

PROLOGIS UK CCCXXXVIII S.a r.l

Prologis Park West, Units DC5 and DC6,
Iron Bridge Road North, West Drayton
UXBRIDGE, UB11 1BT

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX

01223 455385
cambridge@tpa.uk.com
www.tpa.uk.com

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Technical Note

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1 Introduction

1.1 TPA have been commissioned by Prologis UK CCCXXXVIII S.a.r.l to produce a Transport related Technical Note (TN) to accompany planning application for the adaptation of the existing buildings including the installation of new gantry decks for plant and equipment to facilitate a 'data centre' operation. The existing site was granted planning permission in 2021 (planning ref. 39207/APP/2020/2188, London Borough of Hillingdon) and subsequently implemented for two commercial units with use classes B1(c)/B2/B8 with ancillary offices, parking, access arrangements, landscaping and infrastructure (2021 permission). The following documents related to transport, highways and infrastructure were submitted with the application and endorsed by the grant of planning permission:

- Transport Assessment - dated July 2020 and compiled by WSP
- Framework Travel Plan – dated July 2020 and compiled by WSP
- Delivery and servicing Plan – dated June 2020 and compiled by WSP

1.2 To facilitate the application site as a data centre, a full planning application is to be submitted. The description of the proposed development is as follows:

"Partial Deconstruction and adaptation of existing buildings; installation of mezzanines and new gantry decks housing MEP, a sub-station and fire suppression infrastructure; and associated physical works including alterations to the layout of the site."

1.3 This TN has been prepared in accordance with the Transport for London's (TfL) Healthy Streets approach, ensuring that the analysis considers not only vehicle movements but also the quality, safety and attractiveness of the surrounding environment for people walking, cycling and using public transport. The

assessment demonstrates that the proposals support key Healthy Streets indicators by reducing overall trip generation, lowering parking demand and retaining safe access for all modes. The reduction in car use, together with opportunities for better on-site permeability, helps create a more people-oriented, low-impact environment that supports wider objectives for healthier and more sustainable travel.

1.4 This TN sets out a summary of the proposals and how the proposed operation of the development will result in a reduction in expected trips that are associated with the permitted use. This TN will also discuss how the traffic implications of the proposed development and the data centre operation and any changes to parking, access and servicing expected as part of the proposed operation. This TN sets out a comparative analysis approach which provides all necessary transport information to accompany the planning application.

1.5 This TN will be set out using the following sections:

- Site Context and Existing Permission;
- Proposed Development and Change of Use;
- Transport Implications;
- Active Travel Zone Assessment;
- Infrastructure Implications;
- Comparative Assessment; and
- Summary and Next Steps.

2 Site Context and Existing Permission

2.1 The Site forms part of Prologis Park West which comprises a total of six, large scale industrial buildings. It is the eastern section of the estate and measures approximately 6.3 ha. The Site currently accommodates two warehouse buildings which were completed in 2023:

- - Unit 1 (DC5 - Distribution Centre 5);
- - Unit 2 (DC6 - Distribution Centre 6).

2.2 Unit 1 and Unit 2 are single-storey warehouse units measuring: 18,063 sq m (194,428 sq ft) and 13,290 sq m (143,052 sq ft) respectively. Each building has a clear haunch height of 15m and an overall building height of 18m.

2.3 The existing buildings are currently vacant but benefit from the flexible use included within the following use classes: Classes B2, B8 and E(g)(iii).

2.4 Direct access to the Site is via Iron Bridge Road, which forms the western boundary and runs in a north-south direction from the Stockley Road roundabout to West Drayton.

- 2.5 The Site is bounded to the east by Stockley Road (A408) and beyond that; Stockley Park which accommodates a series of large office buildings rising two to three storeys high. To the north is Horton Road and beyond that significant mature landscaping, including Stockley Country Park and Stockley Park Golf Course. To the south, between the Grand Union Canal and a mainline railway, lies a cluster of industrial yards that include carparking and storage facilities. Beyond that is the closest area of residential land use. To the west is Iron Bridge Road North, the remainder of the Prologis Park West Estate and further commercial uses.

