CAPITAL TRANSPORT PLANNING

Transport Statement

1 Caxton Estate, Hayes

April, 2026

Capital Transport Planning LTD
michael@capitaltp.co.uk
02081681991/07808584845
www.capitaltp.co.uk
Company Registered Number: 10749657

Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

Prepared for:

Zongwise Ltd

Prepared by:

Capital Transport Planning LTD

Michael Okubajo BSc, MSc, MCIHT, MRTPI

Transport Consultant

Revision History

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Document History

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1. Introduction

1.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Zongwise Ltd (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at 1 Caxton Estate in Hayes towards the south-east of the London Borough of Hillingdon.

1.2. The development proposal includes the refurbishment and subdivision of the existing trade counter warehouse with ancillary office accommodation to provide 6 no. trade counter units, together with the creation of 2 no. B2/B8 warehouse units (8 units in total), including the reconfiguration and upward extension of the existing office accommodation by one additional storey to form trade counter units over three floors, a vertical extension to part of the existing warehouse to create a separate warehouse unit with internal mezzanine and increase in overall height, and the erection of an additional warehouse building with internal mezzanine within the existing service yard, together with associated car parking, cycle parking, and ancillary refuse and recycling storage.

Report Structure

1.3. The Transport Statement will be structured as follows:

Chapter 2 - Transport Policy Context
Chapter 3 - Existing Transport Conditions
Chapter 4 - Proposed Development
Chapter 5 - Summary and Conclusions

2. Existing Conditions

Site Location

2.1. The application site is located on the eastern side of Printing House Lane, which is an unclassified road and forms a part of the public highway. The application site is located approximately 0.6 miles west of Hayes and Harlington rail station and towards the south-east of the London Borough of Hillingdon. The site location plan is presented in Figure 1 and Appendix A.

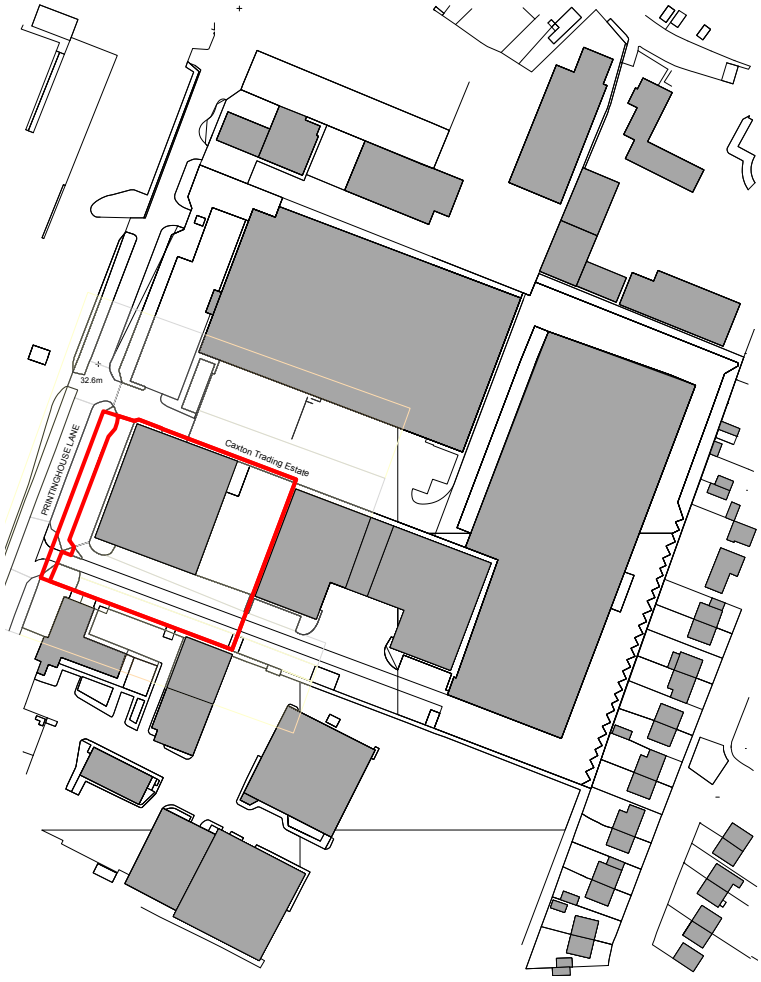


Figure 1. Location Plan

Site Description

2.2. The application site is currently comprised of an existing warehouse (Class B8) with associated cycle and car parking. The application site is accessed from Printing House Lane onto an internal road network.

Accessibility

2.3. Transport for London have developed a WebCAT tool used to determine the Public Transport Accessibility Level (PTAL). Sites can achieve scores ranging from 0 (Worst) to 6b (Best). The application site achieves a PTAL rating of 2 (Poor) using TfL's methodology for public transport accessibility. This rating indicates a poor level of public transport accessibility. Appendix F presents the PTAL report for the application site.

Existing Public Transport Facilities

2.4. As noted previously, the application site performs relatively poor on accessibility using TfL's WebCAT tool. The existing public transport facilities available in the vicinity of the site comprise of buses and rail.

Rail

2.5. The nearest station to the site is Hayes and Harlington rail station, which is located approximately 0.5 miles (approx. 6 minute-walk) from the site. Hayes and Harlington rail station is accessed from on Station Road and features on the Elizabeth line and the Great West railway line. The location of transport interchanges is presented in Figure 2.

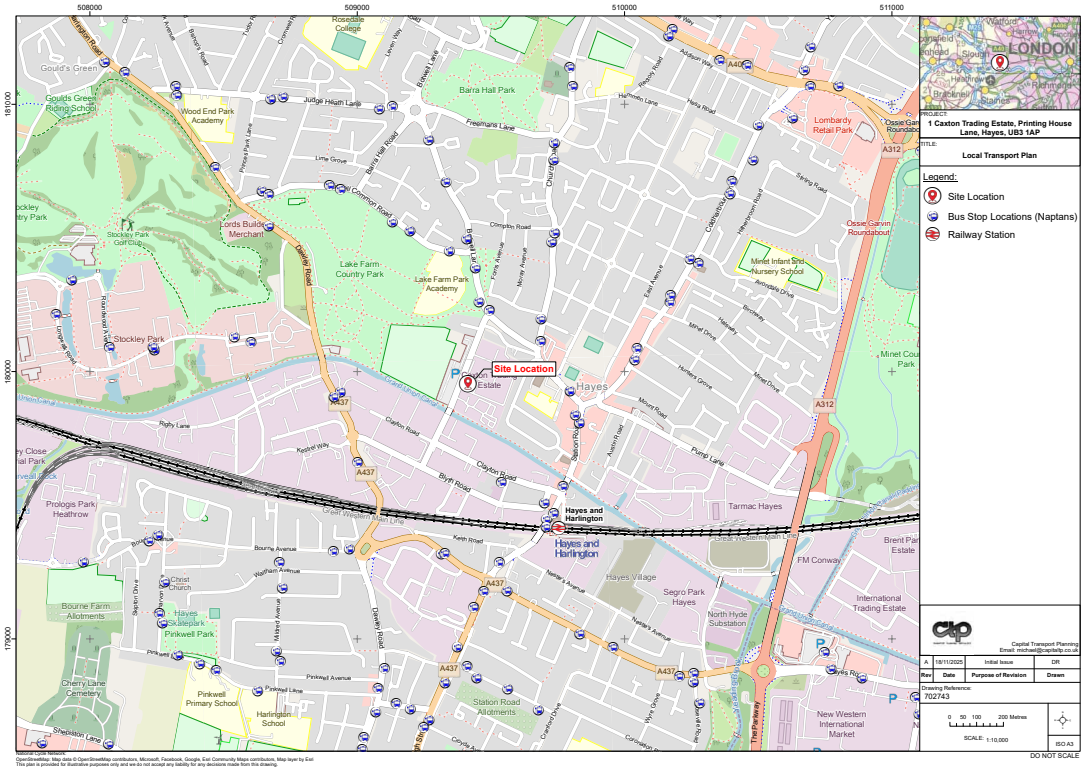


Figure 2. Transport Plan

Bus

2.6. The site is located approximately 0.2 miles west (approx. 6 minute-walk) from the Printing House Lane bus stops located on Botwell Lane. These bus stop provides access to the bus 350 and U4. The areas covered in a 20-minute bus journey from the site are presented in Figure 3, which include Northolt to the north, Hatton Cross to the south, Southall to the east and Cowley to the west.

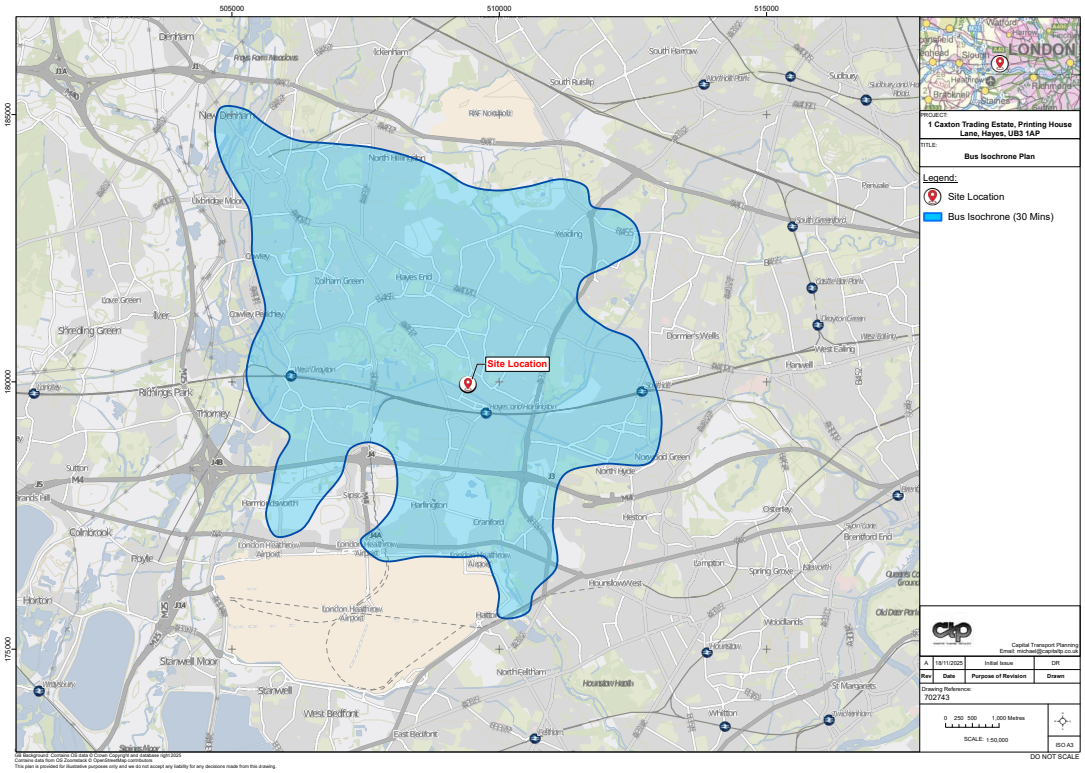


Figure 3. Bus Isochrone

Surrounding Highway Network

2.7. The application site is located on the eastern side of Printing House Lane towards the south-east of the London Borough of Hillingdon. Printing House Lane is a bi-directional single lane carriageway which adjoins Botwell Road to the north and Trevor Road to the south. The areas covered in a 20-minute cycle ride from the site are presented in Figure 4, which include Northolt to the north, Cranford to the south, Hanwell to the east and Stockley to the west.

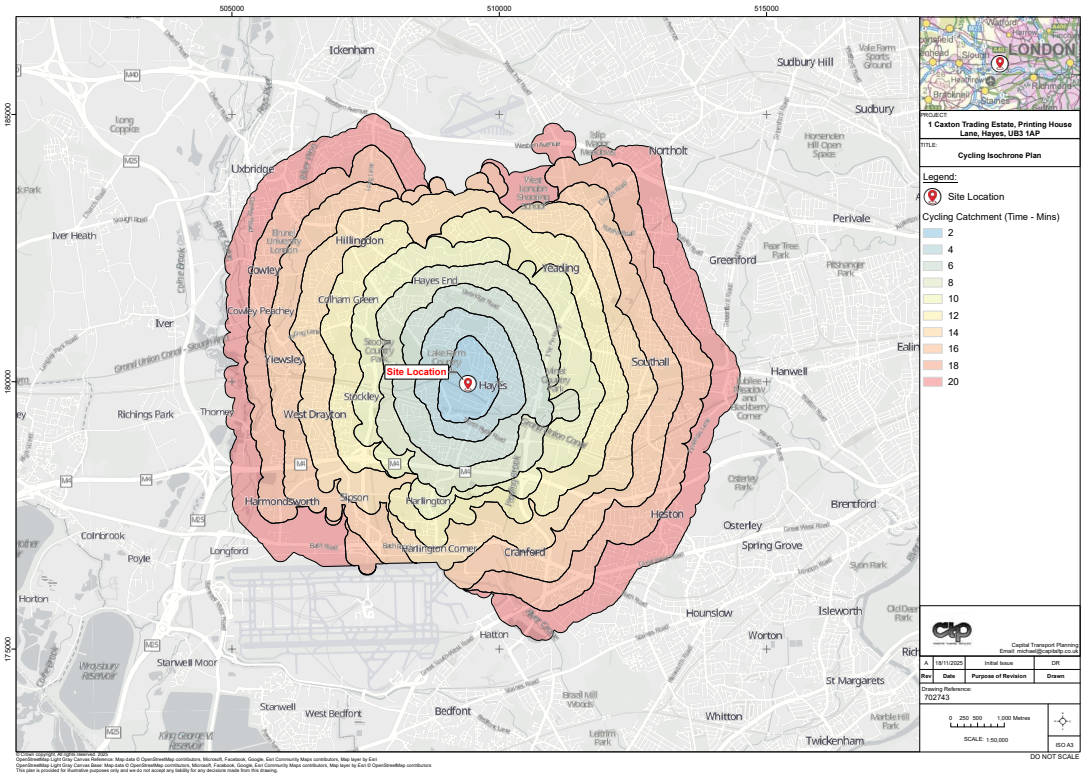


Figure 4. Cycling Isochrone

2.8. Printing House Lane forms a part of the Local Highway Network and the London Borough of Hillingdon act as Local Highway Authority, responsible for maintenance and management of the public highway.

