Transport Statement

January 2026

EAS

875 Scylla Road

Heathrow, Feltham

JLP Architects

Document History

JOB NUMBER: 6498/2026
DOCUMENT REF: Transport Statement
REVISIONS: A – Client Issue

Revision	Comments	By	Checked	Authorised	Date
A	Client Issue	JM	PE	PE	08/01/2026

The content of this report is based on information available as of January 2026, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

Contents

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

1 Introduction

1.1 This Transport Statement has been prepared by EAS Transport Planning Ltd on behalf of JLP Architects (hereinafter referred to as the 'client') regarding the proposed development of temporary storage at 875 Scylla Road, Heathrow, Feltham (hereinafter, the 'site').

The Site

1.2 The site under consideration is located within an industrial and warehousing area, to the south-east and set just near the perimeter of Heathrow Airport. The full address of the site is 875 Scylla Road, Feltham, Hounslow, TW6 3YH.

1.3 The industrial unit under consideration is known as Bonded Stores, and is operated by SEGRO, as part of the business's wider Heathrow commercial operations, with individual units let out to individual logistics operators.

1.4 The site is set near the south-western corner of the London Borough of Hillingdon ('LBH'), who therefore act as the local planning authority, as well as the local highway authority.

1.5 A map showing the location of the site is contained at **Appendix A**.

The Scheme

1.6 It is proposed to install a temporary storage facility within the external grounds of the existing site covering circa 420 square metres of use-class B8 demountable storage space.

1.7 The proposal will result in a net reduction in informal car parking and turning space outside the site, which currently lies unused.

1.8 The proposed site plans are contained at **Appendix B**.

Planning History of the Site

1.9 The site under consideration has been in use as a logistics site for a number of decades.

1.10 An application for the installation of temporary storage use on site was submitted under LBH planning application 78582/APP/2025/2679, and for which this report has been prepared in support, as requested by the Borough officers.

Aims and Structure of this Report

1.11 This Transport Statement has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014); as well as to guidance that the regional and local Authorities have published on their website.

1.12 The contents of this report are:

- Section 2 – sets the national, regional, and local policy context;
- Section 3 – describes the existing site conditions;
- Section 4 – describes the proposed development;

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

- Section 5 – identifies the likely trip generation and traffic impact; and
- Section 6 – concludes the statement.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

2 Policy Context

2.1 This section sets out the policy context. Development and growth are encouraged at National, regional, and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

2.2 The policy documents reviewed include:

- National Planning Policy Framework;
- the London Plan;
- Hillingdon Local Plan Part 1 - Strategic policies;
- Local Plan Part 2 - Development Management Policies; and
- Hillingdon Local Implementation Plan

National Planning Policy Framework

2.3 The revised National Planning Policy Framework ('NPPF') was published in December 2024 (and subsequently revised in February 2025). This document sets out the planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In this regard, Paragraph 10 of the NPPF states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** [original emphasis]."*

2.7 Paragraph 115 states:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
> *b) safe and suitable access to the site can be achieved for all users;*
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
> *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

2.8 Paragraph 116 states:

> *"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."*

2.9 Within that context, paragraph 117 states that 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. 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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.10 Paragraph 118 states:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

2.11 It is not expected that the scheme will generate a significant number of trips, as evidenced below in Section 5.

The London Plan

2.12 The London Plan ('LP') was formally published in March 2021 by the Mayor of London. This document is now the main material consideration in planning decisions within Greater London. This document is defined as:

> *"The new London Plan marks a break with previous London Plans, it represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.*

2.13 The new London Plan encourages developments with greater public transport accessibility, lower parking provisions and higher housing density."

2.14 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

"2) reduce the dominance of vehicles on London's streets whether stationary or moving; and

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.15 Policy T4 of the LP states that:

a) "Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.
b) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. …
Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.
c) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.
d) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.
e) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.
f) Development proposals should not increase road danger."

2.16 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum provision for Use Class B8 as 1 space per 500 square metres long-stay cycle parking spaces plus 1 space per 1,000 square metres short-term spaces.

2.17 This policy also adds that Boroughs should not seek to adopt more generous standards borough-wide.

Hillingdon Local Plan

2.18 The Hillingdon Local Plan is formed of two separately adopted documents – the Strategic Policies adopted in 2012, and the Development Management Policies, adopted in 2020. The two sections of the Local Plan form the council's future development strategy, setting out a framework and detailed policies to guide planning decisions.

2.19 The Hillingdon Local Plan Part 1 – Strategic Policies (formerly Core Strategies) was adopted at a Council meeting on 8th November 2012 and is now a part of the Development Plan for the Borough.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

2.20 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Polices Map. The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16th January 2020.

2.21 Policy DMT 1 on Managing Transport Impacts states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its visitors from and / or the services and facilities necessary to support the development;
- maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- provide equal access for all people, including inclusive access for disabled people;
- adequately address delivery, servicing and drop-off requirements; and
- have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

2.22 All major developments will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.23 It is noted that in this case, the proposed scheme is not understood to constitute a major development, but a Transport Statement has nonetheless been requested.

2.24 Policy DMT 2 on Highways Impacts effectively supersedes Policy AM7 in the Unitary Development Plan. It requires development proposals to ensure that:

- safe and efficient vehicular access to the highway network is provided to the Council's standards;
- they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- impacts on local amenity and congestion are minimised by routeing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

2.25 Policy DMT 5 on Pedestrians and Cyclists requires development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

TRANSPORT PLANNING HIGHWAYS AND DRAINAGE FLOOD RISK ENERGY AND SUSTAINABILITY AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

- the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or in agreement with the Council.

2.26 Policy DMT 6 on Vehicle Parking requires development proposals to 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:

- the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and / or
- a transport appraisal and travel plan has been approved, and parking provision is in accordance with its recommendations.

2.27 All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

2.28 Appendix C on parking standards contains the following specifications:

- parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision. This will be reviewed in future.
- for road layouts, swept path analysis must include 300 millimetre error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.
- parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s).
- as a minimum, cycle parking should normally take the form of 'Sheffield'-type stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage.
- in addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, mopeds and scooters) must also be provided at the rate of 5% of car parking spaces.
- motorised two-wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security.

2.29 Car parking for the commercial space is also expected to be provided at 1 car parking space per 50-100 square metres for B1 offices and at 2 car spaces, plus 1 space per 50-100 square metres for use-class B8 Warehousing (and other industrial uses).

2.30 The Appendix sets a standard of one long-term cycle parking space per 500 square metres of B8 floorspace. The table heading describes these as maximum standards, but this may be a misprint for minimum, as paragraph 8.26 of the same document also states that this standard should be met. This standard of provision is below the minimum standards in the London Plan requirements.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

Hillingdon Local Implementation Plan

2.31 The Local Implementation Plan ('LIP3') is Hillingdon's transport plan, detailing its transport objectives and programme to support delivery of the Mayor's Transport Strategy within the borough. The LIP considers the goals, challenges, policies and outcomes detailed in the MTS and tailors them to Hillingdon.

2.32 Dated November 2018 the LIP3 considers Borough objectives through the life of the MTS to 2041 and is Hillingdon's third LIP replacing the earlier 2011 Plan.

2.33 Chapter 2 of this document sets the objectives of the LIP3 as:

- *"Hillingdon's streets will be characterised by the 10 healthy streets indicators;*
- *Real and perceived threats to safety will be identified and addressed;*
- *Through design, planning and management Hillingdon's streets will be used most efficiently and have less traffic on them;*
- *Town centres will be vibrant, clean and accessible, residential areas will be safe, quiet and relaxing, business streets will be connected;*
- *The public transport network will respond to and shape the built-up area it serves;*
- *Public transport in Hillingdon will be inclusive and satisfy the travel needs of residents, visitors and businesses;*
- *The development and management of Hillingdon's streets will support frequent and reliable public transport services;*
- *Through land use/transport planning the travel choices available will include all those that are active, efficient and sustainable;*
- *Transport investment will connect and facilitate the release of sites for new homes and jobs."*

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

3 Existing Site Assessment

3.1 The site and its surrounding areas are reviewed in terms of transport sustainability, and the adequacy of the local highway network, in context of the proposed scheme.

Site Location and Local Facilities

3.2 **Appendix A** contains a location plan showing the site to the north of the southern boundary of the London Borough of Hillingdon. The site is therefore located within LB Hillingdon's boundary, on the northern side of Stanwell Road (an unclassified four-lane, dual carriageway) and to the south of Scylla Road, from where it gains access.

3.3 Terminal 4 of Heathrow Airport is located just 400 metres north of the site and is accessible via Southern Perimeter Road, into which Scylla Road terminates to the north. Heathrow Park and Ride Parking Terminal 4 lies directly to the west of the site.

3.4 Bedfont local centre is located within a walkable range on Staines Road, in Feltham, being located around 1.1 kilometres, as the crow flies, to the east of the site. It has a range of shops and businesses that includes all the day-to-day facilities that may need to be accessed by staff working locally including:

- local supermarkets and convenience stores;
- other local food shops, such as a grocer and butcher;
- coffee shops, restaurants and take away shops;
- pharmacies and opticians;
- doctors and dentists;
- a wide range of shops and businesses, such as beauty parlours, hair dressers, and barber shops.