3 Proposed Development and Change of Use

- 3.1 The proposed development includes a partial deconstruction and adaptation of existing buildings; installation of mezzanines and new gantry decks housing MEP, a sub-station and fire suppression infrastructure; and associated physical works including alterations to the layout of the site. This TN accompanies the planning application for the adaptation of the existing buildings including the installation of new gantry decks for plant and equipment to facilitate a 'data centre' operation.
- 3.2 The proposed development comprises a series of physical works to adapt the existing buildings and install a sub-station and associated plant and electrical equipment to facilitate use of the existing buildings as a data centre will retain the existing vehicular access points to the site from the local highway network and will undertake the following transport and infrastructure changes to the site:
- Installation of internal mezzanines to Increase GIA from 30,627sqm to 49,014sqm.
 - Reduction in parking spaces from 239 to 73 spaces with 16 accessible spaces included with those. 11 motorbike parking spaces will be provided with 80 cycle spaces (40 Sheffield stands).
 - The car parking areas not required from the existing use will be landscaped.
 - The loading bays will be reduced to just two bays per unit with the space being used to accommodate critical equipment gantries to serve the buildings.
 - The facility will accommodate 50 staff which includes security, operations and maintenance.
 - An expected 8 to 10 visitors per day.
 - It is expected that there will be 2 HGV deliveries per day.
 - The Data Centre will operate 24 hours a day with staff set up in shift work rotas.
- 3.3 The permitted use of the buildings includes class B8 which allows a 'Data Centre' operation. The proposals do not seek to propose a change of use or permitted development rights as the established permitted use of the existing floorspace will be pursuant to the 2021 permission.

Parking Provision

- 3.4 The Hillingdon Local Plan (Part 2: Development Management Policies, adopted Jan 2020) sets a maximum car parking standard for generic B2 to B8 uses of 1 space per 500sqm. Based on the proposed gross internal area (GIA) of the two units, 49,014sqm, this gives a maximum parking provision of 98 spaces. The proposed

development provides 73 car parking spaces, the justification for this reduced level has been derived from the expected operational profile of the data centre, which typically accommodates low daily staffing levels, limited visitor demand and only occasional peak attendance during maintenance periods. The level of parking therefore reflects the genuine operational requirement of the site rather than the policy maximum.

- 3.5 Sixteen accessible bays are provided in accordance with London Plan requirements and are located close to building entrances. EV charging provision includes 8 active and 24 passive bays, enabling future expansion if demand increases. In line with the Highway Authority's expectations, any operational vehicles parked overnight will be allocated active EV charging points. Parking demand will be monitored through the site's Travel Plan to ensure provision remains appropriate over time.

4 Transport Implications

- 4.1 This section sets out the trip generation associated with the existing floorspace of the site versus the expected trip generation associated with the proposed development and data centre operation. The proposed Data Centre will accommodate 50 staff and given the low staff numbers versus the GIA, and the shift patterns, it is expected that 20 staff are on site at any one point with some level of visitors/contractors to the site. The following sections sets out a TRICS approach to understanding likely traffic and all mode access.

Vehicular Trip Generation

- 4.2 The Transport Assessment submitted and accepted with the planning permission for the existing use set out a comprehensive vehicular trip generation for the B1(c)/B2/B8 use, this is replicated below:

Table 4.1 Existing Site predicted Vehicular Trip Generation (Extracted from Table 5-6 of WSP TA)

Mode	AM (8 to 9)			PM (5 to 6)			Daily		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Car + M/C	12	8	20	3	33	36	708	711	1,419
LGV	14	26	40	9	35	44	551	614	1,164
HGV	24	10	34	20	32	52	459	466	925
Totals	50	44	94	33	99	132	1,717	1,791	3,508

- 4.3 A comparative site from the TRICS database was used to determine the level of expected vehicular trips a data centre operation may generate on a typical day. Site SO-02-1-01, a data centre site in Slough, was used

as a proxy to calculate peak hour and daily trip making for the proposed development. The details of this site are included in Appendix B and are summarised below:

- 16,000sqm GFA
- 25 employees
- Survey dates – 26/05/2023
- Suburban area within an industrial zone
- 2 vehicular access points
- 78 parking space

4.4 Using this site to forecast likely trip making for the proposed data centre based on the GIA of 49,014sqm, the follow vehicular trips have been derived:

Table 4.2 Proposed Data Centre Vehicular Trip Generation

Mode	AM (8 to 9)			PM (5 to 6)			Daily		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Car (inc. taxi)	10	5	15	0	4	4	50	49	99
LGV	2	0	2	0	0	0	13	13	26
HGV	0	0	0	0	0	0	1	1	2
Totals	12	5	17	0	4	4	64	63	127

4.5 The differences in vehicular traffic accessing and egressing the site is predicted to be a reduction of 61 trips in the AM peak period, 124 trips in the PM peak period and a reduction of 3,265 trips within a 24hr period. Parking demand is predicted to be a maximum of 50 cars arriving and 49 departing within the 24hr period and can be accommodated within the level of parking provision provided.