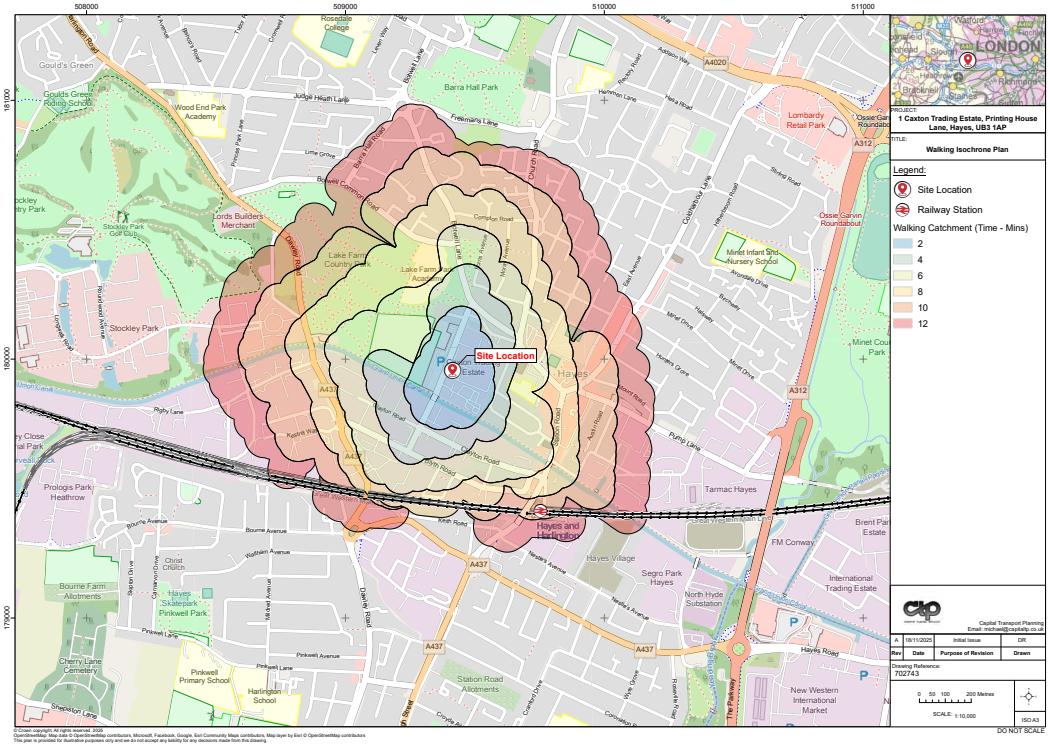


Figure 5. Walking Isochrone

3. Policy Context

3.1. This following section takes into consideration all planning policies which support and promote the proposal set out in this report.

National Planning Policy Framework (NPPF) (2024)

3.2. The NPPF sets out guidance relating to parking standards within the chapter relating to sustainable transport. It is noted that the NPPF considers the location of a development in regard to parking standards. It also notes that proposals should only be refused on transport grounds if they compromise highway safety or result in a severe impact.

3.3. Chapter 9 covers the promotion of 'Sustainable Transport' and Paragraph 112 states in relation to parking standards:

"If setting local parking standards for residential and non-residential development, policies should take into account:
a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport;
d) local car ownership levels; and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

3.4. The proposed development is in accordance with paragraph 113, as local and regional parking standards have been satisfied, and alternative modes of travel have been identified.

3.5. It goes on in Paragraph 113 to state that "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.6. It is considered that paragraph 113 has been satisfied as maximum parking standards have been adhered to.

3.7. The test of acceptability of a scheme is set out within Paragraph 116:

"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 would be severe"

3.8. It is also considered that the proposal complies with paragraph 116 as it does not present an unacceptable impact on highway safety grounds or propose an unacceptable impact on the local highway network.

3.9. Paragraph 117 follows on and specifies that development proposals should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive–which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.10. With the minimal provision of off-street car parking, provision of charging facilitates for electric vehicles, high quality cycle parking and stainable location of the development site, it is considered that the proposed development is in accordance with paragraph 117.

3.11. Paragraph 118 states "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.". It is considered that the requirements of paragraph 118 have been satisfied with the preparation of a Transport Statement and Travel Plan to assess and minimise the transport impacts of the proposed development.

3.12. The proposal addresses the requirements within the sustainable transport section of the NPPF by ensuring accessibility for pedestrians, providing high quality cycle parking in accordance with local and regional policies, provides off-street car parking for blue badge holders and associated electric vehicle charging points.

London Plan (2021)

3.13. The latest version of the London Plan was published in 2021, with similar aspirations to previous versions of the planning policy document.

3.14. The London Plan (2021) continues to provide policy standards and requirements for local authorities to determine planning applications. In regard to transportation, the London Plan emphasises the need for to reduce car dominance as mode of travel in a bid to improve air quality and congestion in the capital. Transport policies support the promotion of healthy streets, reduction in parking provision in mid-high PTAL locations, increased cycle parking and infrastructure, and assessing the impacts of servicing and construction related activities.

3.15. The following policies are considered to be the most relevant when reviewing the development proposals against the London Plan:

Policy T1 - Strategic approach to transport
Policy T2 - Healthy Streets
Policy T3 - Transport capacity, connectivity and safeguarding
Policy T4 - Assessing and mitigating transport impacts
Policy T5 - Cycling
Policy T6 – Car Parking

3.16. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining pedestrian movements, local public transport accessibility, cycle and car parking provision and delivery and servicing arrangements.

London Borough of Hillingdon – Local Plan Part 2 (2020)

3.17. The London Borough of Hillingdon's most prominent and recent planning policy documents were published in January 2020. The development management policies contain a comprehensive transport section which aims to deliver a high-quality transport network encompassing future modal shift to walking and cycling and improved public transport.

3.18. The following policies are the most relevant when reviewing the development proposals against the LB Hillingdon's Local Plan (2020):

Policy DMT1: Managing Transport Impacts
Policy DMT2: Highways Impacts
Policy DMT4: Public Transport
Policy DMT5: Pedestrians and Cyclists
Policy DMT6: Vehicle Parking

3.19. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision and deliver and servicing arrangements.

3.20. As will be demonstrated in this report, the proposal provides adequate cycle and car parking spaces in accordance with local and regional policy. It is therefore considered that the highways and transportation aspect of the proposal is in accordance with the NPPF (2021), London Plan (2021) and LB of Hillingdon's Local Plan (2020).

4. Proposed Development

Development Proposal

4.1. The development proposal includes the refurbishment and subdivision of the existing trade counter warehouse with ancillary office accommodation to provide 6 no. trade counter units, together with the creation of 2 no. B2/B8 warehouse units (8 units in total), including the reconfiguration and upward extension of the existing office accommodation by one additional storey to form trade counter units over three floors, a vertical extension to part of the existing warehouse to create a separate warehouse unit with internal mezzanine and increase in overall height, and the erection of an additional warehouse building with internal mezzanine within the existing service yard, together with associated car parking, cycle parking, and ancillary refuse and recycling storage.

Table 1. Development Schedule

Use Class	Existing	Proposed
Class B2/B8	1171	2836
Class E (Office)	413	376

Trip Generation

4.2. This section of the report sets out the level of trips, for all modes of transport, that are anticipated to be generated by the proposed development, during the AM and PM peak periods and a daily basis. Having established the level of trips associated with the proposals the future modal split has been established. The methodology used to establish trip attraction, generated by the proposed development is presented below.

4.3. TRICS is the industry standard trip generation database. The TRICS database is comprised of surveys of various sites nationwide which are utilised for comparison purposes. The TRICS database has been investigated to gain trip rates for the proposed development.

Existing Trip Generation

4.4. Due to the nature of the permitted use of the site, it has been determined that vehicles are the most significant trip generator regarding impacts. To determine the most accurate trip rates, the existing tenant of the site has provided existing trip generation information which are derived from invoices which confirm attendance of the site by vehicles over a two-day period. The existing trip generation figures provided by the existing tenant are presented in Table 2.

Table 2. Existing Trip Generation (2-Day Period)

Time Period	Arrivals	Departures	Total
(30/03/2026 & 31/03/2026)	900	900	1800

4.5. The existing tenant was also able to provide a breakdown of vehicle type, which indicated that the 900 vehicles that attended the site over the two-day period was comprised of 700 standard cars, 197 vans and 3 HGVs.

4.6. It is considered that the existing trip generation information provided is robust and representative of the existing arrivals and departures to the site and can be validated by the sharing of invoices by the existing tenant should this be requested.

Proposed Trip Generation

4.7. The proposed office use at the site is considered ancillary to the main uses of the commercial units and therefore have been omitted from the trip generation assessment.

4.8. Existing trip generation information has been provided by the existing tenants, it is not considered representative to utilise this information to forecast future trip generation at the site. To provide the most accurate trip rates for the proposed smaller commercial units, it has been determined that this information should be from the TRICS database. Sites with similar characteristics were selected including Employment – Industrial unit and Greater London with a maximum PTAL score of two. Two relevant sites were selected both located in Hillingdon.

4.9. The development proposal seeks to provide eight separate commercial units 6 units at 192 sq.m, 1 unit at 993 sq.m and 1 unit at 692 sqm and the estimated trip rate and trip generation is presented in Tables 3 - 6. The proposed trip rates for the proposed industrial units are presented in Table 3.

Table 3. Proposed Trip Rate (100 sq.m – Class B2/B8)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	0.661	0.561	1.222
08:00 - 09:00	0.441	0.3	0.741
09:00 - 10:00	0.461	0.441	0.902
10:00 - 11:00	0.541	0.481	1.022
11:00 - 12:00	0.561	0.581	1.142
12:00 - 13:00	0.481	0.721	1.202
13:00 - 14:00	0.3	0.421	0.721
14:00 - 15:00	0.461	0.501	0.962
15:00 - 16:00	0.401	0.461	0.862
16:00 - 17:00	0.321	0.401	0.722
17:00 - 18:00	0.24	0.401	0.641
18:00 - 19:00	0.12	0.26	0.380
Totals	4.989	5.530	10.519

4.10. Table 3, presents the trip rates for 100 sq.m of industrial unit floorspace, which have been used to determine the proposed trip generation for the 192 sq.m of industrial unit floor space, which is presented in Table 4.

Table 4. Proposed Total Vehicle Trip Generation (192 sq.m – Class B2/B8)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	1	1	2
08:00 - 09:00	0	0	0
09:00 - 10:00	1	1	2
10:00 - 11:00	1	1	2
11:00 - 12:00	1	1	2
12:00 - 13:00	1	1	2
13:00 - 14:00	1	1	2
14:00 - 15:00	1	1	2
15:00 - 16:00	1	1	2
16:00 - 17:00	1	1	2
17:00 - 18:00	0	1	1
18:00 - 19:00	0	0	0
Totals	10	10	20

4.11. Table 4, presents the estimated total vehicle trip generation for the 192 sq.m of industrial unit floorspace across the course of a typical day (07:00–19:00). Table 4, indicates that the proposed industrial unit floorspace could generate a maximum of up to 20 total vehicle trips across the course of a day. This is comprised of 10 arrivals and 10 departures, of which only 2 are within the AM peak period (08:00 - 10:00) and 3 in the PM peak period (16:00–18:00). The figures in Table 4 have been multiplied by 6 to represent the 6 proposed units of the same floorspace and is presented in Table 5.

Table 5. Proposed Total Vehicle Trip Generation (192 sq.m x 6 – Class B2/B8)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	6	6	12
08:00 - 09:00	0	0	0
09:00 - 10:00	6	6	12
10:00 - 11:00	6	6	12
11:00 - 12:00	6	6	12
12:00 - 13:00	6	6	12
13:00 - 14:00	6	6	12
14:00 - 15:00	6	6	12
15:00 - 16:00	6	6	12
16:00 - 17:00	6	6	12
17:00 - 18:00	6	6	12
18:00 - 19:00	0	0	0
Totals	60	60	120

4.12. Table 3, presents the trip rates for 100 sq.m of industrial unit floorspace, which have been used to determine the proposed trip generation for the 692 sq.m of industrial unit floor space, which is presented in Table 6.

Table 6. Proposed Total Vehicle Trip Generation (692 sq.m – Class B2/B8)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	5	4	9
08:00 - 09:00	3	2	5
09:00 - 10:00	3	3	6
10:00 - 11:00	4	3	7
11:00 - 12:00	4	4	8
12:00 - 13:00	3	5	8
13:00 - 14:00	2	2	4
14:00 - 15:00	3	2	5
15:00 - 16:00	3	2	5
16:00 - 17:00	2	3	5
17:00 - 18:00	2	3	5
18:00 - 19:00	1	2	3
Totals	35	35	70

4.13. Table 6, presents the estimated total vehicle trip generation for the 692 sq.m of industrial unit floorspace across the course of a typical day (07:00–19:00). Table 6, indicates that the proposed industrial unit floorspace could generate a maximum of up to 70 total vehicle trips across the course of a day. This is comprised of 35 arrivals and 35 departures, of which only 11 are within the AM peak period (08:00 - 10:00) and 10 in the PM peak period (16:00–18:00).

4.14. Table 3, presents the trip rates for 100 sq.m of industrial unit floorspace, which have been used to determine the proposed trip generation for the 692 sq.m of industrial unit floor space, which is presented in Table 7.

Table 7. Proposed Total Vehicle Trip Generation (992 sq.m – Class B2/B8)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	7	6	13
08:00 - 09:00	4	3	7
09:00 - 10:00	5	4	9
10:00 - 11:00	5	5	10
11:00 - 12:00	6	6	12
12:00 - 13:00	5	5	10
13:00 - 14:00	3	3	6
14:00 - 15:00	5	4	9
15:00 - 16:00	4	5	9
16:00 - 17:00	3	4	7
17:00 - 18:00	2	3	5
18:00 - 19:00	1	2	3
Totals	50	50	100

4.15. Table 7, presents the estimated total vehicle trip generation for the 992 sq.m of industrial unit floorspace across the course of a typical day (07:00–19:00). Table 7, indicates that the proposed industrial unit floorspace could generate a maximum of up to 100 total vehicle trips across the course of a day. This is comprised of 50 arrivals and 50 departures, of which only 16 are within the AM peak period (08:00 - 10:00) and 12 in the PM peak period (16:00–18:00).

4.16. Table 8, presents the total expected daily trip generation for the proposed 8 units by combining the individual assessment from Tables 3-7 above.

Table 8. Proposed Total Vehicle Trip Generation (2836 sq.m – Class B2/B8)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	18	16	34
08:00 - 09:00	7	5	12
09:00 - 10:00	14	13	27
10:00 - 11:00	15	14	29
11:00 - 12:00	16	16	32
12:00 - 13:00	14	16	30
13:00 - 14:00	11	11	22
14:00 - 15:00	14	12	26
15:00 - 16:00	13	13	26
16:00 - 17:00	11	13	24
17:00 - 18:00	10	12	22
18:00 - 19:00	2	4	6
Totals	145	145	290

4.17. Table 8, presents the estimated total vehicle trip generation for the 2836 sq.m of industrial unit floorspace across the course of a typical day (07:00–19:00). Table 8, indicates that the proposed industrial unit floorspace could generate a maximum of up to 100 total vehicle trips across the course of a day. This is comprised of 145 arrivals and 145 departures, of which 39 are within the AM peak period (08:00 - 10:00) and 46 in the PM peak period (16:00–18:00).

4.18. The trip generation figures above represent total vehicle trips. The proposed trip generation information presented demonstrates that the site is likely to generate fewer vehicle trips than the existing use of the site.

4.19. TRICS provides a robust, statistically backed prediction of what should happen based on thousands of similar sites. TRICS uses a large database to generate an average trip rate across multiple similar sites. This smooths out anomalies and provides a mean trip rate that is more representative of long-term behaviour. The use of TRICS data for the proposed trip generation is considered acceptable as it provides a multi-site perspective. This is important as planning permissions run with the land use, not the tenant, the

assessment must reflect the long-term average impact of the site. The use of data from the existing tenant provides a limited sample size which would be susceptible to a snapshot bias and would provide a usually high trip rate resulting in an intensity outlier (extreme end of the spectrum).