3.5 There are also a range of schools within the local residential areas, near the proposed development, together with a number of places of worship.

Existing Site Function

3.6 The building on site comprises an existing logistics warehouse unit of under 3,000 square metres, as well as 12 connected loading docks.

3.7 The existing warehouse unit on site is split into different commercial units, which are in turn leased to third-party operators, typically for logistics use related with the airport.

3.8 The wider site is accessible via separate access and egress points onto Scylla Road, one on either side of the existing industrial shed.

3.9 Over 40 formal car parking are present within the wider site, outside the main structure. Various informal parking areas also are present outside the individual units, which is also surrounded by an internal access road and manoeuvring areas, which permit access into each loading dock by large vehicles.

3.10 These car parking areas are accessed via Scylla Road, which is a small access road off Southern Perimeter Road serving this site and three other neighbouring industrial plots.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

Public Transport - PTAL

3.11 The Public Transport Accessibility Level ('PTAL') Index is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

> *"Public Transport Accessibility Levels (PTAL) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London."*

3.12 A full PTAL assessment for the site undertaken using the TfL web-PTAL tool is contained within **Appendix C**.

3.13 The Public Transport Accessibility Index ('PTAI') at the front of the site is 6.8 and of 4.2 at the rear of the site. These PTAIs equate to a PTAL classification of between 1b and 2 or 'Very Poor' and 'Poor' (PTAL score ranges of 2.5 to 5 and 5 to 10).

Public Transport - Bus

3.14 Existing bus stops located close to the site on Southern Perimeter Road, both known as Scylla Road (and located near the junction of the two roads, circa 200 metre walk from the site). From these stops bus services 446, 482, 490, 555, N30, and N555 can be boarded.

3.15 The above routes link the local area to the different airport terminals, as well as Hatton Cross, Richmond, Southall, Walton-on-Thames, and Woking.

3.16 From the above it can be concluded that the area has a number of local bus services with around 12 buses an hour accessible within 400 metres of the site and a further 14 local buses an hour accessible a little further away.

3.17 The local bus spider map is included in **Appendix D**.

Public Transport - Rail

3.18 Heathrow Terminal 4 Rail and London Underground ('LU') Stations are located around circa 400 metres north of the site, and are accessible via a 500 metre walk across Southern Perimeter Road, linking the local area to the Elizabeth Line and the LU Piccadilly Line.

3.19 The LU Elizabeth Line (formerly known as Crossrail) runs east to west across the city and beyond, linking the local area to London Paddington, Bond Street, Tottenham Court Road, Farringdon and Liverpool Street Stations in Central London, as well as other stops along the routes east to Abbey Wood. Separate western branches of the Elizabeth Line also continue to Heathrow Terminal 5 and Reading in the west or Shenfield in the east. This network provides 4 services per hour terminating at this station.

3.20 The LU Piccadilly Line provides circa 5 departures per hour in each direction between Heathrow and Cockfosters, via Central London, also stopping at Hammersmith, Piccadilly Circus, King's Cross and St Pancras International, and Finsbury Park.

3.21 Details of all the local rail services from these stations is contained in **Appendix E**.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

Walking and Cycling

3.22 The immediate pedestrian environment outside the site is typical of an outer London industrial area, with wide footways on both sides of Scylla Road.

3.23 Stanwell Road, to the south of the site is accessible via a narrow footpath which links the eastern end of Scylla Road with Bedfont Cross. Formal pedestrian crossing facilities are available nearby at the junction of Stanwell Road with Great South West Road (A30).

3.24 The local street network is lit, and local roads are restricted to 40 miles per hour. To the east of the A30, Stanwell Road is restricted to 20 miles per hour.

3.25 A shared footway-cycleway facility runs along the western side of the A30, circa 1.5 metres in width.

3.26 The nearest sections of the National Cycle Network are located within Staines-upon-Thames, being Route 4 of this network, which terminates within the local town centre. This network can be reached locally via an existing shared footway-cycleway facilities on the A30.

The Local Road Network

3.27 Southern Perimeter Road runs east to west to the north of Scylla Road, and connects Terminal Four Roundabout near its junction with Great South West Road (A30) with the built up area of Stanwell.

3.28 To the west, South Perimeter Road links into a roundabout connecting Beacon Road and Stanwell Road, which in turn, routes south of the site and back towards the A30.

3.29 South Perimeter Road continues west all the way up the A3113 Airport Way, which terminates into Junction 14 of the M25 Motorway. The site therefore includes good nearby links to the Motorway network.

3.30 The local roads to the east of the site are restricted to 40 miles per hour, whereas Stanwell Road becomes restricted to 50 miles per hour to the west of the junction of this road with Bedfont Cross. All local roads are lit.

3.31 The site currently has a direct vehicular access onto Scylla Road, which is an access road serving this and a number of other neighbouring commercial and logistics sites, and all set in between of the main parts of Heathrow Airport (in the north), Stanwell Road (in the south), and Great South West Road (in the east).

3.32 The public highway areas outside the site are restricted from parking through the use of double-yellow line markings throughout.

Population Statistics

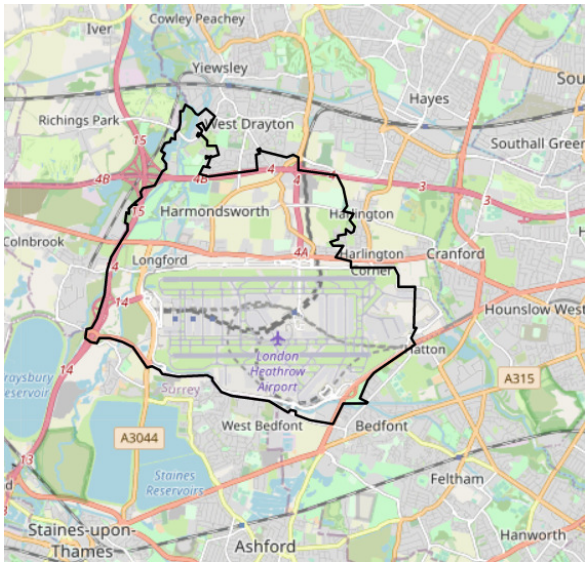
3.33 A review of the most recently available Census statistics (2011) for Workplaces has been undertaken to assess the local population characteristics.

3.34 The site is set mostly within Middle Super Workplace Zone ('MSOA') Hillingdon 031, and within the smaller local Workplace Zone ('WZ') E33029974.

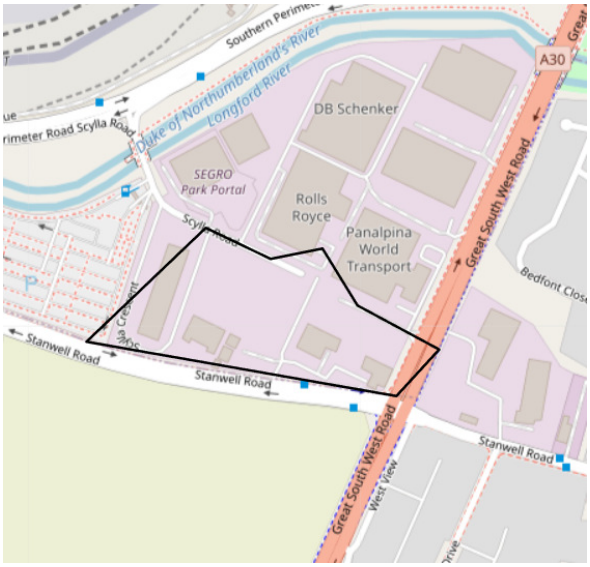
TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

3.35 The local MSOA includes the whole of Heathrow Airport, and is therefore vast, capturing thousands of people that are employed here. Whilst the accessibility to the wider Heathrow Airport complex is assumed to be in line with the site area, the proximity of the latter to residential areas across the A30, does generate some variance between the MSOA and the narrower WZ datasets. It is also worth adding that various parts of the wider Airport complex have better accessibility via public transport modes, such as LU networks.

3.36 The smaller census Workplace Zone would therefore more accurately reflect the typical characteristics of this site, being focused on the handful of industrial and warehousing units around the site.



Hillingdon 031 Area



Workplace Area E33029974

3.37 Data from the 2011 census have been considered with respect to modal choice of journey to work. This data is contained as **Appendix F** and summarized in table 3.3:

	Workplace E33029974		Hillingdon 031	
	Total	%age	Total	%age
All Staff	343		46,243	
Work from home	0		282	
Underground, Metro, Tram	6	1.7%	3,207	7.0%
Train	6	1.7%	1,456	3.2%
Bus	22	6.4%	7,134	15.6%
Taxi	1	0.3%	57	0.1%
Motorcycle, Scooter, Moped	3	0.9%	477	1.0%
Car driver	286	83.4%	31,186	68.1%
Car passenger	7	2.0%	1,158	2.5%
Bicycle	2	0.6%	491	1.1%
Foot	10	2.9%	620	1.4%
Other	0	0.0%	175	0.4%

Table 3.1: 2011 Census local journey to work by staff data

3.38 Table 3.1 shows the method of journey to work in the local Middle Super Output Area ('MSOA'), Hillingdon 031, and the smaller Census Workplace Zone, E33029974. The smaller

census area most accurately reflects the characteristics of the site being focussed around the site.

