

TECHNICAL NOTE				VELOCITY	
Client	The Kingsborough Centre			Page No.	1 of 17
Project	Technology House			Project No.	25/072
Subject	Transport Statement Addendum			Document No	TN002
Prepared By	JEH	Checked and Authorised By	JH	Date	MAY 2026

1 INTRODUCTION

1.1 NOTE PURPOSE

1.1.1 This Transport Statement Addendum has been prepared by Velocity Transport Planning in response to highway concerns raised by the London Borough of Hillingdon (LBH) in relation to the planning application for Technology House:

“Change of Use from mixed Class B8 and Class E to mixed Class B8, Class E and Class F1 (community and learning use)”.

1.1.2 The TS Addendum should be read alongside the original Transport Statement, and specifically addresses the following matters:

- ⦿ Section 2: Safe pedestrian access;
- ⦿ Section 3: Control over third-party land;
- ⦿ Section 4: Forecourt vehicle movement;
- ⦿ Section 5: Alternative pedestrian and cyclist access;
- ⦿ Section 6: Pedestrian and cyclist demand;
- ⦿ Section 7: Tesco Car Park;
- ⦿ Section 8: Conclusions.

1.1 SUMMARY OF LBH FEEDBACK

1.1.1 LBH have reviewed the submitted Transport Statement and considers that it does not fully address the key concerns raised at pre-application stage, particularly in relation to the suitability of the site access arrangements for the proposed use. Following a site visit, LBH has sought further clarification and evidence to demonstrate that the development can operate safely and effectively in highway terms.

1.1.2 A key area of concern relates to pedestrian and cyclist access via the Shell petrol filling station forecourt. LBH notes that users would need to pass through an area that accommodates fuel pumps, a car wash, and circulating vehicles, resulting in a complex environment with multiple potential conflict points. In particular, the absence of clearly defined or segregated pedestrian routes is highlighted, alongside the limitation that the applicant does not control the forecourt land and therefore cannot guarantee the delivery of physical mitigation measures.

1.1.3 LBH has also raised queries regarding the proposed parking strategy, specifically the use of additional spaces within the adjacent Tesco car park. It is noted that further evidence is required to demonstrate that such an arrangement is secured and that sufficient capacity exists to accommodate the proposed demand without impacting the operation of the retail use. This aspect is therefore identified as requiring further substantiation.



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1.1.4 Potential mitigation through the use of a rear access via the Grand Union Canal towpath has been discussed and is acknowledged as offering an alternative route for pedestrians and cyclists. However, LBH considers that its attractiveness may vary throughout the year, particularly during the autumn and winter months, which could influence the extent to which it is used. In addition, LBH highlights the need to carefully consider user behaviour within the forecourt environment, including interaction with the one-way system and the implications for safety, particularly given the proposed mix of users, including younger age groups.

1.1.5 This addendum addresses each of these matters in turn.

1.2 PLANNING POLICY CONTEXT

1.2.1 Paragraph 116 of the NPPF states that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.

1.2.2 The evidence contained within this Addendum demonstrates that:

- ⊙ Pedestrian access can be safely accommodated;
- ⊙ Pedestrian demand through the forecourt is limited;
- ⊙ Parking impacts are appropriately managed; and
- ⊙ The proposed mitigation measures are deliverable.

1.2.3 Accordingly, the proposal does not give rise to impacts which would justify refusal under the NPPF.

1.3 CLARIFICATION ON PROPOSED USE

1.3.1 For clarity, the proposed operational use of the scheme is reiterated here. There are several concerns from LBH relating to the lone travel of children across the Shell forecourt and via the Grand Union Canal towpath. To clarify the operational position of the site in terms of uses for children:

- ⊙ The proposed use does not involve standalone children's activities, nursery provision, or after-school clubs operating independently of worship services.
- ⊙ Children attending the site will do so only as part of family attendance during organised worship service and community gatherings.
- ⊙ Children will be accompanied and supervised by parents or guardians.
- ⊙ There will be no unsupervised child arrivals or departures associated with the use.
- ⊙ The operational model is therefore materially different from a school, nursery, youth centre, or other child-focused facility where independent pedestrian movements would normally be expected.

1.3.2 Further to this, the proposed development will deliver clear wider community benefits to the area, including:

- ⊙ Local worship provision;
- ⊙ Foodbank operations;
- ⊙ Family/community support;
- ⊙ And the local catchment nature of the congregation.



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2 SAFE PEDESTRIAN ACCESS

2.1 LBH COMMENT

2.1.1 One of LBH's primary concerns relates to the assumption that pedestrians and cyclists would be required to move through the operational centre of the Shell forecourt between the fuel pumps and the car wash. The comment is as follows:

"The proposal would require the service users and to cross the petrol garage forecourt between the petrol pumps and car wash, which is a busy environment with a number of conflicting vehicle movements. While the proposal states that the owner of the application site has right of access over the petrol forecourt to gain access to the building, given the significant increase in movements (pedestrian, vehicle and cyclist) and the lack of segregated spaces for safe access for those who walk or cycle to the location a highway objection has been raised. There may well be access rights over the land, but these would not provide the Applicant with the authority to install furniture or a boundary treatment to protect pedestrians and cyclists from the conflicting vehicle movements within this area."

2.1.2 An additional comment from LBH noted:

"The pedestrian and cyclist access would cross in front of the car wash within the yellow square and behind the petrol pumps located underneath the canopy labelled shell forecourt. The petrol garage has a 1-way system for access and egress, the access is to the south of the forecourt canopy, and the egress is to the north of it. There is a real concern that pedestrians and cyclists will ignore this (even with appropriate signage which cannot be installed without third party consent) and exit onto the main highway through the entrance into oncoming vehicles. In some cases you can reasonably expect those who interact with an application site to adhere to signage etc in order to prevent obstruction or collision, in this instance the Applicant has no authority or ownership to install signage on third party land, there is a significant increase in individuals accessing the site and no realistic improvements or controls for accessing the have come forward."

2.1.3 The revised access strategy has been specifically developed to address this concern.

2.2 PROPOSED PEDESTRIAN ACCESS ARRANGEMENT

2.2.1 It is important to clarify that the development does not require pedestrian movement through the central operational areas of the forecourt (between the pumps and car wash).

2.2.2 Instead, a revised pedestrian access route has been agreed with Shell which utilises the existing pedestrian footway running along the frontage of the Shell retail building. This route provides access from the A408 footway network directly to the application site via a new pedestrian gate between the Shell forecourt and the site boundary. The route features:

- ⦿ A defined pedestrian route across the front of the Shell forecourt building, accessed via a pedestrian only footpath at the north of the Shell garage from the footway of the A408.
- ⦿ This route is located away from the fuel pump islands and car wash circulation area, and as such is away from vehicle movement.
- ⦿ It represents a route around the perimeter of the Shell Garage avoiding key conflict areas.
- ⦿ The route utilises a footway by the Shell shop building.



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- ⦿ Agreement has been reached with Shell for the use of this route, including a pedestrian gate in the fence between the Shell Forecourt and the Site. The detail of this agreement is provided in **APPENDIX A**.

2.2.3 The proposed pedestrian route is shown below in **Figure 2-1**.

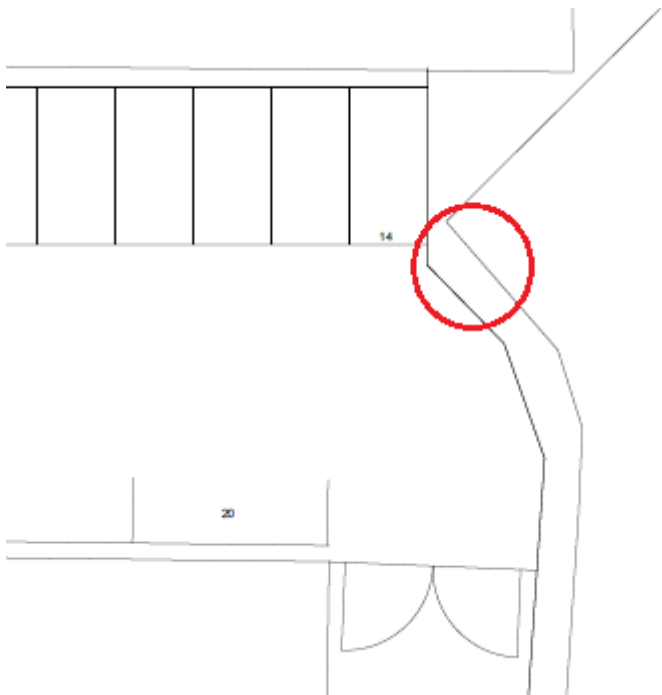
Figure 2-1: Proposed Pedestrian Route



- 2.2.4 As can be seen in **Figure 2-1**, the proposed pedestrian route utilises the existing pedestrian access to the Shell forecourt and continues along the footpath provided outside the Shell forecourt building. The path continues to the fence separating the Shell forecourt to the Site, and it has been agreed to install a gate for pedestrians to access the Site through. This part of the Shell forecourt is already well used by pedestrians associated with the shop, and as such driver behaviour leaving the forecourt reflects this.
- 2.2.5 Further to this proposed pedestrian route, all arrivals and departures during worship periods will be supervised and managed. This will be through stewarding and the presence of marshals. All marshals have undertaken a traffic marshal course to ensure they have the knowledge of how to handle pedestrians and vehicle traffic
- 2.2.6 The pedestrian route avoids vehicle movements through the petrol forecourt, ensuring a safe and accessible route for pedestrians accessing the Site from the A408. **Figure 2-2** below shows the proposed gate location between the forecourt and through the Kingsborough Centre.