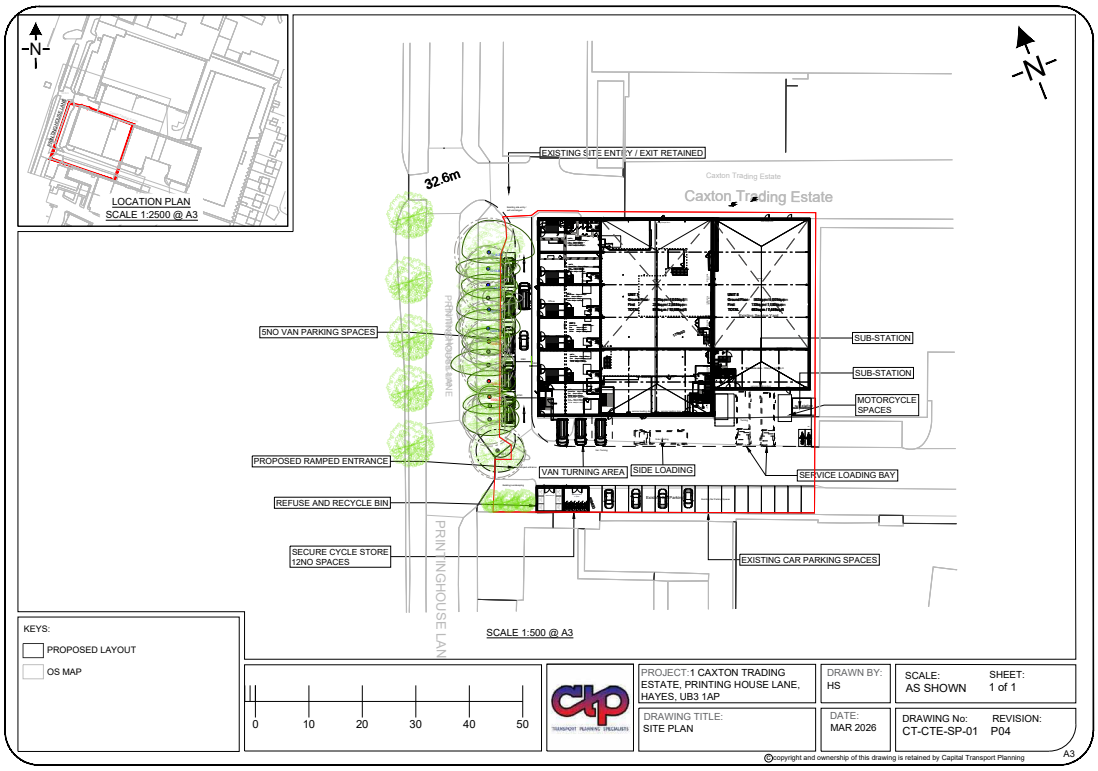


Figure 6. Proposed Site Layout

Pedestrian Access

4.20. The application site provides pedestrian access to the site through an existing vehicle access from Printing House Lane. Pedestrian access to the proposed units is achieved using the proposed 1.2m footway along the eastern frontage and to the south of the building as presented in Figure 6.

Vehicular Access

4.21. There is an existing vehicular access to the site from Printing House Lane. It is proposed as a part of this planning application to utilise the existing access for continued vehicular access the site.

Cycle Parking

4.22. 12 secure cycle parking spaces are proposed within the site, which are made up of 6 Sheffield stands. Figure 7 presents the parking requirements set out in Hillingdon's Local Plan (2020).

4.23. For the proposed 376 sq.m of office space, 2 cycle parking spaces are required and for the 2461 sq.m of B2/B8 a total of 5 cycle parking spaces is required. The proposed cycle parking location is presented in Figure 6 and Appendix B.

Car Parking

4.24. There are 17 existing car parking spaces within the site, and it is proposed that these spaces are retained with one additional space provided for blue badge holders. Space for up to 8 vans is also proposed to serve the delivery and servicing needs of the proposed units. Figure 7 presents the parking requirements set out in Hillingdon's Local Plan (2020).

B1 OFFICES	
1 space per 50 – 100 sqm of gross floorspace	**1 per 250 sqm**
ALL OTHER B CLASS USES	
2 spaces plus 1 space per 50 – 100 sqm of gross floorspace	**(a) B1(b) (c) (business) –** **1 per 250 sqm** **(b) B2 – B8 (General Industry storage and distribution)** **1 per 500**

Figure 7. Hillingdon Local Plan Parking Standards (2020)

4.25. For the proposed 376 sq.m of office space, 2 car parking spaces are required and for the 2836 sq.m of B2/B8 a total of 6 car parking spaces is required. It is considered that the proposed car parking provision is sufficient to accommodate the needs of the development proposal. The proposed car parking layout is presented in Figure 6 and Appendix B. Swept-path analysis has been undertaken to ensure new parking spaces can be safely accessed and is presented in Figures 8, 9 and 10.

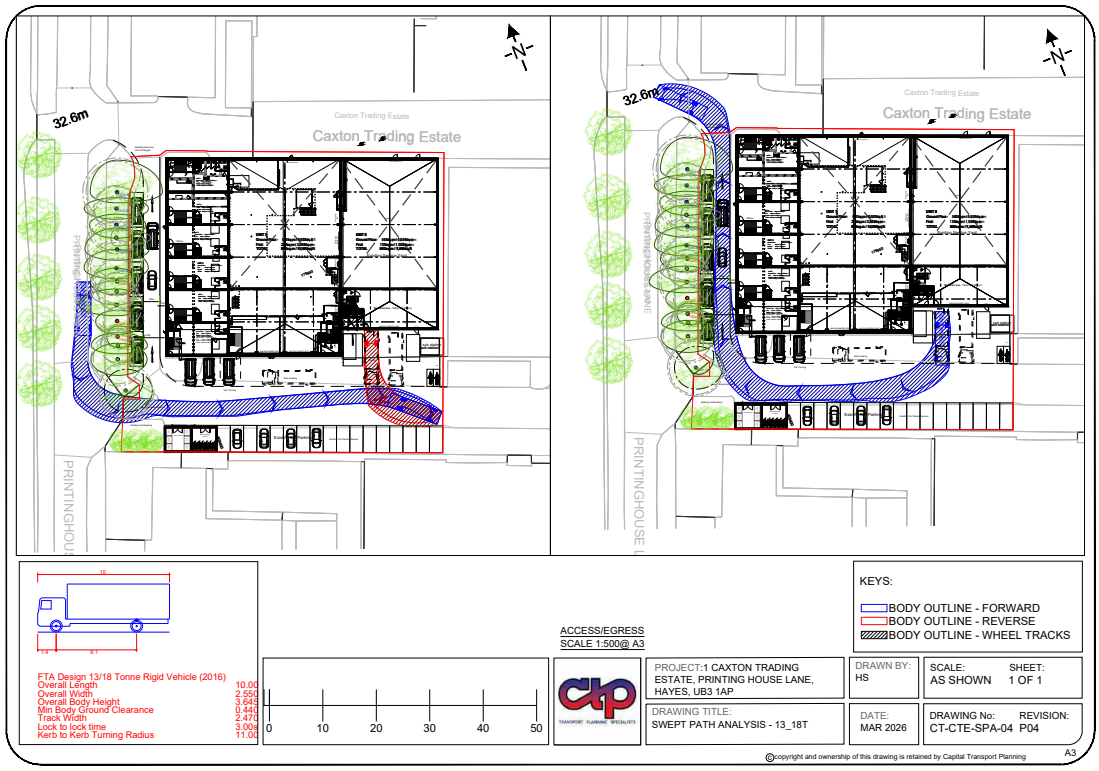


Figure 8. Swept-Path Analysis – 18tn

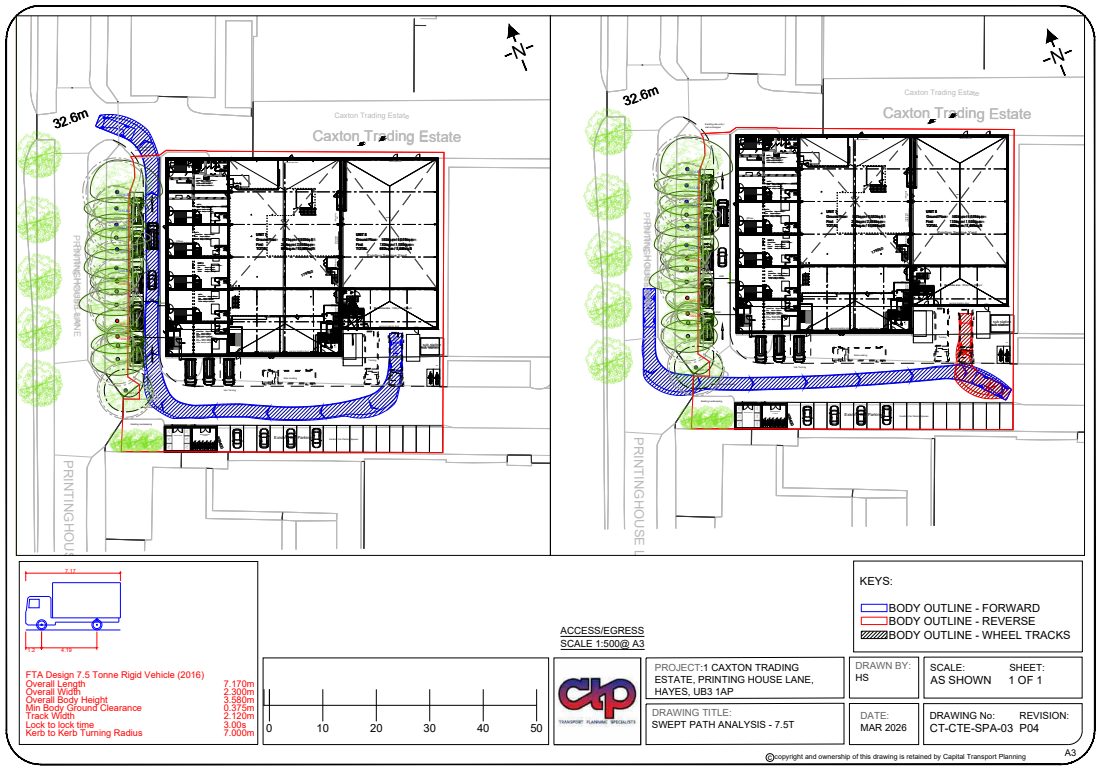


Figure 9. Swept-Path Analysis – 7.5tn

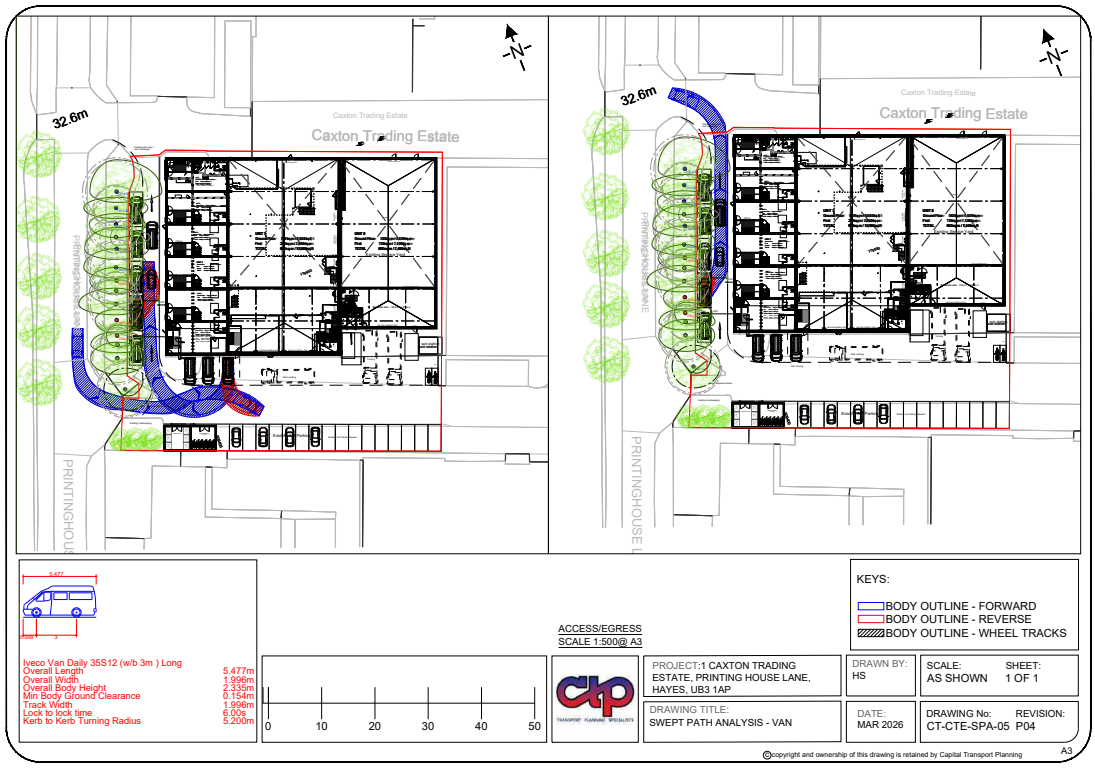


Figure 10. Swept-Path Analysis - Van

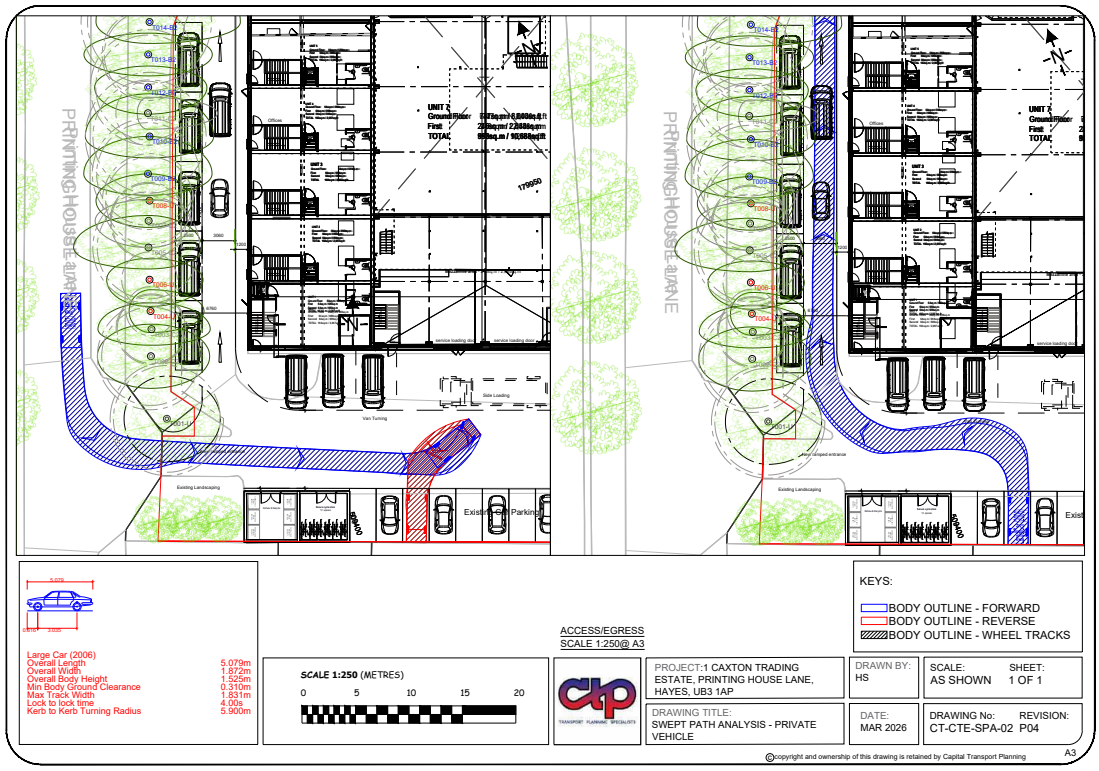


Figure 11. Swept-Path Analysis – Large Car

4.26. Figures 8-11, demonstrate that vehicles can safely access the site from the public highway, access the proposed car parking spaces, manoeuvre within the site and leave in a forward gear.