3.39 It can be seen from the above data that in 2011, within the larger Hillingdon 031 area, 16% took the bus to work, 10% used rail or the London Underground, 1% travelled on foot, 1% cycled to work and 68% were car drivers, with 3% being car passengers.

3.40 Breaking the statistics down further and looking at the smaller E33029974 area just around the site, just 6% take the bus to work, only 3% use rail or the London Underground, 3% travel on foot, 1% cycle, and only 83% are car drivers with 2% car passengers.

3.41 Over the past few months, releases of data from the 2021 Census have been issued, including some Travel Information statistics. The available statistics from the 2021 census, i.e. Method of Travel to Work statistics, unfortunately do not include statistics based upon the place of work, and more recent data has not yet been published.

Summary

3.42 The site is located within LBH's boundary, on the southern side of Scylla Road (an industrial access road off Southern Perimeter Road), and the northern side of Stanwell Road (an unclassified four-lane, dual carriageway). Terminal 4 of Heathrow Airport is located just 400 metres north of the site and is accessible via Scylla Road, whereas Terminal 4 Park and Ride Car Park is located immediately west of the site.

3.43 Staines Road local centre in Feltham is located to the east of the site, and offers a range of shops and businesses that includes all the day-to-day facilities that may need to be accessed by staff working locally.

3.44 The Public Transport Accessibility Index is 6.8 which equates to a PTAL classification of 2 or 'Poor' (PTAL score 5-10).

3.45 The area has a number of local bus services with 6 bus services stopping within 200 metres of the site.

3.46 Heathrow Terminal 4 Rail and London Underground Station are located around circa 550 metres north of the site and links the local area to the Elizabeth Line, and to the LU Piccadilly Line, offering regular rail services. A little further away, is Feltham Rail station, which forms part of the South Western Railway network.

3.47 The immediate pedestrian environment outside the site is typical of an Outer London industrial area, with wide footways on both sides of Scylla Road.

3.48 Southern Perimeter Road to the north of the site runs east to west, and connects Great South West Road (A30) with the built up area of Stanwell. The site includes good nearby links to the Motorway network via the M25 Motorway.

3.49 The 2011 Census recorded that within the local Workplace Zone which includes the site, just 6% take the bus to work, only 3% use rail or the London Underground, 3% travel on foot, 1% cycle, and only 83% are car drivers with 2% car passengers.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

4 The Proposed Development

4.1 The proposed scheme is described in this section including the site access arrangement, as well as servicing.

The Development Proposals

4.2 A Masterplan Layout for the development is included at **Appendix B**.

4.3 It is proposed to temporarily replace part of the existing manoeuvring and informal parking areas by a demountable shed, providing 420 square metres of storage space.

4.4 The proposed shed is set at the south-western corner of the site, immediately next to the main shed unit on site. The temporary shed will result in the blocking of one loading dock, which will not impact the current site operations.

Site Access

4.5 No changes to the wider site access arrangement are proposed as part of the scheme, and the scheme will result in a minor extension to the existing use of the site.

4.6 Traffic flows from the development are expected to be around the same magnitude as the existing use and therefore the existing access will remain satisfactory, as described in Section 5.

Parking

4.7 The redevelopment scheme proposes the formation of an additional 420 square metres of Warehousing space (on top of the existing circa 3,000 square metres of B8 use).

4.8 The LBH parking standards typically require the provision of 2 car spaces, plus 1 extra space every 50 square metres to 100 square metres of warehousing space. Cycle parking should also be provided at 1 space per every 500 square metres.

4.9 On this basis, the existing structure should include between 32 and 62 car parking spaces, as well as 6 cycle parking spaces.

4.10 The proposals would be expected to add between 4 to 9 car parking spaces to the above requirement. The total car parking requirement as per policy for the amended wider site would therefore equate to between 36 and 71 spaces. The existing circa 40 spaces therefore already meet this policy requirement.

4.11 Nevertheless, the site also includes various informal car parking areas, which permit safe parking in addition to the existing over 40 formal spaces already available. As such, no new additional parking is proposed as part of this temporary change.

4.12 Similarly, informal space for cycle parking will also be allowed for within the temporary structure, which in terms of policy is expected to be of a single space.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

Servicing

4.13 The current servicing operations are managed by the private operators. It is understood that this will continue within the redeveloped site.

4.14 It is expected that with around two to three refuse collections a week, all of which would be at known times, and which would usually only take several minutes to complete, there will be ample opportunity for servicing the site. Similarly, there should also be sufficient opportunity for any occasional deliveries, such as furniture or white goods, to the office areas, as well as parcel deliveries for staff.

Summary

4.15 The scheme proposes the development of a temporary demountable storage unit within the existing manoeuvring and informal parking areas, providing 420 square metres of additional storage space.

4.16 The scheme also proposes the to make use of the over 40 existing formal car parking spaces (as well as the significant number of informal spaces), which already serve the wider site, and to allocate space for cycle parking as required. No additional car parking is deemed to be required, since this provision already meets the council's policy requirements (for the combined site).

4.17 No changes to the site access arrangements are proposed as part of the proposal, as similar types and numbers of trips are expected to remain arriving and departing the wider site.

4.18 Servicing vehicles will be retained in line with the existing arrangements, using the existing industrial site access.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

5 Development Impact

5.1 This section discusses the sustainability and predicted transport impacts of the development proposals.

Sustainability Assessment

5.2 The site is in a sustainable location with good access to the local road network (which is an essential element for a Warehousing facility), as well as the necessary day-to-day facilities set within a walkable range in Bedfont.

5.3 The site has a PTAL of between 1b and 2. Regular bus services are available from near the site, linking to nearby train networks within Heathrow Airport Terminal 4 or Feltham.

5.4 The site is therefore considered to be in a sustainable location and is clearly suitable for a warehousing-led development.

Parking

5.5 Over 40 formal car park spaces are already available within the site, as well as a number of areas which permit informal parking, as needed by site operations. This level of formal parking exceeds the minimum car parking policy requirement.

5.6 The overall minor increase in floor area is expected to generate minimal additional parking requirements, whilst remaining within policy requirements.

5.7 An informal cycle parking space will also be made available, should this be required.

Vehicular Trip Generation

5.8 To obtain an estimate of the likely vehicle trips associated with the development a TRICS assessment has also been undertaken for warehouse areas.

5.9 As such, the TRICS database search was thereby restricted to the following search parameters:

- TRICS land-use type 02/F (Commercial Warehousing);
- located in England;
- set within a Suburban or Edge of Town location type; and
- with the local area identified as an Industrial Zone sub-category.

5.10 In this case, the TRICS database returned three similar warehousing sites, all located within Outer London.

5.11 A summary of the TRICS trip rate generation for the warehouse is shown in table 5.1.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (100sqm)	0.393	0.088	0.104	0.397

Table 5.1 TRICS Vehicle Trip Rates (Warehouse)

5.12 Based on comparable sites to the existing warehouse development of circa 3,000 square metres, an assessment can again be made for the likely number of trips such a site would typically generate. Similarly, for a proposed development of 420 square metres of warehousing space, the following trips can be predicted to be generated from the proposed development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Existing Unit	12	3	3	12
Proposed Unit	2	0	0	2

Table 5.2 Development Traffic Movements (Warehouse) from TRICS

5.13 A typical warehouse development of the existing scale would therefore be expected to generate 15 trips in each peak hour, including 12 arrivals and 3 departures in the AM peak hours and 3 arrivals and 12 departures in the PM peak hours.

5.14 Similarly, a warehouse development of the proposed scale would likely generate 2 additional trips in each peak hour (2 arrivals in the morning and 2 departure within the PM peak hours.

5.15 The full TRICS datasheets are contained in **Appendix G**.

Transport Impact

5.16 The redeveloped scheme proposes to retain the existing number of formal car parking spaces, in line with the existing provision, as well as a number of informal parking areas. Considering the existing car parking demand at the site, the client expects that the minimal additional trip demand can easily be allocated for within the existing site.

5.17 Based upon the above discussed TRICS analysis, it would be expected that the proposed redevelopment of the site will generate just 2 additional trips during each peak hour.

5.18 In any case, being a commercial car park, if demand for car parking was ever to exceed the number of available parking spaces, the management company can limit the provision of car parking permits to whoever needs this most. This would typically be undertaken by through a Parking Management Plan process.

5.19 Furthermore, with on-street parking controlled through all of the local area around the site, it would be expected that no employees would visit the site or the local area by car, without having a parking space allocated in advance. Heathrow Terminal 4 Park and Ride Car Park is also located immediately west of the site.

Summary

5.20 The site is located within a sustainable location (especially when considering that this site primarily is a warehousing development), with bus and rail services available within walkable ranges of the site.

5.21 The existing car parking spaces are understood to be sufficient to meet the additional demand generated by the extended site. In any case, the controlled nature of parking within the site, restricts on-street parking from being an alternative to parking within the site.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

5.22 It is expected that the proposed redevelopment of the site will generate a slight increase in trips during each peak hour, with just 2 additional trips expected in each peak hour. This level of trip generation is well within the daily variance of trips on Scylla Road and other nearby roads.