Figure 2-2: Proposed gate location



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3 CONTROL OVER THIRD-PARTY LAND

3.1 LBH COMMENT

- 3.1.1 LBH raises a concern regarding the Applicant's lack of control over the Shell petrol filling station forecourt, which forms the primary access to the site. While it is acknowledged that the Applicant benefits from rights of access, LBH emphasises that this does not extend to the ability to implement or secure safety improvements within that space. As stated, *"there may well be access rights over the land, but these would not provide the Applicant with the authority to install furniture or a boundary treatment to protect pedestrians and cyclists from the conflicting vehicle movements within this area."*
- 3.1.2 LBH highlights that without ownership or control, there is no certainty these measures can be delivered or maintained.

3.2 AGREEMENT WITH SHELL

- 3.2.1 The access strategy does not rely on extensive physical intervention (e.g. barriers or boundary treatments) to achieve safety. Instead, it is based on:
- ⦿ Route alignment away from high-conflict areas
 - ⦿ Demonstrable separation from vehicle movement
 - ⦿ Reduction in pedestrian demand across the forecourt
 - ⦿ An access gate from the Shell garage through to the Site, agreed with Shell as per **APPENDIX A**.
- 3.2.2 The Applicant has secured agreement with Shell to provide a defined pedestrian route along the frontage of the forecourt, adjacent to the retail (shop/foyer) unit. This route utilises existing footway infrastructure within the forecourt, rather than requiring pedestrians to pass through the central operational areas between the fuel pumps and car wash. In addition, a controlled access point (gate) will be installed between the Shell forecourt and the application site, formalising the connection and providing a clear, legible and managed pedestrian route.
- 3.2.3 This approach directly addresses the LBH's concern that mitigation cannot be delivered on third-party land. The agreed arrangement demonstrates that:
- ⦿ The Applicant does have the necessary consent to implement a defined pedestrian route
 - ⦿ Pedestrian movement can be contained within a lower-risk perimeter corridor, rather than informal movement through the forecourt
 - ⦿ The access can be physically defined and controlled, rather than relying solely on behaviour
- 3.2.4 Importantly, the strategy does not depend on extensive physical segregation such as barriers within the operational forecourt. Instead, it relies on a combination of:
- ⦿ Use of existing footways (minimising interaction with vehicle areas)
 - ⦿ Agreed route demarcation and management with the landowner
 - ⦿ A controlled gateway connection into the site



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- 3.2.5 This is a proportionate and deliverable solution within the constraints of a shared access environment. Furthermore, by relocating pedestrian movement to the edge of the forecourt and away from the primary vehicle circulation areas, the revised arrangement addresses LBH's concern regarding conflicting movements. When combined with the reduced pedestrian demand across the forecourt (as most users arrive by car on Wednesdays and via the canal towpath on Sundays), the level of interaction between pedestrians and vehicles is significantly reduced.
- 3.2.6 The Shell forecourt, particularly by the proposed route, is already well used by pedestrians accessing the shop, and as such driver behaviour leaving the forecourt reflects this.
- 3.2.7 As such, the revised approach provides a robust and realistic response to the concerns raised regarding third-party control and pedestrian safety.



4 FORECOURT VEHICLE MOVEMENT

4.1 LBH COMMENT

- 4.1.1 LBH have raised concern regarding the nature and intensity of vehicle movements within the Shell forecourt, identifying it as a complex and potentially hazardous environment for pedestrians and cyclists. It is noted that the proposed access route requires users to pass through an area with *“a number of conflicting vehicle movements”*, specifically between operational elements such as the fuel pumps and car wash, where vehicle activity is concentrated.
- 4.1.2 LBH further highlight the layout and operation of the forecourt, including its one-way system, stating that *“the petrol garage has a one-way system for access and egress, the access is to the south of the forecourt canopy, and the egress is to the north of it.”* This arrangement introduces additional risk where pedestrians and cyclists may not follow the intended flow, particularly in a busy and informal environment.

4.2 TRAFFIC SURVEY ANALYSIS

- 4.2.1 To address this, a traffic survey of the forecourt has been undertaken to establish a clear and evidence-based understanding of how the space operates in practice. These surveys quantify the actual level of vehicle activity, identify peak periods, and assess how vehicles move through the forecourt. This allows the assessment to move beyond assumption and provides a factual basis for understanding the intensity and distribution of vehicle movements.
- 4.2.2 Traffic surveys for the Shell garage were undertaken on the evening of Wednesday 6th May 2026 and the morning of Sunday 10th May 2026. These surveys were classified counts of vehicle movements, and the full results are shown in **APPENDIX B**.
- 4.2.3 During the Wednesday evening period, the survey covered 5pm to 10pm, collecting entry and exit counts for every 15 minutes. During the five-hour period a total of 218 vehicles exited the forecourt. The focus is on exit movements due to the exit of the forecourt being closer to the proposed pedestrian route. This is less than 1 vehicle per minute. There were 183 car exits, 17 LGV exits, and 5 HGV entries. The peak hour featured 60 vehicle entries, which is one vehicle per minute.
- 4.2.4 As the Wednesday evening worship session runs from 7pm to 8:30pm, most entries will be between 6pm and 7pm (49 vehicle entries) and most exits will be between 8:30pm and 9:30pm (47 vehicle exits).
- 4.2.5 During the Sunday morning period, the survey covered 8am to 12pm. During the four-hour period 164 vehicles exited the forecourt (less than one vehicle per minute). As the Sunday morning service starts at 9:15am, most arrivals will be between 8:15am and 9:15am. During this period there were 32 vehicle entries, around one every two minutes.

4.3 SUMMARY

- 4.3.1 The traffic survey data shows that whilst the Shell garage has a number of vehicle movements during the Wednesday evening and Sunday morning periods, the level of vehicle activity is not overly busy to a level that creates road safety issues to the proposed pedestrian access route.



5 ALTERNATIVE PEDESTRIAN AND CYCLIST ACCESS

5.1 LBH COMMENT

- 5.1.1 As outlined in the submitted TS the Applicant has proposed to open up the rear of the site, with a pedestrian access to the Grand Union Canal Towpath.
- 5.1.2 LBH acknowledged that the rear access via the Grand Union Canal towpath is a potential mitigation measure, and that it could provide a safer, traffic-free alternative for pedestrians and cyclists access the Site. However, the LBH feedback raised the concern that it is likely to be less attractive as a route in autumn and winter. It is assumed that this feedback is referring to lighting conditions and perceived safety.
- 5.1.3 Whilst the feedback is acknowledged, further consideration should be given to the route as a means of access.

5.2 GRAND UNION CANAL TOWPATH IMPROVEMENTS

- 5.2.1 LBH and the Canal & River Trust, along with Transport for London have delivered significant improvements to the Grand Union Canal towpath. 3.8km of towpath has been widened and resurfaced between Stockley Park and Yiewsley. Hillingdon Council see the Grand Union Canal Towpath as a key safer travel route that they have invested heavily in. Councillor John Riley, Hillingdon Council's Member for Public Safety and Transport, said:

"The canal towpaths are a lifeline for many – providing much-needed respite from the bustle of city life, and a safer, more sedate means of getting from A to B. The investment means they can offer year-round access safely to all those for whom they've become vital. The muddy puddles have gone and there's more room to enjoy the scenery."

