

LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

GARAGE BLOCK ADJACENT 60, MAGDALA ROAD, ISLEWORTH, TW7 7DD

Highways Due Diligence Report

SEPTEMBER 2019



Garage Block adjacent 60 Magdala Road, Isleworth, TW7 7DD

Highways Due Diligence Report

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1 Introduction

1.1 Terms of Reference

Arcadis Consulting (UK) Limited (Arcadis) has been commissioned by the London Borough of Hounslow (LBH) 'the Client' to undertake a number of technical surveys for a garage block adjacent 60 Magdala Road, Isleworth, London ('the Site').

LBH is aiming to dispose of a number of small sites to enable positive regeneration. The objective of this review is to identify potential transport and highways constraints and identify access to the Site for future development.

The objectives of this review are to:

- Review existing transport, highway, access and movement related information regarding the Site and its surrounding area;
- Provide outline information on potential transport and highway constraints which may impact on the land value or redevelopment potential for the site; and
- Identify potential development opportunities based upon local characteristics and risks.

 London Borough of Hounslow 1:1024



Figure 1: Site Location Plan

1.2 Sources of Information

As part of this desk study report various sources of information have been used and are detailed below:

- Crash Map (www.crashmap.co.uk)
- Transport for London WebCAT (www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat)
- LBH Highways Register Interactive Map (https://maps.hounslow.gov.uk/map/Aurora.svc/run?script=%5cAurora%5cFind_your_nearest_Highways_Register.AuroraScript%24&nocache=1720418021&resize=always)
- Geofabrik (<https://download.geofabrik.de/europe/great-britain/england.html>)

1.3 Limitations and Expectations

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This report has been compiled from a number of sources, which Arcadis believes to be trustworthy. However, Arcadis is unable to guarantee the accuracy of information provided by others. The report is based on information available at the time. Consequently, there is a potential for further information to become available, which may change this report's conclusion and for which Arcadis cannot be responsible.

2 Site Setting and History

2.1 Site Location and Land Use

Table 1: Details relating to Site Location

Site Location / Address	Garage block adjacent 60, Magdala Road, Isleworth, TW7 7DD
National Grid Reference	516378, 175645
Approximate Site Area	The Site is roughly rectangular in shape and covers an area of approximately 0.0192 Ha (hectares).
Description of Site	<p>The site is currently occupied by four garages and spaces for car parking/storage areas. A grassy area is contained by a kerb at Worple Road/ Magdala Road junction.</p> <p>Garages are arranged in two sets, one set faces north towards Magdala Road and the other set faces west towards Worple Road.</p> <p>The site boundaries comprise brick wall to the west and south separating the site from nearby residential dwellings.</p> <p>Externally, the garages appeared to be in good order. The roof comprises of concrete material and metal door shutters for storing cars.</p>
Topography	The topography of the Site is generally flat at approximately 9m Above Ordnance Datum (AOD). It appears to slope gently down to the north. The immediate surrounding area is generally flat, with the regional topography sloping very gently down towards the River Thames to the east.
Surrounding Area	<p>The site lies within a largely residential area with gardens and schools to north. South Street is located north of the site with presence of commercial buildings.</p> <p>The River Thames is situated approximately 280m to the east. Industrial land uses are also present to the western side of the site.</p>

2.2 Site and Planning History

It is not the intention of this report to provide a full history, but to identify those past uses, or planning applications, on or near the Site that are related to changes to the highway and access.

The site appeared to be undeveloped / landscaped land until 1894 when several buildings were then constructed on site. These were later demolished, and the site appears to be in its present-day format around 1977, comprising garages and parking spaces.

Planning applications submitted in the surrounding area that are comparable to the Site and its proposals are summarised in Table 2.

Table 2: History of Site and Surrounding Area

Planning Application Reference	Description
<p>Approved September 2013 P/2013/2320 53 Worple Road, Isleworth, London, TW7 7AT</p>	<p>Redevelopment of the site provide seven three-bedroom family houses with private gardens, on-site car parking and provision for refuse and recycling.</p> <p>This development is located approximately 140m south of the Site.</p>
<p>Approved June 2016 P/2016/2993 Land and Buildings to the rear of 174 Twickenham Road, Isleworth, London, TW7 7DJ</p>	<p>Erection of 29 units of Retirement Living (Category II sheltered housing) apartments for the elderly with associated communal facilities, parking and landscaping.</p> <p>This development is situated 400m south west of the Site on Twickenham Road.</p>
<p>Approved December 2017 P/2017/2035 2 Richmond Road, Isleworth, TW7 7BL</p>	<p>Erection of a three-storey front extension with balconies, a third and fourth floor side extension and an additional floor to allow the creation of six additional flats.</p> <p>This development is situated 190m north east of the Site on Richmond Road.</p>

The above planning application on the neighbouring site suggests a trend towards residential development in the surrounding area.

2.3 Highways Register - Highway Boundary

LBH's Highways Register online map provides information regarding the highway boundary within Hounslow. According to LBH's Highways Register, the Magdala Road Site, as shown in Figure 2, is categorised as 'Unadopted Private'. Worple Road and Magdala Road, bordering the Site to the west and north respectively is categorised as 'Adopted Carriageway', with the footways on either side of the carriageway also being adopted.