Delivery and Servicing

4.27. Deliveries to the future gym would take place away from the public highway within the site, in accordance with existing delivery practices with the football club. It is proposed that regular servicing would take place from within the site as is the existing practice with the football club.

Accident Data

4.28. A review of the road safety record of the neighbouring highway network has been undertaken. A copy of the Personal Injury Accident (PIA) records has been obtained from CRASHMAP for the five-year period between 13/01/2021 to 13/01/2026.

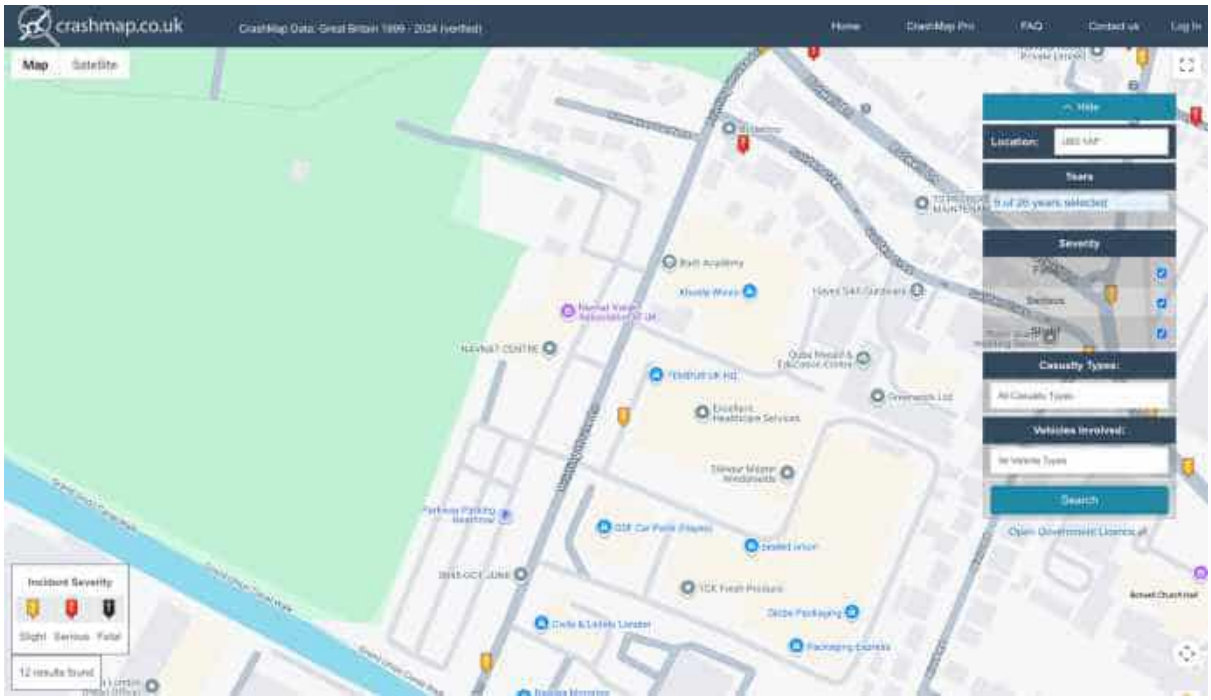


Figure 12. Accident Data Study Area

4.29. Figure 12, presents the roads and junctions included within the study area and 12 accidents were identified in the study area, with only one in proximity of the application site.

4.30. In summary, having the available PIA data it is evident that there are no PIAs, within the latest five-year period, that relate to the existing site access. There is no evidence of PIAs occurring because of vehicles leaving the site onto Printing House Lane. It is also apparent that the local highway network does not suffer from any significant defects that have resulted in an abnormally high PIA record that can be attributed to the standard of the adjoining highway.

4.31. The above information indicates that the development proposals will not prejudice road safety within the neighbouring highway network.

5. Summary and Conclusions

5.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Zongwise Ltd (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at 1 Caxton Estate in Hayes towards the south-east of the London Borough of Hillingdon.

5.2. The development proposal includes the refurbishment and subdivision of the existing trade counter warehouse with ancillary office accommodation to provide 6 no. trade counter units, together with the creation of 2 no. B2/B8 warehouse units (8 units in total), including the reconfiguration and upward extension of the existing office accommodation by one additional storey to form trade counter units over three floors, a vertical extension to part of the existing warehouse to create a separate warehouse unit with internal mezzanine and increase in overall height, and the erection of an additional warehouse building with internal mezzanine within the existing service yard, together with associated car parking, cycle parking, and ancillary refuse and recycling storage.

5.3. This Transport Statement has assessed matters relating to highways and it is concluded that:

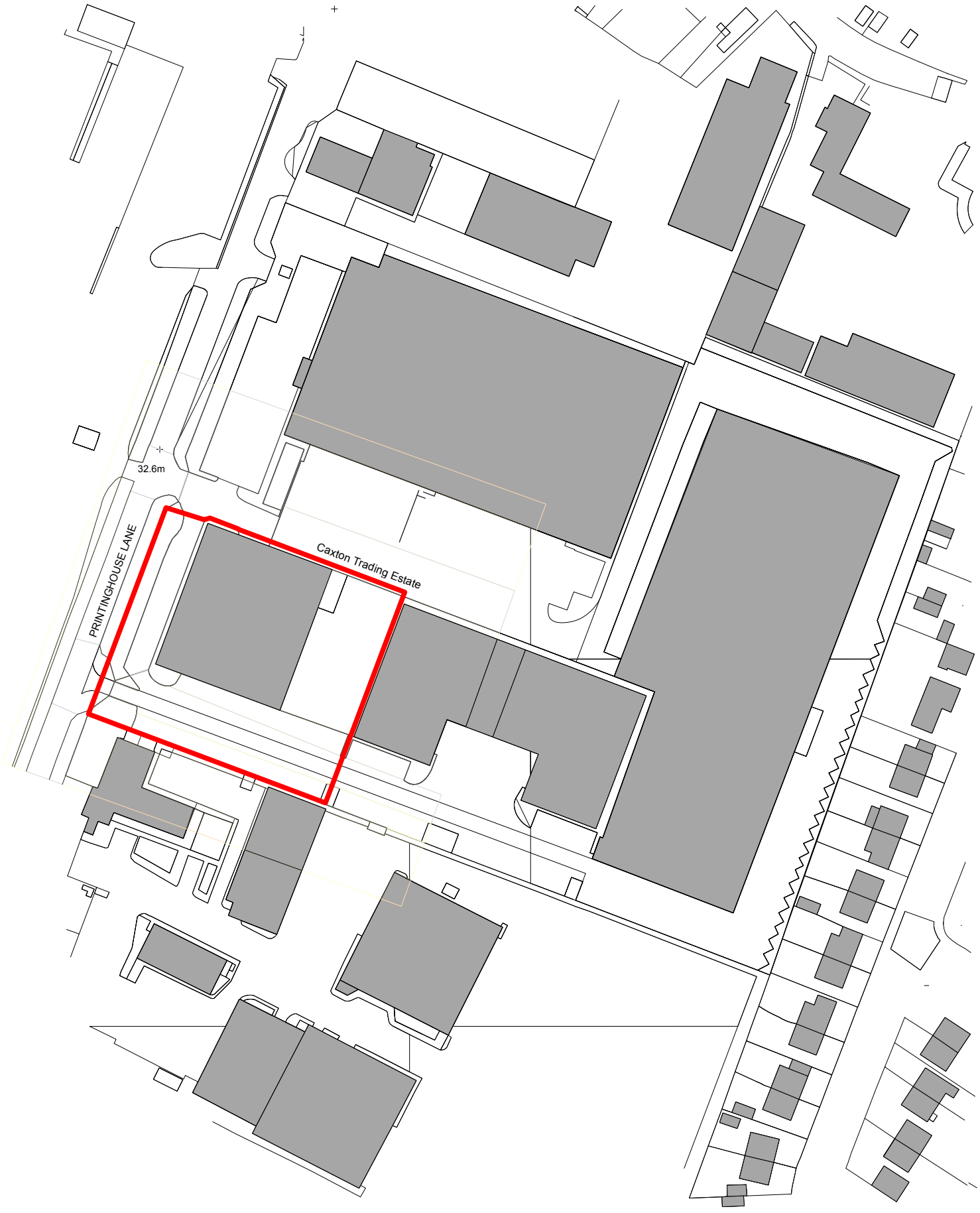
- Opportunities for alternative modes of travel such as walking and cycling are available to future users of the site in accordance with policy T3 of the London Plan (2021) and paragraph 112 of the NPPF.
- The existing vehicular access is to be utilised to provide pedestrian and vehicular access to the site.
- The proposed number of cycle and car parking spaces are in accordance with the parking standards set out within Hillingdon's Local Plan (2020).
- All delivery and servicing related activities would take place away from the public highway within the site.
- Public transport accessibility from the site (PTAL 2) is poor according to Transport for London's PTAL scoring, however there are sufficient alternative modes of travel within walking distance or bus ride. The site benefits from bus and rail services within the vicinity of the site.

5.4. For the reasons stated above, it is considered that there would not be an unacceptable impact on highway safety, or a severe cumulative impact on the road network in accordance with paragraph 116 of the NPPF; therefore, development must not be prevented or refused on highway grounds.

6. Appendices

APPENDIX A – LOCATION PLAN

0 20 40 60 80 100 m



1 Site Location Plan
Scale: 1:1250

PLANNING

REV.	DATE	DESCRIPTION

PROJECT
Unit 1, Caxton Trading Estate
Printing House
Hayes, UB3 1AP

DRAWING
Site Location Plan

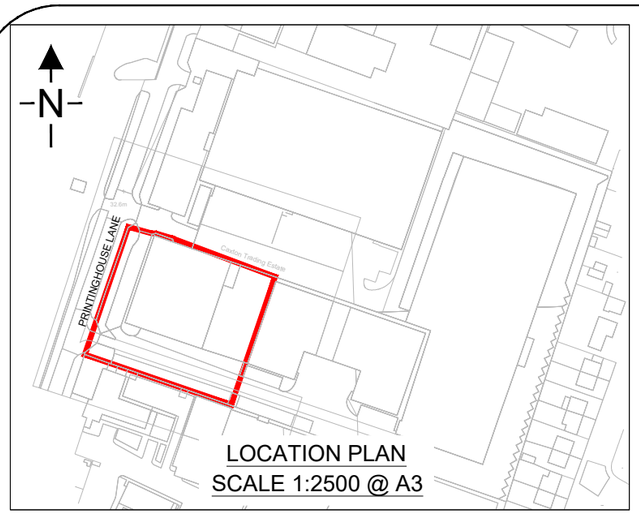
CLIENT
Zongwise Limited

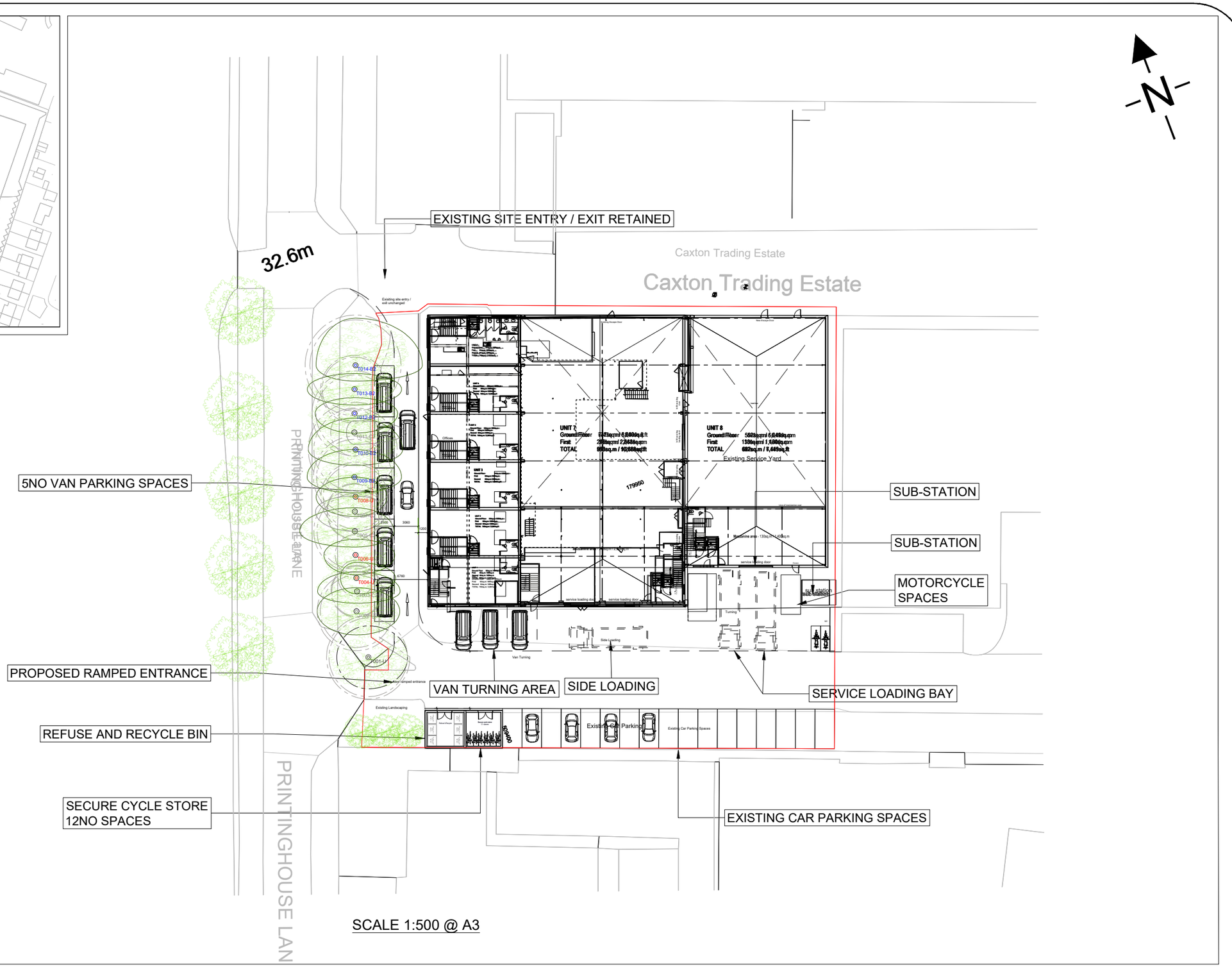
SCALE	DRAWN
1:1250	PW
DATE	CHECKED
December 2025	MM

DRAWING No
2519 PL1 01

WAMM
Architecture & Building Consultants
WAMM Consulting Limited
Chapel House, 1-3 Chapel Street, Guildford, Surrey, GU1 3UH
www.wammconsulting.com
+44 (0)1483 825700

APPENDIX B – PROPOSED SITE PLAN





KEYS:

- PROPOSED LAYOUT
- OS MAP

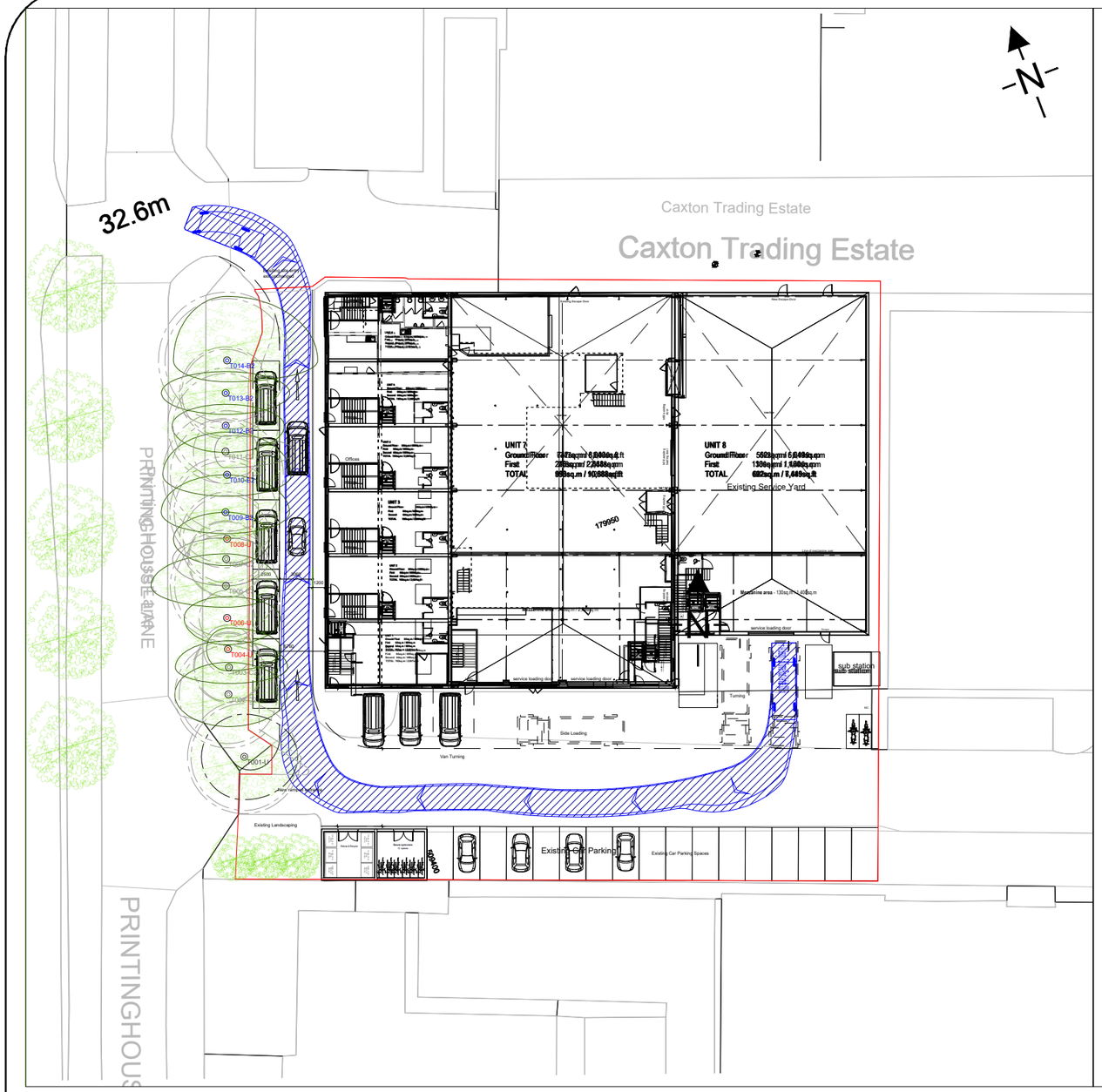
0 10 20 30 40 50

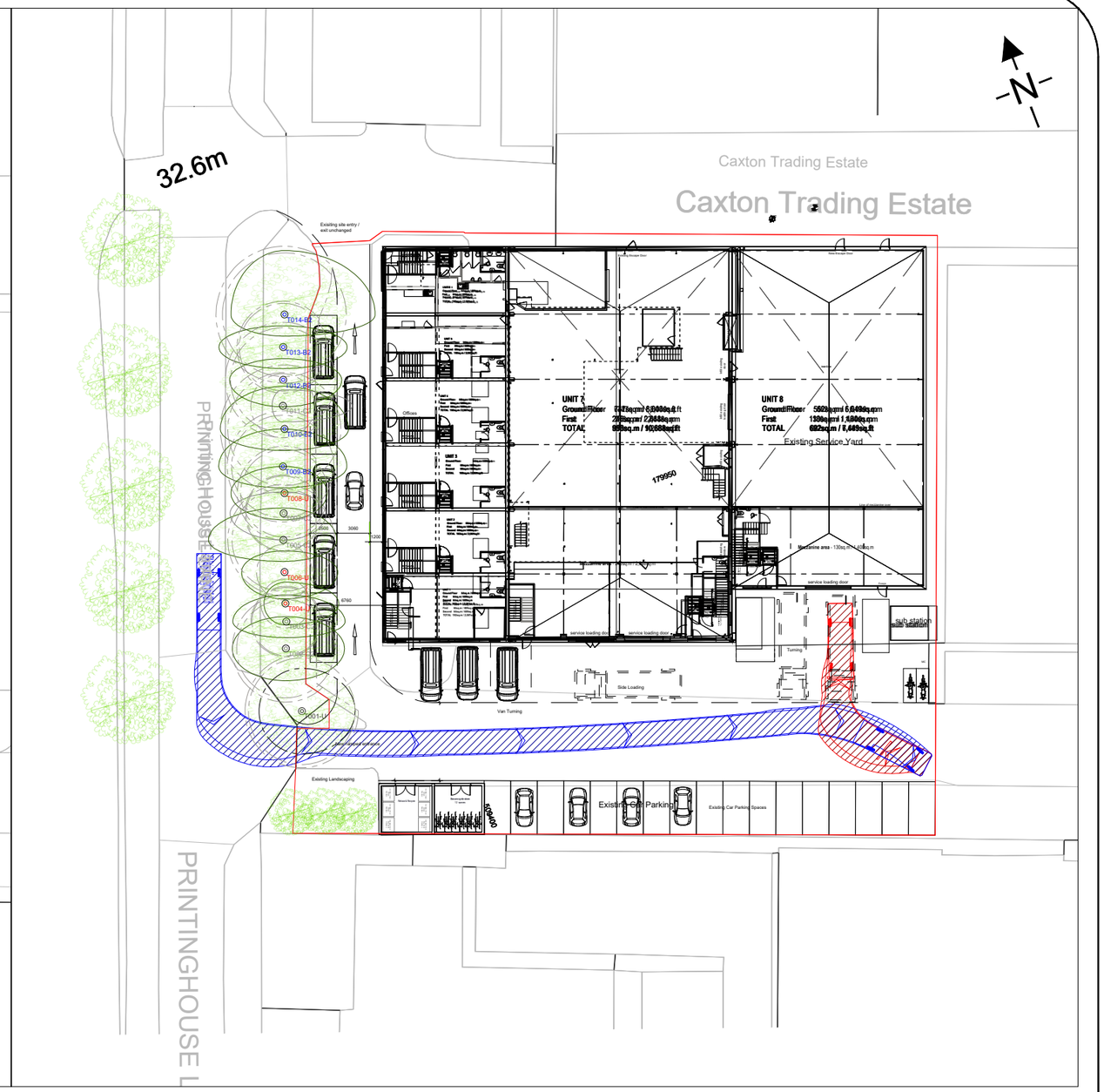
TRANSPORT PLANNING SPECIALISTS

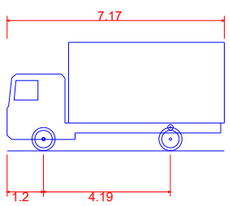
PROJECT: 1 CAXTON TRADING ESTATE, PRINTING HOUSE LANE, HAYES, UB3 1AP	DRAWN BY: HS	SCALE: AS SHOWN	SHEET: 1 of 1
DRAWING TITLE: SITE PLAN	DATE: MAR 2026	DRAWING No: CT-CTE-SP-01	REVISION: P04

A3

APPENDIX C – SWEPT-PATH ANALYSIS







FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

ACCESS/EGRESS
SCALE 1:500@ A3

0 10 20 30 40 50

KEYS:

- BODY OUTLINE - FORWARD
- BODY OUTLINE - REVERSE
- BODY OUTLINE - WHEEL TRACKS

TRANSPORT PLANNING SPECIALISTS

PROJECT:1 CAXTON TRADING ESTATE, PRINTING HOUSE LANE, HAYES, UB3 1AP

DRAWN BY: HS

SCALE: AS SHOWN

SHEET: 1 OF 1

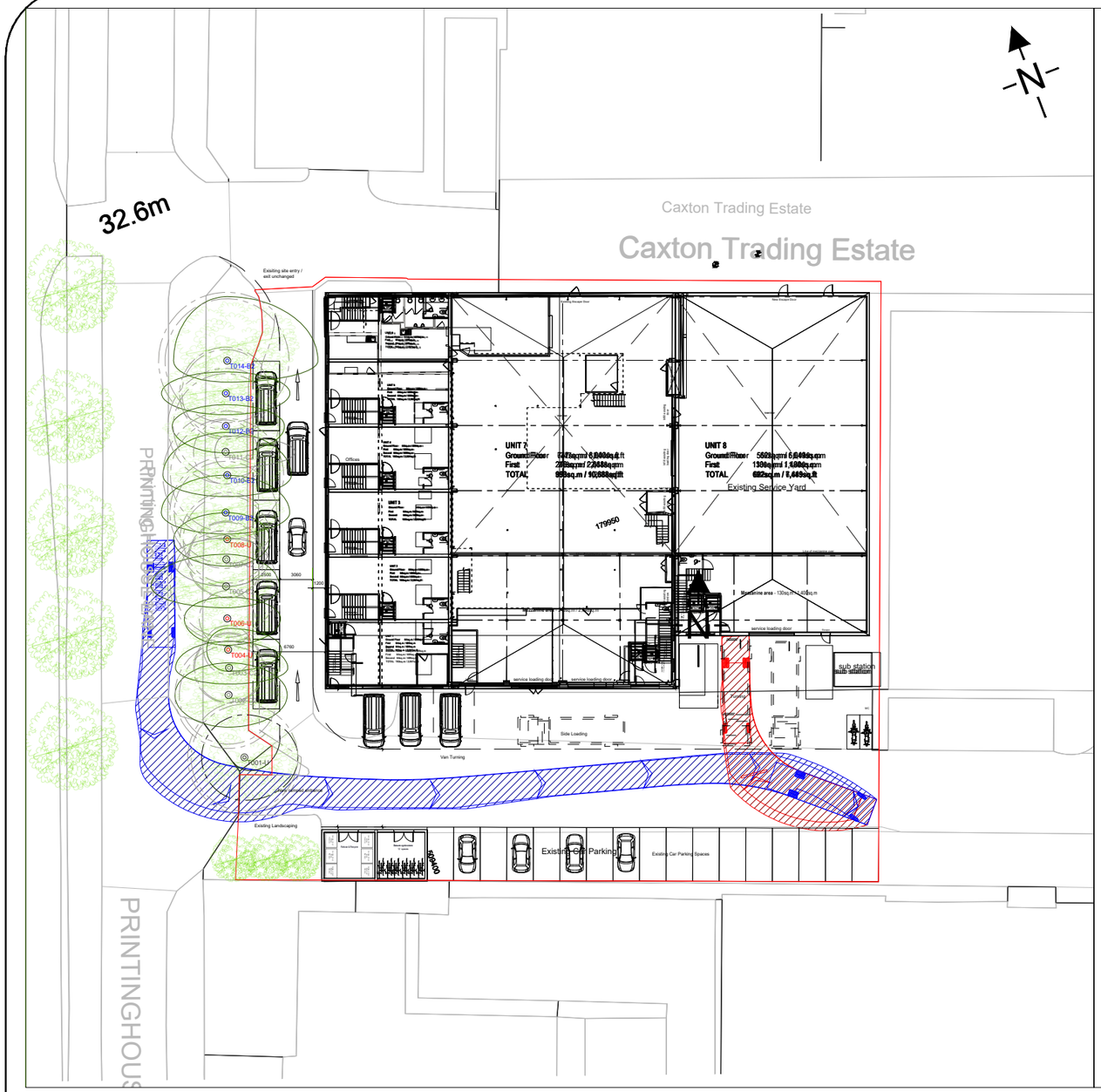
DRAWING TITLE: SWEPT PATH ANALYSIS - 7.5T

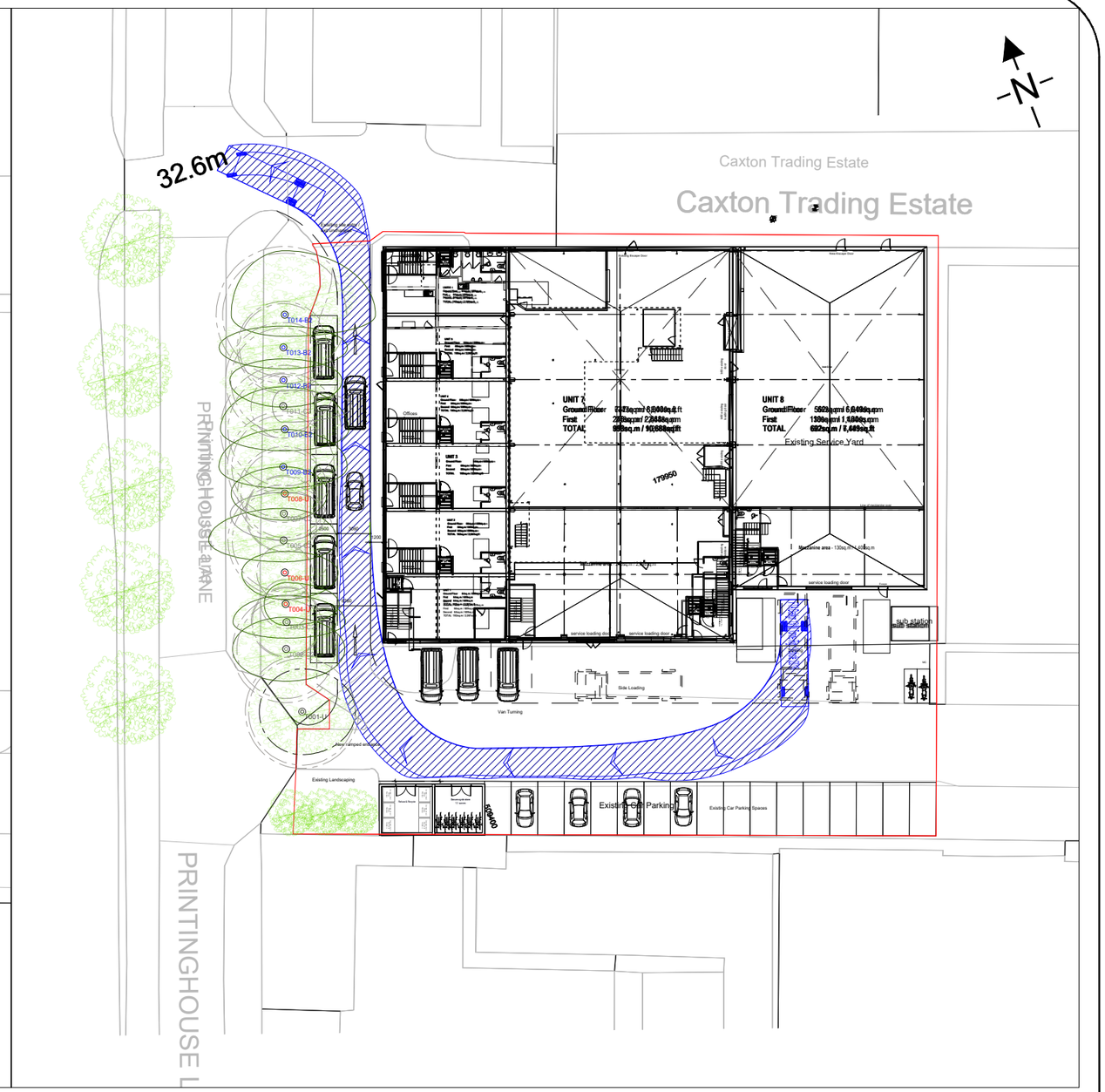
DATE: MAR 2026

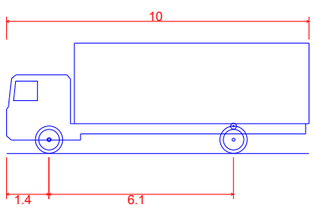
DRAWING No: CT-CTE-SPA-03

REVISION: P04

A3

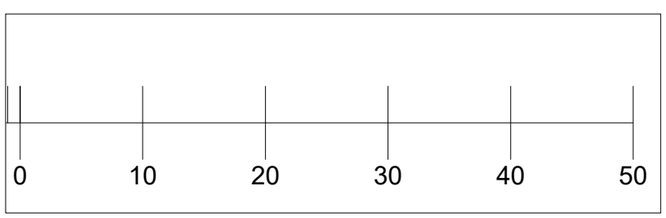






FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.00
Overall Width	2.550
Overall Body Height	3.645
Min Body Ground Clearance	0.440
Track Width	2.470
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.00



