PAUL MEW ASSOCIATES

TRAFFIC CONSULTANTS 020 8780 0426

KUDOS

GRANVILLE HOUSE,

WALLINGFORD ROAD, LONDON, UB8 2RW

TRANSPORT STATEMENT

March 2026

PAUL MEW ASSOCIATES - TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ
T:0208 780 0426 E:paul.mew@pma-traffic.co.uk W: www.pma-traffic.co.uk

Contents

Figures

Appendices

Ref: File path P:\ P23006 Granville House Wallingford Road Transport Statement March 2026

1.0 INTRODUCTION

1.1 Paul Mew Associates (PMA) is instructed by Kudos in relation to the proposed development at Granville House, Wallingford Road, London UB8 2RW. The local planning and highway authority is the London Borough of Hillingdon (LBH). The application site's location is presented on a map in Figure 1 of this report, the site boundary is displayed on an Ordnance Survey (OS) map base at Appendix A.

Site Location

1.2 The application site occupies the south-east corner plot of the Wallingford Road junction with Cowley Mill Road. The site abuts the towpath and Grand Union Canal on the eastern boundary, existing commercial/industrial buildings on the southern boundary, Wallingford Road on the western boundary, and Cowley Mill Road on the northern boundary.

1.3 The site is located within around 1.5 kilometres walking distance to the south of Uxbridge town centre. The area immediately adjoining the site is predominantly commercial/industrial in character, with residential dwellings on the north side of Cowley Mill Road north of the site.

1.4 Wallingford Road is a private unadopted road which leads south past the site off Cowley Mill Road. Wallingford Road is subject to parking controls prohibiting parking at any time on the roads or footpaths. From on-site observations it is noted that the parking controls are adhered to and highly effective. Cowley Mill Road extends west to the A4007 Slough Road/St John's Road junction and east to the junction with the A408 Cowley Road.

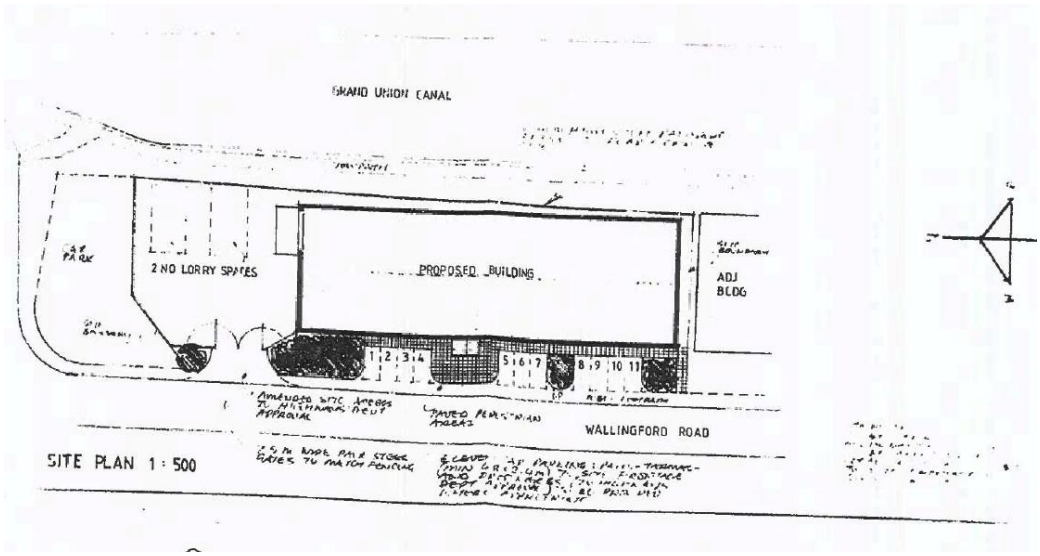
1.5 In terms of accessibility, the site has a public transport accessibility level (PTAL) of 1b which is a 'very poor' score as defined by Transport for London (TfL). There are two London bus services, the 222 and U5, accessible from bus stops on Cowley Road around 450-metres to the east of the site. There are also a further two bus services not operated by London buses, the 3 and 583, accessible from

bus stops on St John's Road around 450-metres to the west of the site. These non-London buses are not recognised in TfLs PTAL tool.

Existing Site

1.6 The site currently comprises of a single-storey industrial building with ancillary office space for Class B8 (Storage and Distribution). The existing building was originally granted planning permission in May 2002 under LB Hillingdon planning reference 29689/APP/2001/1535.

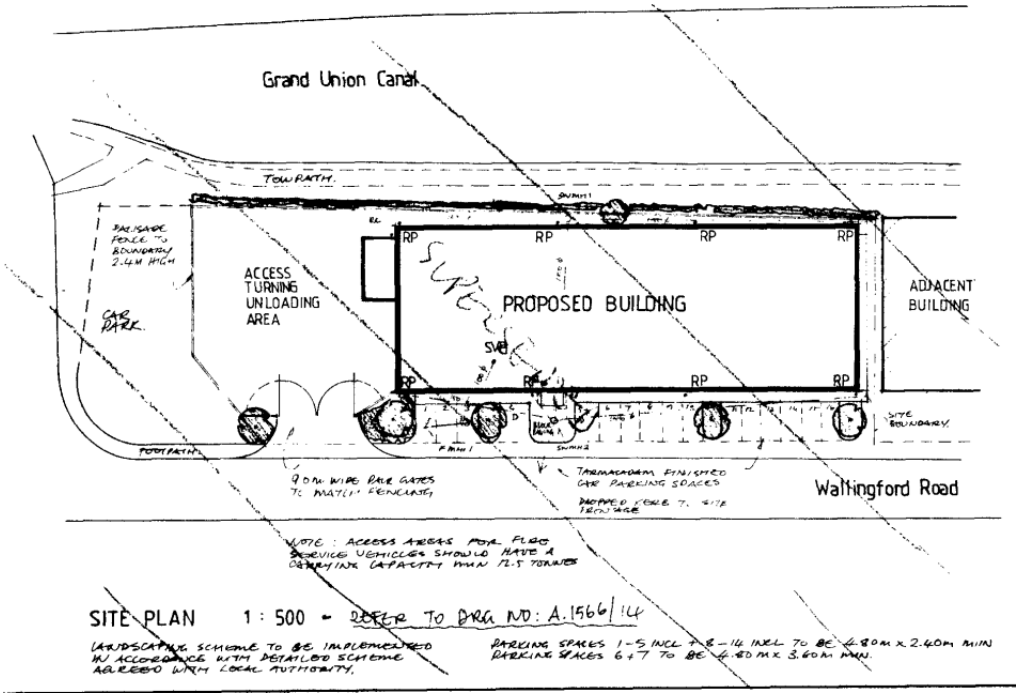
1.7 The original planning consent and subsequent structure had in the region of 1,165 sqm floor area. The approved site plan associated with the original planning application included 11 on-site car parking spaces adjacent to Wallingford Road plus two lorry spaces in the servicing yard north of the building. Refer to the following extract:



1.8 The approved car parking provision under the original planning consent was in the region of 1 space per 100 sqm floor area.