5.23 As such no significant impacts are expected to be generated on the local highway through the proposed minor development.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

6 Summary and Conclusions

6.1 This Transport Statement has been prepared by EAS Transport Planning Limited on behalf of JLP Architects, regarding the proposed temporary storage facility at 875 Scylla Road, at Heathrow, Feltham.

Summary

6.2 The site is located within LBH's boundary, on the southern side of Scylla Road (an industrial access road off Southern Perimeter Road), and the northern side of Stanwell Road (an unclassified four-lane, dual carriageway). Terminal 4 of Heathrow Airport is located just 400 metres north of the site and is accessible via Scylla Road, whereas Terminal 4 Park and Ride Car Park is located immediately west of the site.

6.3 Staines Road local centre in Feltham is located to the east of the site, and offers a range of shops and businesses that includes all the day-to-day facilities that may need to be accessed by staff working locally.

6.4 The Public Transport Accessibility Index is 6.8 which equates to a PTAL classification of 2 or 'Poor' (PTAL score 5-10).

6.5 The area has a number of local bus services with 6 bus services stopping within 200 metres of the site.

6.6 Heathrow Terminal 4 Rail and London Underground Station are located around circa 550 metres north of the site and links the local area to the Elizabeth Line, and to the LU Piccadilly Line, offering regular rail services. A little further away, is Feltham Rail station, which forms part of the South Western Railway network.

6.7 The immediate pedestrian environment outside the site is typical of an Outer London industrial area, with wide footways on both sides of Scylla Road.

6.8 Southern Perimeter Road to the north of the site runs east to west, and connects Great South West Road (A30) with the built up area of Stanwell. The site includes good nearby links to the Motorway network via the M25 Motorway.

6.9 The 2011 Census recorded that within the local Workplace Zone which includes the site, just 6% take the bus to work, only 3% use rail or the London Underground, 3% travel on foot, 1% cycle, and only 83% are car drivers with 2% car passengers.

6.10 The scheme proposes the development of a temporary demountable storage unit within the existing manoeuvring and informal parking areas, providing 420 square metres of additional storage space.

6.11 The scheme also proposes the to make use of the over 40 existing formal car parking spaces (as well as the significant number of informal spaces), which already serve the wider site, and to allocate space for cycle parking as required. No additional car parking is deemed to be required, since this provision already meets the council's policy requirements (for the combined site).

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

6.12 No changes to the site access arrangements are proposed as part of the proposal, as similar types and numbers of trips are expected to remain arriving and departing the wider site.

6.13 Servicing vehicles will be retained in line with the existing arrangements, using the existing industrial site access.

6.14 The site is located within a sustainable location (especially when considering that this site primarily is a warehousing development), with bus and rail services available within walkable ranges of the site.

6.15 The existing car parking spaces are understood to be sufficient to meet the additional demand generated by the extended site. In any case, the controlled nature of parking within the site, restricts on-street parking from being an alternative to parking within the site.

6.16 It is expected that the proposed redevelopment of the site will generate a slight increase in trips during each peak hour, with just 2 additional trips expected in each peak hour.

Conclusion

6.17 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.

6.18 The scheme will generate negligible effects on the local highway network, and will support existing local networks and services through increase custom and a higher population density.

6.19 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

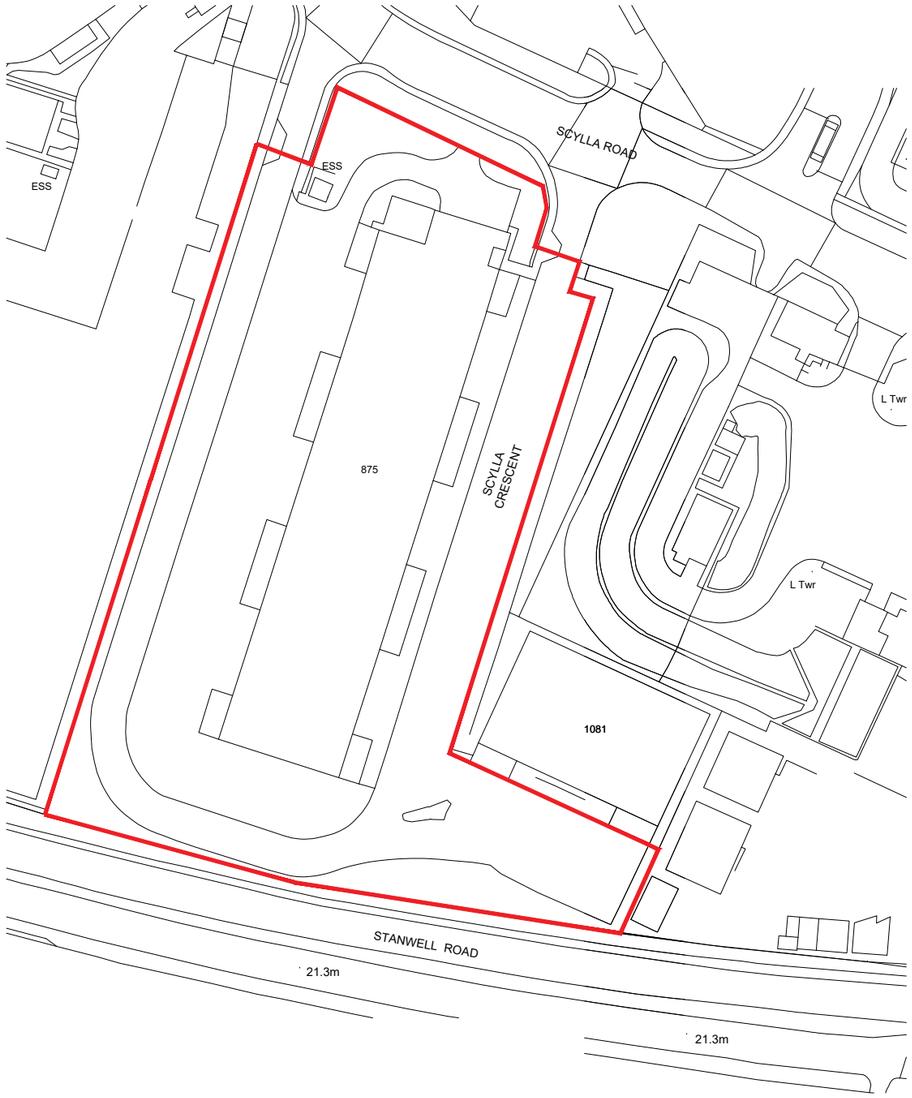
Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - PTAL Report
Appendix: D - Bus Services
Appendix: E - Rail Services
Appendix: F - Census Data
Appendix: G - TRICS Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

Appendix: A - Location Plan

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk



Site Location Plan

Scale 1:1250 at A3

REV	DESCRIPTION	DATE	DRAWN BY	CHECKED BY

N

Client:	WFS
Project:	Building 875 Temp Storage
Title:	Site Location Plan
Project No:	JLP25-052
Drawn by:	AR
Scale:	1:1250 @ A3
Drg No:	SLP001
Rev:	