- 5.2.2 Hillingdon Council offer led walks and cycles along the towpath and aim is to create a full link of 21km through the borough for cycling and walking. It is clear that LBH consider the towpath as a usable year-round access route, and one which they have invested heavily in.

5.3 PROPOSED TOWPATH USE

- 5.3.1 The towpath is specifically proposed as the primary pedestrian route for Sunday morning services only, which represent the peak period of attendance. This is a critical distinction. Sunday morning arrivals are characterised by daylight conditions, short and concentrated arrival windows, and a higher proportion of users travelling on foot. In this context, the towpath provides a direct, traffic-free and attractive route, particularly for those approaching from the south, including West Drayton Station. As such, it is well suited to accommodate a significant proportion of pedestrian movements during this peak period.
- 5.3.2 In contrast, the towpath will not be relied upon for Wednesday evening use, when conditions may be less favourable (during darker hours). This reflects the different travel characteristics of that period, where attendance is lower and the majority of users are expected to arrive by car sharing and minibus. As a result, pedestrian demand is inherently limited on Wednesdays, and there is no dependence on the towpath during times when its attractiveness may be reduced.



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5.3.3 This targeted approach ensures that the towpath is used when it is most viable and effective, rather than being relied upon universally. By concentrating its use during Sunday mornings, when conditions are most favourable and demand is highest, the towpath plays a meaningful role in reducing pedestrian movements through the Shell forecourt at the busiest time. This directly addresses the LBH's concern by demonstrating that the route is not a theoretical or seasonal fallback, but a deliberately applied and operationally appropriate component of the access strategy.

5.3.4 **Figure 5-1** below shows the condition of the Grand Union Canal during the daytime.

Figure 5-1: Grand Union Canal Towpath



6 PEDESTRIAN AND CYCLIST DEMAND

6.1 LBH COMMENT

- 6.1.1 LBH raises concern that the proposal would result in a significant increase in pedestrian and cyclist movements accessing the site, particularly through the Shell petrol filling station forecourt. LBH specifically refers to *“the significant increase in movements (pedestrian, vehicle and cyclist)”* as a key reason for maintaining a highway objection.
- 6.1.2 This concern is closely linked to the lack of segregated infrastructure, with LBH noting that there are *“no segregated spaces for safe access for those who walk or cycle to the location”*. As a result, the increased number of vulnerable users is considered to exacerbate the risk of conflict with vehicles within the forecourt, particularly in an area already characterised by multiple and overlapping vehicle movements.
- 6.1.3 LBH also expresses concern about the nature of the users associated with the development, particularly children aged 7–17. While it is acknowledged that younger children may be accompanied, it is noted that for others *“there is a real risk of collision with vehicles given the number of conflicting movements which occur within the forecourt”*. This highlights a perceived increase in risk arising not just from higher numbers, but from the presence of
- 6.1.4 The Council’s concern is based on an assumption of a significant increase in pedestrian and cyclist movements through the forecourt. The operational characteristics of the development do not support this assumption.

6.2 WEDNESDAY EVENING SERVICES

- 6.2.1 On Wednesday Evening services, which have a peak attendance of 50 people, almost all trips will be made by car, car share or the minibus service provided.
- 6.2.2 Considering the community nature of places of worship and that many attendees will be families, there is a very high proportion of car sharing. The applicant has provided mode share data for the existing site, with data indicating that 93% of existing car trips involving some level of car sharing. This is provided in **APPENDIX C**. This is likely to remain consistent with the Proposed Development.
- 6.2.3 The minibus has capacity for up to 17 people and is regularly well used at the existing worship Site. Assuming that 93% of car trips are family car trips (the nature of attendees to the site are largely families) and taking an average occupancy per car of 3 people, the 20 car parking spaces provided on-site can facilitate potentially up to 60 attendees. As such, all attendees for Wednesday evening services will be able to access the Site via carsharing or minibus, with a limited number actually walking or cycling.
- 6.2.4 As a result, the number of pedestrians and cyclists accessing the site via the Shell forecourt during Wednesday evenings will be very limited. This is an important distinction, as LBH’s concern is based on the assumption of a substantial increase in vulnerable users moving through the forecourt environment.
- 6.2.5 In practice, the travel characteristics of Wednesday evenings mean that there will be minimal reliance on pedestrian and cyclist access routes, and therefore a significantly reduced level of interaction with forecourt vehicle movements.



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- 6.2.6 This directly addresses the concern regarding increased pedestrian and cyclist demand, demonstrating that the intensity of vulnerable user movement through the forecourt is not as substantial as suggested and is effectively managed through the proposed transport strategy.

6.3 SUNDAY MORNING SERVICES

- 6.3.1 The Sunday Morning services have a peak attendance of 150 people, on occasions such as Easter. The regular peak attendance on a Sunday morning service is 120 people.
- 6.3.2 Considering that the Sunday Morning service is usually between 9am to 12pm, access to the service will only ever be in daylight hours. As such, for Sunday Morning services the primary pedestrian access will be via the Grand Union Canal towpath, not the Shell forecourt. This route provides a traffic-free alternative and ensures limited pedestrian movement through the Shell forecourt.
- 6.3.3 Referring to Table 5-15 of the submitted TS, it shows that on a peak capacity Sunday event, 85 people arrive utilising car sharing, across 29 vehicles. A further 6 people arrive in sole occupancy cars. 20 of these 35 vehicles will be able to park in the site's car park. The additional 15 (and up to 15 more) can utilise the Tesco car park (approach detailed in section 7) and walk from there to the site via the Grand Union Canal Towpath. 17 people arrive by minibus. The remainder will arrive by public transport or on foot. Those arriving on foot can comfortably use the Grand Union Canal towpath for access on a Sunday morning, likewise those travelling on foot from West Drayton train station. Those arriving by bus can access the site via the proposed pedestrian access route adjacent to the Shell retail unit, avoiding the main vehicle movement areas of the Shell forecourt.
- 6.3.4 Overall, the Sunday morning access strategy is based on a combination of car sharing, minibus use, towpath access, the use of the Tesco car park, and a defined forecourt route for limited pedestrian movements. This results in a distributed and managed pattern of arrivals, ensuring that pedestrian activity across the forecourt is minimised and that interaction with vehicle movements is appropriately controlled.
- 6.3.5 Further to the above, most younger people attending services on Site will arrive within car shares, with their family. This reduces risk of younger people crossing the Shell forecourt.



7 TESCO CAR PARK

7.1 LBH COMMENT

- 7.1.1 LBH raise concerns regarding the reliance on the Tesco car park to accommodate additional parking demand associated with the development. It is noted that the Applicant has proposed to secure the use of up to 50 spaces within the Tesco Superstore car park; however, the submission does not include sufficient evidence to demonstrate that this arrangement is deliverable or acceptable in practice.
- 7.1.2 In particular, the Authority highlights that *“there is no evidence submitted to substantiate this agreement nor is there any evidence that there is capacity within the Tesco car park to withstand the loss of parking during peak times.”*
- 7.1.3 LBH also raise concerns based on prior experience of the site, noting *“having dealt with applications involving the Tesco Car Park previously and visited the site on a number of occasions I have serious reservations regarding the proposal to reduce the car park capacity by 50 spaces.”*
- 7.1.4 Furthermore, there are concerns regarding both the operational and legal implications of the arrangement, with LBH questioning *“what impact that could have on the function of the retail store and the legality of such an agreement.”*

7.2 AGREEMENT WITH TESCO

- 7.2.1 LBH’s concerns regarding the use of the Tesco car park are noted, particularly in relation to the absence of evidence demonstrating that the arrangement is secured and that sufficient capacity exists. In response, the Applicant confirms that a formal agreement with Tesco has been reached, and this is now provided in **APPENDIX D** addressing the previous uncertainty regarding deliverability and legality. This agreement allows the proposed development to utilise up to 30 spaces of the Tesco car park for Sunday morning worship sessions. The parking survey evidence below shows that there is spare capacity in the Tesco car park during this period.