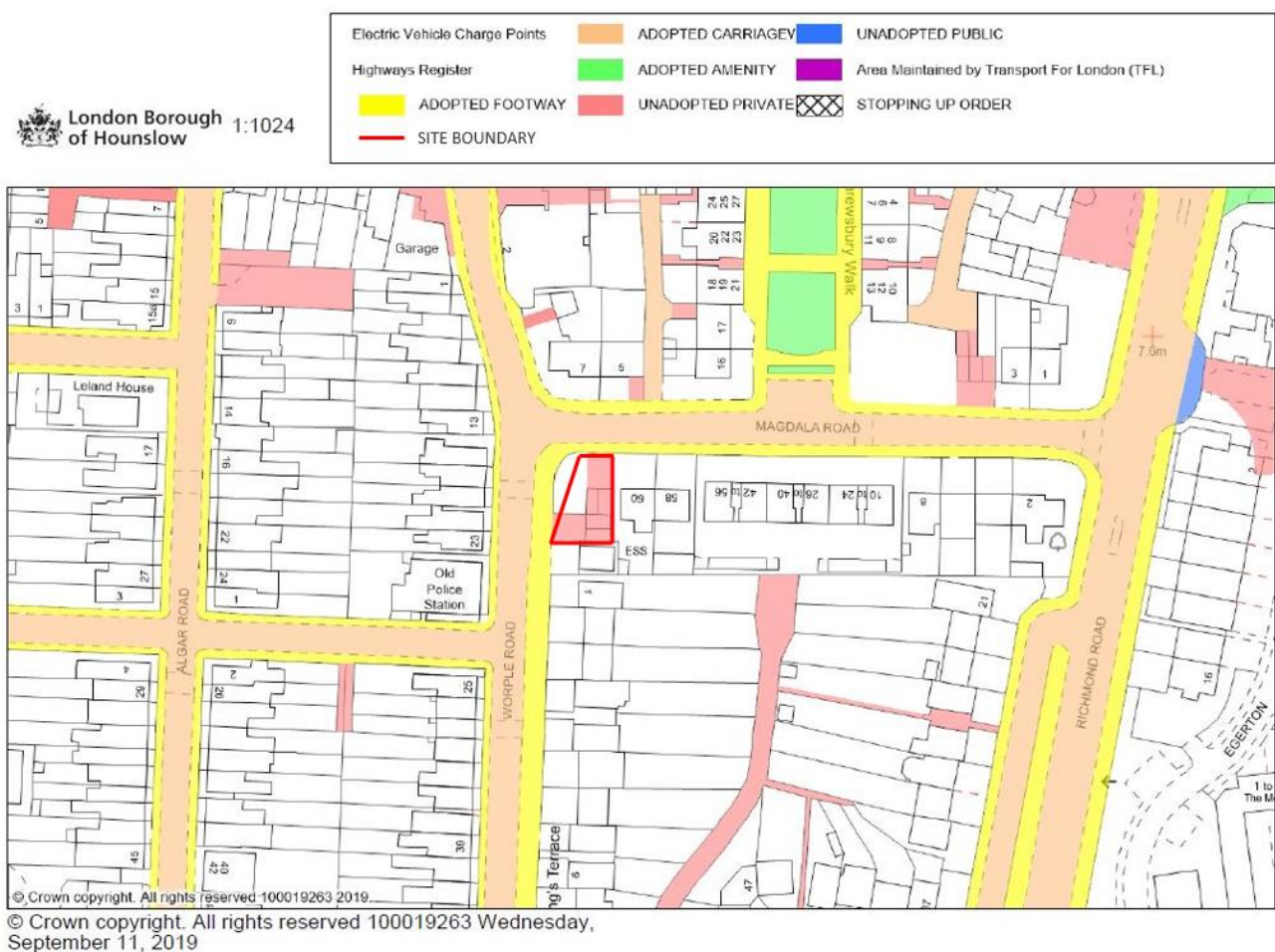


Figure 2: Highway Status

2.4 Planning Policy

Local Plan 2015 – 2030 – Sustainable Transport

Policy TC2 – Ensuring the future vitality of town centres:

This policy has been created to promote the regeneration of town centres with a particular emphasis on Hounslow and Brentford, linked to the broader regeneration in these locations. To achieve this, in regard to sustainable transport, it is stated within Section A, that enhanced links to sustainable transport nodes and hubs will be encouraged, particularly to Hounslow mainline station to the south and Hounslow Central and Hounslow East London Underground stations to the north.

Policy GB4 – The green infrastructure network

The approach for this policy is to protect and enhance the green infrastructure networks throughout the borough. Under Section C, sustainable travel plays a role in achieving this policy; this is through *“Promoting projects to improve access to the green infrastructure network and accessibility between open spaces, to and form a network for sustainable travel, consistent with the council’s Greenways and Quietways initiatives.”*

Policy EC2 – Developing a sustainable local transport network

It is emphasised that with *“the growing number of people coming to Hounslow to live or work means the delivery of a sustainable transport network is crucial.”*

It is stated that with the proposals of new jobs and homes set out in the Local Plan this will lead to more frequent traffic congestion unless development includes travel management considerations.

Furthermore, the Policy explains that new developments will play an essential role in achieving sustainable movement. This therefore will involve a range of considerations for the outcome of successful planning applications. This will *“include preparing transport assessments and travel plans”*, to ensure that the scheme *“promotes walking and cycling, managing car parking and improving the public realm, including through developer contributions.”* Through these measures a better environment for sustainable movement will be created.