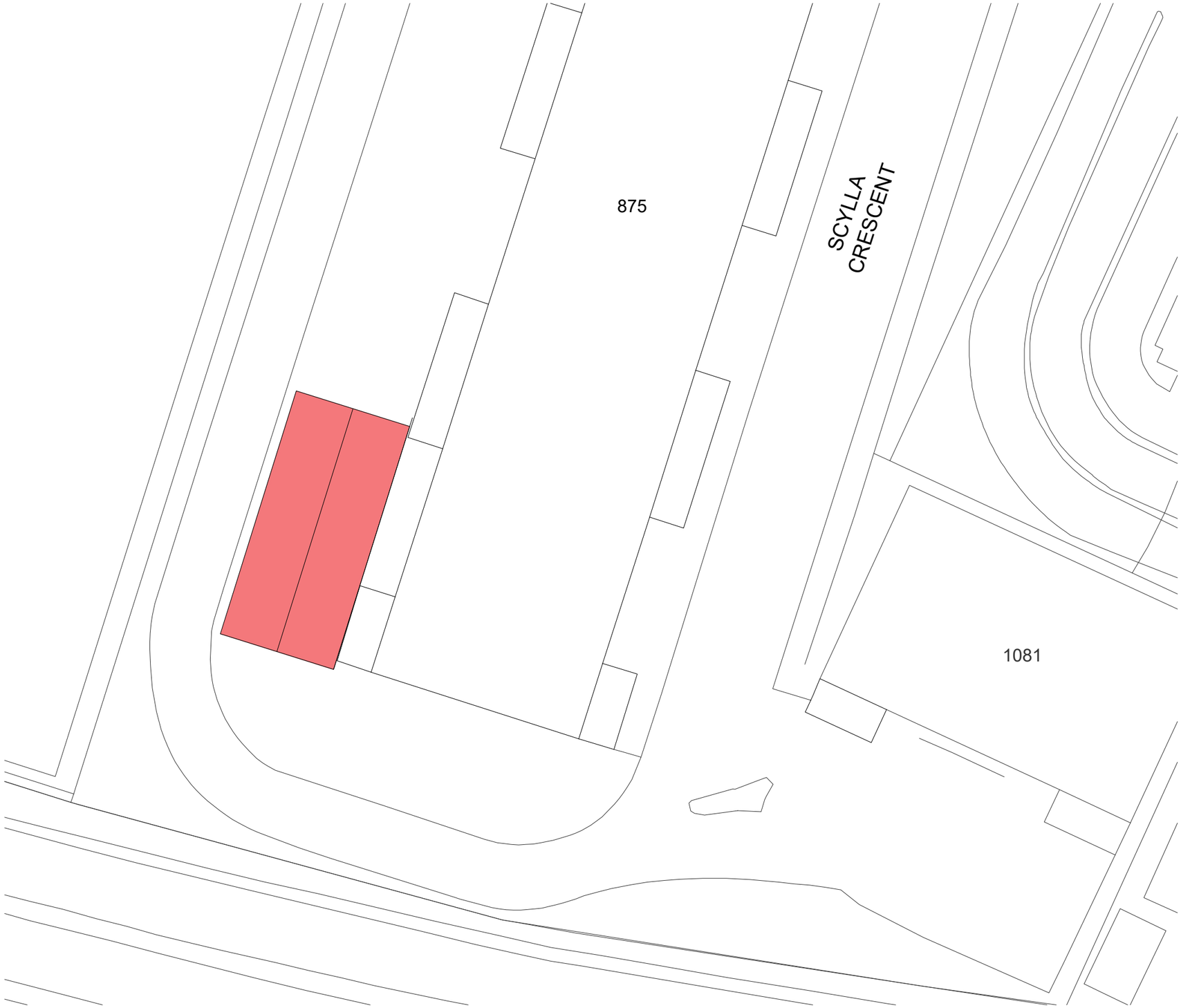
scale (m) 1:1250 0 10 20 30 40

STATUS: PLANNING

JLP ARCHITECTS
85, GREAT PORTLAND STREET
LONDON, W1W 7LT
T: 07740 429 406 | W: www.jlparchitects.com
ARCHITECTURE I INTERIOR DESIGN
PRINCIPAL DESIGNERS I PROJECT MANAGEMENT

Appendix: B - Proposed Plans

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk



Proposed Block Plan

Scale 1:500 at A3

REV	DESCRIPTION	DATE	DRAWN BY	CHECKED BY

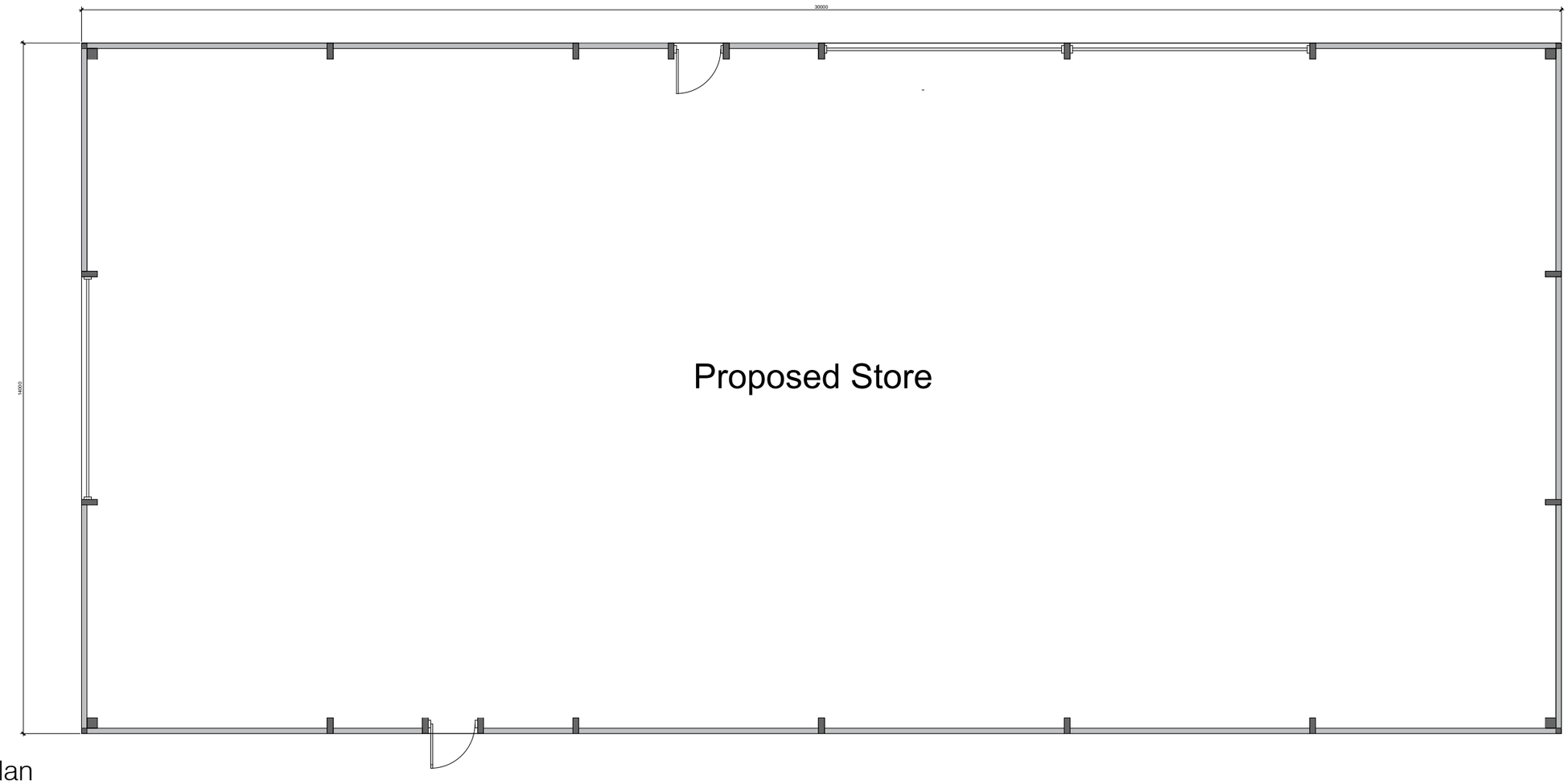
STATUS: PLANNING

N

Client:	WFS
Project:	Building 875 Temp Storage
Title:	Proposed Block Plan
Project No:	JLP25-052
Drawn by:	AR
Scale:	1:500 @ A3
Drg No:	SP001
Rev:	A

scale (m) 1:500 — 0 5 10 15

JLP ARCHITECTS
85, GREAT PORTLAND STREET
LONDON, W1W 7LT
T: 07740 429 406 | W: www.jlparchitects.com
ARCHITECTURE I INTERIOR DESIGN
PRINCIPAL DESIGNERS I PROJECT MANAGEMENT



Proposed Plan

Scale 1:100 at A3

REV	DESCRIPTION	DATE	DRAWN BY	CHECKED BY

STATUS: PLANNING

Client:	WFS
Project:	Building 875 Temp Storage
Title:	Proposed Floor Plan
Project No:	JLP25-052
Drawn by:	AR
Scale:	1:100 @ A3
Drg No:	P001
Rev:	

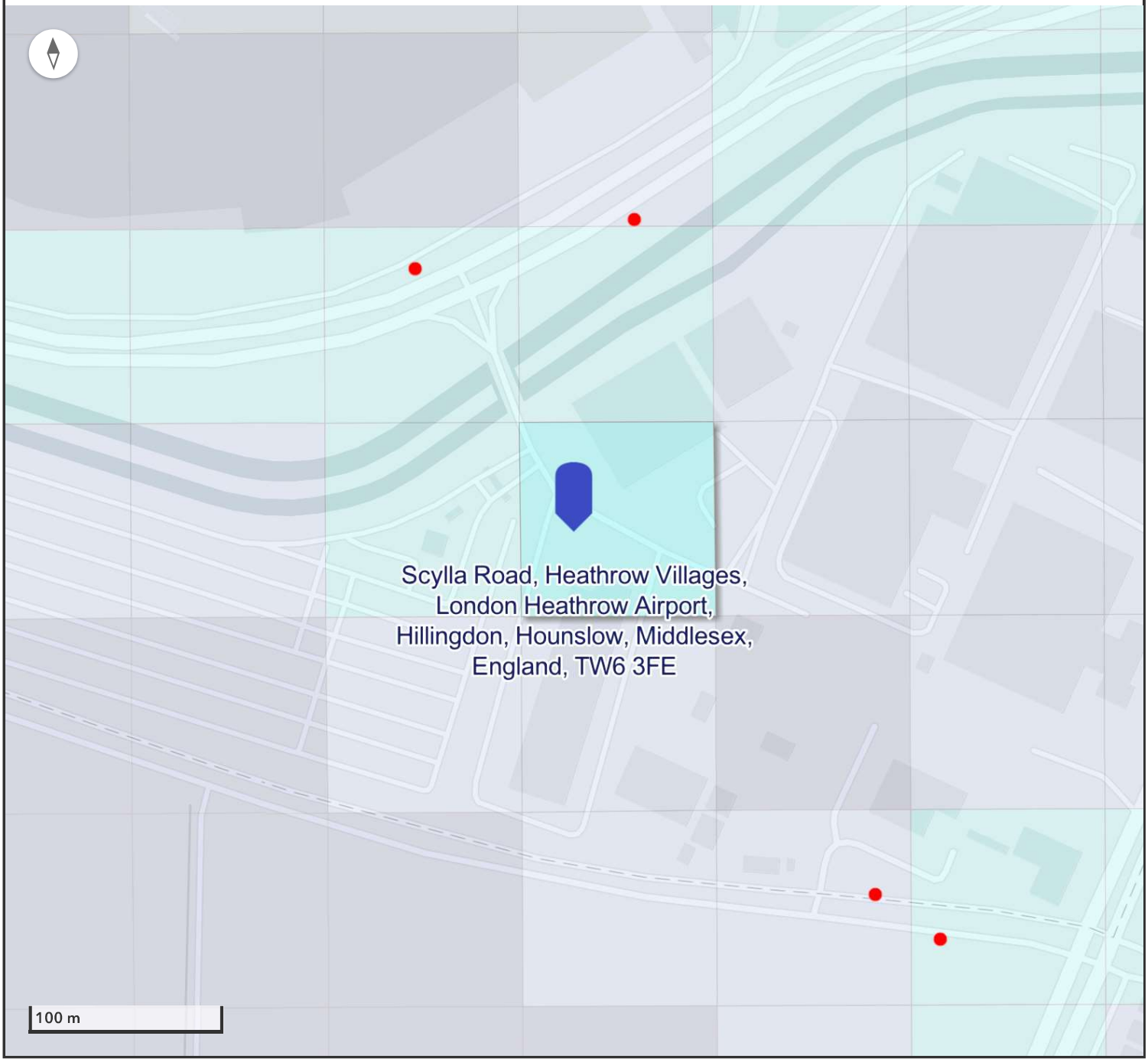
scale (m) 1:100 0 0.5 1 1.5 2 2.5 3

JLP ARCHITECTS
85, GREAT PORTLAND STREET
LONDON, W1W 7LT
T: 07740 429 406 | W: www.jlparchitects.com
ARCHITECTURE I INTERIOR DESIGN
PRINCIPAL DESIGNERS I PROJECT MANAGEMENT

Appendix: C - PTAL Report

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

PTAL Report



TfL Stations

Underground Stations

National Rail Stations

Bus Stops

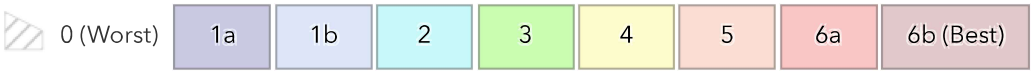
Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT



PTAL 2023 Score

2

Grid ID: 48845

Coordinates: 507945,174052 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

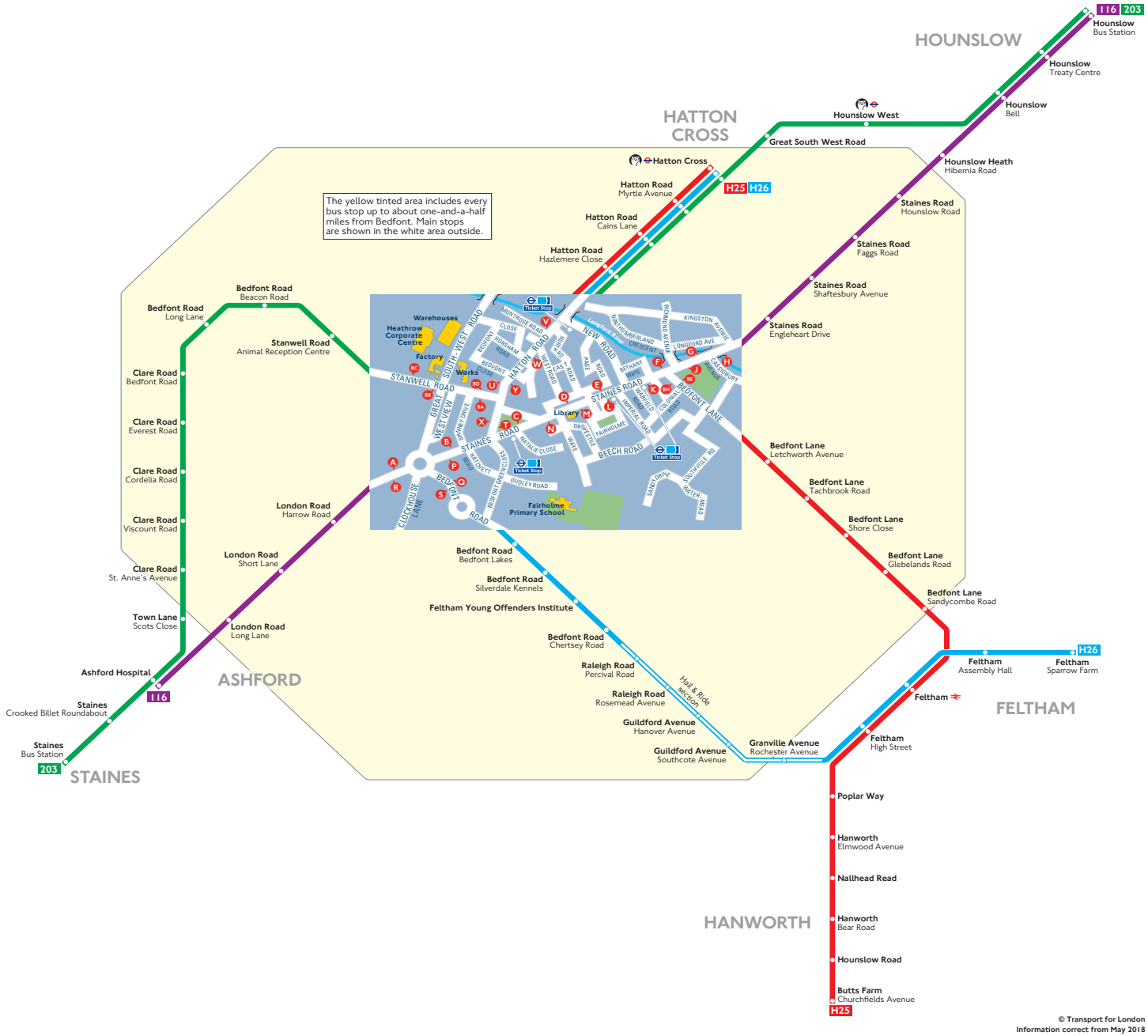
Rail Walk Access Time Threshold: 12 mins

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Scylla Road	490	6.00	189.77
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Scylla Road	482	3.00	189.77
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Scylla Road	555	1.00	189.77
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Heathrow T4 (Lu)	Cockfosters-Heathrow	4.33	920.14
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Heathrow T4 (Lu)	Arnos	0.67	920.14
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Heathrow T4 (Lu)	Oakwood-Heathrow	0.67	920.14

Appendix: D - Bus Services

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

Buses from Bedfont



© Transport for London
Information correct from May 2018

Route finder

Bus route	Towards	Bus stops
116	Ashford Hospital	H J K L M N P R
	Hounslow	A B C D E F G
203	Hounslow	BC BD U V
	Staines	BA BB W Y
H25	Hanworth	BE C D E F T W Y
	Hatton Cross	BH K L M N U V X
H26	Feltham	P Q T W Y
	Hatton Cross	B S U V X

Key

- Connections with London Underground
- Connections with National Rail
- Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Sign up for an online account to top up online and see your travel history and spending.

TfL 309.05.18 (P)