4.6 The change in use and operation will result in a reduction of 921 HGV movements on a daily basis, furthermore, there will be 1,114 less LGV movements on a daily basis during the operation of the data centre.

Proposed Site Access

4.7 The existing vehicular access points to the site will be retained for access to the proposed data centre for all staff and servicing. Drawing 2509-048.SK01 appended to this note shows the visibility splays for the four access points. It is noted that visibility at all four junctions accord with guidelines on providing adequate visibility for access and egress to the site.

Active Travel Users

- 4.8 The proposed active travel users for the proposed development have been predicted using the TRICS site data set out above:

Table 4.3 Active Travel Users predicted for Data Centre

Mode	AM (8 to 9)			PM (5 to 6)			Daily		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Pedestrians & PT users	6	2	8	0	8	8	54	54	107
Cyclists	4	0	4	0	4	4	10	10	19

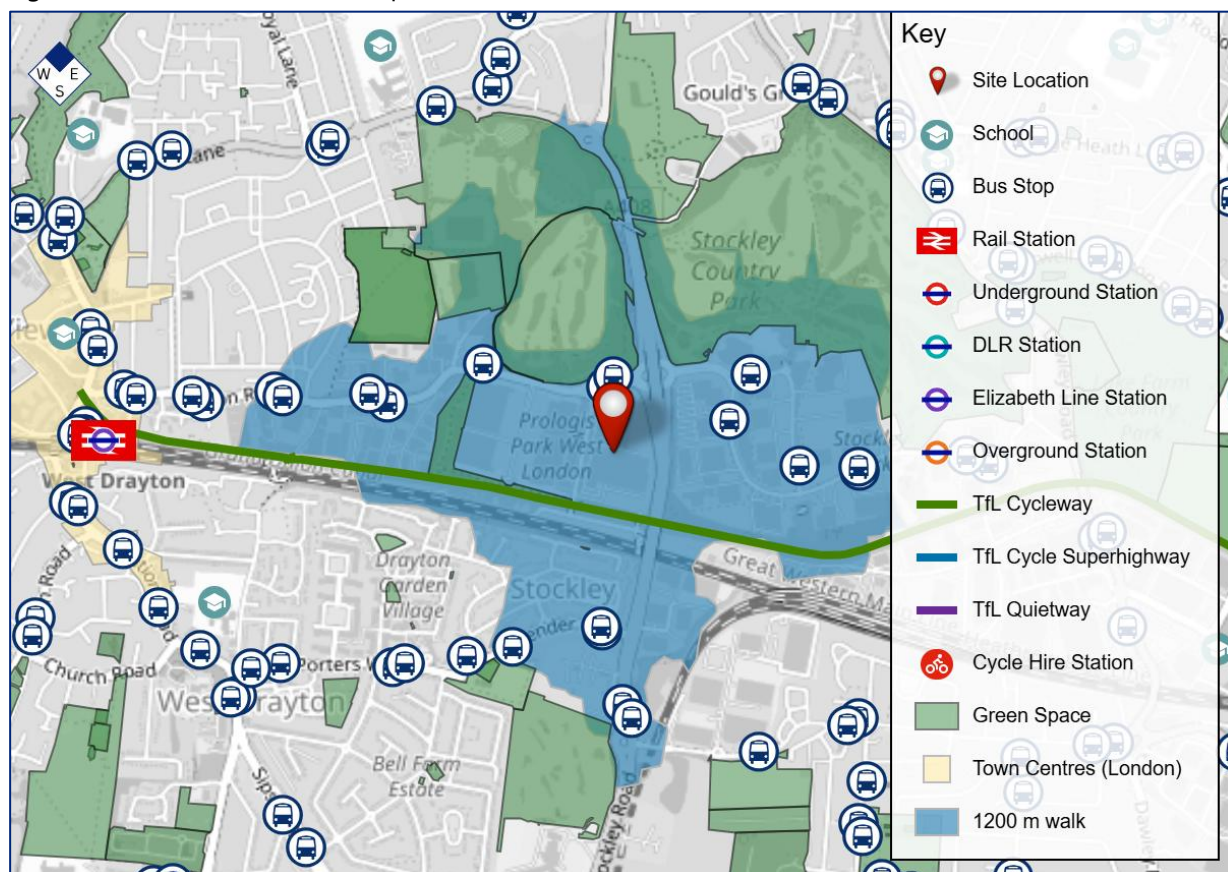
- 4.9 The trip rates derived from TRICS site SO-02-1-01 suggest that the proposed data centre could generate around 107 pedestrian movements and 19 cycle movements per day. While these figures are likely to overestimate demand given the expected staffing and visitor levels, they provide a suitably robust basis for assessment. Table 4.4 below presents the differences between the existing site predicted active travel user movements versus the proposed predicted active travel user movements:

Table 4.4 Existing Site Predicted Active Travel Users Compared to the Proposed Site Active Travel Users

Mode	Existing Site	Proposed Site
Pedestrians & PT users	1643	107
Cyclists	31	19

- 4.10 The site is well equipped to accommodate active travel through its existing pedestrian and cycle access points. The wider area affords good access from the site to transport interchanges such as bus stops, train station and TfL cycle routes, these are shown on the Active Travel Zone map overleaf. The WSP TA sets out a comprehensive Active Travel assessment within their chapter 4 which is still relevant to the site currently, however this has been updated by TPA to demonstrate the continued suitability of the assessment currently and is outlined in the following chapter.

Figure 4.1 Active Travel Zone Map



Travel Planning

- 4.11 A Framework Travel Plan (FTP) has been compiled for the proposed site and will seek to encourage all staff to travel sustainably. As part of the FTP, a Travel Plan Coordinator (TPC) will manage the FTP by circulating Information to staff on their travel choices and incentives to use alternative modes of transport. The core travel plan commitments, targets and measures are set out within the FTP.

5 Active Travel Zone Assessment

- 5.1 An Active Travel Zone ("ATZ") Audit was conducted within the WSP TA produced in 2020 in relation to the existing flexible employment use for the site. TPA, as the transport consultant for the proposed datacentre redevelopment, has undertaken an updated review of the ATZ assessment to ensure it is still relevant to the surrounding area in its current form.
- .5.1.1 This ATZ will follow the same scope as the WSP assessment, encompassing the key locations within a 20-minute cycle journey from the site given that the proposed development is to utilise the same access points along Iron Bridge Road North. As noted in paragraph 4.1.2 of the WSP TA, a fully detailed ATZ is not required given the location of the site and number of employees. This proportionate approach is further justified

given the data centre operation will result in a reduction in employee numbers visiting the Site compared to the established, flexible employment use.