7.3 PARKING SURVEY

- 7.3.1 A parking survey has been undertaken at the Tesco car park to provide robust, site-specific evidence of available capacity. The survey is focused on the relevant operational period, namely Sunday mornings, when peak demand associated with the proposed use would occur. This ensures that the assessment reflects actual conditions rather than relying on general assumptions about car park usage. The full survey results are provided in **APPENDIX B**.
- 7.3.2 Importantly, the timing of the Sunday service (10:00–12:00) does not directly align with peak retail demand. Tesco does not open until 11:00, meaning that during the first hour of the service (10:00–11:00), the car park operates at significantly reduced occupancy levels, with capacity available to accommodate additional demand. Even beyond 11:00, the overlap with peak retail activity is limited and short in duration.



7.4 PARKING SURVEY ANALYSIS

7.4.1 Parking surveys observing the Tesco car park took place on the evening of Wednesday 6th May and the morning of Sunday 10th May 2025. The parking survey was an accumulation survey, with an initial count at the start of the survey period, and entry and exit counts for every 15 minutes. The Wednesday evening survey took place between 17:00 and 22:00. The Sunday morning survey took place between 08:00 and 12:00. The timings of the surveys cover the key worship periods of the proposed development. As it is proposed to only utilise the Tesco car park during the Sunday morning worship period, the Wednesday survey data has not been analysed. However, it is available within APPENDIX B.

7.4.2 The site plan, showing the camera locations is provided below in **Figure 7-1**.

Figure 7-1: Car Park Survey Site Plan



SUNDAY MORNING SURVEY

7.4.3 The Sunday morning survey showed that at 8am, 10 cars were in the car park (which has a total of 450 spaces) with the car park 2% occupied. The car park occupancy remains low until 11am, where occupancy increases to 34%. At the end of the survey period (12pm), the car park was 54% occupied. As such, throughout the Sunday morning survey period, the car park is well below capacity and has sufficient space for the proposed development to utilise up to 30 spaces as agreed with Tesco. Throughout the survey period, the highest occupancy of the car park was 241 vehicles (54% occupied). The full results are shown in **Table 7-1** below, in 15-minute intervals.

Table 7-1: Wednesday Evening Car Park Survey Results

Times	Car Park		Cars 10 (cars in at start)	Percentage Occupation
	Entry	Exit		
08:00 – 08:15	4	6	8	2%



08:15 – 08:30	1	2	7	2%
08:30 – 08:45	0	0	7	2%
08:45 – 09:00	4	2	9	2%
09:00 – 09:15	5	5	9	2%
09:15 – 09:30	8	7	10	2%
09:30 – 09:45	6	12	4	1%
09:45 – 10:00	10	7	7	2%
10:00 – 10:15	9	9	7	2%
10:15 – 10:30	26	7	26	6%
10:30 – 10:45	50	6	70	16%
10:45 – 11:00	89	8	151	34%
11:00 – 11:15	83	53	181	40%
11:15 – 11:30	92	60	213	47%
11:30 – 11:45	95	80	228	51%
11:45 – 12:00	97	84	241	54%

7.4.4 **Figure 7-2** below shows a graph of the car park accumulation through the Sunday morning period, showing that the car park is well below capacity throughout.



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Figure 7-2: Tesco Car Park Accumulation – Sunday Morning



7.5

SUMMARY

7.5.1

Referring back to the LBH comments detailed earlier in this section in paragraph 7.1.3 it is now evidenced that there is sufficient space in the Tesco car park for up to 30 spaces to be used by the proposed development during the Sunday morning worship period, and the use of these spaces has been agreed with Tesco. Further to this, as evidenced in paragraph 6.2.3, there is no requirement for the use of the Tesco car park during Wednesday evening services, even if there is capacity available.



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8 CONCLUSION

- 8.1.1 This Transport Statement Addendum has been specifically developed to respond directly to the concerns raised by LBH in relation to the proposed use of Technology House and to provide a clear, evidence-based and deliverable solution to the identified issues.
- 8.1.2 In respect of pedestrian safety, the approach removes reliance on movement through the most constrained and operationally intensive parts of the Shell forecourt. Instead, pedestrian access is now focused along a defined route adjacent to the Shell retail unit, utilising existing footways and supported by agreement with the landowner. This ensures that movement is contained within a lower-risk perimeter corridor, avoiding the primary vehicle circulation areas.
- 8.1.3 The revised approach also addresses concerns regarding third-party land control. The agreement with Shell ensures that the proposed pedestrian route is deliverable and not reliant on speculative or unenforceable measures. This overcomes the previous limitation identified by the Authority and provides certainty that the access arrangement can be implemented and maintained.
- 8.1.4 Concerns regarding the number of pedestrian and cyclist movements have also been addressed through a clearer articulation of travel patterns. In practice, Wednesday evening arrivals are predominantly vehicle-based, with strong reliance on car sharing and minibus provision, resulting in very limited pedestrian demand. On Sunday mornings, which represent the peak period, arrivals are similarly dominated by car sharing and minibus use, with most children arriving as part of group or family trips. A proportion of users will access the site via the Grand Union Canal towpath, which provides a direct, traffic-free route and is specifically positioned as the primary pedestrian access during this peak period. This significantly reduces the number of users required to cross the forecourt at the busiest time.
- 8.1.5 The parking strategy has been strengthened through the provision of a formal agreement with Tesco, alongside targeted parking surveys to demonstrate available capacity during the relevant time periods. The timing of Sunday services (10:00–12:00), with Tesco opening at 11:00, ensures that demand occurs when the car park is either underutilised or only partially in use, limiting any impact on retail operations.
- 8.1.6 Taken together, the revised strategy demonstrates that the key concerns relating to forecourt safety, user demand, third-party control and parking provision have been comprehensively addressed. The approach is grounded in the actual operational characteristics of the development, supported by agreements and empirical evidence, and ensures that pedestrian and vehicle interactions are minimised and appropriately managed. On this basis, it is considered that the development would not result in an unacceptable impact on highway safety, and that the previous concerns can be satisfactorily resolved.



APPENDIX A

SHELL AGREEMENT



Subject: RE: Touching Base as New Neighbours At Shell Yiewsley
Date: Thursday, 23 April 2026 at 10:29:51 British Summer Time
From: Marsh, Felix @ London
To: Tunde Balogun
CC: Oluwatoyin Balogun, Legal Kingsborough, Millard, Oliver @ London
Attachments: image001.png, image002.png, image003.png, image004.png, image005.png, image006.png, image007.png, image008.png

Hi Tunde,

My week has been good, thank you - I hope yours has been as well.

I have just forwarded the video footage of the proposed route, which I received from the retailer to the estates manager. He may need to pass this on to the health and safety team for review

I will update you on his reply.

Kind regards,

Felix

From: Tunde Balogun <pt@kingsborough.org.uk>
Sent: 22 April 2026 14:02
To: Marsh, Felix @ London <Felix.Marsh@cbre.com>
Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>; Legal Kingsborough <legal@kingsborough.org.uk>; Millard, Oliver @ London <Oliver.Millard@cbre.com>
Subject: Re: Touching Base as New Neighbours At Shell Yiewsley
Importance: High

External

Dear Felix,

Trust your week has been going well.

I am just following up for updates.

Many thanks

Tunde

Tunde Balogun
Senior Leader/ CEO
Kingsborough Centre
T:01895 252224
E:pt@kingsborough.org.uk
W:www.kingsborough.org.uk

4 New Windsor Street|[Uxbridge](#)|[Greater London](#)|[UB8 2TU](#)



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From: Marsh, Felix @ London <Felix.Marsh@cbre.com>

Date: Thursday, 16 April 2026 at 12:36

To: Tunde Balogun <pt@kingsborough.org.uk>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>, Legal Kingsborough <legal@kingsborough.org.uk>, Millard, Oliver @ London <Oliver.Millard@cbre.com>

Subject: RE: Touching Base as New Neighbours At Shell Yiewsley

Hi Tunde,

I hope you are well.

I have been in conversation with the site regarding some potential safety issues that were raised by Shells estates management yesterday.

I am hopeful for a quick response, once received I will get back to you.

Kind regards,

Felix

From: Tunde Balogun <pt@kingsborough.org.uk>

Sent: 15 April 2026 15:31

To: Millard, Oliver @ London <Oliver.Millard@cbre.com>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>; Legal Kingsborough <legal@kingsborough.org.uk>;

Marsh, Felix @ London <Felix.Marsh@cbre.com>

Subject: Re: Touching Base as New Neighbours At Shell Viewsley

Importance: High

External

Dear Oliver,

Just checking for any update.