It is noted that *“even where cars still have a dominant role, the promotion of car sharing, electric vehicles and improvements to the highway network will improve efficiency and environmental outcomes.”*

Under the section for Notes, for Policy EC2, the key following points have been identified:

- *“‘Car-free’ and ‘low car’ development will be encouraged in locations of high public transport accessibility and locations where there are Controlled Parking Zones (CPZs).”;*
- *“The London Plan includes cycle and car parking standards, plus standards for motorcycles, coaches, parking for persons with disabilities and electric vehicle charging.” and*
- *“In addition to meeting minimum cycle parking standards, all cycle parking should be of high quality, covered, secure and integral to building design. It should also be easily accessible, by being located at ground floor level, close to entrances and/or building cores, having internal and external access, and avoiding vertical or semi-vertical stands which are not fully accessible. The size of cycle stores should be as small as is practical and ideally accommodate fewer than 50 cycles.”.*

Local Implementation Plan 2019 (LIP) – Sustainable Transport:

The LIP’s overarching objective regarding transport is to *“enable all those who live in or visit the area to travel safely and conveniently, whilst supporting environmentally sustainable economic growth and improving health.”*

The Local Implementation Plan document sets out Hounslow Borough’s outcomes and objectives.

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments, as it sets out what is required for new developments to mitigate an increase in the existing congestion and air quality issues.

Under the sub-section ‘Designing New Developments for Sustainable Travel’ continues to detail that *“developers will need to play an essential role in delivering sustainable and active travel by contributing towards infrastructure both within and around their sites, ensuring they are linked to cycle routes, public transport nodes, and essential services. This will include, where appropriate, reducing the severing effect of existing transport infrastructure such as major roads and railway lines.”*

It is stated that it would not be enough to just promote active and sustainable travel, but developments will need to be designed so that they promote walking and cycling. It is suggested that the healthy streets principles can also be used to plan a new development around walking and cycling.

Objectives under outcome 8 can be seen below:

- 08a To use the planning system to ensure new developments incorporate the healthy streets principles into their designs, in line with policy T2 of the London Plan.
- 08b To use the planning system to promote car-free and low-car developments.
- 08c To use the planning system to ensure new developments provide high quality cycle parking in line with London Plan standards.
- 08d To secure s106 and CIL42 contributions so that developers mitigate any significant impacts on the transport network and contribute to LIP objectives.

- 08e To ensure developer Travel Plans are prepared in accordance with latest guidance from Transport for London and the council's '10 Point Guide'.
- 08f To support businesses and developers with implementing and monitoring their travel plan commitments.
- 08g To use developer funding to minimise any increase in noise or reduction in air quality as a result of new development.
- 08h To promote increased surface access provision to Heathrow Airport by working with partners to improve public transport connections and cycle infrastructure.
- 08i To work with Heathrow Airport to avoid increased levels of noise and air pollution as a result of aircraft movements.

Local Plan 2015 - 2030 – Car Parking for New Development

Within the Local Plan, it is expected that development proposals will consist of an “*appropriate maximum number of car parking spaces consistent with the standards in the London Plan.*”

The Draft New London Plan, published in December 2017, outlines the Mayor's environmental, economic, social and transport strategic policy framework which is aimed to improve London as a region over the next 20-25 years. Chapter 10 of this document sets out the Transport policy including the maximum car parking standards.

The Draft New London Plan, version with Minor Suggested Changes was published on 13 August 2018. Although this document is still in draft, it provides an indication to the direction of future policies and hence is advisable to adhere to this strategy for upcoming developments. The Draft New London Plan maximum car parking standards are set shown in the following table.

Table 3: Maximum residential parking standards in accordance to the Draft London Plan 2017

Location	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	Car free
Inner London PTAL 3	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per dwelling
Outer London PTAL 2	Up to 1 space per dwelling
Outer London PTAL 0 - 1	Up to 1.5 spaces per dwelling Δ
<p>* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.</p> <p>~ With the exception of disabled persons parking, see Policy T6.1 G</p> <p>^ Where small units (generally studios and one-bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the Site is less than 1.5 spaces per unit.</p>	

The Site has a PTAL rating of 2 and is located in outer London, therefore the maximum provision of 1 space per dwelling would be applicable for any future residential development on the site.

3 Access and Movement Overview

3.1 Existing Access Arrangements

The Site currently can be accessed by both Worple Road, bordering west of the Site and by Magdala Road north of the Site. Both options facilitate vehicle access through the provision of dropped kerbs. At present the Site is bounded by adopted footway to the north and west, and therefore pedestrians have direct access to the Site.

3.2 Adjacent Lane Uses and Amenities

The surrounding neighbourhoods to the north, east, south and west of the Site are a mix of residential land use and amenities for the provision of goods and services. The residential dwellings generally consist of terraced and semi-detached housing.

There is a varied range of amenities within 200m of the Site, this is seen primarily north of the Site, along South Street and Twickenham Road, where there are bars, restaurants, pharmacies and convenience stores.

The Site is also approximately 210m walking distance from Saint Mary's Catholic Primary School, on South Street, north west of the Site and approximately 300m from The Blue School, on North Street, north east of the Site.

The Site is also circa 1km walking distance from West Middlesex University Hospital, located off the A310 Twickenham Road, north of the Site.

Figure 3 illustrates the mixture of land use and amenities surrounding the Site. The source of the data is derived from Geofabrik which consists of OpenStreetMap (OSM) data. The data downloaded and hence used is from 14th April 2019. It should be noted that OSM data is not 100% accurate and therefore certain amenities may not appear in the coverage area in question.

3.3 Pedestrian Accessibility

Magdala Road, north of the Site, has footways on both sides of the carriageway that are in good condition, providing direct access for pedestrians to the Site. Midway along Magdala Road, a courtyard area is provided which consists of amenities such as a convenient store and a supermarket in addition to also providing a link to the A3004 South Street. Tactile paving is present across the west end of Magdala Road, which can cater to pedestrians on Magdala Road and for those walking south along Worple Road.