ATZ Key Locations and Services

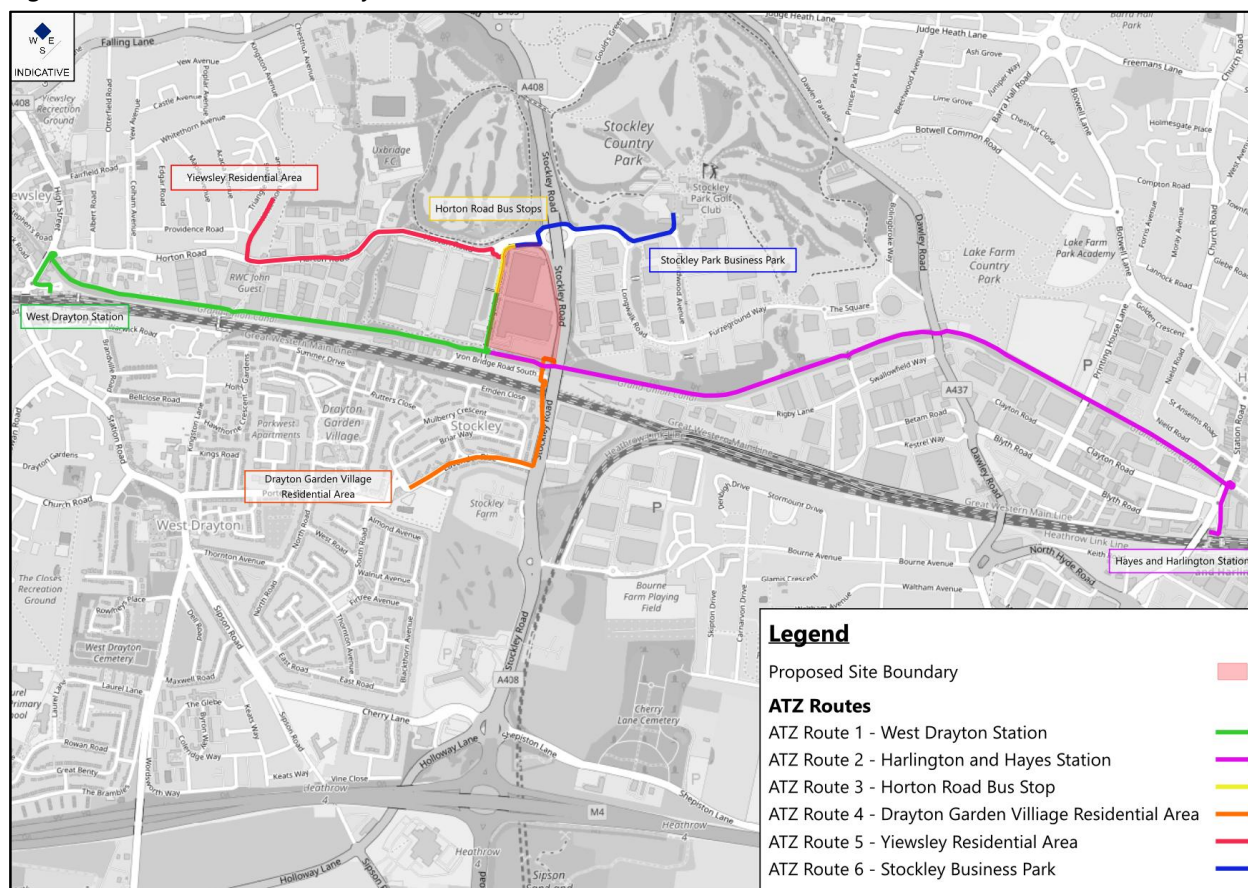
- 5.2 Key attractors of the proposed development, relevant to an employment site, have been established in the same scope as the WSP assessment. For reference, these have been reproduced from WSP Table 4.1 in Table 5.1 below.

Table 5.1 ATZ Key Trip Attractors

Key Trip Attractor	Distance from Proposed Development	Walking Distance (Minutes)	Cycling Distance (Minutes)
West Drayton Railway Station	1.3km	23	6
Harlington and Hayes Railway Station	2.3km	35	11
Horton Road Bus Stops	200m	3	1
Drayton Garden Village Residential Area	780m	15	7
Yiewsley Residential Area	770m	14	4
Stockley Park Business Park	590m	9	3

- 5.3 These routes to these key destinations are presented in **Figure 5.1**. These six routes are to form the basis of the ATZ and the suitability active travel to reach end destinations.

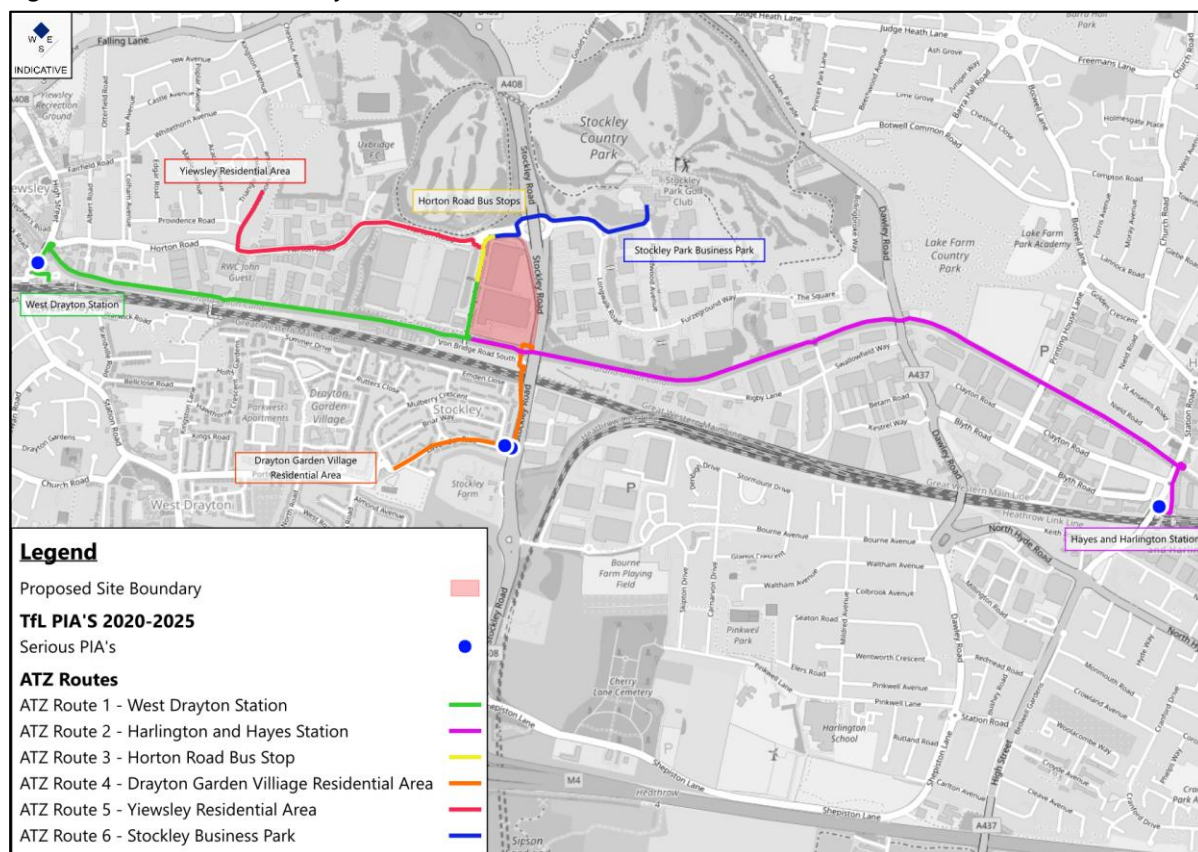
Figure 5.1 ATZ Routes to Key Destinations