Many thanks

Revd. Balogun

Tunde Balogun

Senior Leader/ CEO

Kingsborough Centre

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From: Tunde Balogun <pt@kingsborough.org.uk>
Date: Monday, 13 April 2026 at 18:09
To: Millard, Oliver @ London <Oliver.Millard@cbre.com>
Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>, Legal Kingsborough <legal@kingsborough.org.uk>, Marsh, Felix @ London <Felix.Marsh@cbre.com>
Subject: Re: Touching Base as New Neighbours At Shell Yiewsley
Dear Oliver,

Happy new week. I am just following up with you as requested believing that your Estate Manager is now back from AL last week.

Many thanks.

Rev. Balogun

Tunde Balogun
Senior Leader/ CEO
Kingsborough Centre
T:01895 252224
E:pt@kingsborough.org.uk
W:www.kingsborough.org.uk

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From: Millard, Oliver @ London <Oliver.Millard@cbre.com>

Date: Thursday, 2 April 2026 at 14:40

To: Tunde Balogun <pt@kingsborough.org.uk>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>, Legal Kingsborough <legal@kingsborough.org.uk>, Marsh, Felix @ London <Felix.Marsh@cbre.com>

Subject: RE: Touching Base as New Neighbours At Shell Yiewsley

Thanks Tunde,

Please follow up next week. The estate manager for the site is currently on AL. I should therefore hopefully have a decision on his return next week.

Have a great easter,

Oli

From: Tunde Balogun <pt@kingsborough.org.uk>

Sent: 02 April 2026 13:52

To: Millard, Oliver @ London <Oliver.Millard@cbre.com>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>; Legal Kingsborough <legal@kingsborough.org.uk>; Marsh, Felix @ London <Felix.Marsh@cbre.com>

Subject: Re: Touching Base as New Neighbours At Shell Yiewsley

External

Dear Oliver,

Please find the attached samples of mock up design we propose to direct pedestrian for your consideration.

Kindly advise.

Tunde Balogun

Senior Leader/ CEO

Kingsborough Centre

T:01895 252224

E:pt@kingsborough.org.uk

W:www.kingsborough.org.uk

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From: Millard, Oliver @ London <Oliver.Millard@cbre.com>

Date: Thursday, 2 April 2026 at 11:10

To: Tunde Balogun <pt@kingsborough.org.uk>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>, Legal Kingsborough <legal@kingsborough.org.uk>, Marsh, Felix @ London <Felix.Marsh@cbre.com>

Subject: RE: Touching Base as New Neighbours At Shell Yiewsley

Hi Tunde,

Please can you provide mock ups of your proposed signage so I can run this by Shell.

Thanks,

Oli

From: Tunde Balogun <pt@kingsborough.org.uk>

Sent: 31 March 2026 16:49

To: Millard, Oliver @ London <Oliver.Millard@cbre.com>; ShellHelpdesk <shellhelpdesk@vincifacilities.com>; Legal Kingsborough <legal@kingsborough.org.uk>; Marsh, Felix @ London <Felix.Marsh@cbre.com>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>

Subject: Re: Touching Base as New Neighbours At Shell Yiewsley

Importance: High

External

Dear Oliver,

We are certainly keen to make sure we get your cooperation to move this discussion forward to a suitable conclusion for all parties. This is why we would look forward to hearing back from you after you discussion tomorrow with [@Marsh, Felix @ London](#)

In the meantime, we have generated a flow of the walk path from the main A408 through the exiting pedestrian path into the proposed pedestrian entrance gate we would like to create at our cost for your approval. We would only also like to add a couple of signage and/or foot marking at the beginning of the walk path and at the gate to give clear direction for people to see.

This adjustment would not only enhance the safety of our service users but also provide a clear benefit to Shell and the retail shop customers. Establishing a designated pedestrian walkway across the petrol station would create a safer, more organised route for all foot traffic, including those accessing both our premises and the Shell shop. This would help reduce risk, improve overall site safety, and enhance the customer experience by providing a clearly defined and accessible pathway for everyone using the site.

Looking forward to hearing from you at your earliest possible convenience.

Regards

Revd. Balogun

Tunde Balogun
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From: Millard, Oliver @ London <Oliver.Millard@cbre.com>

Date: Monday, 30 March 2026 at 15:54

To: Tunde Balogun <pt@kingsborough.org.uk>, ShellHelpdesk <shellhelpdesk@vincifacilities.com>, Legal Kingsborough <legal@kingsborough.org.uk>, Marsh, Felix @ London <Felix.Marsh@cbre.com>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>

Subject: RE: Touching Base as New Neighbours At Shell Yiewsley

Hi Tunde,

Thank you for your email.

Please do not install anything on the fence prior to Shell's confirmation. [@Marsh, Felix @ London](#), please could you add this to the base log, and we can discuss with Shell on Wednesday.

Kind regards,

Oli

From: Tunde Balogun <pt@kingsborough.org.uk>

Sent: 27 March 2026 09:31

To: Millard, Oliver @ London <Oliver.Millard@cbre.com>; ShellHelpdesk <shellhelpdesk@vincifacilities.com>; Legal Kingsborough <legal@kingsborough.org.uk>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>; Marsh, Felix @ London <Felix.Marsh@cbre.com>

Subject: Re: Touching Base as New Neighbours At Shell Yiewsley

Importance: High

External

Dear Oliver,

I am delighted that you welcome this as a safer option. It was the excitement of this discovery that I had emailed you to mention this to you and the retailer. Perhaps I should have asked the professionals to do in the first place and that would now be the case to make sure everything is processed correctly with your full cooperation.

With any cost involved borne by us, this new process will serve a good customer service to the retailer and the service users at our community centre. Undoubtedly, it would also be considered as

a good Corporate Social Responsibility for Shell's support to our charities and the local community of Yiewsley and Hillingdon.

Many thanks.

Revd. Balogun

Tunde Balogun
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From: Millard, Oliver @ London <Oliver.Millard@cbre.com>

Date: Wednesday, 25 March 2026 at 16:24

To: Tunde Balogun <pt@kingsborough.org.uk>, ShellHelpdesk <shellhelpdesk@vincifacilities.com>, Legal Kingsborough <legal@kingsborough.org.uk>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>, Marsh, Felix @ London <Felix.Marsh@cbre.com>

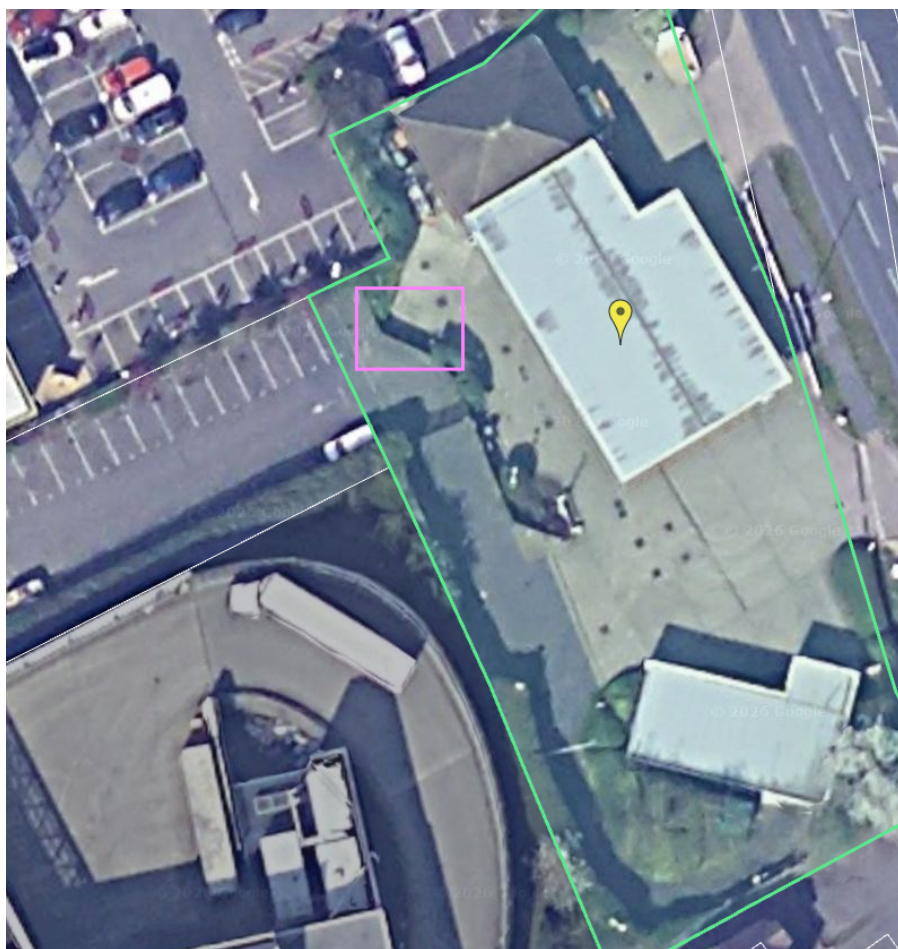
Subject: RE: Touching Base as New Neighbours At Shell Yiewsley

Hi Tunde,

Thank you for the email.