Worple Road which borders the Site to the west, provides direct access to the Site for pedestrians with the provision of footways on both sides of the carriageway which are in good condition. The footway on the east side of the carriageway is shown to be larger in width (approximately 4.40m) in comparison to the west side, however, the width has been extended due to facilitating on street parking on the adopted footway.

A signalised pedestrian crossing with dropped kerbs and tactile paving has been identified circa 25m walking distance north west of the Site access on the A3004 South Street, adjacent to its junction with Worple Road. Further west along the A3004 South Street, there is a provision of a zebra crossing opposite Saint Mary's Catholic Primary School.

Richmond Road, east of the Site provides a route via Magdala Road which consists of footways on both sides of the carriageway which are in good condition. Tactile paving is provided across Magdala Road/Richmond Road junction in conjunction with a raised cross walk as a traffic calming measure.

Twickenham Road, west of the Site, provides footways on both sides of the road. There is provision for a signalised pedestrian crossing. Towards the north of this road, there is a pedestrian refuge island by the roundabout junction with St Johns Road which includes dropped kerbs and tactile paving.

3.4 Cycle Infrastructure

Within the vicinity of the Site, there is no National Cycle Route (NCR) present. The closest NCR is NCR 4, located approximately 4km southeast of the Site. NCR 4 is a long-distance route between London to Wales via Richmond Upon Thames.

Worple Road, west of the Site, the A3004 South Street, north of the Site and Richmond Road, east of the Site have sections of the road that are part of Route 75 of London's Cycle Network, which connects Brentford to Eltham. Signage has been placed on Worple Road to indicate that the route is recommended for pedal cycles on the main carriageway. Inconsistent road markings for cycling and a mix of a mandatory and advisory cycle lanes are present in both directions, between Richmond Road/ Railshead Junction and Richmond Road/ A3004 South Street/ Lion Wharf Road mini roundabout.

Along the A310 Twickenham Road, west of the Site, there are two-way advisory cycle lanes provided for cyclists. Richmond Road, southeast of the Site, also consists of a mix of two-way mandatory cycle lanes and advisory cycle lanes.

3.5 Public Transport Accessibility

A Public Transport Accessibility Level (PTAL) report has been produced using TfL's WebCat Planning tool which provides a ranking of a location regarding its distance from frequent public transport services. The full report can be found in Appendix A.

The PTAL report findings show that the Site falls under a PTAL rating of 2 which represents a poor level of accessibility.

Table 4 illustrates the bus services and bus stops in proximity to the Site, providing route details and the frequency of the service per hour per direction. The closest bus stop is located circa 140m walking distance to the north of the Site access on the A3004 South Street.

Table 4: Bus Services

Bus Stop	Distance to site (m)	Bus Service No.	Route	No. per hour per direction
South Street, Stop TK/ TL	140m	H37	Hounslow/ Blenheim Centre – Manor Road	6 - 12
Isleworth War Memorial, Stop TJ/ TH	350m/ 400m	110	School Road – West Middlesex Hospital	3 - 4
		267	Hammersmith Bus Station – Fulwell Bus Garage	5 - 8
		481	Cromwell Road Bus Station – West London Mental Health Trust	2
		H37	Hounslow/ Blenheim Centre – Manor Road	6 - 12
Total				16-26

In addition to the bus services available, rail services can be accessed from Isleworth Rail Station which is located approximately 1.3km walking distance from the Site. Isleworth Rail Station provides services by South Western Rail to Waterloo, Weybridge and Mortlake which can be seen in Table 5 below which also includes the number of services per hour per direction.

Table 5: Rail Services from Isleworth Rail Station

Route	No. per hour per direction
Waterloo via Brentford	4
Mortlake via Hounslow and Richmond	2
Weybridge	2
Total	8

3.6 Road Infrastructure

The Site is bounded by three residential roads, Worple Road to the west of the Site, Magdala Road to the north of the Site and Richmond Road located east of the Site.

Worple Road which borders the western side of the Site, is subject to 20mph speed limit, and consists of a single carriageway. Worple Road provides a connection between the A3004 South Street to the A316 Chertsey Road via a short distance on Crane Avenue, Twickenham Road and London Road.

The A316, 1.4km south of the Site, is considered a strategic route as it provides a direct connection to the M3, leading onto the M25 – London Orbital Motorway to the west. Travelling east on the A316 connects on to the A4 leading towards inner London.

Magdala Road, a 20mph. single carriageway road, runs parallel to the northern side of the Site. The road operates as a one-way road, and can only be accessed via Richmond Road as there is a No Entry sign in place at the junction with Worple Road.

Richmond Road, east of the Site, is also a 20mph single carriageway road that provides a connection between the A3004 South Street and St Margaret's Roundabout to the south

The A3004 South Street provides links to Twickenham Road to the west and to the east the A3004 becomes Richmond Road and heads south.

The A310 Twickenham Road and North Street are also designated as a 20mph road in the vicinity of the Site, whilst North Street has the provision of three raised tables along the road, one located midway north of the Site and two located east of the Site (one located south of North Street/ Manor House Way roundabout and one by North Street/ Swan Street junction).

Other local roads surrounding the Site are also 20mph single carriageway roads, this includes Silverhall Street, Harcourt Close, and Hartland Road, located north of the Site, and Algar Road, Algar Close and Byfield Road, located west of the Site. This can also be said the same for Queen's Terrace, Brantwood Avenue and Percy Road located south of the Site.

3.7 Parking

Along Magdala Road, the majority of the terraced and semi-detached housing has off street parking, whilst the majority of on-street parking is provided to accommodate the presence of flats. All on-street parking along Magdala Road is subjected to holding a residential permit. The on-street parking bays on the southern side of the carriageway are marked across both the footway and the road to accommodate full on-street bays on the northern side of the carriageway and the overall flow of one-way traffic.

