8	1	53.7	89%	
04/03/2026	12:30	137	Bentinck Road	Shared Users	6	5	1	30.7	83%	
04/03/2026	12:30	143	Bentinck Road	Single Yellow Line	2	1	1	13.6	50%	
04/03/2026	12:30	162	Station Road	Pay and Display	6	5	1	31	83%	
04/03/2026	12:30	166	Station Road	Pay and Display	3	2	1	17.6	67%	

Project ID and Name: IW0519 West Drayton
Survey Type: Parking Beats

Survey Dates: 03/03/2026 & 04/03/2026
Survey Days: Tuesday & Wednesday

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
All Streets	Disabled Bay	12.1	2	1	1	0	1	1	2	50%	50%	0%
	Double Yellow Lines	187.4	26	0	1	2	26	25	24	0%	4%	8%
	Drop Kerb	202.1	23	1	2	0	22	21	23	4%	9%	0%
	Keep Clear	1.7	0	0	0	0	0	0	0	0%	0%	0%
	Loading Only Bay	22.5	4	0	0	1	4	4	3	0%	0%	25%
	Narrow	221.4	37	0	0	0	37	37	37	0%	0%	0%
	Pay and Display	184.4	32	17	18	27	15	14	5	53%	56%	84%
	Pedestrian Crossing	49.4	3	0	0	0	3	3	3	0%	0%	0%
	Permit Holders Only	403.2	76	39	44	25	37	32	51	51%	58%	33%
	Planter	10.1	1	0	0	0	1	1	1	0%	0%	0%
	Shared Users	30.7	6	5	5	5	1	1	1	83%	83%	83%
	Single Yellow Line	584.9	103	21	18	3	82	85	100	20%	17%	3%
	Solo Motor Cycles	5.7	7	0	1	0	7	6	7	0%	14%	0%
	Unrestricted (No Lines)	25.1	3	0	0	0	3	3	3	0%	0%	0%
	Zigzag Lines	81	11	0	0	0	11	11	11	0%	0%	0%
All Street Spaces		**2021.7**	**334**	**84**	**90**	**63**	**250**	**244**	**271**			



Project ID and Name: IW0519 West Drayton
Survey Type: Parking Beats

Survey Dates: 03/03/2026 & 04/03/2026
Survey Days: Tuesday & Wednesday

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
Bentinck Road	Double Yellow Lines	6	1	0	0	0	1	1	1	0%	0%	0%
	Drop Kerb	46.8	5	0	1	0	5	4	5	0%	20%	0%
	Pay and Display	53.7	9	8	9	8	1	0	1	89%	100%	89%
	Pedestrian Crossing	5.3	0	0	0	0	0	0	0	0%	0%	0%
	Shared Users	30.7	6	5	5	5	1	1	1	83%	83%	83%
	Single Yellow Line	152.6	25	11	9	1	14	16	24	44%	36%	4%
	Solo Motor Cycles	5.7	7	0	1	0	7	6	7	0%	14%	0%
Bentinck Road - Total		**300.8**	**53**	**24**	**25**	**14**	**29**	**28**	**39**			

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
Colham Mill Road	Double Yellow Lines	27.1	4	0	0	0	4	4	4	0%	0%	0%
	Drop Kerb	39.9	3	0	0	0	3	3	3	0%	0%	0%
	Narrow	79.9	9	0	0	0	9	9	9	0%	0%	0%
	Pedestrian Crossing	2.5	0	0	0	0	0	0	0	0%	0%	0%
	Permit Holders Only	54.2	10	1	1	1	9	9	9	10%	10%	10%
	Single Yellow Line	78.8	12	0	0	0	12	12	12	0%	0%	0%
Colham Mill Road - Total		**282.4**	**38**	**1**	**1**	**1**	**37**	**37**	**37**			

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
High Street	Double Yellow Lines	14.5	2	0	0	0	2	2	2	0%	0%	0%
	Drop Kerb	7.3	0	0	0	0	0	0	0	0%	0%	0%
	Keep Clear	1.7	0	0	0	0	0	0	0	0%	0%	0%
	Pedestrian Crossing	16.2	2	0	0	0	2	2	2	0%	0%	0%
	Single Yellow Line	264.3	50	0	0	0	50	50	50	0%	0%	0%
	Zigzag Lines	40.9	6	0	0	0	6	6	6	0%	0%	0%
High Street - Total		**344.9**	**60**	**0**	**0**	**0**	**60**	**60**	**60**			