As I understand, the proposed gate access will be in the pink highlighted area below. Please could you explain how you have the right to install a gate on Shell's fence? *'...on our easement boundary fence..'*

While I would agree the below proposed access route as being a safer alternative, the access gate would require consent from Shell Real Estate. The retailer is unable to give consent and confirmation for matters such as this.



Kind regards,

Oli

From: Tunde Balogun <pt@kingsborough.org.uk>

Sent: 23 March 2026 12:25

To: Millard, Oliver @ London <Oliver.Millard@cbre.com>; ShellHelpdesk <shellhelpdesk@vincifacilities.com>; Legal Kingsborough <legal@kingsborough.org.uk>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>; Tunde Balogun <pt@kingsborough.org.uk>

Subject: Re: Touching Base as New Neighbours At Shell Yiewsley

Importance: High

External

Dear Oliver,

Thank you for your last email and the position Shell has taken is understandable. As we near the completion of the renovation work at our new centre behind the Yiewsley Shell garage, we are also keen to make sure that safety is prioritised in everything we put in place for the full operation of the centre.

To this end, we appreciate that the initial plan asking for a floor marking on the forecourt will not work. However, we have resulted in identifying and directing pedestrians coming to our centre to keep to the existing foot path to the Shell garage from the A408, pass the self-service parcel collection point and the cash machine, across the front of the ASDA retail shop straight into an entrance gate that we would make into our perimeter easement boundary wooden fence in to our car park. Please see the attached images for more clarity.

Going by this plan will absolutely eradicate the potential of any safety concern across the forecourt and would also be more cost effective for us to carry out. This will provide abundance of benefit to the retail shops as well as people using our centre. We intend to install this gate on our easement boundary fence within the next couple of weeks but wanted to inform you as I had also mentioned to the manager of ASDA retail store in the garage (Deen).

Thank you for your time and engagement on this matter and we look forward to a continuous collaborative relationship in the future.

Kind Regards

Revd. Tunde Balogun

Tunde Balogun
Senior Leader/ CEO
Kingsborough Centre
T:01895 252224
E:pt@kingsborough.org.uk
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From: Millard, Oliver @ London <Oliver.Millard@cbre.com>

Date: Tuesday, 5 August 2025 at 08:59

To: Legal Kingsborough <legal@kingsborough.org.uk>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>, Tunde Balogun <pt@kingsborough.org.uk>

Subject: RE: Touching Base as New Neighbours At Shell Yiewsley
Hi Dawa,

Thank you for your email.

I've discussed the possibility of catering for pedestrian access with Shell. As previously communicated to Tunde, Shell has confirmed that this is not something they are willing to support, and their position remains unchanged. While pedestrian access is within your rights, Shell strongly discourages it due to the high level of vehicle activity on the forecourt, which presents significant safety concerns.

Shell does not need to worry about visibility and footfall.

Kind regards,

Oli

From: Legal Kingsborough <legal@kingsborough.org.uk>

Sent: 01 August 2025 16:53

To: Millard, Oliver @ London <Oliver.Millard@cbre.com>

Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>; Tunde Balogun <pt@kingsborough.org.uk>

Subject: Touching Base as New Neighbours At Shell Yiewsley

External

Dear Oliver,

I hope you're well.

Thanks again for your assistance in passing across my communication to Shell.

Now that we've had some time to settle into the unit next door, we wanted to reconnect—both to introduce ourselves properly and to see if there might be room for a meeting about how our two businesses can work well alongside one another.

By way of introduction, my name is Dawa Balogun and I'm the Business Manager at the Kingsborough Centre. I'm responsible for overseeing day-to-day operations and ensuring everything runs smoothly for our clients, members, and the wider community we're part of. I'm keen to build a positive working relationship with our neighbouring businesses, and I see real value in maintaining open, constructive communication.

In particular, we'd welcome the chance to explore how best to manage the flow of clients and members arriving at our premises via your forecourt, ensuring it works smoothly and safely for everyone involved.

We also believe there's genuine potential for shared benefit with our move to the area. With the increased footfall and activity generated by over 100 clients and members, there's a good opportunity to raise visibility and attract additional interest to your business as well. We're confident that a collaborative approach could be worthwhile for both sides.

Let us know if there's a good time to arrange—we'd really appreciate the opportunity to connect in person.

Kind regards

Dawa Balogun

Legal In-House Counsel & Business Manager

Kingsborough Centre

T: 01895 272 885

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APPENDIX B

TRAFFIC SURVEYS





ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 47425 Hillingdon

Site Number/Name: Site 2 - Tesco Car Park

Client: Velocity

Date: 6th & 10th May 2026

Advanced Transport Research

Site 2 - Tesco Car Park

Job Number & Name: 47425 Hillingdon

Date: 6th & 10th May 2026

Job Type:

Car Park Count

Co-ordinates:

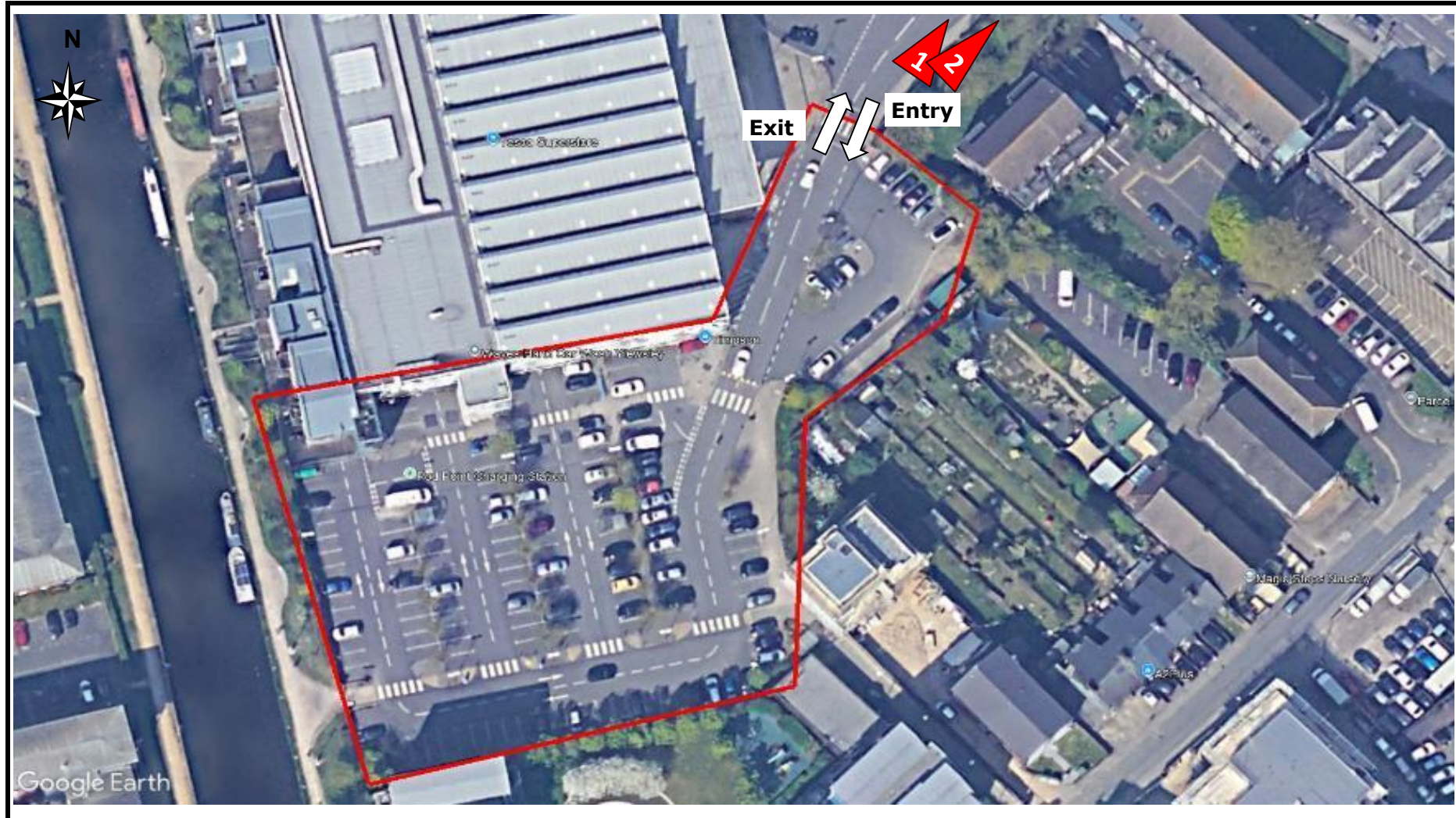
51.515586°N, 0.476473°W

Postcode:

UB7 7FP

Times:

1700-2200 Wed
0800-1200 Sat



	Car Park	
Times	Entry	Exit
17:00 - 17:15	65	60
17:15 - 17:30	54	55
17:30 - 17:45	61	63
17:45 - 18:00	53	60
18:00 - 18:15	54	53
18:15 - 18:30	70	63
18:30 - 18:45	49	75
18:45 - 19:00	41	46
19:00 - 19:15	43	49
19:15 - 19:30	45	47
19:30 - 19:45	42	56
19:45 - 20:00	46	48
20:00 - 20:15	31	39
20:15 - 20:30	27	39
20:30 - 20:45	28	35
20:45 - 21:00	25	26
21:00 - 21:15	25	33
21:15 - 21:30	17	25
21:30 - 21:45	19	20
21:45 - 22:00	24	24

450

Total Spaces

280

Cars in at Start

285

63%

284

63%

282

63%

275

61%

276

61%

283

63%

257

57%

252

56%

246

55%

244

54%

230

51%

228

51%

220

49%

208

46%

201

45%

200

44%

192

43%

184

41%

183

41%

183

41%

183

Cars in at End

	Car Park	
Times	Entry	Exit
08:00 - 08:15	4	6
08:15 - 08:30	1	2
08:30 - 08:45	0	0
08:45 - 09:00	4	2
09:00 - 09:15	5	5
09:15 - 09:30	8	7
09:30 - 09:45	6	12
09:45 - 10:00	10	7
10:00 - 10:15	9	9
10:15 - 10:30	26	7
10:30 - 10:45	50	6
10:45 - 11:00	89	8
11:00 - 11:15	83	53
11:15 - 11:30	92	60
11:30 - 11:45	95	80
11:45 - 12:00	97	84

450

Total Spaces

10	Cars in at Start
8	2%
7	2%
7	2%
9	2%
9	2%
10	2%
4	1%
7	2%
7	2%
26	6%
70	16%
151	34%
181	40%
213	47%
228	51%
241	54%
241	Cars in at End



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 47425 Hillingdon

Site Number/Name: Site 3 - Shell Petrol Station

Client: Velocity

Date: 6th & 10th May 2026

Advanced Transport Research

Site 3 - Shell Petrol Station

Job Number & Name: **47425 Hillingdon**

Date: **6th & 10th May 2026**

Job Type: **Link Count**

Co-ordinates: **51.516326°N, 0.476271°W**

Postcode: **UB7 7QP**

Times: **1700-2200 Wed
0800-1200 Sat**



	Movement A								Movement B								Movement C					
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B
17:00 - 17:15	16	2	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:15 - 17:30	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	9	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	12	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
19:15 - 19:30	8	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
19:30 - 19:45	10	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
19:45 - 20:00	19	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
20:00 - 20:15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
20:15 - 20:30	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	15	4	1	0	12	1	1	1	0	0	0	0	1	3	1	2	0	0	0	0	0
By Direction	215								6								5					

Job Number & Name:	47425 Hillingdon
Client:	Velocity
Date:	6th & 10th May 2026

		Movement D							
Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	1	14	3	1	0	0	1	0	0
0	0	7	3	0	0	0	0	0	0
0	0	15	0	0	1	0	0	0	0
0	0	11	0	0	0	0	1	0	0
0	0	9	1	0	0	0	1	0	0
0	0	9	3	0	0	0	0	0	0
0	0	8	0	1	0	0	0	0	0
0	0	11	0	0	0	0	2	0	0
0	0	19	0	0	0	0	1	0	0
1	0	7	1	1	0	0	1	0	1
0	0	12	0	0	0	0	0	1	0
0	0	16	0	0	0	0	0	0	0
1	0	9	2	1	0	0	1	0	0
0	0	4	0	0	0	0	1	0	0
0	0	6	0	0	0	0	0	0	0
0	0	10	1	0	0	0	0	0	0
0	0	5	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0
0	0	4	0	0	0	0	1	0	0
0	0	5	3	0	0	0	1	0	0
2	1	183	17	4	1	0	11	1	1
		218							

	Movement A								Movement B								Movement C					
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B
17:00 - 17:15	16	2	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:15 - 17:30	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	9	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	12	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
19:15 - 19:30	8	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
19:30 - 19:45	10	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
19:45 - 20:00	19	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
20:00 - 20:15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
20:15 - 20:30	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	15	4	1	0	12	1	1	1	0	0	0	0	1	3	1	2	0	0	0	0	0
By Direction	215								6								5					

Job Number & Name:	47425 Hillingdon
Client:	Velocity
Date:	6th & 10th May 2026

		Movement D							
Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	1	14	3	1	0	0	1	0	0
0	0	7	3	0	0	0	0	0	0
0	0	15	0	0	1	0	0	0	0
0	0	11	0	0	0	0	1	0	0
0	0	9	1	0	0	0	1	0	0
0	0	9	3	0	0	0	0	0	0
0	0	8	0	1	0	0	0	0	0
0	0	11	0	0	0	0	2	0	0
0	0	19	0	0	0	0	1	0	0
1	0	7	1	1	0	0	1	0	1
0	0	12	0	0	0	0	0	1	0
0	0	16	0	0	0	0	0	0	0
1	0	9	2	1	0	0	1	0	0
0	0	4	0	0	0	0	1	0	0
0	0	6	0	0	0	0	0	0	0
0	0	10	1	0	0	0	0	0	0
0	0	5	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0
0	0	4	0	0	0	0	1	0	0
0	0	5	3	0	0	0	1	0	0
2	1	183	17	4	1	0	11	1	1
		218							