Worple Road has a higher number of terraced housing with on-street parking compared to the availability of off-street parking. As the width of the road varies along Worple Road there are certain sections where the road narrows and on-street parking bays in these locations have been marked out entirely on the footway. Parking restrictions are in place for on-street bays through the requirement of a residential permit. Parking

restrictions are also in place along the side entrance of Worple Primary School on Worple Road. The restriction is shown by the 'School Keep Clear' and zig-zag line road marking and signage, stating that there is no stopping between Monday to Friday, 8:15 – 16:30 on the entrance markings.

The A3004 Richmond Road, east of the Site, is predominantly marked out with double yellow lines with a few stretches of on-street parking bays for residential permit holders. Parking bays are also present in front of a few retail trade with operational hours stated for Monday to Saturday, 10:00 – 16:30 for 1-hour max stay with no return within 1 hour. Zig-zag lines are also present at the zebra crossing (located north of Talbot Road/ Richmond Road junction) restricting on street parking. Further south of Talbot Road/ Richmond Junction leads on to the A3004 St. Margarets Road which has parking bays with operational hours of Monday to Saturday, 10:00 – 16:30 for 30 minutes max stay with no return within 1 hour. Disabled bays are also present for those who hold a disabled badge. General permit holder bays are also present with operational hours of Monday to Friday, 10:00 – 12:00.

Queen's Terrace, south of the Site, has unrestricted on-street parking for majority of the road. With the presence of Worple Primary School, there is a 'School Keep Clear Sign' accompanied with zigzag lines restricting parking and vehicles waiting. This is reinforced with a sign specifically stating that there is no stopping between Monday to Friday, 08:15 – 16:30 on entrance markings for Worple Primary School.

Along the A3004 South Street, on-street parking bays are present, providing which the majority are Pay and Display and are operational between Monday to Saturday, 09:30 – 17:00. Zig-zag lines are also present at the signalised pedestrian crossing restricting on street parking. Further west along the A3004 South Street, a no waiting sign is present and states operational times of 08:00 – 18:30, Monday to Saturday. Yellow zig-zag lines are also marked out in front of Saint Mary's Catholic Primary School to prevent vehicles parking along the perimeter of the School on the A3004 South Street. This is reinforced by a 'No Stopping' sign on entrance markings between Monday to Friday, 08:00 – 16:30pm.

3.8 Analysis of Collision Data

An indicative analysis of the most up to date five-year period of collision data has been undertaken using the DfT registration of collisions, accessible via [Crashmap.co.uk](https://crashmap.co.uk). Please note, no details of collisions have been requested, only statistics.

Twenty-two collisions have been identified near to the Site; however, none are located in the immediate vicinity of the Site access.

One serious collision has been identified along Worple Road in close proximity to the junction with the A3004 South Street, approximately 70m north of the Site. Two slight collisions have been identified along the A3004 South Street in close proximity to one another, approximately 180m north west of the Site. In addition, single slight collisions have occurred on Upper Square, Twickenham Road and Van Gough Close.

The key cluster of collisions have occurred across two junctions along Twickenham Road. The largest cluster, consisting of nine collisions, one of which has been identified as a serious, is located on the A310 Twickenham Road/ A3004 South Street mini roundabout. The second cluster has been recorded around the A310 Twickenham Road/ Worton Road and Van Gough Close junction, of which all have been identified as slight in severity.

An extract from Crashmap showing the exact locations of the incidents can be viewed within Appendix B.