5.4 An updated review of travel safety characteristics has been conducted on journeys along these key routes presented in Figure 5.1. This analysis looks at Personal Injury Accident (“PIA”) data obtained from Transport for London (“TfL”) for the most recently available five-year period, which in this analysis includes the period between October 2020 to October 2025. In keeping with the scope outlined by WSP and in keeping with TfL’s Healthy Street Guidance, the review is to focus on Fatal and Serious recorded injuries on the network for vulnerable users, pedestrians and cyclists.

5.5 **Figure 5.2** outlines the location of the PIA’s along the Key Destination Routes for the most recently available five year period.

Figure 5.2 PIA Data on Key Destination Routes



5.6 As presented in Figure 5.2, only three of the selected routes have had any serious PIA recorded, with no fatal accidents identified. This is summarised below:

- **Route 1 (West Drayton Station):** This route identifies one Serious accident at the signalised crossing to the north of the station road access. It was identified in the report by TfL that this involved a pedestrian who was struck by a car. The pedestrian was crossing the road during a pedestrian green phase which the car went through. This accident is therefore attributed to driver error rather than highway deficiency, with no patterns of accidents to suggest that highway deficiencies cause or exacerbate safety.
- **Route 2 (Harlington and Hayes Station):** This route identifies one Serious accident at the Zebra crossing located outside the station entrance on Station Road. It was identified in the report by TfL that this involved a pedestrian who was struck by a private hire vehicle (taxi). The pedestrian was on the zebra crossing to cross the road when the private hire vehicle struck. This accident is therefore attributed to driver error rather than highway deficiency, with no further patterns of accidents to suggest that highway deficiencies cause or exacerbate safety.
- **Route 3 (Horton Road Bus Stops):** No PIA's identified for review in this analysis.
- **Route 4 (Drayton Garden Village Residential Area):** This route identifies two Serious accidents close to the junction of Stockley Road and Lavender Rise. The first Serious PIA took place in November 2022 between a car and a pedestrian. The pedestrian was noted as utilising one of the signalised pedestrian

crossings when they were struck by a car. This accident is the result of driver error. The second identified Serious PIA took place in January 2023 between a car and a pedestrian. It was noted that the pedestrian was crossing the road in dark and not at a dedicated crossing point, resulting in the car to strike. This accident could be attributed to driver error and not highway deficiencies. Given the timing of the accidents and the lack of patterns at the junction, it is determined that this junction is safe for should the proposed development be brought forward.

- **Route 5 (Viewsley Residential Area):** No PIA's identified for review in this analysis.
- **Route 6 (Stockley Park Business Park):** No PIA's identified for review in this analysis.

5.7 The PIA review along the key destination routes outlines that there are no issues relating to deficiencies in the local highway network, with most being a result of driver error. Given the significant reduction in employee number of the proposed data centre, it is not anticipated that there would be any adverse safety issues created.