1.9 Provision of an additional 120 sqm floor space (ancillary office space) within the building was granted planning permission in August 2003 under LB Hillingdon planning reference 58563/APP/2003/1639.

1.10 The current building therefore has in the region of 1,285 sqm floor area. The approved site plan associated with the second planning application included 15 on-site car parking spaces adjacent to Wallingford Road plus an associated 'access turning unloading area' in the service yard north of the building. Refer to the following extract:



1.11 The approved car parking provision under the subsequent planning consent was in the region of 1 space per 86 sqm floor area (i.e. 1,285 sqm total floor area divided by 15 total parking spaces).

1.12 The present occupier of the site, the applicant, provides a storage and distribution business associated with events. The storage space accommodates set-designs, stage equipment, sound, lighting, and audio-visual equipment, and associated furniture, costumes, and upholstery.

1.13 Part of the storage space is currently occupied by large industrial printers capable of printing signage for use in set-designs and at events. The existing office space is used for meetings and for work-desks associated with the planning and design of events as well as the general administrative function of the business.

1.14 The application site boundary includes an additional parcel of land on the northern part of the site north of the service yard. The parcel of land has historically been used as informal overflow parking associated with the wider industrial estate. Historic imagery on Google Streetview shows that the overflow car park has been used for this function to varying degrees of utilisation.

1.15 As noted above, Wallingford Road is subject to parking controls prohibiting parking at any time on the roads or footpaths. The parking controls appear to have been introduced at some point between June 2023 and July 2024, the result is that vehicles now no longer park on the road or the footpath on Wallingford Road.

1.16 The applicant leased the parcel of land on 1st September 2024 and since this time it has been used for external storage and additional parking space for its staff and visitors.

Proposed Development

1.17 This proposal seeks full planning permission for the erection of a new Class B8 industrial building with ancillary office space on the northern part of the site. The new building amounts to 526 sqm floor area and is intended to be used as a warehouse/storage space, and ancillary office associated with the applicant's existing established operations.

1.18 A total of two lorry spaces are proposed to be retained within the existing service yard on the existing building's northern frontage. An additional new lorry space is proposed to be provided on the proposed building's southern frontage.

1.19 A total of six car parking spaces are proposed to be provided in the space between the existing and proposed buildings. In addition to the 15 on-site parking spaces approved as part of the original and subsequent planning applications noted above, the proposal will result in 21 total on-site car parking spaces.

1.20 The total floor area in the existing and planned new building amounts to 1,811 sqm in storage/distribution and ancillary space. The resultant on-site parking provision is therefore in the region of one space per 86 sqm which is consistent with the original planning permission and permission for additional floorspace within the building as referenced herein.

1.21 The proposed site plan is presented at Appendix B of this report.

This Report

1.22 This Transport Statement has been produced to assess the highways aspects of the proposal in support of a full planning application. The following section outlines planning policy relevant to the application site.

2.0 POLICY ASSESSMENT

2.1 This proposal has been assessed in accordance with current transport planning policy guidance at the local and national level.

Hillingdon Council

2.2 The Council has divided the Hillingdon Local Plan into two parts. The Hillingdon 'Local Plan: Part 1- Strategic Policies' document was adopted in November 2012 and the 'Local Plan Part 2 - Development Management Policies' (DMP) document was adopted in January 2020. The Local Plan DMP set out the key elements of the planning framework for the Borough over the next 15-years.

2.3 Policy DMT 6: Vehicle Parking of the Council's Local Plan DMP is extracted as follows:

> *"A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:*
>
> > *i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
> > *ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*
>
> *B) All car parks provided for new development will be required to obtain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."*

2.4 Appendix C Table 1 of the Council's Local Plan Part 2 (DMP) sets out the Council's maximum car and cycle parking standards for new development in the Borough and the applicable extracts are below for ease of reference:

CAR AND OTHER VEHICLE PARKING MAXIMUM REQUIREMENT	BICYCLE PARKING MAXIMUM REQUIREMENT (1 space per sqm of gross floorspace unless otherwise stated)
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

9.	Inclusive Access	(a) For commercial developments, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, together with one accessible on or off street parking bay designated for blue badge holders, even if no general parking is provided.

2.5 In line with the above standards a maximum of two car parking spaces plus one space per 50-100 sqm of gross floorspace should be provided for the planned new industrial building. In addition, 10% of the car parking spaces must be for Blue Badge holders. A maximum of one cycle parking space per 500 sqm of gross floorspace should also be provided under the proposals.

National Planning Policy Framework (NPPF)

2.6 The main planning policy document which provides a context for national sustainable transport is the National Planning Policy Framework (NPPF) which was updated in December 2024. The NPPF sets out key sustainable transport objectives.

2.7 Promoting sustainable transport is an integral part of transportation policy. An extract from section 9 'Promoting Sustainable Transport' of the NPPF is set out as follows:

> *"113. 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."*
>
> *"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, following mitigation, would be severe, taking into account all reasonable future scenarios."*
>
> *"117. Within this context, applications for development 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."*
>
> *"118. 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."*

2.8 The following chapter outlines the public transport accessibility for the site.

3.0 SITE ACCESSIBILITY

3.1 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.

3.2 TfL provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.

3.3 As explained in the introduction, the site has a PTAL of 1b which is a 'very poor' rating as defined by TfL. The site's PTAL output file is presented at Appendix C of this report.

3.4 There are two London bus services, the 222 and U5, accessible from bus stops on Cowley Road around 450-metres to the east of the site. There are also a further two bus services not operated by London buses, the 3 and 583, accessible from bus stops on St John's Road around 450-metres to the west of the site. These non-London buses are not recognised in TfLs PTAL tool.

3.5 Refer to Figure 2 for the locations of the nearby bus stops and bus services in proximity to the site.

3.6 The nearest train station to the site is Uxbridge underground station which is located around 1.5 kilometres walking distance to the north of the site following footpaths as shown in Figure 2. Uxbridge underground station is located on the Metropolitan and Piccadilly lines with high hourly services to the centre of London (around 10 trains per hour).

3.7 The pedestrian footways surrounding the site are sufficiently wide, well-lit, and in a good state of repair. The routes from the site to local public transport access points are straightforward as can be seen from the site location map in Figure 2 of this report.

3.8 Cycling will be encouraged through the provision of appropriate cycle facilities as discussed later in this report. Secure and sheltered cycle parking will be provided for the development in accordance with local and regional policy guidelines.

3.9 The site is well connected to the wider highway network. The M25 and M40 are accessible within 5.6 kilometres to the north of the site via Uxbridge. Immediately to the east of the Wallingford Road junction with Cowley Mill Road is a bridge over the Grand Union Canal which has a restriction on vehicles over 7.5t maximum gross weight (MGW). The restriction is enforced via lane with restrictions (bollards) at each side of the bridge. The bridge operates a one-way system and is controlled by traffic signals.

3.10 Accordingly, vehicles over 7.5t accessing the site and the wider industrial estate surrounding the site must arrive from and depart to the west via the A4007 Slough Road/St John's Road.

4.0 PROPOSED ACCESS, PARKING, & SERVICING ASSESSMENT

Access

4.1 The existing access to the existing building will remain unchanged under the proposals. Access to the building for pedestrians will remain via the existing main entrance door on the western side of the site. Existing end-on parking bays will remain on the site's western frontage. Access to the two lorry bays to the north of the existing building will remain unchanged.