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
Station Road	Disabled Bay	6.6	1	0	0	0	1	1	1	0%	0%	0%
	Double Yellow Lines	18.3	2	0	0	0	2	2	2	0%	0%	0%
	Drop Kerb	15.1	2	0	0	0	2	2	2	0%	0%	0%
	Loading Only Bay	22.5	4	0	0	1	4	4	3	0%	0%	25%
	Pay and Display	101.1	18	4	4	15	14	14	3	22%	22%	83%
	Pedestrian Crossing	5.1	0	0	0	0	0	0	0	0%	0%	0%
	Single Yellow Line	10.7	2	0	0	0	2	2	2	0%	0%	0%
	Unrestricted (No Lines)	25.1	3	0	0	0	3	3	3	0%	0%	0%
Station Road - Total		**204.5**	**32**	**4**	**4**	**16**	**28**	**28**	**16**			

Project ID and Name: IW0519 West Drayton
Survey Type: Parking Beats

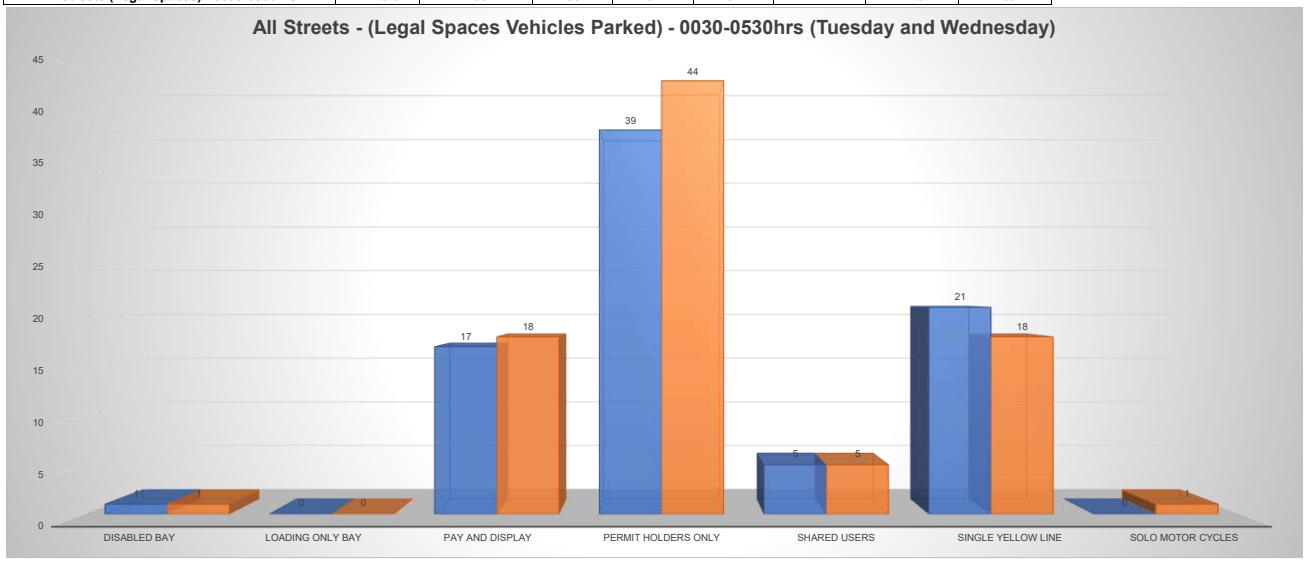
Survey Dates: 03/03/2026 & 04/03/2026
Survey Days: Tuesday & Wednesday

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
All Streets (Legal Spaces) - 1230hrs	Disabled Bay	12.1	2	1	1	0	1	1	2	50%	50%	0%
	Loading Only Bay	22.5	4	0	0	1	4	4	3	0%	0%	25%
	Pay and Display	184.4	32	17	18	27	15	14	5	53%	56%	84%
	Permit Holders Only	403.2	76	39	44	25	37	32	51	51%	58%	33%
	Shared Users	30.7	6	5	5	5	1	1	1	83%	83%	83%
	Solo Motor Cycles	5.7	7	0	1	0	7	6	7	0%	14%	0%
All Streets (Legal Spaces) - 1230hrs		**658.6**	**127**	**62**	**69**	**58**	**65**	**58**	**69**			