Route Analysis

Route 1: West Drayton Train Station

5.8 West Drayton Station is accessible to the site via the Grand Union Canal, which features a shared use footway/cycleway on its northern edge. There have been numerous upgrades to the canal which make it easy for both pedestrians and cyclists to reach the canal at a lower gradient. The canal footway/cycleway has sufficient width to accommodate both pedestrians and cyclists and is approximately 1.3km between the site and the station.

5.9 West Drayton Station benefits from frequent services into London and towards Reading, with the introduction of the Elizabeth Line enhancing route frequency further. A summary of the rail services from West Drayton are presented in Table 5.2.

Table 5.2 West Drayton Rail Services Summary

Destination	Average Journey Time (Minutes)	Average Frequency per hour	First Train (Mon-Fri) ¹	Last Train (Mon-Fri) ¹
London Paddington	18-25	4	05:31	23:01
Abbey Wood	50-60	4	05:31	23:34
Heathrow Airport	8-12	4	05:38	23:02
Reading	25-40	2	05:31	23:33
Slough	18-25	2	05:23	23:10

¹Based on typical arrival/departure times from TfL timetables.

- 5.10 Table 5.2 outlines that there are numerous frequent services to and from London and Reading as well as Heathrow Airport. Many of these services run early in the morning and late into the night, meaning they are a suitable commuting option for employees of the proposed data centre and potential shift patterns.

Route 2: Harlington and Hayes Station

- 5.11 Route 2 towards Harlington and Hayes Station also utilises the Grand Union Canal to the east. In similar form to route one, employees may utilise the pedestrian and cycle access to the west of Iron Bridge Road, however there are older stairways and access ramps on the eastern side. Whilst the route is not as overlooked as it would be on street, the route is a convenient direct route towards a frequently operated train station from the east, utilised by pedestrians and cyclists alike. The station itself features lifts, ramps and stairways to remain accessible to all.
- 5.12 The station also benefits from the same frequent services outlined for West Drayton, ensuring this is a viable alternative to private car use.

Route 3: Horton Road Bus Stops

- 5.13 From the site access, the Horton Road bus stops are located just north after a short distance, with the closest bus stop located on the corner of Horton Road and Iron Bridge Road North. The bus stop features a shelter, with a flag and pole showcasing timetables throughout the weekday and weekends.
- 5.14 A summary of the services from this bus stop are presented in Table 5.3.

Table 5.3 Summary of Horton Road Bus Services

Destination	Average Journey Time (Minutes)	Average Frequency per hour	First Train (Mon-Fri) ¹	Last Train (Mon-Fri) ¹
350 - Heathrow Terminal 5 (Via West Drayton)	20-30	4	03:47	00:15
A10 – Heathrow Central / Uxbridge	20-25	4	04:07	03:47
U5 – Uxbridge / West Drayton / Hayes	10-30	4	04:27	04:07

- 5.15 The data presented in Table 5.3 outline frequent route services to the surrounding areas of the site throughout much of the day, providing a reliable and frequent alternative to private car use that stops close to the proposed development. It is noted that the 350 and U5 services stop at both West Drayton and Hayes and Harlington stations, allowing for interconnect public transport to and from the site.

Route 4: Drayton Garden Village Residential Area

- 5.16 Route 4 utilises Iron Bridge Road South and/or the Grand Union Canal to reach an overpass bridge that runs alongside Stockley Road. Employees can continue to travel south to meet Stockley Road, whereby there is a continuous footway leading to the residential area. There is no conflict between pedestrians and vehicles at this section of the route, leading to the junction with Lavender Rise whereby a signalised crossing is located, as well as further signalised crossings to cross Stockley Road.
- 5.17 This route features adequate street lighting along the main road, and route signage along the Grand Union Canal for wayfinding.

Route 5: Yiewsley Residential Area

- 5.18 Route 5 and the Yiewsley Residential Area can be reached travelling northbound on Iron Bridge Road North from the Site. Utilising uncontrolled crossing points with tactile paving, pedestrians and cyclists are able to travel westbound along Horton Road, with footway widths approximately 3m wide for shared use. Cyclists are directed onto the footway when approaching from Stockley Road to continue to travel towards the residential area. The route features numerous bus stops along the main bus route, intermittent with further uncontrolled crossing points to access neighbouring industrial units and residential area.

- 5.19 The route features good street lighting as is well overlooked. Whilst the quality of paving declines in places, it is consistent and well signed.