4.2 The existing vehicle access to the overflow car park at the northern end of the site will be closed under the proposals. This results in a highways safety improvement as part of the development, since it will remove an access close to the Wallingford Road junction with Cowley Mill Road and will also reduce the number of vehicle entrances to the site.

4.3 The existing access to the existing service yard will remain unchanged and will provide pedestrian and vehicular access to the new building, the new parking bays, and the new lorry bay.

Parking Provision

4.4 As set out in the introduction, a total of six car parking spaces are proposed to be provided in the space between the existing and proposed buildings. In addition to the 15 approved on-site parking spaces across the site's western frontage adjacent to Wallingford Road, the proposal will result in 21 total on-site parking spaces.

4.5 The total floor area in the existing and planned new building amounts to 1,811 sqm in storage/distribution and ancillary space. The resultant on-site parking provision is therefore in the region of one space per 86 sqm which is consistent with the original planning permission and permission for additional floorspace within the building as referenced herein.

4.6 Each of the proposed new on-site car parking spaces accord with the Council's requirements in respect of dimensions, being 2.4-metres wide and 4-8 metres in length. One of the proposed parking bays will be provided with an additional 1.2-metre hatched area to the side and will be for Blue Badge holders. Two electric vehicle (EV) charge points is proposed to be installed from the outset.

4.7 The provision of six new parking spaces for the planned new 526 sqm industrial building is in accordance with the Council's maximum parking standards and is consistent with the parking ratios previously approved in the original and further planning application set out in the introduction.

4.8 The application site boundary includes a parcel of land on the northern part of the site which has historically been used as informal overflow parking associated with the wider industrial estate. However, since the applicant leased the land, it has been used as additional parking space for its staff and visitors. From site observations the usage of the overflow car park is low on a typical day.

4.9 The proposal seeks full planning permission for a new Class B8 industrial building with ancillary office space. It is intended to be used as a print room, warehouse/storage space, and ancillary office associated with and complementary to the applicant's existing established operations. Accordingly, there will not be a significant increase in site-based staff under the proposals and therefore there will not be a significant increase in demand for on-site parking. The existing and proposed new parking provision is considered by the applicant to wholly accommodate the existing and future parking demands resulting from the proposal.

4.10 In terms of cycle parking, the development requires two secure and sheltered 'long-stay' cycle parking spaces in accordance with the Council's policy requirements. The proposed site plan in Appendix C demonstrates that two secure and sheltered long-stay cycle storage spaces will be provided for the development.

4.11 In summary the planned car and cycle parking provision is compliant with the Council's policy expectations and is therefore acceptable.

Servicing

4.12 In terms of servicing and loading arrangements, the Council's adopted Local Plan DMP generally provides that sufficient space for the standing and manoeuvring of all goods and service vehicles likely to serve the development at any one time must be accommodated on-site, and that development layouts should allow all vehicles to load/unload and enter and leave the site in a forward gear.

4.13 As explained, a total of two lorry spaces are proposed to be retained within the existing service yard on the existing building's northern frontage. An additional new lorry space is proposed to be provided on the existing building's southern frontage. The provision of a new lorry bay associated with the planned new building is consistent with the bay to floor space ratio approved under the original planning permission and is therefore considered to be satisfactory.

4.14 The applicant has confirmed that up to two 10-metre rigid bodied trucks require access to the existing building as part of the existing established operational requirements, and that up to a 7.5t box/Luton van will require access to the planned new building.

4.15 A series of vehicle swept path diagrams are provided at Appendix D of this document based on the proposed site layout. As is shown the required vehicles can access each of the lorry bays with sufficient manoeuvrability and all ingress and egress manoeuvres to/from the site can be carried out in a forward gear.

4.16 In summary the proposed servicing strategy is satisfactory and in accordance with the Council's policy expectations.

5.0 SUMMARY

5.1 This proposal seeks full planning permission for the erection of a new Class B8 industrial building with ancillary office space on the northern part of the site at Granville House, Wallingford Road, London UB8 2RW. The new building amounts to 526 sqm floor area and is intended to be used as a print room, warehouse/storage space, and ancillary office associated with the applicant's existing established operations.

5.2 The site has a public transport accessibility level (PTAL) of 1b which is a 'very poor' score as defined by Transport for London (TfL). There are two London bus services, the 222 and U5, accessible from bus stops on Cowley Road around 450-metres to the east of the site. There are also a further two bus services not operated by London buses, the 3 and 583, accessible from bus stops on St John's Road around 450-metres to the west of the site.

5.3 A total of two lorry spaces are proposed to be retained within the existing service yard on the existing building's northern frontage. An additional new lorry space is proposed to be provided on the proposed building's southern frontage.

5.4 A total of six car parking spaces are proposed to be provided in the space between the existing and proposed buildings. In addition to the 15 approved on-site parking spaces across the site's western frontage adjacent to Wallingford Road, the proposal will result in 21 total on-site parking spaces.

5.5 The provision of six new parking spaces for the planned new 526 sqm industrial building is in accordance with the Council's maximum parking standards and is consistent with the parking ratios previously approved in the original and further planning application set out in the introduction. The provision of a Blue Badge bay and two EV charge points is also in accordance with the Council's policy requirements.

5.6 The application site boundary includes a parcel of land on the northern part of the site which has historically been used as informal overflow parking associated

with the wider industrial estate. However, since the applicant leased the land, it has been used as additional parking space for its staff and visitors. From site observations the usage of the overflow car park is low on a typical day.

5.7 The proposed new building accommodates a print room, warehouse/storage space, and ancillary office associated with and complementary to the applicant's existing established operations. There will not be a significant increase in site-based staff under the proposals and therefore there will not be a significant increase in demand for on-site parking. The existing and proposed new parking provision is considered by the applicant to wholly accommodate the existing and future parking demands resulting from the proposal.