Appendix: E - Rail Services

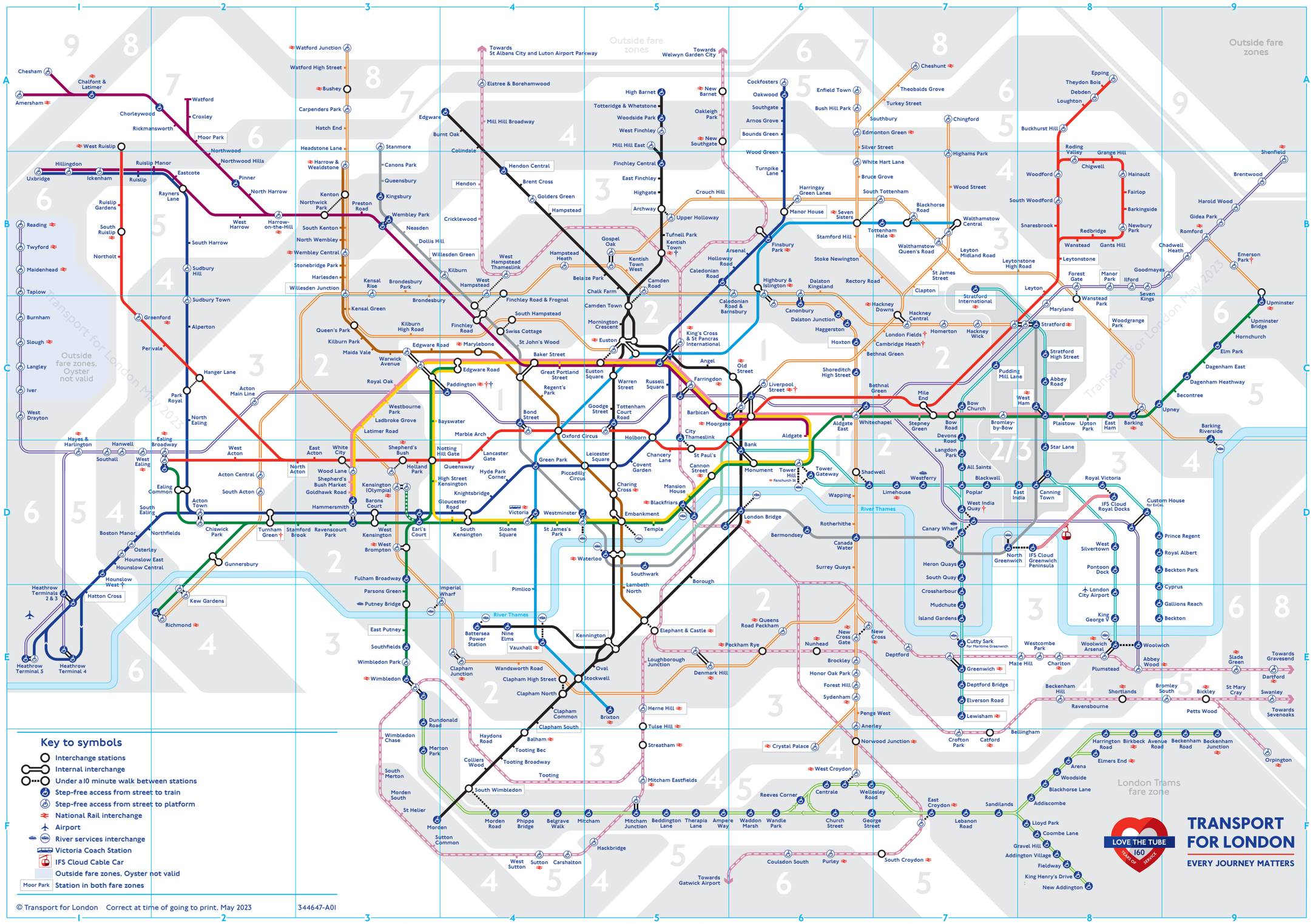
TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

Tube map

Plan your journey
Download the TfL Go app
*Network charges may apply. See tfl.gov.uk/terms for details.

24 hour travel information
0343 222 1234*

Check your travel
tfl.gov.uk/travel-tools



Check before you travel

† **Hounslow West**
Step-free access for manual wheelchairs only.

† **Kentish Town**
Closed from Monday 26 June 2023 until summer 2024.

† **Paddington**
Bakerloo line step-free access via Elizabeth line station entrance.

† Services or access at these stations are subject to variation.
To check before you travel, visit **tfl.gov.uk/plan-a-journey**

The Night Tube runs on Friday and Saturday nights on the Jubilee and Victoria lines and on most of the Central, Northern and Piccadilly lines. Night services also run on part of London Overground.

Key to lines

- Bakerloo
- Central
- Circle
- District
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- Elizabeth line
- London Overground
- London Trams
- IFS Cloud Cable Car
  Special fares apply
- Thameslink
  Service not operated by TfL. If you need assistance, please speak to staff at your origin station so this can be arranged at the destination station or check assisted travel at www.thameslinkrailway.co.uk
- District
  Open at weekends and on some public holidays

Key to symbols

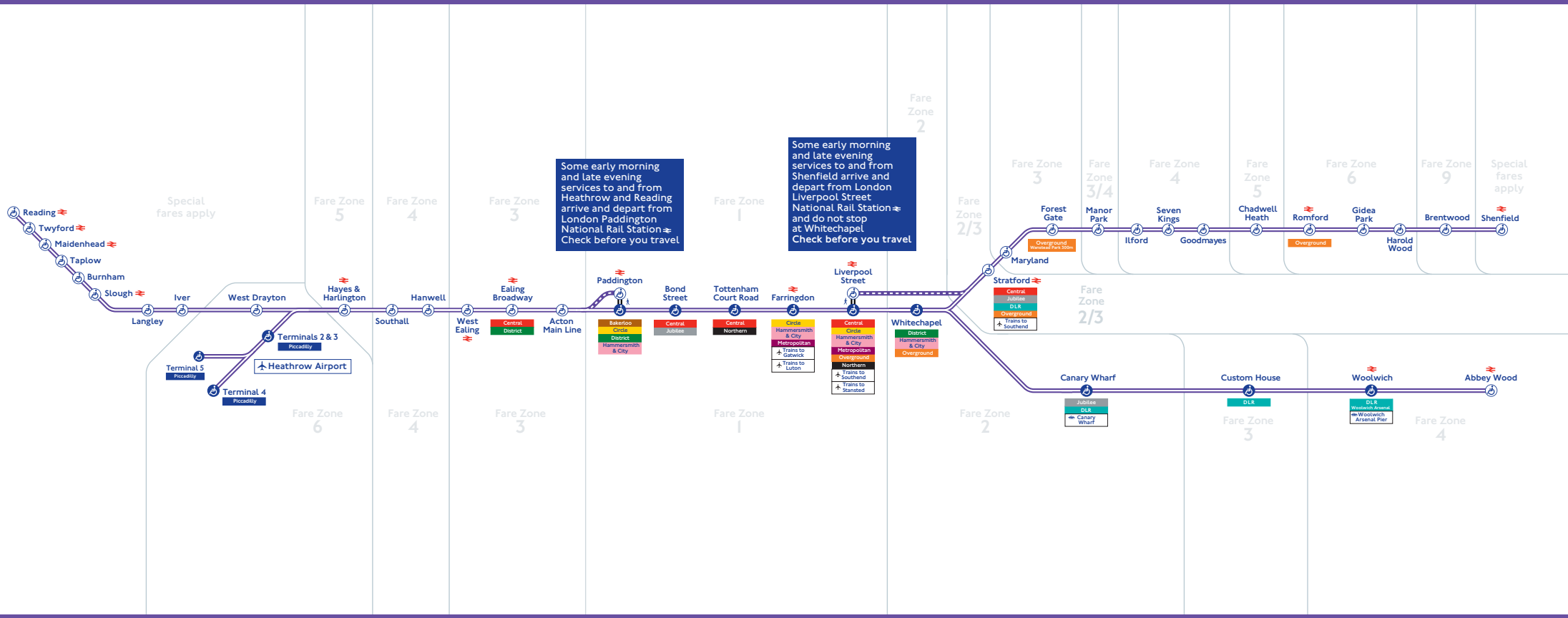
- Interchange stations
- Internal interchange
- Under a 10 minute walk between stations
- Step-free access from street to train
- Step-free access from street to platform
- National Rail interchange
- Airport
- River services interchange
- Victoria Coach Station
- IFS Cloud Cable Car
- Outside fare zones. Oyster not valid
- Moor Park — Station in both fare zones

 Correct at time of going to print. May 2023 344647-A01

LOVE THE TUBE 160 YEARS OF SERVICE

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Elizabeth line



Valid from Sunday 21 May to Saturday 9 December 2023

Service delay refunds

If you've been delayed on an Elizabeth line journey, you may be able to claim for a service delay refund.

When we refund for service delays
If your journey was delayed for reasons within our control by:

- 15 minutes or more on Tube and DLR services
- 30 minutes or more on London Overground or Elizabeth line services.

We'll refund you the single fare for the journey you were delayed on. For further details please visit the TfL website.

tfl.gov.uk/refunds

0343 222 1234*

* Service and network charges may apply. See tfl.gov.uk/terms for details

Key to symbols

- Interchange stations
- Step-free access from street to platform
- Step-free access from street to train
- National Rail
- Airport
- River services interchange

Appendix: F - Census Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

WP703EW - Method of travel to work (2001 specification) (Workplace population)

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
date	2011

Method of travel to work	msoa2011:E02000524 : Hillingdon 031	wpzone2011:E33029974	ualad09:Hillingdon	country:England	gor:London
All categories: Method of travel	46,243	343	164,963	25,087,843	4,500,481
Work mainly at or from home	282	0	11,229	2,581,820	380,663
Underground, metro, light rail c	3,207	6	10,061	990,435	896,502
Train	1,456	6	5,222	1,290,591	828,286
Bus, minibus or coach	7,134	22	19,164	1,838,785	542,645
Taxi	57	1	449	119,824	18,848
Motorcycle, scooter or moped	477	3	1,335	200,591	50,867
Driving a car or van	31,186	286	100,602	13,561,447	1,200,320
Passenger in a car or van	1,158	7	5,006	1,230,966	73,983
Bicycle	491	2	2,358	719,919	158,613
On foot	620	10	8,927	2,453,356	330,419
Other method of travel to work	175	0	610	100,109	19,335

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geograph

Appendix: G - TRICS Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. T: 01920 871 777 E: contact@eastp.co.uk W: www.eastp.co.uk

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 day
	EG	EALING	15 days
	HD	HILLINGDON	1 day
	HO	HOUNSLOW	1 day
	WH	WANDSWORTH	1 day