Project ID and Name: IW0519 West Drayton
Survey Type: Parking Beats

Survey Dates: 03/03/2026 & 04/03/2026
Survey Days: Tuesday & Wednesday

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
All Streets (Legal Spaces) - 0030-0530hrs	Disabled Bay	12.1	2	1	1	0	1	1	2	50%	50%	0%
	Loading Only Bay	22.5	4	0	0	1	4	4	3	0%	0%	25%
	Pay and Display	184.4	32	17	18	27	15	14	5	53%	56%	84%
	Permit Holders Only	403.2	76	39	44	25	37	32	51	51%	58%	33%
	Shared Users	30.7	6	5	5	5	1	1	1	83%	83%	83%
	Single Yellow Line	584.9	103	21	18	3	82	85	100	20%	17%	3%
	Solo Motor Cycles	5.7	7	0	1	0	7	6	7	0%	14%	0%
All Streets (Legal Spaces) - 0030-0530hrs		**1243.5**	**230**	**83**	**87**	**61**	**147**	**143**	**169**			



Project ID and Name: IW0519 West Drayton
Survey Type: Parking Beats

Survey Dates: 03/03/2026 & 04/03/2026
Survey Days: Tuesday & Wednesday

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
Street Name	**Parking Restriction**	**Length (mts)**	**Parking Capacity**	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
Tavistock Road	Double Yellow Lines	95.3	14	0	1	2	14	13	12	0%	7%	14%
	Drop Kerb	52.1	8	1	1	0	7	7	8	13%	13%	0%
	Narrow	141.5	28	0	0	0	28	28	28	0%	0%	0%
	Pay and Display	29.6	5	5	5	4	0	0	1	100%	100%	80%
	Pedestrian Crossing	12.3	1	0	0	0	1	1	1	0%	0%	0%
	Permit Holders Only	89.7	16	8	8	6	8	8	10	50%	50%	38%
	Planter	10.1	1	0	0	0	1	1	1	0%	0%	0%
	Single Yellow Line	73.4	14	10	9	2	4	5	12	71%	64%	14%
	Zigzag Lines	40.1	5	0	0	0	5	5	5	0%	0%	0%
Tavistock Road - Total		**544.1**	**92**	**24**	**24**	**14**	**68**	**68**	**78**			

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked			No. of Empty Spaces			Occupancy %		
				Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday	Tuesday	Wednesday	Wednesday
				00:30	00:30	12:30	00:30	00:30	12:30	00:30	00:30	12:30
Winnock Road	Disabled Bay	5.5	1	1	1	0	0	0	1	100%	100%	0%
	Double Yellow Lines	26.2	3	0	0	0	3	3	3	0%	0%	0%
	Drop Kerb	40.9	5	0	0	0	5	5	5	0%	0%	0%
	Pedestrian Crossing	8	0	0	0	0	0	0	0	0%	0%	0%
	Permit Holders Only	259.3	50	30	35	18	20	15	32	60%	70%	36%
	Single Yellow Line	5.1	0	0	0	0	0	0	0	0%	0%	0%
Winnock Road - Total		**345**	**59**	**31**	**36**	**18**	**28**	**23**	**41**			

APPENDIX B. Proposed Site Plans

Notes

1. This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

2. In addition to the hazard / risks normally associated with the types of work detailed on this drawing take note of the above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.

3. Do not scale from this drawing unless using the scale bar.

North

Site Boundary

SCALE @A3 1:200

0 2 4 6 8 10m

RevID	Transmittal Set Name	Issue Date	Change Name	Approved by
04	For Planning	10/03/2026	Project Team Comments	ADE
03	For Coordination	23/02/2026	Scale Bars	ADE
02	For Review and Comments	06/02/2026	Layout and Openings	ADE
01	Initial Issue	28/01/2026	6 Storey Initial Design	ADE

Scales @ A3	Issuing Office	Project No.
1:200	London	0010

Client Approval

- A - Approved
- B - Approved with Comments
- C - Do Not Use

Status: S1

Purpose of Issue: For Planning

Originator

airc.design

circular@airc.design

Project

Tavistock-Works

Tavistock Works

UB7 7QX

Layout Title

Proposed-Ground-Floor

Client

Linea UB7 Ltd

Drawing Number

project	originator	volume	level	type	role	number	rev
0010 -	ADE -	XX -	00 -	DR -	A -	0100	04