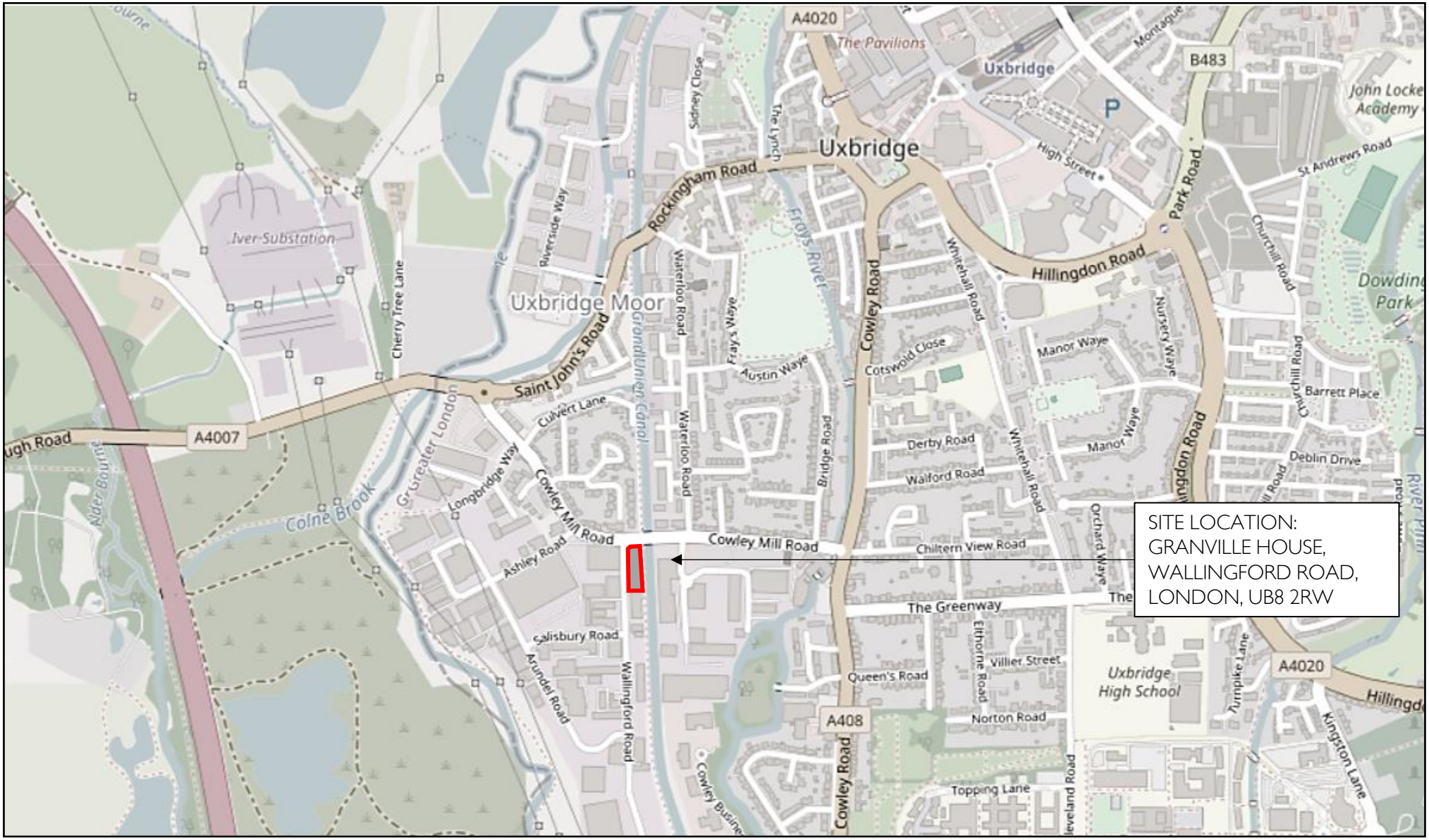
5.8 In terms of cycle parking, the development requires two secure and sheltered 'long-stay' cycle parking spaces in accordance with the Council's policy requirements. The proposal includes two secure and sheltered long-stay cycle storage spaces will be provided for the development.

5.9 The Council's Local Plan DMP generally provides that sufficient space for the standing and manoeuvring of all goods and service vehicles likely to serve the development at any one time must be accommodated on-site, and that development layouts should allow all vehicles to load/unload and enter and leave the site in a forward gear.

5.10 The servicing arrangements for the existing and proposed development have been assessed and are in-keeping with established arrangements, compliant with local policy requirements, and are therefore considered to be satisfactory.

5.11 The proposal is considered to be acceptable on all highways aspects.

FIGURES



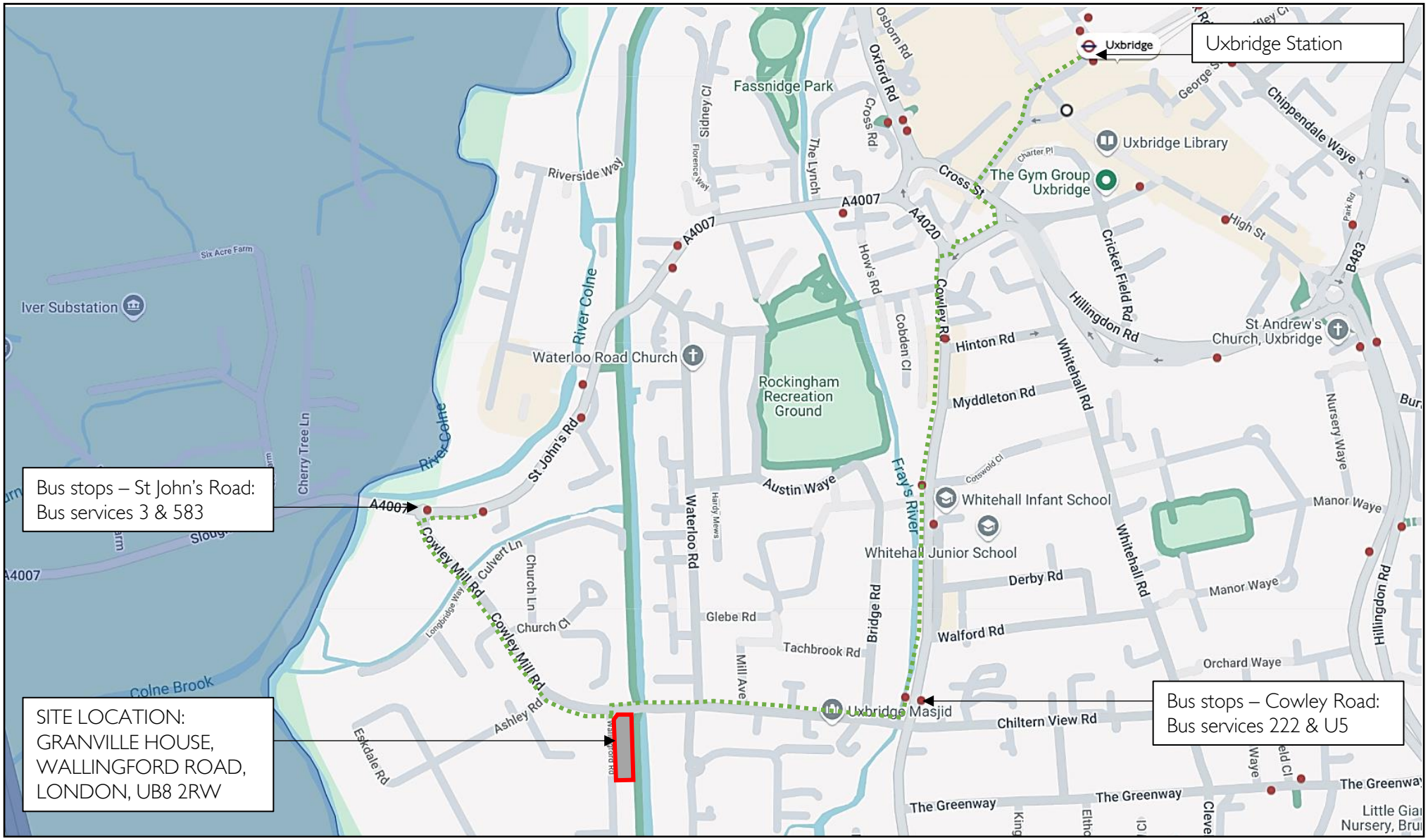
Date: 13-February-2025
Scale: NTS
Source: openstreetmap
Drawing No: P3006/TS/01