APPENDIX C

MODESHARE DATA



Column1	ADDRESS	TOWN	COUNTY	ADULT/CHILD/YOUTH	TRANSPORT	FAMILY CARS	D
1				A	BUS		1
2	Newmarket Avenue	Northolt	Middlesex	A	BUS		1
3				A	CAR		1
4				A	CAR F	1	1
5		Langley	Berkshire	A	CAR F	2	1
6				A	CAR F	3	1
7				A	CAR F	4	1
8				A	CAR		1
9				A	CAR F	5	1
10				A	BUS		1
11				A	CAR F	6	1
12				A	CAR	7	1
13		West Drayton		A	CAR F	8	1
14		Greenford		A	CAR F	9	1
15		Maidenhead		A	CAR F	10	1
16		Hayes		A	BUS		1
17				A	CAR F	11	1
18		Slough		A	CAR F	12	1
19				A	BUS		1
20		Slough		A	CAR F		1
21		Slough		A	CAR F	13	1
22		Hayes		A	BUS		1
23				A	CAR F	14	1
24				A	CAR F	15	1
25		Maidenhead		A	CAR F		1
26	Three Mile Cross	Reading		A	CAR F	16	1
27	Yeadling	Hayes	Middlesex	A	BUS		1
28	Ferndale Crescent	Uxbridge	Middlesex	A	CAR	17	1
29				A	CAR F		1
30				A	CAR F	18	1
31		Slough		A	CAR F	19	1
32	Ferndale Crescent	Uxbridge	Middlesex	A	CAR F	20	1
33				A	CAR F	21	1
34				A	CAR F		1
35		Uxbridge		A	CAR F	22	1
36				A	BUS		1
37	Three Mile Cross	Reading		A	CAR F		1
38	Ferndale Crescent	Uxbridge	Middlesex	A	CAR F	23	1
39				A	CAR F	24	1
40				A	CAR F		1
41				A	CAR F		1
42				C	BUS		1
43				A	CAR F		1
44				A	CAR F		1
45				A	CAR F	25	1
46		Maidenhead		A	CAR F		1
47	Ferndale Crescent	Uxbridge	Middlesex	A	CAR F	26	1
48		Uxbridge		A	CAR F	27	1
49				A	WALK		1
50	Maidenhead			A	CAR F		1
51	Hayes		Middlesex	A	CAR F		1
52		Uxbridge		A	CAR F	28	1
53		Bedford		A	BUS		1
54		Langley	Berkshire	A	CAR F	29	1
55	Yeadling	Hayes	Middlesex	A	BUS		1
56				A	CAR F	30	1
57				A	WALK		1
58				C	WALK		1
59		Uxbridge	Middlesex	C	WALK		1
60				A	CAR F		1
61				C	CAR F	31	1
62				C	CAR F		1
63				A	CAR F		1
64				A	CAR F		1
65				A	CAR F		1
66		Y		A	BUS		1
67		Bedford		C	CAR F	32	1
68		Hayes	Middlesex	A	CAR	33	1
69	Chepswell Hall	Uxbridge		C	CAR F		1
70				A	WALK		1
71		Hayes		Y	WALK		1
72				A	BUS		1
73				Y	CAR	34	1
74		Bedford		Y	BUS		1
75		Bedford		Y	BUS		1
76		Bedford		Y	BUS		1
77				C	CAR F		1
78				C	CAR F		1
79				C	CAR F		1
80				C	CAR F		1
81		Maidenhead		C	CAR F		1
82		Maidenhead		C	CAR F		1
83				Y	BUS		1
84				Y	BUS		1
85				Y	CAR F		1
86				C	CAR F		1
87	Newmarket Avenue	Northolt	Middlesex	Y	BUS		1
88	Newmarket Avenue	Northolt	Middlesex	Y	BUS		1
89				Y	BUS		1
90	Three Mile Cross	Reading		C	CAR F		1
91				C	CAR F		1
92		Uxbridge		A	CAR F		1
93	Three Mile Cross	Reading		C	CAR F		1
94				C	CAR F		1
95				C	CAR F		1
96				C	CAR F		1
97				C	CAR F		1
98		Maidenhead		C	CAR F		1
99		Langley	Berkshire	C	CAR F		1
100		Langley	Berkshire	C	CAR F		1
101				C	CAR F		1
102				C	CAR F		1
103				C	CAR F		1
104				C	CAR F	35	1
105				C	CAR F		1
106				C	CAR F		1
107				C	CAR F		1
108				A	CAR F		1
109				C	CAR F		1
110				A	CAR F		1
111				A	BUS		1
112				C	BUS		1
113				C	BUS		1
114				C	CAR F		1
115				C	CAR F		1
116				C	CAR F		1
117		Uxbridge	Middlesex	Y	BUS		1
118				A	CAR F		1
119				A	WALK		1
120		West Drayton	Middlesex	C	CAR F	36	1
121				A	BUS		1
122	Livingstone Road	Thornton Heath	Surrey	C	CAR F	37	1
123				A	BUS		1
124				A	BUS		1
125				A	CAR F	38	1
126				A	CAR F		1

APPENDIX D

TESCO AGREEMENT



Subject: Re: Request For Permission to use Tesco Yiewsley Car Park
Date: Friday, 24 April 2026 at 11:07:33 British Summer Time
From: Nielsen, Liz
To: Tunde Balogun
CC: UK6163
Attachments: image001.png, image002.png, image003.png, image004.png

Good morning,

Thank you for your email.

I'm happy to continue with the current arrangement, and as Chris described we would need to continually review and may need to change this in the future if it has a detrimental effect on our residents and customers.

Kind Regards,
Liz
Store Manager
Yiewsley

From: UK6163 <UK6163@tesco.com>
Sent: 23 April 2026 18:36
To: Nielsen, Liz <Liz.Nielsen@tesco.com>
Subject: Fw: Request For Permission to use Tesco Yiewsley Car Park

Sent from [Outlook for Android](#)

From: Tunde Balogun <pt@kingsborough.org.uk>
Sent: Thursday, April 23, 2026 5:49:53 PM
To: UK6163 <UK6163@tesco.com>
Cc: Tunde Balogun <pt@kingsborough.org.uk>; Kingsborough Multimedia <multimedia@kingsborough.org.uk>
Subject: Request For Permission to use Tesco Yiewsley Car Park

Have you checked for signs of phishing? Cyber criminals use QR codes, login pages and malicious downloads to get access to things they shouldn't have. If you see anything suspicious report it using the Report Phishing button or email Phishing@tesco.com

Dear Liz,

I hope you are well.

Firstly, we would like to take this opportunity to warmly welcome you as the new manager of this branch. We look forward to working with you and building a positive relationship going forward.

As directed, we are writing to bring to your attention an existing arrangement previously

agreed with Chris Sheehan regarding the use of additional car parking spaces on Sunday mornings when required (please see the email correspondence below for reference).

We are not certain whether this agreement was formally handed over, so we felt it would be helpful to highlight it and ensure you are aware. We would be grateful if you could kindly confirm your continued support of this existing arrangement. This is simply to reconfirm the current agreement rather than to request a new one, as it forms an important part of our operational planning.

Please let us know if you would like to discuss this further.

Thank you in advance, and we look forward to working with you.

Kind regards,

Tunde

Tunde Balogun

Senior Leader/ CEO

Kingsborough Centre

T:01895 252224

E:pt@kingsborough.org.uk

W:www.kingsborough.org.uk

4 New Windsor Street|Uxbridge|Greater London|UB8 2TU



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Kingsborough Centre is the trading name of **Kingsborough**

Registered office: 4 New Windsor Street, Uxbridge UB8 2TU

Registered Charity Number: 1112820 England and Wales

From: Sheehan, Chris <Chris.Sheehan@tesco.com>
Date: Thursday, 20 March 2025 at 13:33
To: Tunde Balogun <pt@kingsborough.org.uk>
Subject: Re: Request for Permission to use Tesco Yiewsley Car Park

Good Afternoon Tunde,
I am happy to support The Hillingdon Foodbank and will grant you permission to use up to 30 additional spaces in the Car Park on a Sunday morning.
This will however be subject to review and should we encounter any difficulties / customer concerns we may choose to amend this agreement in the future.
At present I don't foresee any problems and am happy to allow you to use the space with immediate effect.

Please get in touch if there is anything else we can do to support you.

*Thanks,
Chris Sheehan
Store Manager
Yiewsley 6163*

From: Tunde Balogun <pt@kingsborough.org.uk>
Sent: 18 March 2025 17:39
To: Sheehan, Chris <Chris.Sheehan@tesco.com>
Cc: Oluwatoyin Balogun <baloguno@kingsborough.org.uk>
Subject: Request for Permission to use Tesco Yiewsley Car Park

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Dear Chris
We sincerely appreciate your warm reception this afternoon and the opportunity to discuss permission for the use of the Tesco car park.
We are a registered UK charity, *The Hillingdon Foodbank*—London's first food bank—operating in partnership with *The Kingsborough Centre*. We have recently completed the purchase of the building located between Tesco Yiewsley and the Home Bargains store at 215 High Street, Yiewsley UB7. This summer (July), our main warehouse will be relocating to this new space.
While we have 22 parking spaces on-site, we anticipate the need for additional 30 Car park spaces on Sunday mornings between 8:00 AM and 12:00 PM. We understand that your store opens at 11:00 AM on Sundays, which aligns well with our schedule. Attendees could park in Tesco and retrieve their cars just as your store

opens—offering them the added convenience of shopping while they are there. Additionally, our charity operates three branches of *The Coat of Many Colours Nursery* in Uxbridge, Hayes, and Hounslow. Every Monday morning, we conduct our weekly shopping for all three nurseries at your store, with an average spend of £300. With our relocation next door, we are confident that this move will lead to increased patronage and a stronger collaboration with your store.

We would greatly appreciate your support in allowing us to use additional parking spaces on Sundays. We would be happy to discuss any necessary arrangements.

Looking forward to your positive response.

Kind Regards,

Tunde Balogun

Senior Leader/ CEO

Kingsborough Centre

T:01895 252224

E:pt@kingsborough.org.uk

W:www.kingsborough.org.uk

4 New Windsor Street|Uxbridge|Greater London|UB8 2TU



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Registered office: 4 New Windsor Street, Uxbridge UB8 2TU

Registered Charity Number: 1112820 England and Wales

Company Registered Number: 05539255 England and Wales

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