Route 6: Stockley Park Business Park

- 5.20 Travelling North on Iron Bridge Road North and east along Horton Road, pedestrians are encouraged to cross under Stockley Road via uncontrolled crossing points, protected with barriers to ensure pedestrians are aware of oncoming traffic from the major road. Each crossing point provides good visibility, although it is noted that cars do travel at speed on approach to the junction and crossing points. The route is easy to follow and once into the Stockley business park, footways are in good condition and route signage allows pedestrians and cyclists to easily follow directions to the accessible amenities, such as shops and a hotel.
- 5.21 Cyclists are encouraged to cycle on carriageway to cross under Stockley Road, which is presented with well kept on street road markings guiding cyclists around the roundabout in view of vehicles.
- 5.22 Each side of the Stockley Park roundabout has the identical crossing facilities, with safety barriers on either side of the crossing.
- 5.23 This route is considered safe after review of the PIA data presented earlier in this chapter.

6 Infrastructure Implications

- 6.1 The existing site access points will be retained, with no amendments required to accommodate the proposed use. Vehicular access to both the loading bays and car parks will remain unchanged.
- 6.2 As noted above, the majority of loading bays will be removed, with two bays retained per unit to support servicing requirements. The vacated space will be repurposed to accommodate critical equipment gantries to serve the buildings.
- 6.3 Surplus car parking areas will be reconfigured and landscaped, with block paving introduced in locations where parking spaces are removed.

7 Comparative Assessment

- 7.1 The key difference between developments in transport and highway terms is set out below:

Table 7.1 Key Differences between Developments

Topic	Existing B1(c)/B2/B8	Proposed Data Centre
Access to local highway	From Iron Bridge Road N	Same as existing
Active Travel access	From Iron Bridge Road N	Same as existing
Peak hour Traffic levels (Two way)	94 movements AM, 132 movements PM	17 movements AM, 4 movements PM
Daily Traffic levels	3,508 daily movements	127 daily movements
Daily servicing levels	925 HGV movements	1 HGV movement
Staff levels	Potential to accommodate 461 FTE staff*	50 FTE staff
Parking	239 car park spaces	73 car park spaces

Notes: *461 staff is a theoretical level of staff based on 1 FTE per 65sqm (Employment Densities Guide) not a consented maximum

- 7.2 The differences set out in table 6.1 above demonstrate the level of traffic associated with the data centre is significantly lower than the current existing permitted use. Even with the conservative estimates provided by TRICS, the data centre will generate considerably less trips than the lawful use.
- 7.3 The proposed Site provides 73 car park spaces which will accommodate the predicted levels of traffic associated with the data centre. The Site also retains full compliance with accessing and service standards and doesn't require any access amendments.

8 Summary and Conclusions

- 8.1 This TN supports the proposed development at units DC5 (Unit 1) and DC6 (Unit 2), Iron Bridge Road North, West Drayton, Uxbridge. The proposed development seeks the partial deconstruction and adaptation of the existing buildings; installation of mezzanines and gantry decks housing MEP, a sub-station and fire suppression infrastructure; and associated physical works including alterations to the layout of the site. The proposals retain the existing site access and servicing arrangements while significantly reducing car parking (239 to 73 spaces), reusing unused areas for landscaping, and reconfiguring loading bays to accommodate critical operational plant gantries. Staffing levels will be limited to around 50 FTEs, supported by shift patterns, with only modest visitor numbers and a small number of HGV deliveries per week.
- 8.2 A comparative assessment of transport impacts demonstrates that the data centre use will generate far fewer trips than the permitted B1(c)/B2/B8 scenario, with reductions of over 60 peak-hour movements and more than 3,000 daily movements, alongside substantial reductions in HGV and LGV traffic. The level of predicted demand comfortably aligns with proposed parking and Active Travel provision, and no off-site highway

works are required. On this basis, the proposals represent a material improvement in transport and highways terms over the current lawful use.

- 8.3 The proposed development would utilise the existing vehicular and active travel access from Iron Bridge Road and would not result in any material change to the local highway network. When compared to the lawful existing use of the site, the proposals would generate a significantly lower level of traffic, servicing activity, staff presence and parking demand, resulting in a clear reduction in overall highway impact. In accordance with paragraph 116 of the National Planning Policy Framework and relevant Local Plan transport policies, the development would not give rise to any unacceptable highway safety issues or severe residual cumulative impacts and is therefore fully policy compliant.

Document Management

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Document Review

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