N

P3006: GRANVILLE HOUSE, WALLINGFORD ROAD, LONDON, UB8

Figure 1.
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
T: 0208 780 0426 W: www.pma-traffic.co.uk



Date: 13-February-2025
Scale: NTS
Source: TfL
Drawing No: P2937/TS/02

N

P3006: GRANVILLE HOUSE, WALLINGFORD ROAD, LONDON, UB8

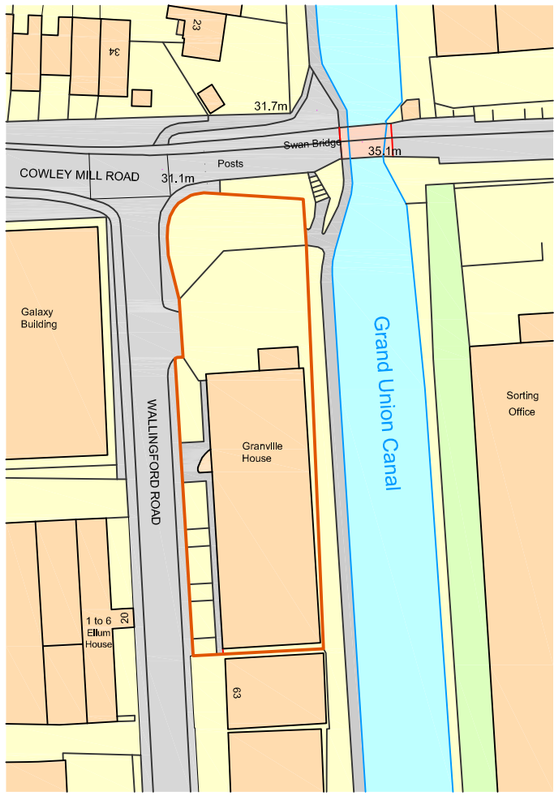
Figure 2.

Public Transport Accessibility Map

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
T: 0208 780 0426 W: www.pma-traffic.co.uk

APPENDIX A
Site Boundary Plan

0 10 20 30 40 50



Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432

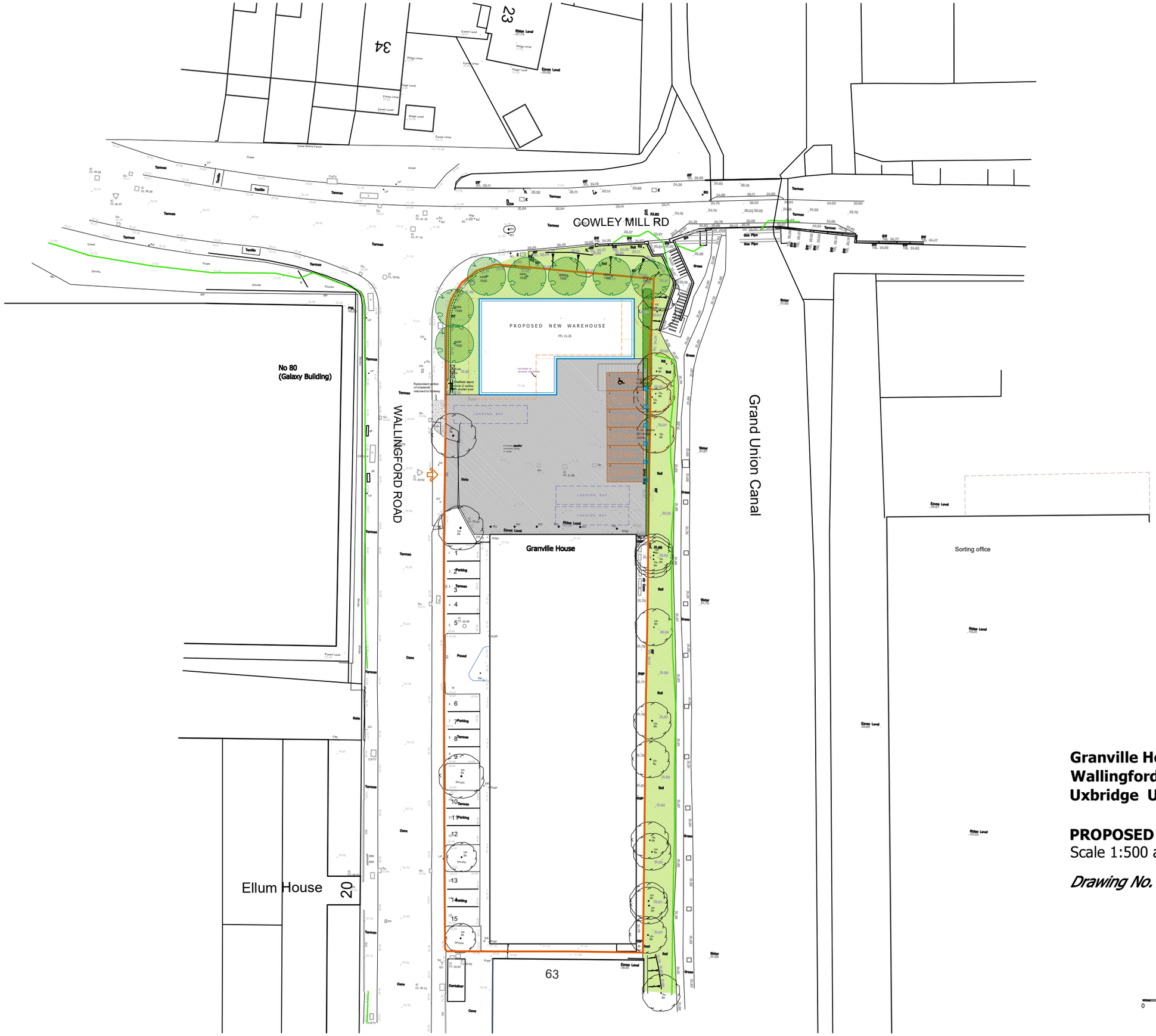
Site Area: 0.26 Ha

Granville House,
Wallingford Road,
Uxbridge UB8 2RW

LOCATION PLAN
Scale 1:1250 at A3

Drawing No. CMR / P25 / 01

APPENDIX B
Proposed Site Plan



Granville House,
Wallingford Road,
Uxbridge UB8 2RW

PROPOSED BLOCK PLAN
Scale 1:500 at A3

Drawing No. CMR / P25 / 03 Rev. C

0 5 10

COWLEY MILL RD

WALLINGFORD ROAD

Grand Union Canal

PROPOSED NEW WAREHOUSE

FFL 31.25

Granville House

LOADING BAY

LOADING BAY

LOADING BAY

FOOTPRINT OF ORIGINAL APPLICATION

Sheffield stand for min 2 cycles, with shelter over

Redundant portion of crossover returned to footway

Refuse area

Formpave *Aquaflow* permeable paving, or similar

Active EV charge point

5 no. passive EV charge points

2.4m RPAs shown

Gate

Brick Wall

Eaves Level

Ridge Level

NEW TREE

No 80
(Galaxy Building)