ACCESS/EGRESS
SCALE 1:500@ A3

KEYS:

- BODY OUTLINE - FORWARD
- BODY OUTLINE - REVERSE
- BODY OUTLINE - WHEEL TRACKS

TRANSPORT PLANNING SPECIALISTS

PROJECT:1 CAXTON TRADING ESTATE, PRINTING HOUSE LANE, HAYES, UB3 1AP

DRAWN BY: HS

SCALE: AS SHOWN

SHEET: 1 OF 1

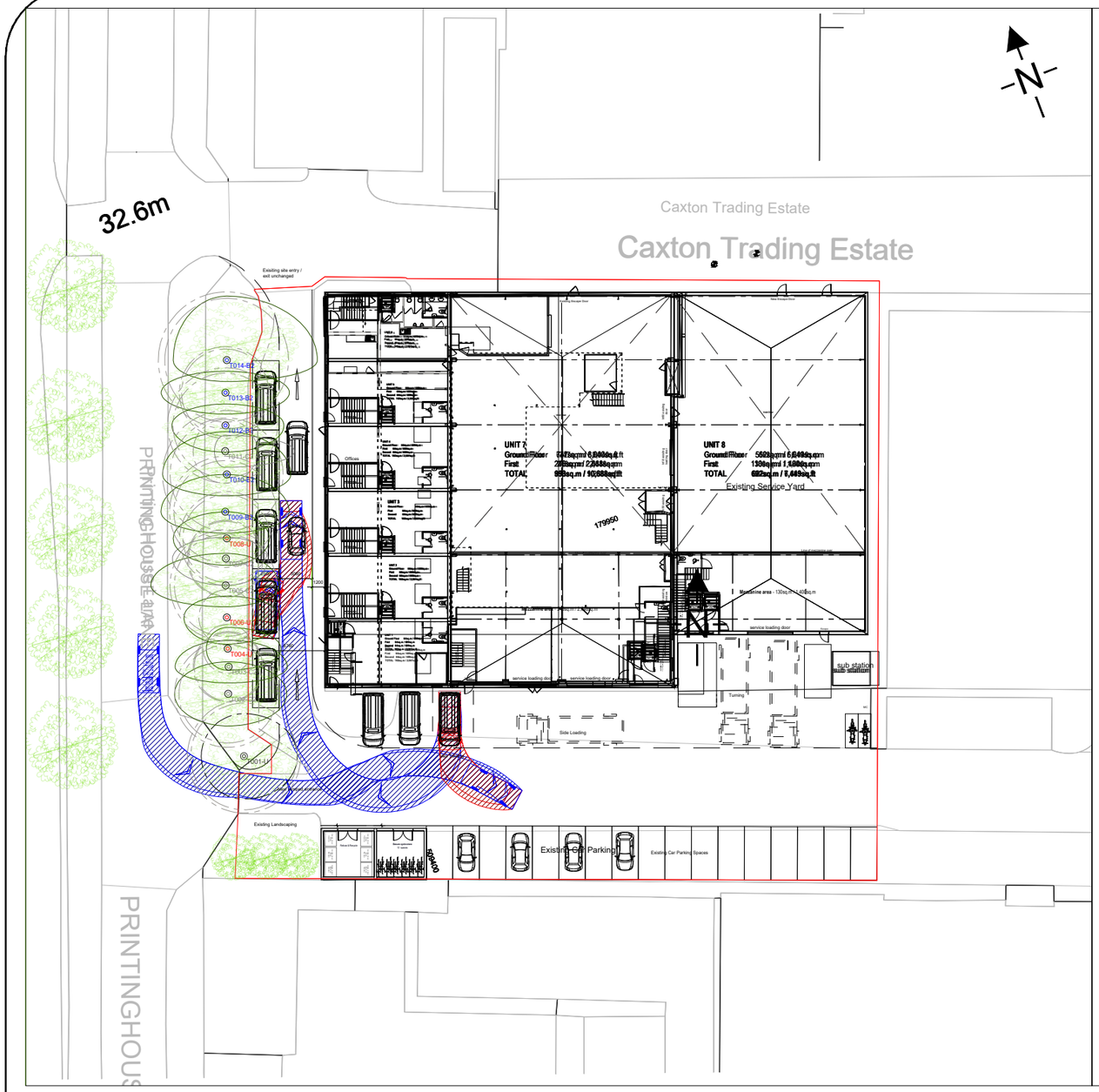
DRAWING TITLE: SWEPT PATH ANALYSIS - 13_18T

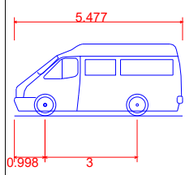
DATE: MAR 2026

DRAWING No: CT-CTE-SPA-04

REVISION: P04

A3





Iveco Van Daily 35S12 (w/b 3m) Long	
Overall Length	5.477m
Overall Width	1.996m
Overall Body Height	2.335m
Min Body Ground Clearance	0.154m
Track Width	1.996m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	5.200m

ACCESS/EGRESS
SCALE 1:500@ A3

0 10 20 30 40 50

KEYS:

BODY OUTLINE - FORWARD
BODY OUTLINE - REVERSE
BODY OUTLINE - WHEEL TRACKS

PROJECT:1 CAXTON TRADING ESTATE, PRINTING HOUSE LANE, HAYES, UB3 1AP

DRAWN BY: HS

SCALE: AS SHOWN

SHEET: 1 OF 1

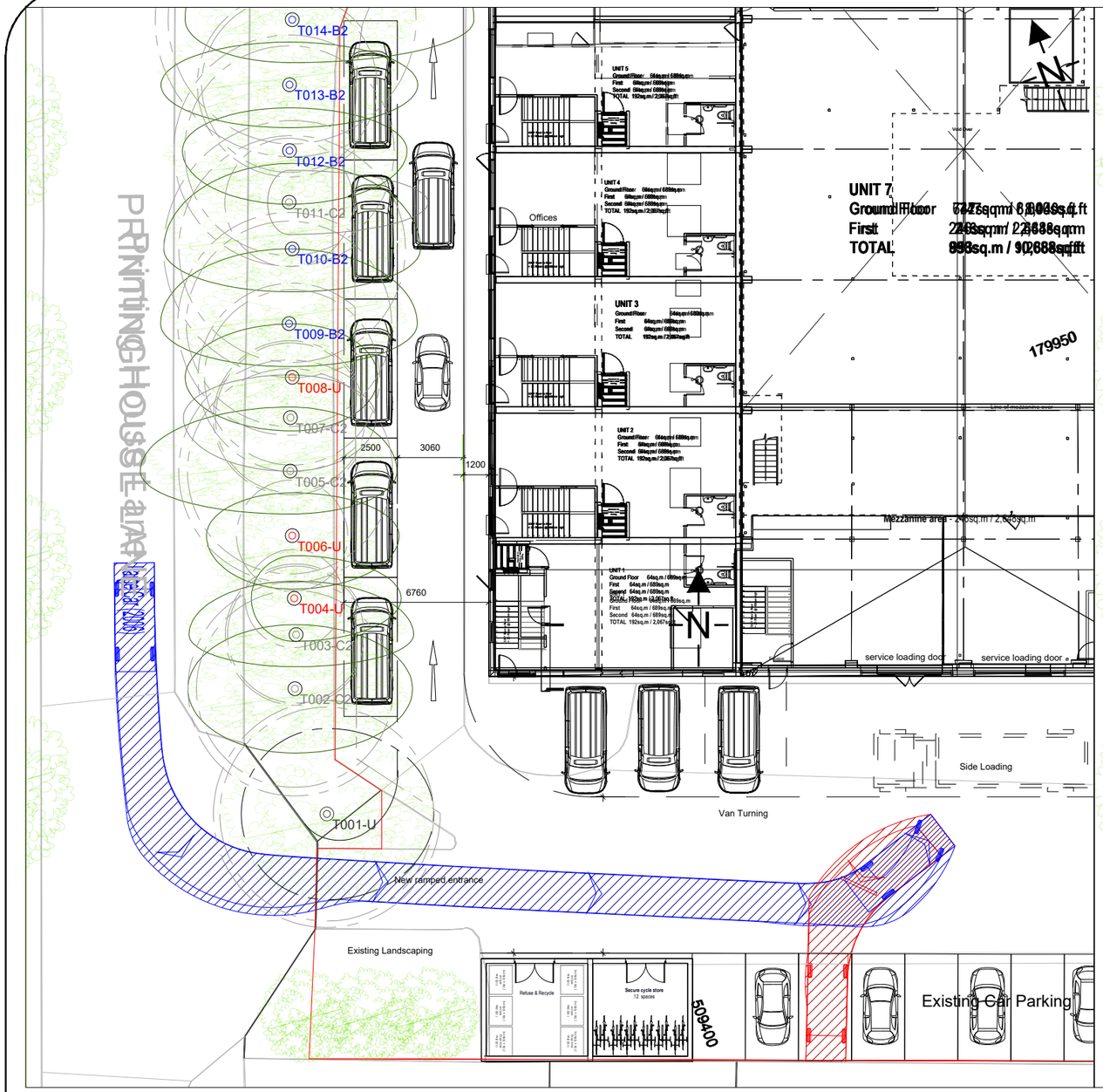
DRAWING TITLE: SWEPT PATH ANALYSIS - VAN

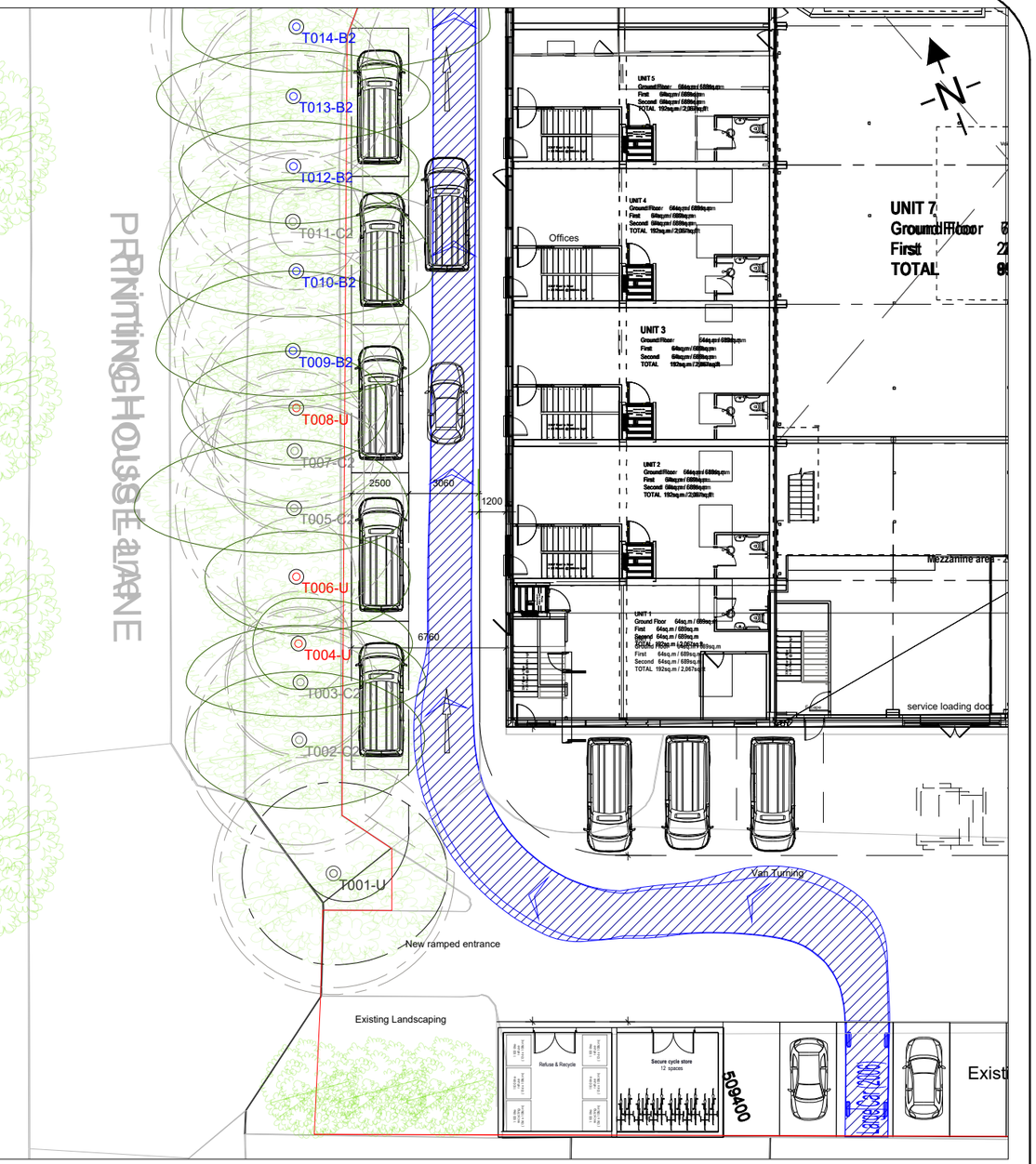
DATE: MAR 2026

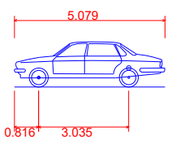
DRAWING No: CT-CTE-SPA-05

REVISION: P04

A3







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

ACCESS/EGRESS
SCALE 1:250@ A3

KEYS:

- BODY OUTLINE - FORWARD
- BODY OUTLINE - REVERSE
- BODY OUTLINE - WHEEL TRACKS

SCALE 1:250 (METRES)

0 5 10 15 20

TRANSPORT PLANNING SPECIALISTS

PROJECT:1 CAXTON TRADING ESTATE, PRINTING HOUSE LANE, HAYES, UB3 1AP

DRAWN BY: HS

SCALE: AS SHOWN

SHEET: 1 OF 1

DRAWING TITLE: SWEPT PATH ANALYSIS - PRIVATE VEHICLE

DATE: MAR 2026

DRAWING No: CT-CTE-SPA-02

REVISION: P04

A3

APPENDIX D – TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HD	HILLINGDON	2 days

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

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	256 to 14125 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/05 to 03/06/25

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

Selected survey days:

Friday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Suburban Area	2 days

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

Selected Location Sub Categories:

Industrial Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	2 days

Secondary Filtering Selection:

Use Class:

Not Known	2 surveys

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

Population within 500m Range:

0 - 5400

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys

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

Petrol filling station:

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

Travel Plan:

No	2 surveys

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

PTAL Rating:

1b - Very poor	1 surveys
No PTAL Present	1 surveys

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

COVID-19 Restrictions:

No

1	**HD-02-C-01**	**TARMAC PRODUCTION**	**HILLINGDON**

PUMP LANE
HAYES
Suburban Area
Industrial Zone
Gross floor area: 3912.00 sqm
Survey date: Friday 11/05/2012 Survey Type: Unknown

2	**HD-02-C-02**	**WINDOW PRODUCTION**	**HILLINGDON**

BETAM ROAD
HAYES
Suburban Area
Industrial Zone
Gross floor area: 1080.00 sqm
Survey date: Wednesday 05/12/2012 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-C-01|19-06-2015	19-06-2015	Location
BT-02-C-02|10-09-2014	10-09-2014	Location
DL-02-C-01|26-09-2019	26-09-2019	Location
DS-02-C-02|04-10-2023	04-10-2023	Location
DV-02-C-02|06-07-2017	06-07-2017	Location
FI-02-C-01|20-04-2007	20-04-2007	Location
LC-02-C-03|06-11-2018	06-11-2018	Location
TV-02-C-02|04-09-2020	04-09-2020	Location
TW-02-C-01|15-11-2012	15-11-2012	Location
WM-02-C-01|25-11-2008	25-11-2008	Location

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 192 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.661	1.269	0.561	1.077	1.222	2.346
08:00-09:00	2	2496	0.441	0.846	0.300	0.577	0.741	1.423
09:00-10:00	2	2496	0.461	0.885	0.441	0.846	0.902	1.731
10:00-11:00	2	2496	0.541	1.038	0.481	0.923	1.022	1.961
11:00-12:00	2	2496	0.561	1.077	0.581	1.115	1.142	2.192
12:00-13:00	2	2496	0.481	0.923	0.721	1.385	1.202	2.308
13:00-14:00	2	2496	0.300	0.577	0.421	0.808	0.721	1.385
14:00-15:00	2	2496	0.461	0.885	0.501	0.962	0.962	1.847
15:00-16:00	2	2496	0.401	0.769	0.461	0.885	0.862	1.654
16:00-17:00	2	2496	0.321	0.615	0.401	0.769	0.722	1.384
17:00-18:00	2	2496	0.240	0.462	0.401	0.769	0.641	1.231
18:00-19:00	2	2496	0.120	0.231	0.260	0.500	0.380	0.731
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			4.989	9.577	5.530	10.615	10.519	20.192

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

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

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	11/05/2012 - 05/12/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

Estimated TRIP rate value per 192 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 192 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 192 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.220	0.423	0.541	1.038	0.761	1.461
08:00-09:00	2	2496	0.120	0.231	0.240	0.462	0.360	0.693
09:00-10:00	2	2496	0.300	0.577	0.341	0.654	0.641	1.231
10:00-11:00	2	2496	0.361	0.692	0.341	0.654	0.702	1.346
11:00-12:00	2	2496	0.361	0.692	0.341	0.654	0.702	1.346
12:00-13:00	2	2496	0.341	0.654	0.401	0.769	0.742	1.423
13:00-14:00	2	2496	0.180	0.346	0.220	0.423	0.400	0.769
14:00-15:00	2	2496	0.401	0.769	0.341	0.654	0.742	1.423
15:00-16:00	2	2496	0.300	0.577	0.120	0.231	0.420	0.808
16:00-17:00	2	2496	0.240	0.462	0.080	0.154	0.320	0.616
17:00-18:00	2	2496	0.080	0.154	0.020	0.038	0.100	0.192
18:00-19:00	2	2496	0.020	0.038	0.060	0.115	0.080	0.153
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.924	5.615	3.046	5.846	5.970	11.462

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	11/05/2012 - 05/12/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Taxis

Calculation factor: 100 sqm

Estimated TRIP rate value per 192 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HD	HILLINGDON	2 days

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

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	256 to 14125 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/05 to 03/06/25

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

Selected survey days:

Friday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Suburban Area	2 days

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

Selected Location Sub Categories:

Industrial Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	2 days

Secondary Filtering Selection:

Use Class:

Not Known	2 surveys

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

Population within 500m Range:

0 - 5400

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys

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

Petrol filling station:

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

Travel Plan:

No	2 surveys

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

PTAL Rating:

1b - Very poor	1 surveys
No PTAL Present	1 surveys

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

COVID-19 Restrictions:

No

1 **HD-02-C-01** **TARMAC PRODUCTION** **HILLINGDON**
PUMP LANE
HAYES
Suburban Area
Industrial Zone
Gross floor area: 3912.00 sqm
Survey date: Friday 11/05/2012 Survey Type: Unknown

2 **HD-02-C-02** **WINDOW PRODUCTION** **HILLINGDON**
BETAM ROAD
HAYES
Suburban Area
Industrial Zone
Gross floor area: 1080.00 sqm
Survey date: Wednesday 05/12/2012 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-C-01|19-06-2015	19-06-2015	Location
BT-02-C-02|10-09-2014	10-09-2014	Location
DL-02-C-01|26-09-2019	26-09-2019	Location
DS-02-C-02|04-10-2023	04-10-2023	Location
DV-02-C-02|06-07-2017	06-07-2017	Location
FI-02-C-01|20-04-2007	20-04-2007	Location
LC-02-C-03|06-11-2018	06-11-2018	Location
TV-02-C-02|04-09-2020	04-09-2020	Location
TW-02-C-01|15-11-2012	15-11-2012	Location
WM-02-C-01|25-11-2008	25-11-2008	Location

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 692 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.661	4.575	0.561	3.881	1.222	8.456
08:00-09:00	2	2496	0.441	3.050	0.300	2.079	0.741	5.129
09:00-10:00	2	2496	0.461	3.188	0.441	3.050	0.902	6.238
10:00-11:00	2	2496	0.541	3.743	0.481	3.327	1.022	7.070
11:00-12:00	2	2496	0.561	3.881	0.581	4.020	1.142	7.901
12:00-13:00	2	2496	0.481	3.327	0.721	4.990	1.202	8.317
13:00-14:00	2	2496	0.300	2.079	0.421	2.911	0.721	4.990
14:00-15:00	2	2496	0.461	3.188	0.501	3.466	0.962	6.654
15:00-16:00	2	2496	0.401	2.772	0.461	3.188	0.862	5.960
16:00-17:00	2	2496	0.321	2.218	0.401	2.772	0.722	4.990
17:00-18:00	2	2496	0.240	1.663	0.401	2.772	0.641	4.435
18:00-19:00	2	2496	0.120	0.832	0.260	1.802	0.380	2.634
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			4.989	34.517	5.530	38.260	10.519	72.776

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	11/05/2012 - 05/12/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

Estimated TRIP rate value per 692 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 692 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 692 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.220	1.525	0.541	3.743	0.761	5.268
08:00-09:00	2	2496	0.120	0.832	0.240	1.663	0.360	2.495
09:00-10:00	2	2496	0.300	2.079	0.341	2.357	0.641	4.436
10:00-11:00	2	2496	0.361	2.495	0.341	2.357	0.702	4.852
11:00-12:00	2	2496	0.361	2.495	0.341	2.357	0.702	4.852
12:00-13:00	2	2496	0.341	2.357	0.401	2.772	0.742	5.129
13:00-14:00	2	2496	0.180	1.248	0.220	1.525	0.400	2.773
14:00-15:00	2	2496	0.401	2.772	0.341	2.357	0.742	5.129
15:00-16:00	2	2496	0.300	2.079	0.120	0.832	0.420	2.911
16:00-17:00	2	2496	0.240	1.663	0.080	0.554	0.320	2.217
17:00-18:00	2	2496	0.080	0.554	0.020	0.139	0.100	0.693
18:00-19:00	2	2496	0.020	0.139	0.060	0.416	0.080	0.555
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.924	20.239	3.046	21.071	5.970	41.309

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	11/05/2012 - 05/12/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Taxis

Calculation factor: 100 sqm

Estimated TRIP rate value per 692 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HD	HILLINGDON	2 days

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

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	256 to 14125 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/05 to 03/06/25

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

Selected survey days:

Friday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Suburban Area	2 days

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

Selected Location Sub Categories:

Industrial Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	2 days

Secondary Filtering Selection:

Use Class:

Not Known	2 surveys

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

Population within 500m Range:

0 - 5400

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys

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

Petrol filling station:

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

Travel Plan:

No	2 surveys

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

PTAL Rating:

1b - Very poor	1 surveys
No PTAL Present	1 surveys

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

COVID-19 Restrictions:

No

1 **HD-02-C-01** **TARMAC PRODUCTION** **HILLINGDON**
PUMP LANE
HAYES
Suburban Area
Industrial Zone
Gross floor area: 3912.00 sqm
Survey date: Friday 11/05/2012 Survey Type: Unknown

2 **HD-02-C-02** **WINDOW PRODUCTION** **HILLINGDON**
BETAM ROAD
HAYES
Suburban Area
Industrial Zone
Gross floor area: 1080.00 sqm
Survey date: Wednesday 05/12/2012 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-C-01|19-06-2015	19-06-2015	Location
BT-02-C-02|10-09-2014	10-09-2014	Location
DL-02-C-01|26-09-2019	26-09-2019	Location
DS-02-C-02|04-10-2023	04-10-2023	Location
DV-02-C-02|06-07-2017	06-07-2017	Location
FI-02-C-01|20-04-2007	20-04-2007	Location
LC-02-C-03|06-11-2018	06-11-2018	Location
TV-02-C-02|04-09-2020	04-09-2020	Location
TW-02-C-01|15-11-2012	15-11-2012	Location
WM-02-C-01|25-11-2008	25-11-2008	Location

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 992 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.661	6.558	0.561	5.564	1.222	12.122
08:00-09:00	2	2496	0.441	4.372	0.300	2.981	0.741	7.353
09:00-10:00	2	2496	0.461	4.571	0.441	4.372	0.902	8.943
10:00-11:00	2	2496	0.541	5.365	0.481	4.769	1.022	10.134
11:00-12:00	2	2496	0.561	5.564	0.581	5.763	1.142	11.327
12:00-13:00	2	2496	0.481	4.769	0.721	7.154	1.202	11.923
13:00-14:00	2	2496	0.300	2.981	0.421	4.173	0.721	7.154
14:00-15:00	2	2496	0.461	4.571	0.501	4.968	0.962	9.539
15:00-16:00	2	2496	0.401	3.974	0.461	4.571	0.862	8.545
16:00-17:00	2	2496	0.321	3.179	0.401	3.974	0.722	7.153
17:00-18:00	2	2496	0.240	2.385	0.401	3.974	0.641	6.359
18:00-19:00	2	2496	0.120	1.192	0.260	2.583	0.380	3.775
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			4.989	49.481	5.530	54.846	10.519	104.327

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	11/05/2012 - 05/12/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

Estimated TRIP rate value per 992 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 992 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 992 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.220	2.186	0.541	5.365	0.761	7.551
08:00-09:00	2	2496	0.120	1.192	0.240	2.385	0.360	3.577
09:00-10:00	2	2496	0.300	2.981	0.341	3.378	0.641	6.359
10:00-11:00	2	2496	0.361	3.577	0.341	3.378	0.702	6.955
11:00-12:00	2	2496	0.361	3.577	0.341	3.378	0.702	6.955
12:00-13:00	2	2496	0.341	3.378	0.401	3.974	0.742	7.352
13:00-14:00	2	2496	0.180	1.788	0.220	2.186	0.400	3.974
14:00-15:00	2	2496	0.401	3.974	0.341	3.378	0.742	7.352
15:00-16:00	2	2496	0.300	2.981	0.120	1.192	0.420	4.173
16:00-17:00	2	2496	0.240	2.385	0.080	0.795	0.320	3.180
17:00-18:00	2	2496	0.080	0.795	0.020	0.199	0.100	0.994
18:00-19:00	2	2496	0.020	0.199	0.060	0.596	0.080	0.795
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.924	29.013	3.046	30.205	5.970	59.218

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

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

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	11/05/2012 - 05/12/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Taxis

Calculation factor: 100 sqm

Estimated TRIP rate value per 992 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	2496	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

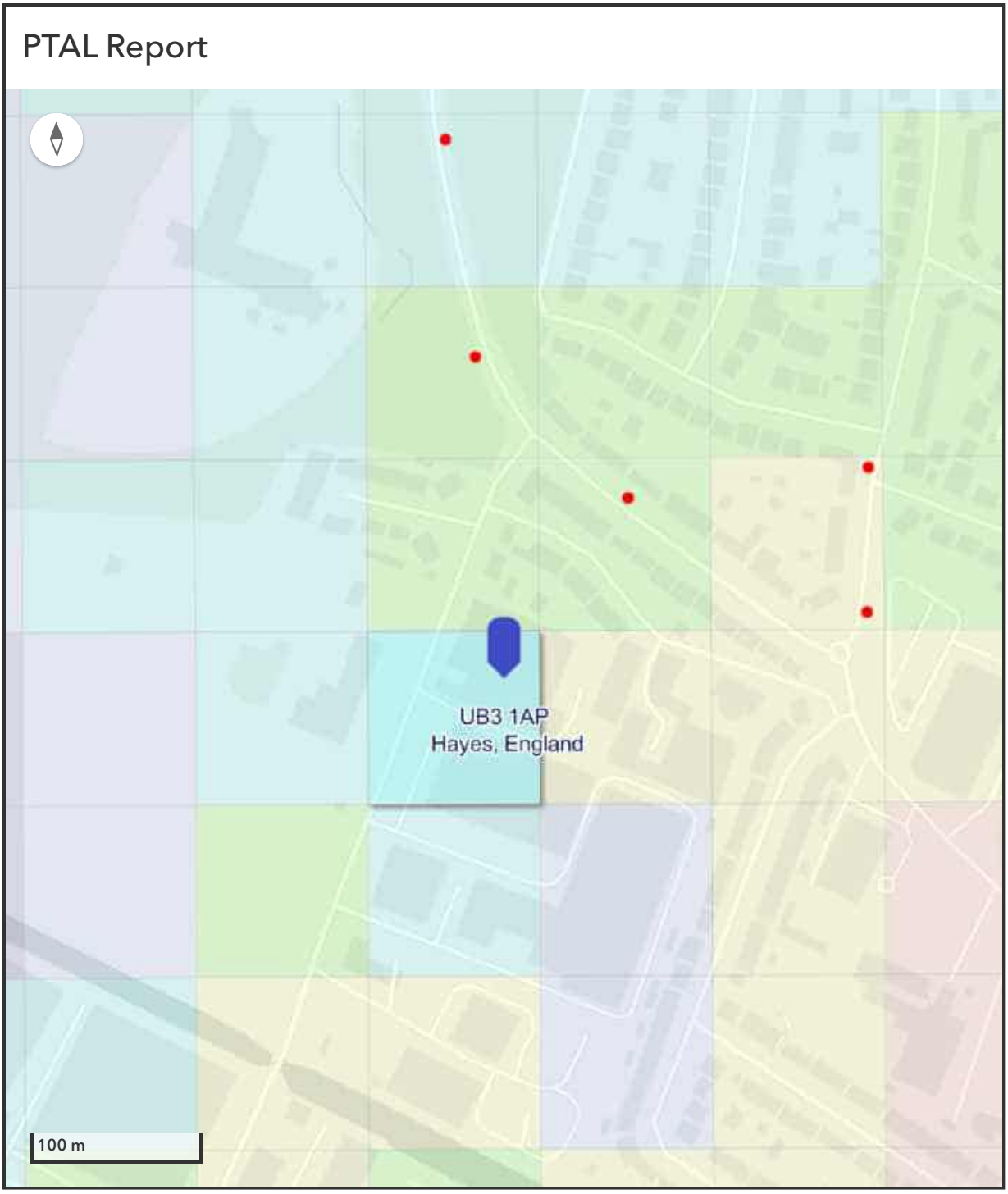
Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

APPENDIX F – PTAL RATING

PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations
Underground Stations

National Rail Stations

Bus Stops

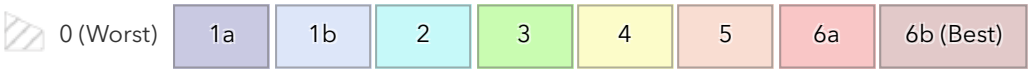
Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT



PTAL 2023 Score

2

Grid ID: 78114

Coordinates: 509445,180052 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

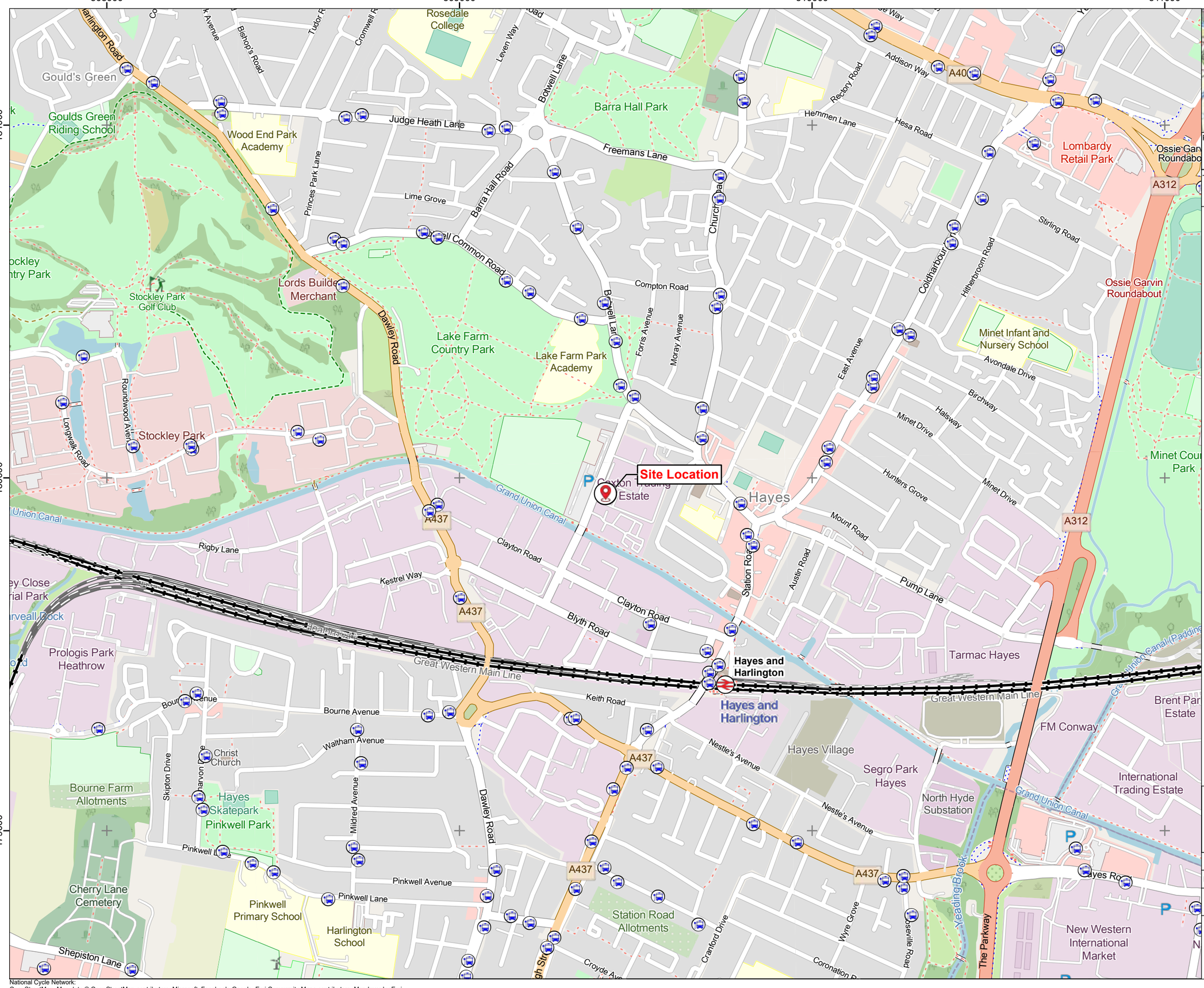
Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

▼

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Printing House Lane	U4	7.00	237.60
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Botwell Lane	H98	6.00	478.93
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Botwell Lane	195	4.67	478.93
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Printing House Lane	350	3.00	237.60
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Botwell Lane	278	4.00	478.93

APPENDIX G – TRANSPORT PLAN



PROJECT:
1 Caxton Trading Estate, Printing House Lane, Hayes, UB3 1AP

TITLE:
Local Transport Plan

Legend:

- Site Location
- Bus Stop Locations (Naptans)
- Railway Station

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	18/11/2025	Initial Issue	DR

Drawing Reference:
702743

0 50 100 200 Metres

SCALE: 1:10,000

ISO A3

DO NOT SCALE

National Cycle Network:

APPENDIX H – BUS ISOCHRONE

505000 510000 515000

185000 180000 175000

Site Location

PROJECT:
1 Caxton Trading Estate, Printing House Lane, Hayes, UB3 1AP

TITLE:
Bus Isochrone Plan

Legend:

- Site Location
- Bus Isochrone (30 Mins)

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	18/11/2025	Initial Issue	DR

Drawing Reference:
702743

0 250 500 1,000 Metres

SCALE: 1:50,000

ISO A3

DO NOT SCALE

APPENDIX I – CYCLING ISOCHRONE

505000 510000 515000

185000 180000 175000

PROJECT:
1 Caxton Trading Estate, Printing House Lane, Hayes, UB3 1AP

TITLE:
Cycling Isochrone Plan

Legend:

Site Location

Cycling Catchment (Time - Mins)

- 2
- 4
- 6
- 8
- 10
- 12
- 14
- 16
- 18
- 20

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	18/11/2025	Initial Issue	DR

Drawing Reference:
702743

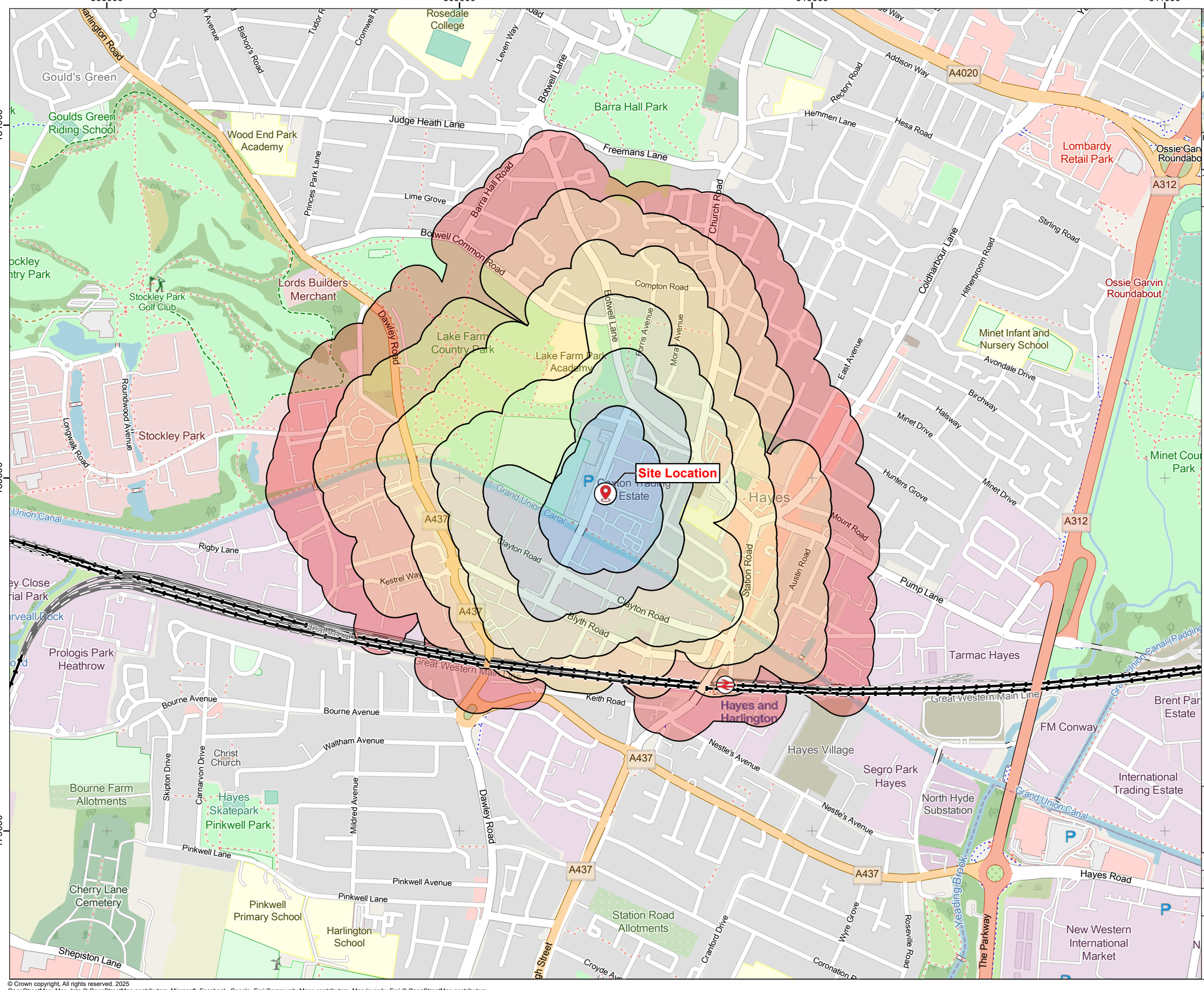
0 250 500 1,000 Metres

SCALE: 1:50,000

ISO A3

DO NOT SCALE

APPENDIX J – WALKING ISOCHRONE



PROJECT:
1 Caxton Trading Estate, Printing House Lane, Hayes, UB3 1AP

TITLE:
Walking Isochrone Plan

Legend:

- Site Location
- Railway Station

Walking Catchment (Time - Mins)

- 2
- 4
- 6
- 8
- 10
- 12

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	18/11/2025	Initial Issue	DR

Drawing Reference:
702743

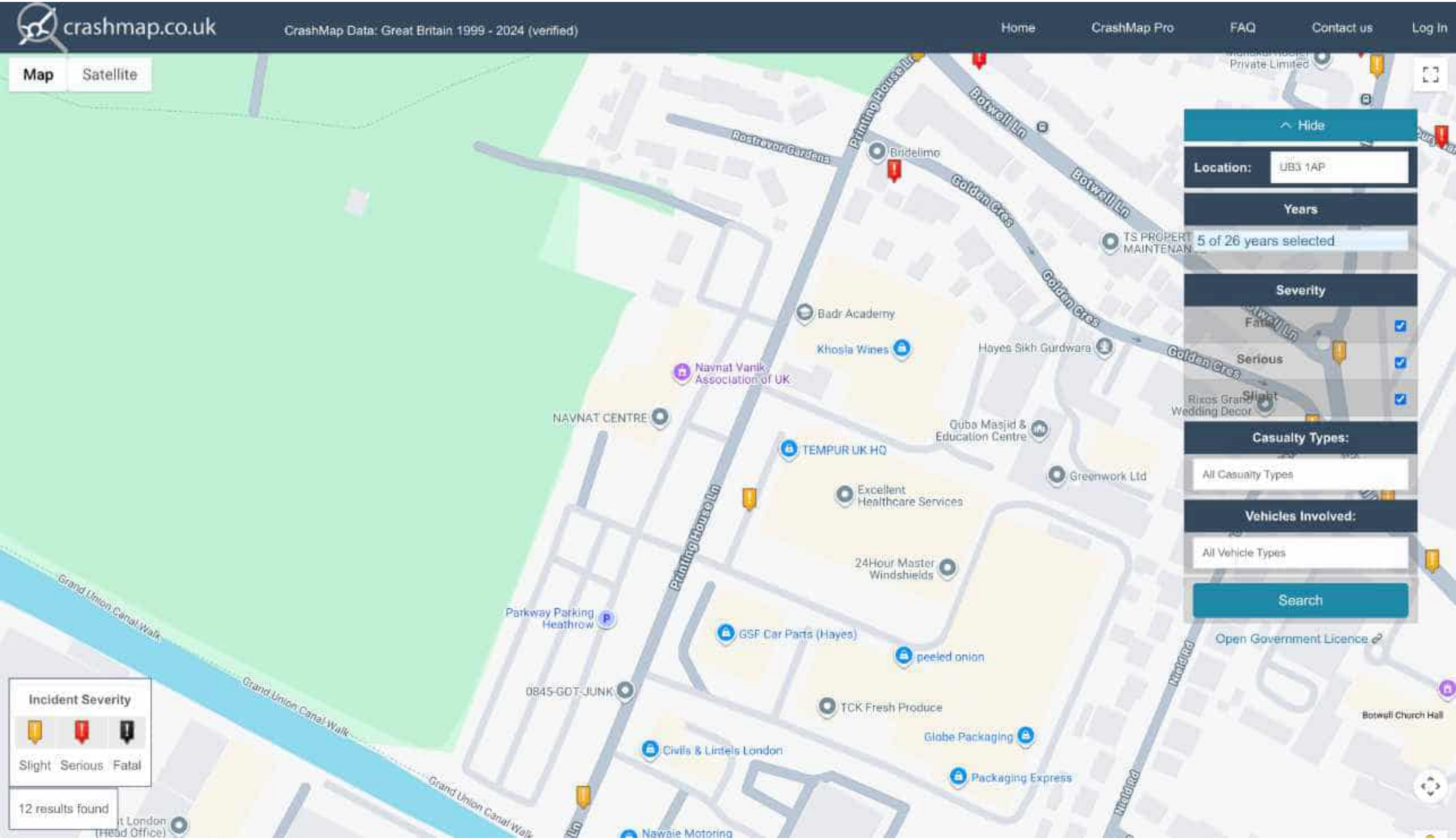
0 50 100 200 Metres

SCALE: 1:10,000

ISO A3

DO NOT SCALE

APPENDIX K – CRASHMAP STUDY AREA


crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2024 (verified)
Home
CrashMap Pro
FAQ
Contact us
Log In
Map
Satellite
Hide
Location:
UB3 1AP
Years
5 of 26 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Incident Severity
Slight
Serious
Fatal
12 results found
Printing House Ln
Botwell Ln
Golden Cres
Rostrevor Gardens
Bridelimo
Badr Academy
Khosla Wines
Hayes Sikh Gurdwara
Navnat Vanik Association of UK
NAVNAT CENTRE
TEMPUR UK HQ
Quba Masjid & Education Centre
Greenwork Ltd
Excellent Healthcare Services
24Hour Master Windshields
Parkway Parking Heathrow
GSF Car Parts (Hayes)
peeled onion
0845-GOT-JUNK
TCK Fresh Produce
Globe Packaging
Civils & Lintels London
Packaging Express
Nawaie Motoring
Grand Union Canal Walk
Botwell Church Hall