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

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	190 to 105335 (units:sqm)
Range Selected by User:	190 to 105335 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 24/06/25

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

Selected survey days:

Thursday	9 days
Tuesday	7 days
Wednesday	3 days

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

Selected survey types:

Manual count	17
Direction ATC Count	2

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

Selected Locations:

Edge of Town	2 days
Suburban Area	17 days

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

Selected Location Sub Categories:

Industrial Zone	19 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	16 days

Secondary Filtering Selection:

Use Class:

B8	18 surveys
N/A	1 surveys

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

Population within 500m Range:

0 - 6282

Population within 1 mile:

100,001 or More	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
Not Known	15 surveys

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

Population within 5 miles:

250,001 to 500,000	1 surveys
500,001 or More	3 surveys
Not Known	15 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	1 surveys
Not Known	15 surveys

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

Petrol filling station:

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

Travel Plan:

No	17 surveys
Yes	2 surveys

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

PTAL Rating:

1a (Low) - Very poor	1 surveys
1b - Very poor	2 surveys
2 - Poor	1 surveys
No PTAL Present	15 surveys

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

COVID-19 Restrictions:

No

1	**BE-02-F-01**	**FRESH FRUIT DISTRIBUTOR**	**BEXLEY**

THAMES ROAD
CRAYFORD
Edge of Town
Industrial Zone
Gross floor area: 20400 sqm
Survey date: Thursday 20/09/2018 Survey Type: Manual

2	**EG-02-F-01**	**DEPARTMENT STORE DIST. C.**	**EALING**

KENDAL AVENUE
PARK ROYAL
Suburban Area
Industrial Zone
Gross floor area: 12463 sqm
Survey date: Tuesday 18/06/1991 Survey Type: Manual

3	**EG-02-F-02**	**FREIGHT FORWARDING**	**EALING**

CHASE ROAD
NORTH ACTON
BUSH INDUSTRIAL ESTATE
Suburban Area
Industrial Zone
Gross floor area: 6700 sqm
Survey date: Tuesday 02/07/1991 Survey Type: Manual

4	**EG-02-F-03**	**BREWERY DISTRIB.**	**EALING**

OLD OAK LANE
HARLESDEN
Suburban Area
Industrial Zone
Gross floor area: 5000 sqm
Survey date: Thursday 24/10/1991 Survey Type: Manual

5	**EG-02-F-04**	**VIDEO DISTRIBUTION**	**EALING**

OLD OAK LANE
HARLESDEN
Suburban Area
Industrial Zone
Gross floor area: 3000 sqm
Survey date: Tuesday 29/10/1991 Survey Type: Manual

6	**EG-02-F-05**	**WINE DISTRIBUTION**	**EALING**

CHANDOS ROAD
NORTH ACTON
PILOT INDUSTRIAL ESTATE
Suburban Area
Industrial Zone
Gross floor area: 7000 sqm
Survey date: Wednesday 30/10/1991 Survey Type: Manual

7	**EG-02-F-06**	**GARDEN FURNITURE. DIST.**	**EALING**

CHANDOS ROAD
NORTH ACTON
PILOT INDUSTRIAL ESTATE
Suburban Area
Industrial Zone
Gross floor area: 1000 sqm
Survey date: Wednesday 30/10/1991 Survey Type: Manual

8	**EG-02-F-07**	**CABLE DISTRIBUTION**	**EALING**

STANDARD ROAD
NORTH ACTON
BUSH INDUSTRIAL ESTATE

Suburban Area
Industrial Zone
Gross floor area: 1393 sqm
Survey date: Thursday 03/10/1991 Survey Type: Manual

9 **EG-02-F-08** **SEALING MATERIALS DIST.** **EALING**
FAIRWAY DRIVE
GREENFORD
KELVIN INDUSTRIAL EST.
Suburban Area
Industrial Zone
Gross floor area: 3900 sqm
Survey date: Tuesday 05/11/1991 Survey Type: Manual

10 **EG-02-F-09** **CABLE DISTRIB.** **EALING**
FAIRWAY DRIVE
GREENFORD
KELVIN INDUSTRIAL EST.
Suburban Area
Industrial Zone
Gross floor area: 1420 sqm
Survey date: Tuesday 05/11/1991 Survey Type: Manual

11 **EG-02-F-10** **VALVES DISTRIB.** **EALING**
HALIFAX ROAD
GREENFORD
THE METROPOLITAN CEN.
Suburban Area
Industrial Zone
Gross floor area: 2787 sqm
Survey date: Thursday 14/11/1991 Survey Type: Manual

12 **EG-02-F-11** **PHARMACEUT. DIST.** **EALING**
HALIFAX ROAD
GREENFORD
THE METROPOLITAN CEN.
Suburban Area
Industrial Zone
Gross floor area: 7900 sqm
Survey date: Thursday 14/11/1991 Survey Type: Manual

13 **EG-02-F-12** **ELECTRICAL DIST.** **EALING**
FIELD WAY
GREENFORD
THE METROPOLITAN CEN.
Suburban Area
Industrial Zone
Gross floor area: 7525 sqm
Survey date: Tuesday 19/11/1991 Survey Type: Manual

14 **EG-02-F-13** **THEATRE PROD.** **EALING**
FAIRWAY DRIVE
GREENFORD
KELVIN INDUSTRIAL EST.
Suburban Area
Industrial Zone
Gross floor area: 5481 sqm
Survey date: Thursday 07/11/1991 Survey Type: Manual

15 **EG-02-F-14** **WAREHOUSING** **EALING**
DERBY ROAD
GREENFORD
THE METROPOLITAN CEN.

Suburban Area
Industrial Zone
Gross floor area: 950 sqm
Survey date: Tuesday 12/11/1991 Survey Type: Manual

16	**EG-02-F-15**	**WAREHOUSING**	**EALING**

DERBY ROAD
GREENFORD
THE METROPOLITAN CEN.
Suburban Area
Industrial Zone
Gross floor area: 1045 sqm
Survey date: Tuesday 12/11/1991 Survey Type: Manual

17	**HD-02-F-01**	**FOOD DISTRIBUTOR**	**HILLINGDON**

NINE ACRES CLOSE
HAYES
Edge of Town
Industrial Zone
Gross floor area: 8673 sqm
Survey date: Thursday 27/09/2018 Survey Type: Manual

18	**HO-02-F-02**	**LOGISTICS AND FREIGHT**	**HOUNSLOW**

ASCOT ROAD
FELTHAM
Suburban Area
Industrial Zone
Gross floor area: 13500 sqm
Survey date: Thursday 11/09/2014 Survey Type: Manual

19	**WH-02-F-01**	**WAREHOUSING & DISTRIBUTION**	**WANDSWORTH**

LINFORD STREET
NINE ELMS
Suburban Area
Industrial Zone
Gross floor area: 1676 sqm
Survey date: Tuesday 24/06/2025 Survey Type: Manual

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**2**	**4850**	**0.000**	**0.000**	**0.000**
01:00-02:00	**2**	**4850**	**0.000**	**0.000**	**0.000**
02:00-03:00	**2**	**4850**	**0.000**	**0.000**	**0.000**
03:00-04:00	**2**	**4850**	**0.000**	**0.000**	**0.000**
04:00-05:00	**2**	**4850**	**0.000**	**0.000**	**0.000**
05:00-06:00	**3**	**3792**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**4094**	**0.098**	**0.000**	**0.098**
07:00-08:00	**19**	**5885**	**0.244**	**0.097**	**0.341**
08:00-09:00	**19**	**5885**	**0.393**	**0.088**	**0.481**
09:00-10:00	**19**	**5885**	**0.267**	**0.132**	**0.399**
10:00-11:00	**19**	**5885**	**0.146**	**0.136**	**0.282**
11:00-12:00	**19**	**5885**	**0.164**	**0.178**	**0.342**
12:00-13:00	**19**	**5885**	**0.224**	**0.225**	**0.449**
13:00-14:00	**19**	**5885**	**0.250**	**0.240**	**0.490**
14:00-15:00	**19**	**5885**	**0.193**	**0.199**	**0.392**
15:00-16:00	**19**	**5885**	**0.121**	**0.164**	**0.285**
16:00-17:00	**19**	**5885**	**0.121**	**0.253**	**0.374**
17:00-18:00	**19**	**5885**	**0.104**	**0.397**	**0.501**
18:00-19:00	**15**	**6673**	**0.099**	**0.230**	**0.329**
19:00-20:00	**4**	**7944**	**0.031**	**0.157**	**0.188**
20:00-21:00	**4**	**7944**	**0.019**	**0.028**	**0.047**
21:00-22:00	**2**	**4850**	**0.021**	**0.010**	**0.031**
22:00-23:00	**2**	**4850**	**0.000**	**0.021**	**0.021**
23:00-00:00	**2**	**4850**	**0.000**	**0.000**	**0.000**
Total Rates:			**2.495**	**2.555**	**5.050**

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

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

Parameter Summary:

Trip rate parameter range selected:	190 - 105335 (units: sqm)
Survey date date range:	18/06/1991 - 24/06/2025
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	65
Surveys manually removed from selection:	0

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