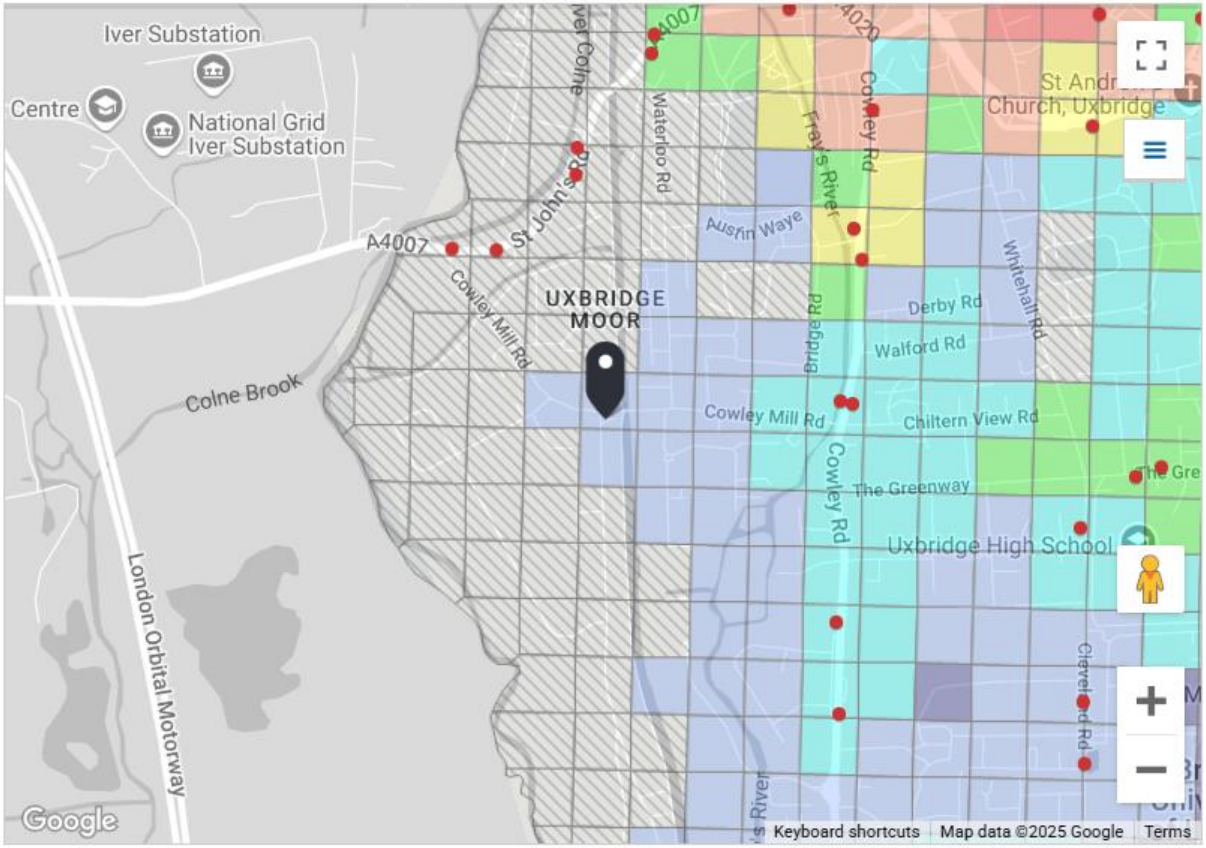
Granville House,
Wallingford Road,
Uxbridge UB8 2RW

PROPOSED SITE LAYOUT
Scale 1:200 at A3

Drawing No. CMR / P25 / 04 Rev. C

0 5 10

APPENDIX C
TfL PTAL Output File



You can click anywhere on the map to change the selected location.

PTAL output for 2031 (Forecast)

Ib

34 Wallingford Rd, Uxbridge UB8 2RW, UK

Easting: **504937**, Northing: **183206**

WebCAT PTAL Report

Site Details

Grid Cell: 94320

Easting: 504945

Northing: 183252

Report Date: 13/02/2025

Scenario: 2031 (Forecast)

Calculation Parameters

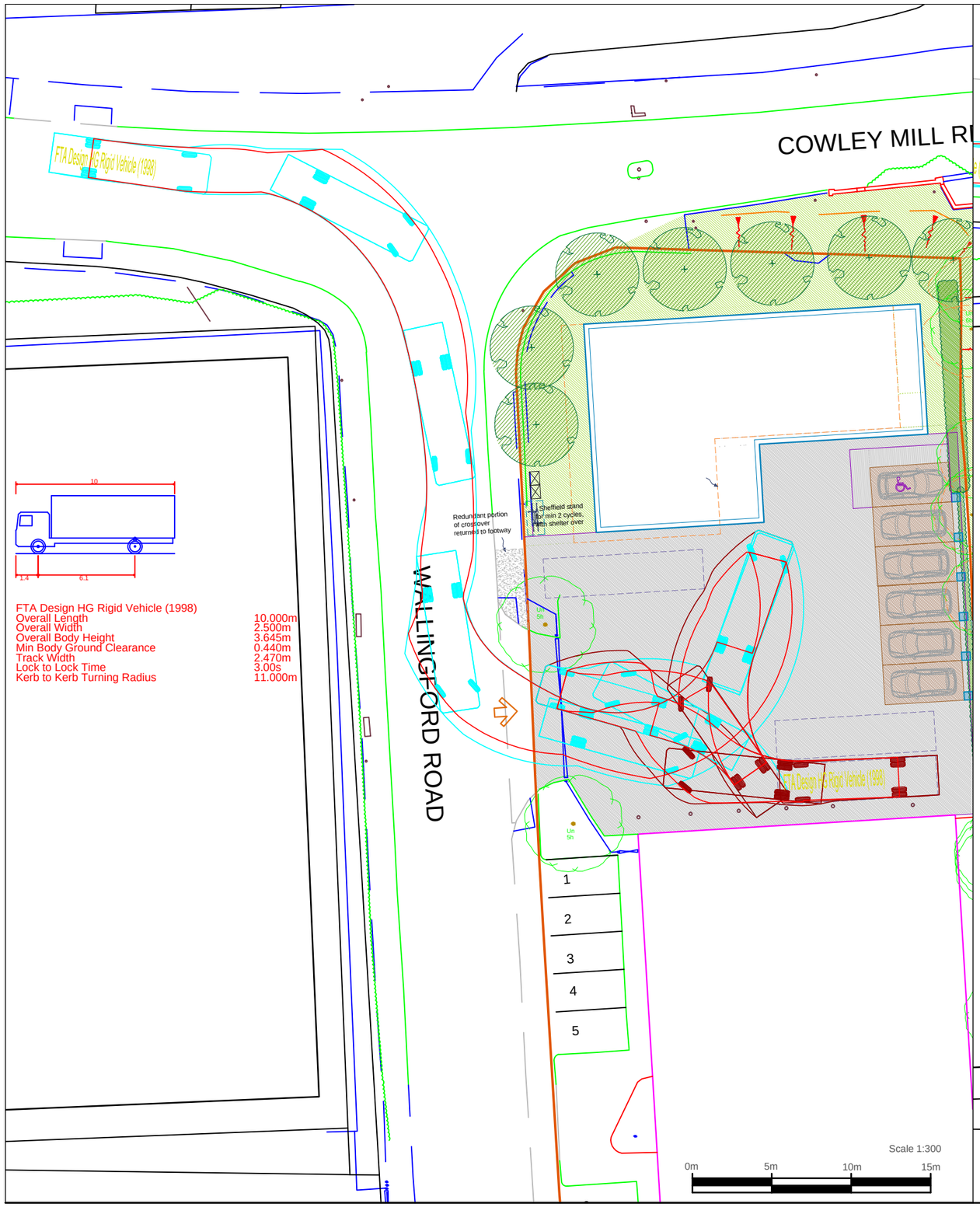
Day of Week: M-F - Time Period: AM Peak - Walk Speed: 4.8 kph - Bus Node Max Walk Access Time (mins): 8 - Bus Reliability Factor: 2.0 - LU Station Max Walk Access Time (mins): 12 - LU Reliability Factor: 0.75 - National Rail Station Max Walk Access Time (mins): 12 - National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)		TAT (mins)		EDF	Weight	AI
Bus	THE CHILTERN VIEW	U5	472.2	5.18	5.9	7.8	13.7	2.19	0.5	1.09		
Bus	THE CHILTERN VIEW	222	472.2	7.76	5.9	5.86	11.77	2.55	1	2.55		