Garage Block Adjacent 60, Magdala Road, Isleworth, TW7 7DD

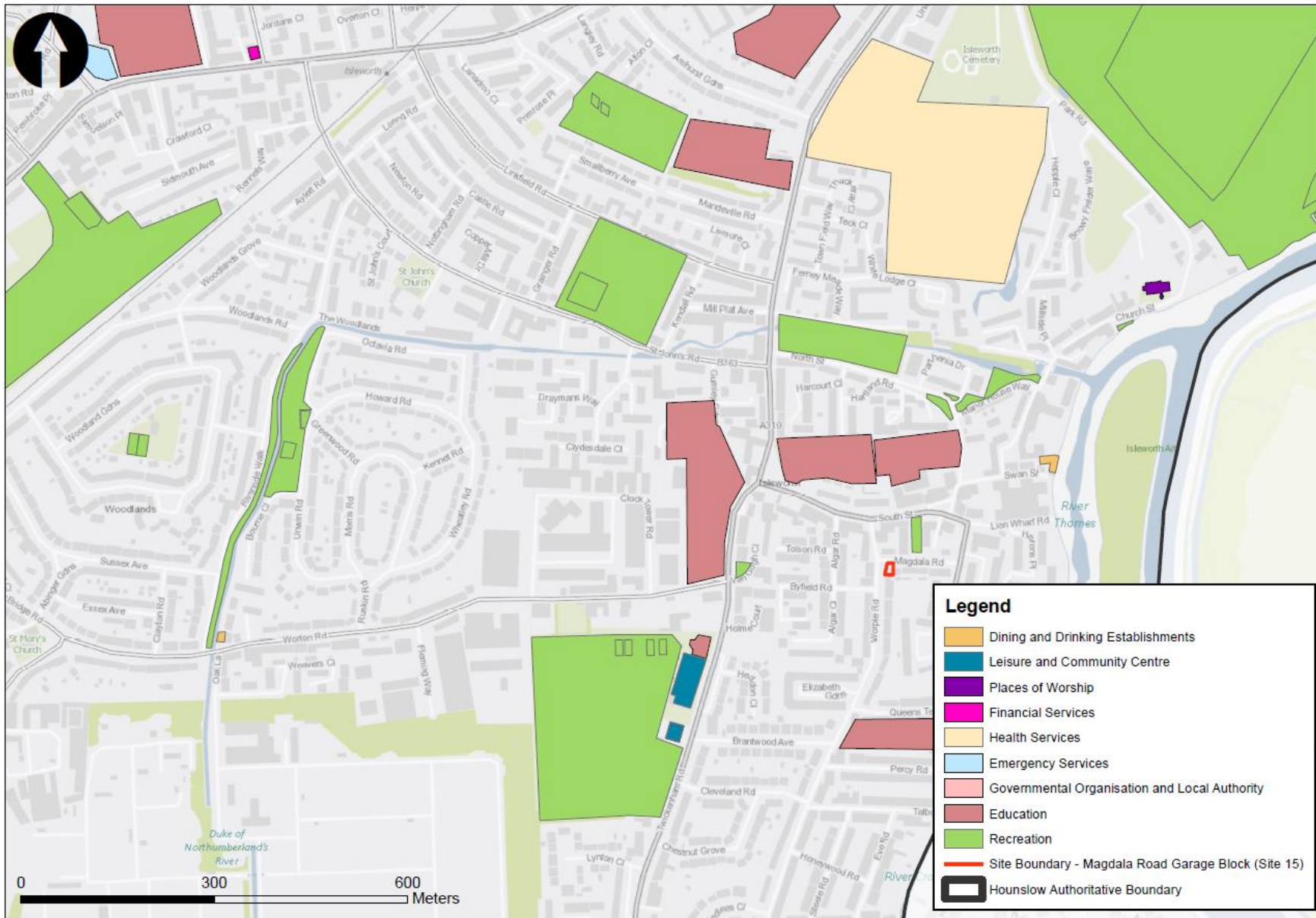


Figure 3: Indicative Amenities Surrounding the Site

Garage Block Adjacent 60, Magdala Road, Isleworth, TW7 7DD

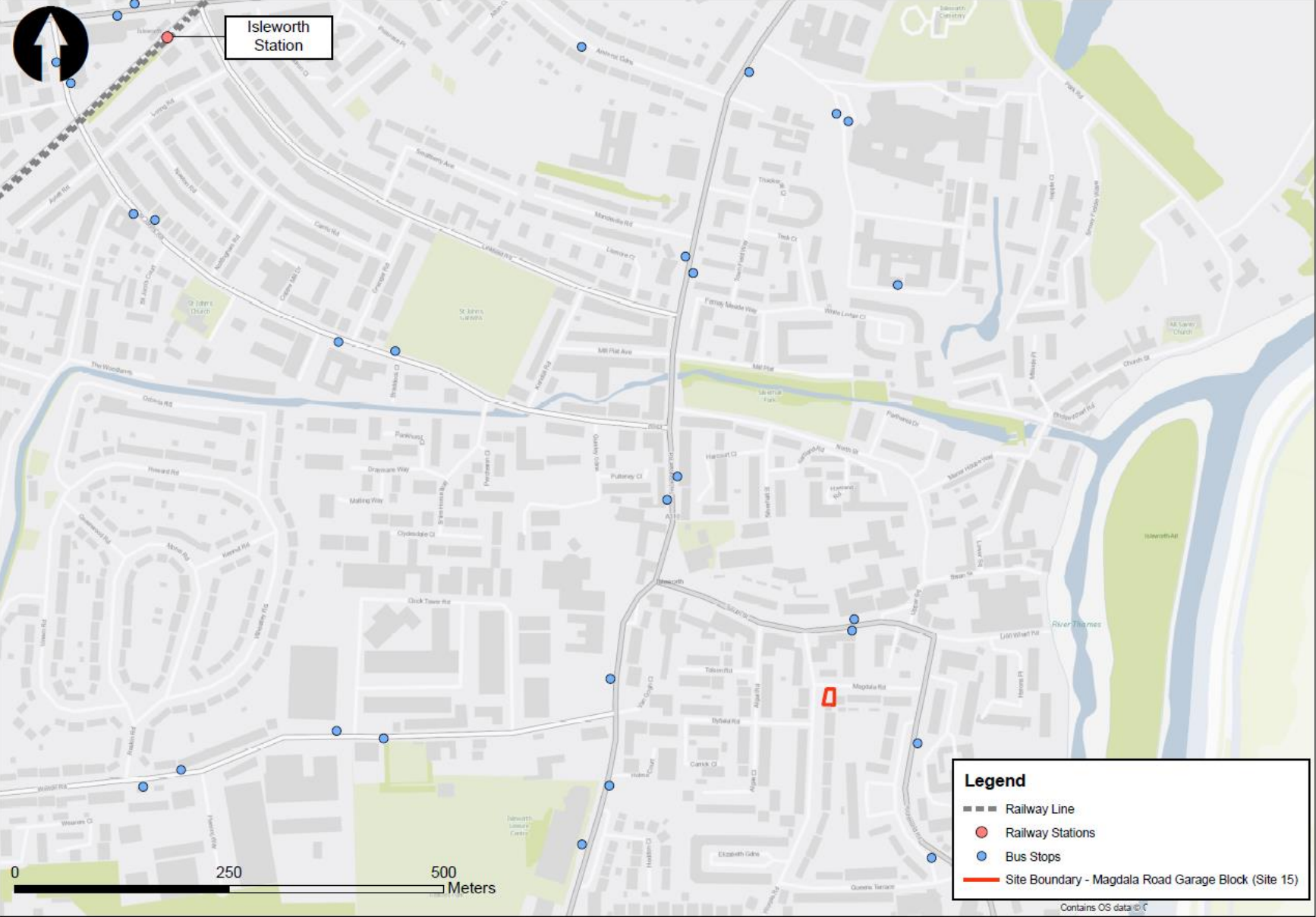


Figure 4: Public Transport Infrastructure Surrounding the Site

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it is assumed that the Magdala Road site would be considered for future residential development. In the context of the surrounding area, this would be deemed appropriate due to the surrounding residential development and nearby planning history.

Considering the existing neighbouring sites and the planning applications in surrounding areas the Site would be suitable for residential development. This could take the form of flats of a similar height to the neighbouring buildings. A single vehicle access would have the capacity to support this scale of development.

The Site currently has two direct vehicle accesses, via Magdala Road as a northern access and Worple Street as a western access. Both of the aforementioned locations are close to existing on-street parking bays limiting the visibility, however as both accesses are already established, any future use of these locations as a vehicle access is unlikely to raise any concerns from a highway perspective.

The viability of the vehicular access would therefore unlikely be disputed and the land surrounding the area, both the carriageway and the footway, north and west of the Site have been identified as adopted, therefore there are no land ownership issues with regards to the access of the site.

The Site is well connected to existing pedestrian footways and good quality public transport links. These connections provide the opportunity for any future development of the Site to promote trips by sustainable travel modes, which will have environmental benefits

The access options are illustrated in Figure 5.



Figure 5: Access Option (Background Source – Google)

5 Conclusions and Recommendations

5.1 Conclusions

The Magdala Road site is considered to be suitable for residential use, with a comparison of a similar sized plots nearby being utilised for residential purposes. Existing access arrangements for the Site have the potential to be maintained. However, the feasibility of this would need to be assessed as part of any design.

Table 6: Summary

Current Access	Vehicular access currently achieved directly north and west of the Site via Magdala Road and Worple Street respectively. Pedestrian access is also provided.
Surrounding Area	A mix of residential dwellings, consisting of terrace housing and blocks of flats and a varied range of amenities such as restaurants, bars, pharmacies and general goods and services. The Site is located circa 140m walking distance away from the nearest bus stop, and approximately 1.3km walking distance to Isleworth Rail Station. The Site is also approximately 1km walking distance to West Middlesex University Hospital and is also approximately 200 – 300m walking distance from two primary schools.
Current Visibility	Visibility from the existing site access appears to be limited, however, as these are already established, the risk of not being able to use these in the future for vehicle access is low.
Current Restrictions	The visibility of any future access will have to meet the visibility splay standards such that it would not prejudice highway safety for all highway users.
Access Solutions	Access could be maintained at the existing points of access, as it is established and currently considered viable for its purpose.
Risks	<p>Footway and highway surrounding the Site have been identified as adopted, therefore there would be no risk associated with land ownership and access.</p> <p>The visibility of the access will be no worse than the existing situation, analysis to be undertaken during the design process in the future stages of the Site development.</p>

5.2 Recommended Works to De-Risk Site

Further investigation into access options for all modes is required and an access strategy for all modes should be established prior to commencement of any detailed work. Visibility from the existing access will need to be considered in development designs to mitigate highway safety concerns such that they are not compromised.

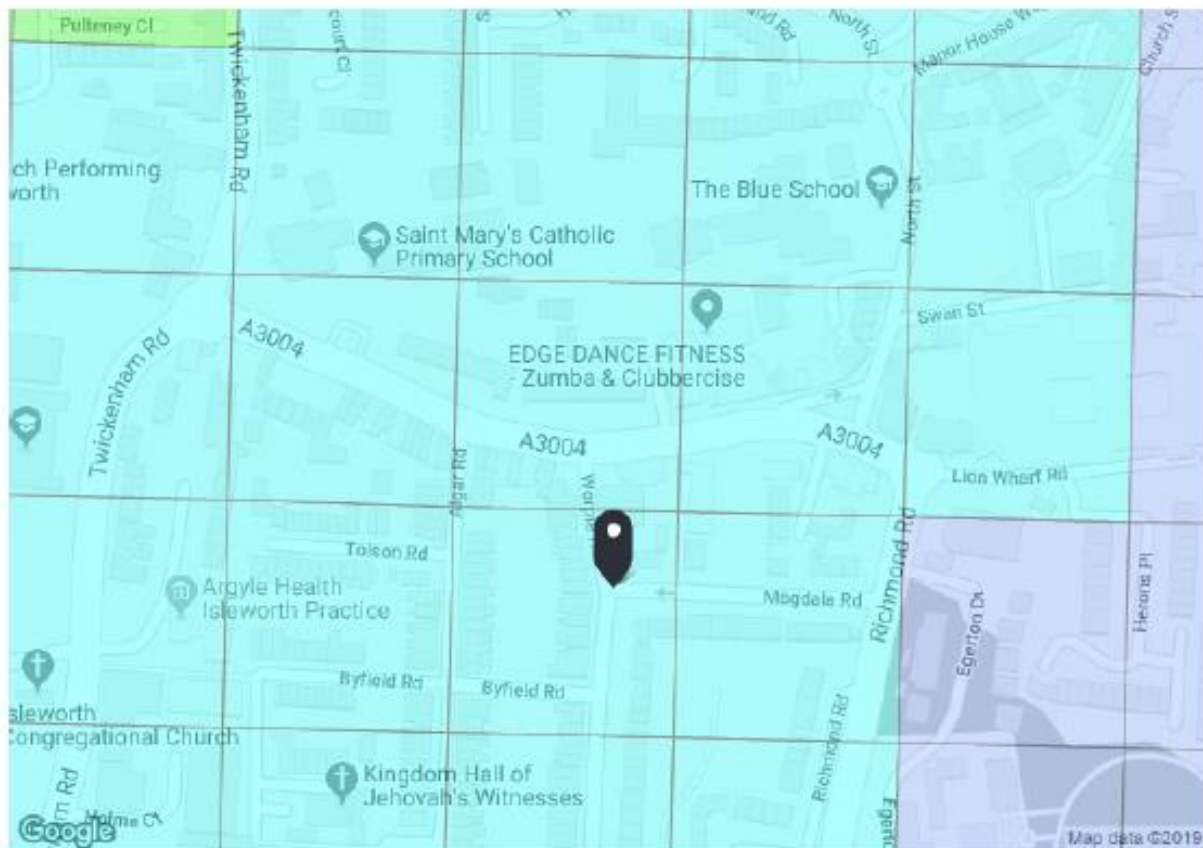
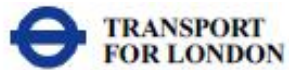
Depending on the scale of proposed development, it would be useful to undertake a high-level trip generation as a comparison to the existing use of the Site to provide an indication of the impact on the surrounding highways due to the change of use of this site.