Total Grid Cell AI: 3.64

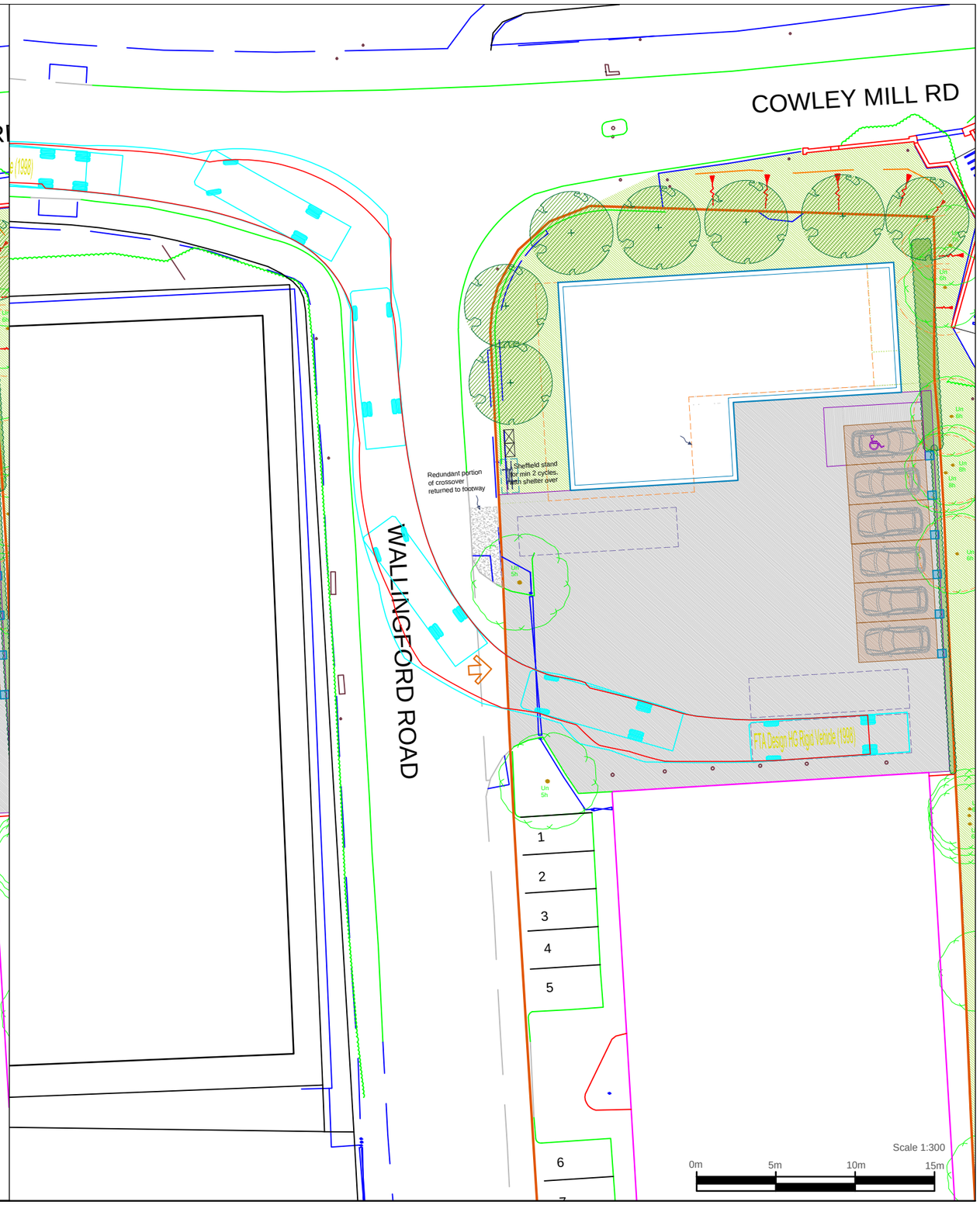
PTAL: 1b

APPENDIX D
Swept Path Assessment – Delivery Vehicles



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m



Date: 06-March-2026
Scale: 1:300@A3
Source: OS/PAC/PMA
Drawing No. P3006/SK/1

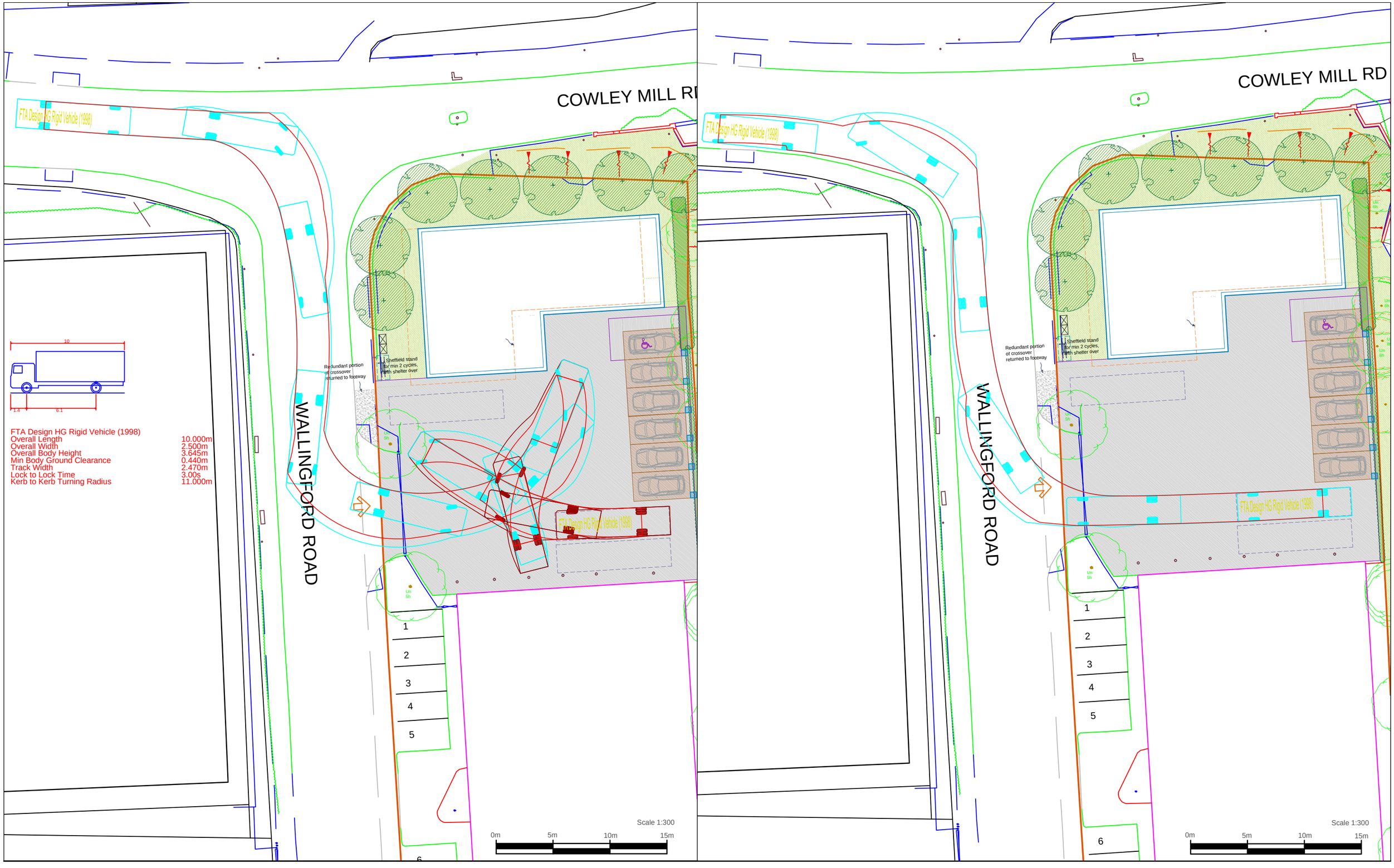
N

P3006: GRANVILLE HOUSE, WALLINGFORD ROAD, LONDON, UB8

Figure SK1.

Swept Path Analysis; 10m Rigid Bodied Truck Enter Site & Reverse to Lorry Bay (L), Exit Site Forwards (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 06-March-2026
Scale: 1:300@A3
Source: OS/PAC/PMA