To establish the full requirements for planning application submission, discussions with colleagues at Hounslow council will need to be undertaken.

Garage Block Adjacent 60, Magdala Road, Isleworth, TW7 7DD

APPENDIX A

PTAL Report



PTAL output for Base Year 2

60 Magdala Rd
60 Magdala Rd, Isleworth TW7 7DD, UK
Easting: 516389, Northing: 175930

Grid Cell: 56534

Report generated: 11/03/2019

Calculation Parameters

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

Map key - PTAL

0 (Worst)
1b
3
5
6b (Best)

1a
2
4
6a

Map layers

PTAL (cell size: 500m)

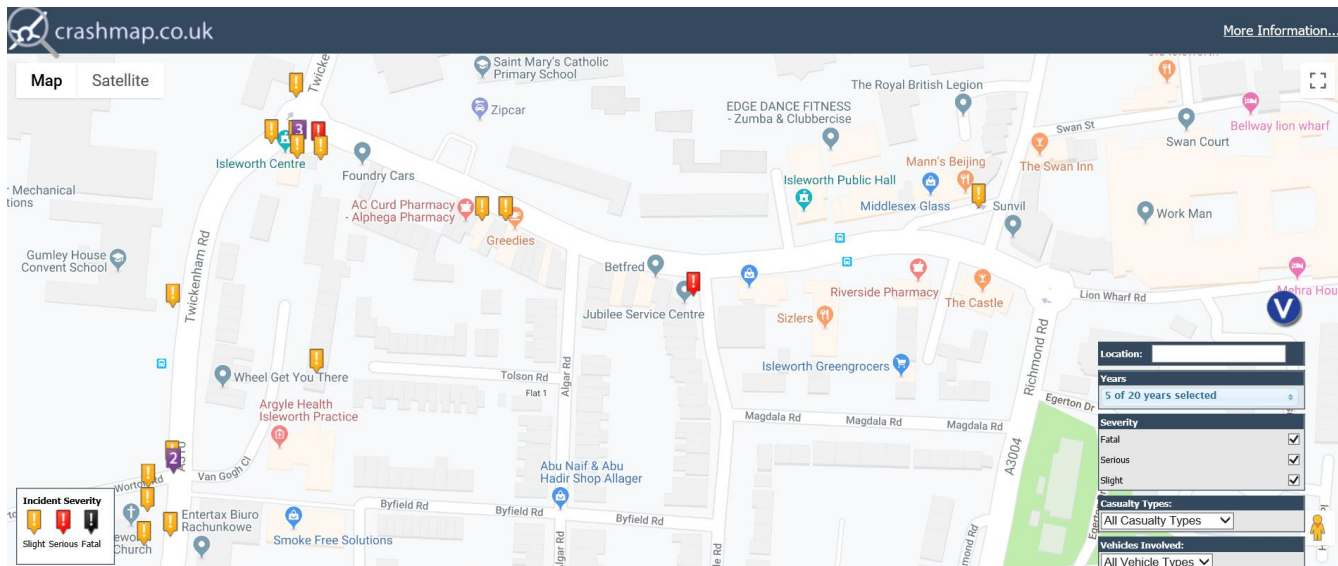
Garage Block Adjacent 60, Magdala Road, Isleworth, TW7 7DD

Calculation data											
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	ISLEWORTH THE CHEQUERS	117	630.1	3	7.88	12	19.88	1.51	0.5	0.75	
Bus	ISLEWORTH WAR MEMORIAL	481	384.07	1	4.8	32	36.8	0.82	0.5	0.41	
Bus	ISLEWORTH WAR MEMORIAL	257	384.07	6	4.8	7	11.8	2.54	0.5	1.27	
Bus	ISLEWORTH SOUTH STREET	H37	137.18	10	1.71	5	6.71	4.47	1	4.47	
Bus	TWICKENHAM RD WORTON RD	H20	443.92	5	5.55	8	13.55	2.21	0.5	1.11	
Total Grid Cell AI:										8.01	

Garage Block Adjacent 60, Magdala Road, Isleworth, TW7 7DD

APPENDIX B

Crashmap Figure



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A decorative graphic consisting of three thin orange lines. One line is horizontal, extending across the width of the page. Two other lines are diagonal, starting from the bottom left and extending towards the top right, intersecting the horizontal line.