Drawing No. P3006/SK/2

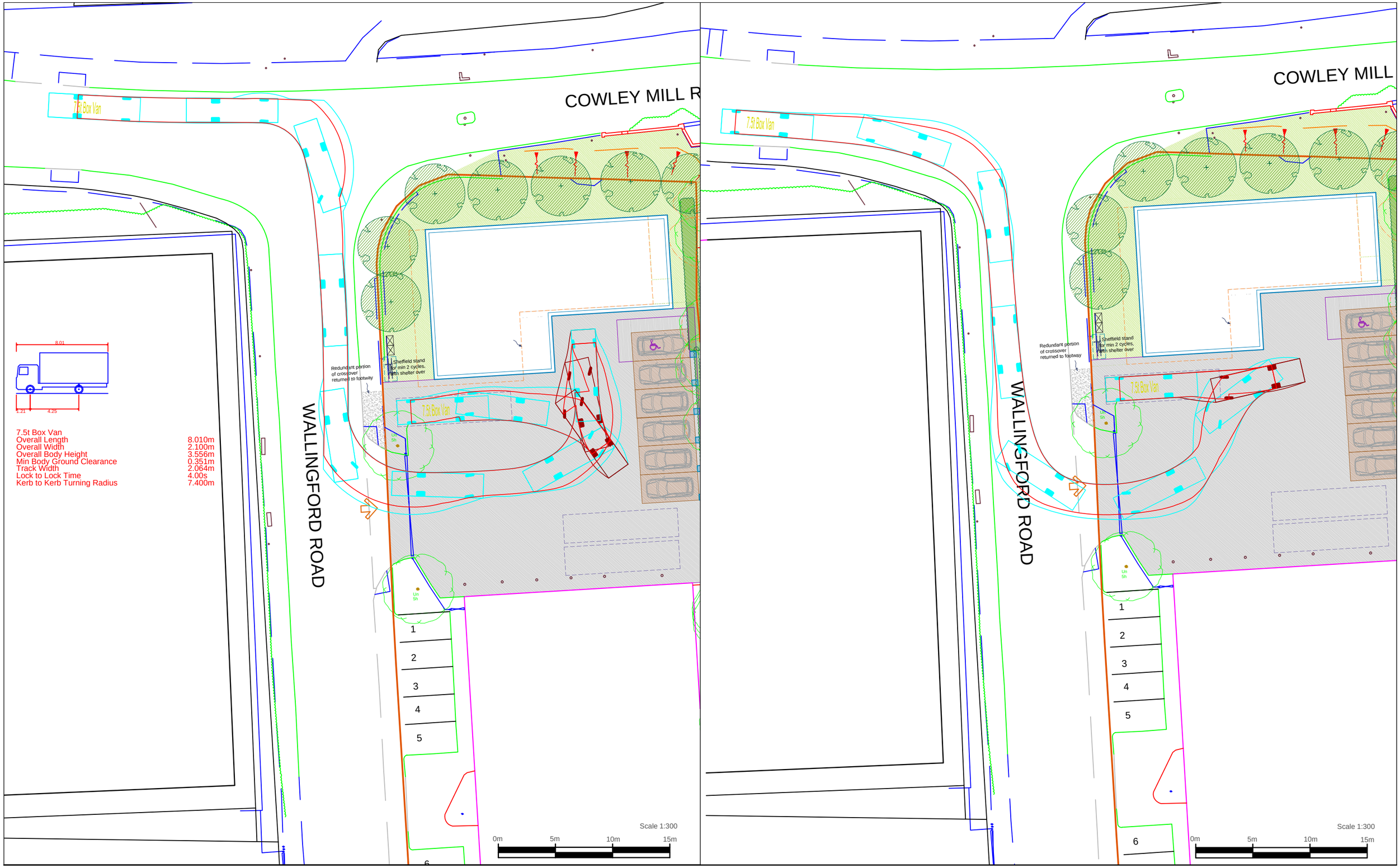
N

P3006: GRANVILLE HOUSE, WALLINGFORD ROAD, LONDON, UB8

Figure SK2.

Swept Path Analysis; 10m Rigid Bodied Truck Enter Site & Reverse to Lorry Bay (L), Exit Site Forwards (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 06-March-2026
Scale: 1:300@A3
Source: OS/PAC/PMA
Drawing No. P3006/SK/3

N

P3006: GRANVILLE HOUSE, WALLINGFORD ROAD, LONDON, UB8

Figure SK3.

Swept Path Analysis; 7.5t Box Van Enter Site & Reverse to Lorry Bay (L), Exit Site Forwards (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk