

LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

GARAGE BLOCK ADJACENT 20, BYFIELD ROAD, ISLEWORTH, TW7 7AF

Highways Due Diligence Report

SEPTEMBER 2019



Garage Block Adjacent 20, Byfield Road, Isleworth, TW7 7AF

Highways Due Diligence Report

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CONTENTS

1	INTRODUCTION	1
1.1	Terms of Reference	1
1.2	Sources of Information	2
1.3	Limitations and Expectations.....	2
2	SITE SETTING AND HISTORY	3
2.1	Site Location and Land Use.....	3
2.2	Site and Planning History	3
2.3	Highways Register - Highway Boundary	5
2.4	Hounslow Planning Policy	5
3	ACCESS AND MOVEMENT OVERVIEW	9
3.1	Existing Access Arrangements.....	9
3.2	Adjacent Land Uses and Amenities.....	9
3.3	Pedestrian Accessibility	9
3.4	Cycle Infrastructure	9
3.5	Public Transport Accessibility	10
3.6	Road Infrastructure	11
3.7	Parking.....	11
3.8	Analysis of Collision Data.....	11
4	FUTURE SITE ACCESS AND CONSIDERED RISKS	15
5	CONCLUSIONS AND RECOMMENDATIONS	16
5.1	Conclusions	16
5.2	Recommended Works to De-Risk Site	17

FIGURES

Figure 1: Site Location Plan..... 1

Figure 2: Highway Status..... 5

Figure 3: Indicative Amenities Surrounding the Site 13

Figure 4: Public Transport Infrastructure Surrounding the Site 14

Figure 5: Access Option (Background Source – Google) 15

TABLES

Table 1: Details relating to Site Location 3

Table 2 History of Site and Surrounding Area 4

Table 3: Maximum residential parking standards in accordance to the Draft London Plan 2017 8

Table 4: Bus Services..... 10

Table 5: Rail Services from Isleworth Rail Station 11

Table 6: Summary 16

APPENDICES

APPENDIX A

PTAL Report

APPENDIX B

Crashmap Figure

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 garage blocks adjacent 20, Byfield 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.



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

This report has been prepared for the Client in accordance with the terms and conditions of appointment. Arcadis cannot accept any responsibility for any use of or reliance on the contents of this report by any third party. The copyright of this document, including the electronic format shall remain the property of Arcadis.

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 blocks adjacent 20, Byfield Rd, Isleworth, TW7 7AF
National Grid Reference	516224, 175583
Approximate Site Area	The site covers an area of approximately 0.0195 hectares
Description of Site	The Site consists of six garages utilised by the adjacent residential development on Byfield Road. Vehicular and pedestrian access is currently provided via Byfield Road to west and Carrick Close to south The Site is at a walking distance of 190m from nearest bus stop and 1.4km from Isleworth Rail Station.
Topography	The topography of the site is generally flat at approximately 5m Above Ordnance Datum (AOD). The topography of the immediate area is also generally flat, with a slight slope down to the River Thames to the east.
Surrounding Area	The site lies within in urban setting, surrounded by residential homes and schools within the immediate vicinity. The River Thames lies approx. 450m to the east and Redlees Park lies 250m to the southwest. Industrial land uses are also present surrounding the site.

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 was initially covered by woodland until circa 1894 when residential properties were built on site. These remained in place until around 1977 where the buildings appear to have been demolished. By 1991 the present-day configuration of the site comprising six garages had been established.

The fire station 200m north of the Site was built in 1894 along with sewage treatment works with tanks.

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

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 120m south east 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 to the 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 330m 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 Swann Court Site, as shown in Figure 2, is categorised as 'Unadopted Private'. The Site is bordered by adopted footway and adopted carriage to west on Byfield Road. Carrick Close, south of the Site is categorised as unadopted private.

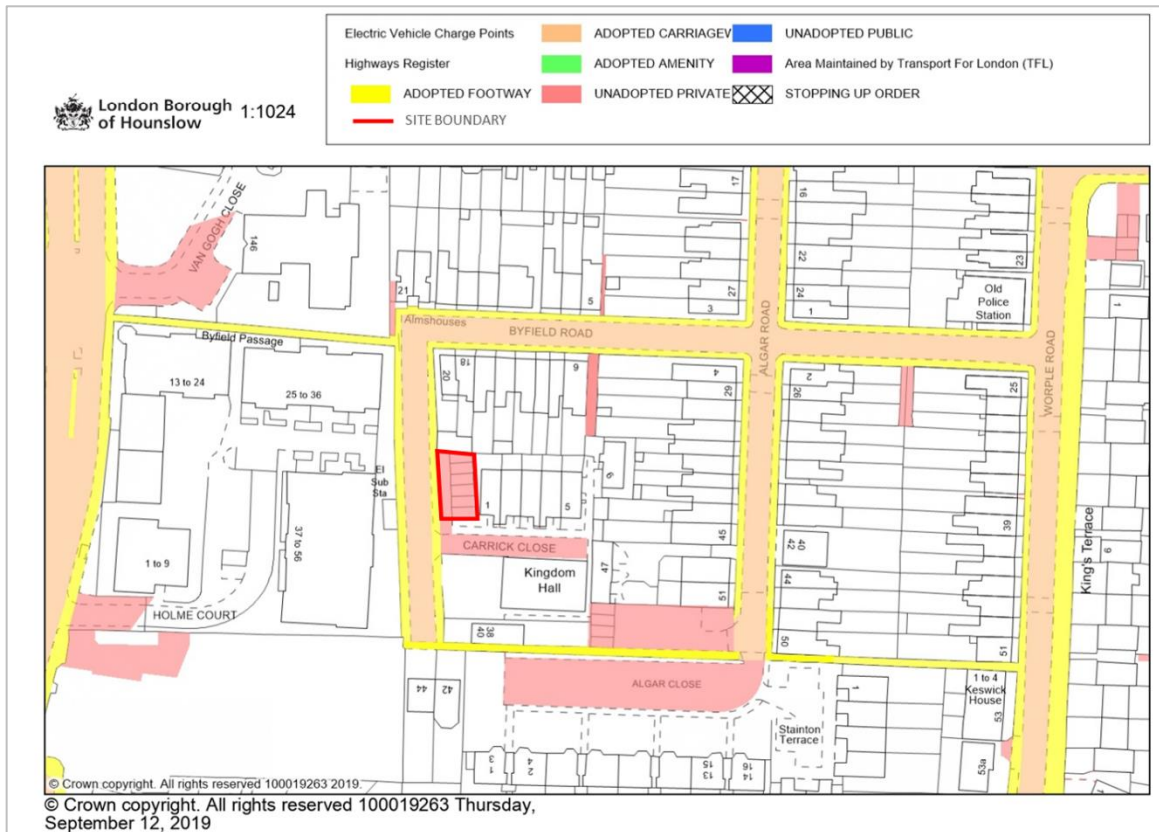


Figure 2: Highway Status

2.4 Hounslow 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>^Δ 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 has direct vehicle and pedestrian access for vehicles and pedestrians from Byfield Road, west of the Site. Byfield Road has dropped kerbs for vehicles to access the garages. Carrick Close is a private road, located south of the Site, which provides pedestrian and vehicle access to the Site.

3.2 Adjacent Land Uses and Amenities

The surrounding neighbourhoods to the north, east and west of the Site are a mix of residential land use. The residential dwellings generally consist of terraced and semi-detached housing. Kingdom Hall of Jehovah's Witness, is situated south of the Site.

There is a varied range of amenities within circa 220m (walking distance) of the Site, this is seen primarily north of the Site on A3004 South Street, where there are bars, restaurants, pharmacies and convenience stores. Argyle Health Isleworth Practice is 160m walking distance northwest of the Site. To the west and southwest of the Site at circa 350m walking distance various facilities are situated, where there is Isleworth Leisure Centre and Library, Isleworth Recreation Centre, Buttercups Children Nursery Group. Redlees Park is a recreation space located 550m (walking distance) southwest of the Site. Saint Mary's Catholic Primary School to north at circa 450m distance, Isleworth South Children's Centre and Worple Primary School to southeast at circa 550m distance are schools surrounding to the Site.

River Thames is located at 700m distance to the east to 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

Byfield Road provides pedestrian access to the Site from the west. Well maintained footways, are present on both sides of Byfield Road. The footways west of Byfield Road have raised kerbs, while the footways to the east have dropped kerb to provide vehicle access to the garage on the Site.

The A3004 South Street, north of the Site where variety of amenities are situated, has footways on both sides of the carriageway that appear to be wide and well maintained. Further along the A3004 South Street, the width of the pavement reduces.

Twickenham Road located west of the Site and Worple Road, located at east of the Site, provide wide footways on both sides of the road. There is provision for a signalised pedestrian crossing.

There are well maintained footways with dropped kerbs to reach the two nearest bus stops circa 190m walking distance from the Site.

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, east of the Site, is part of Route 75 of London's Cycle Network, which connects Brentford to Eltham. A3004 South Street, north of the Site, has section of a road that is part of Route 75.

Along the A310 Twickenham Road, west of the Site, there are bi-directional advisory cycle lanes provided for cyclists.

The proposed Cycleway 9 is located 1.4km northwest of the Site on A315 London Road. Cycleway 9 is a route between Kensington Olympia and Brentford.

3.5 Public Transport Accessibility

In consideration of the Site location within a London Borough, the overall accessibility level can be determined using the Transport for London's Public Transport Accessibility Level (PTAL) calculation available on the WebCAT website. The PTAL rating at the main entrance of the Site is 2, which is considered as poor level of accessibility. The full PTAL output report is available within Appendix A of this report. The closest bus stops, Isleworth Library (Stop TM) and Worton Road (Stop TT) are located circa 190m walking distance to west of the Site on A310 Twickenham Road. Isleworth Library (Stop TM) and Worton Road (Stop TT) provide bus services in opposite directions. Isleworth Library (Stop TM) provides all the services as Worton (Stop TT) with additional service H20.

Two bus stops, Stop TL and TK, circa 350m walking distance are located north of the Site on A3004 South Street Road. Table 4 below describes the services at all the stops near the Site.

Figure 4 shows the public transport infrastructure close to the Site.

Table 4: Bus Services

Bus Stop	Distance to site (m)	Bus Service No.	Route	No. per hour per direction
Isleworth Library (Stop TM)	190m	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
		H20	Hounslow Civic Centre – Twickenham Tesco	3-5
South Street, Stop TK/ TL	300m	H37	Hounslow/ Blenheim Centre – Manor Road	6 - 12
Total				19 - 31

In addition to the bus services available, rail services can be accessed from Isleworth Rail Station which is located 1.4km distance, equivalent to 17min walk from the Site. Isleworth Rail Station provides services by South Western Rail to Waterloo, Weybridge and Mortlake which can be seen in **Error! Reference source not found.** 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 Byfield Road to the west and Carrick Close to the south. Carrick Close is a private road, provides access to residential development. Byfield Road is a single carriageway local road, located west and north of the Site, provides access to several residential developments. Byfield Road joins Worple Road to the east. Worple Road is a 20mph single carriageway that provides access to residential developments.

Algar Road is a 20mph single carriageway local road, located east of the site. It provides access to residential development and joins A3004 South Street to north of the Site. A3004 South Street is subject to 20mph speed limit and consists of a single carriageway. A3004 South Street provides links to A310 Twickenham Road to the west of the site and to Richmond Road on east. Section of A310 Twickenham Road to west of the Site is a 30mph single carriageway.

3.7 Parking

Byfield Road is under Controlled Parking Zone (CPZ) of Twickenham RFU. On event days, parking restrictions are in force between 12:00 to 00:00. It has entry restrictions on buses and goods vehicles from 06:30 to 08:00.

Along Algar Road there is one Pay and Display parking bay. There is a single bay loading with waiting restrictions from 08:00 to 18:30 from Monday to Saturday.

Near A3004 South Street/ A310 Twickenham Road Roundabout, the A310 Twickenham Road is part of CPZ Twickenham RFU. Further along the road there are entry restrictions from 06:30 to 08:00 for buses up to 8 passengers and goods vehicles up to cross weight of 5 tonnes. Loading restrictions from 07:00 to 10:00 and 16:00 to 19:00 also exists on the road.

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. There is a loading bay present directly opposite the vehicular access point to the Site. 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.

On Worple Road, to the east of the site, there are parking bays marked for resident permit holders.

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.

Sixteen collisions have been identified near the Site; however, none are located in the immediate vicinity of the Site access. Five collisions occurred on A310 Twickenham Road. Three collisions occurred on South Street, of which one is categorised as a serious.

The key cluster of collision occurred at the South Street/ Twickenham Road Roundabout which recorded nine collisions, of which one is categorised as serious. An additional collision, recorded as slight, is located just north of the South Street Twickenham Road Roundabout.

Eight collision from sixteen involved pedestrian and pedal cycle casualty, of which one is categorised as serious.

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

Garage Block Adjacent 20, Byfield Road, Isleworth, TW7 7AF

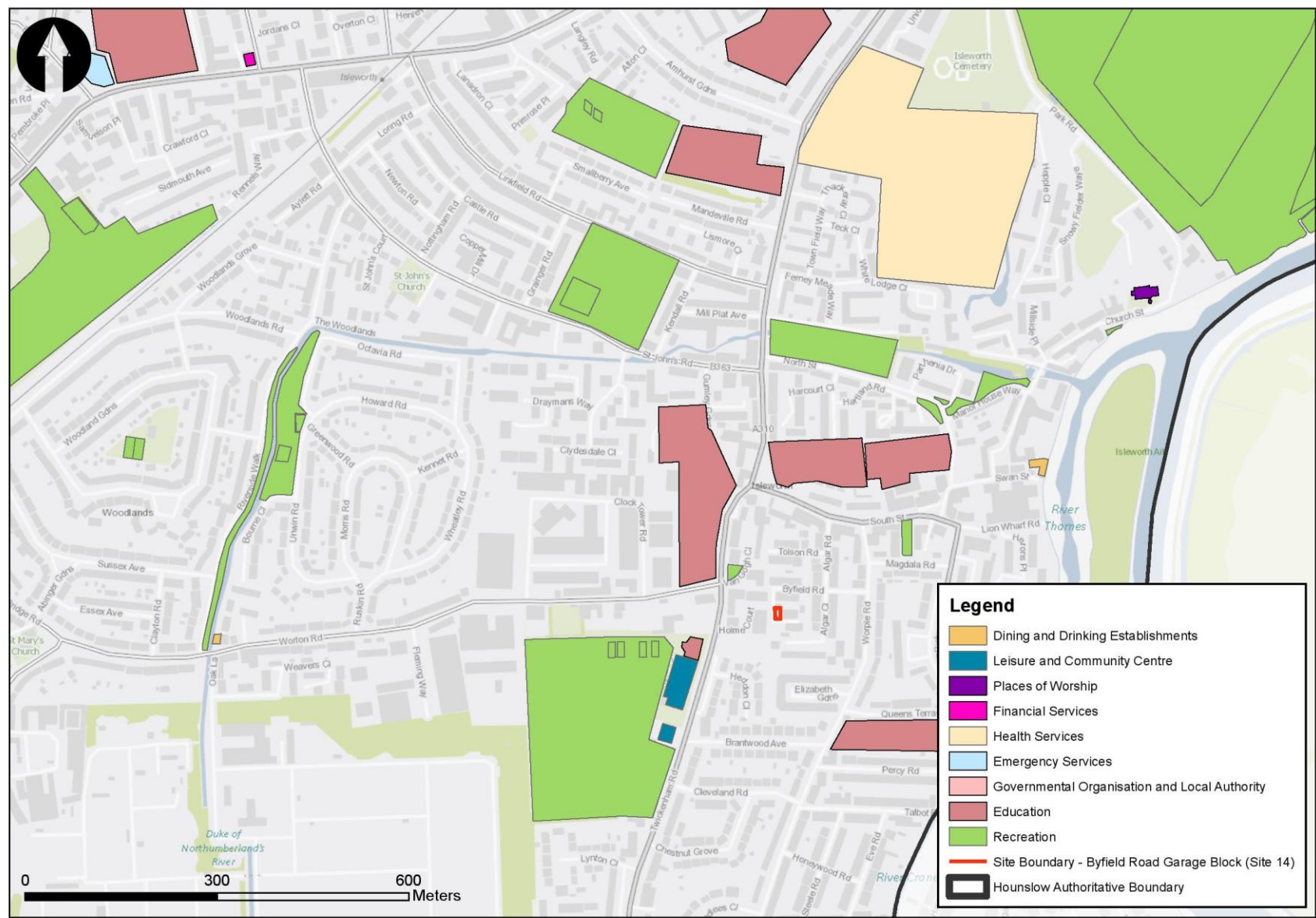


Figure 3: Indicative Amenities Surrounding the Site

Garage Block Adjacent 20, Byfield Road, Isleworth, TW7 7AF

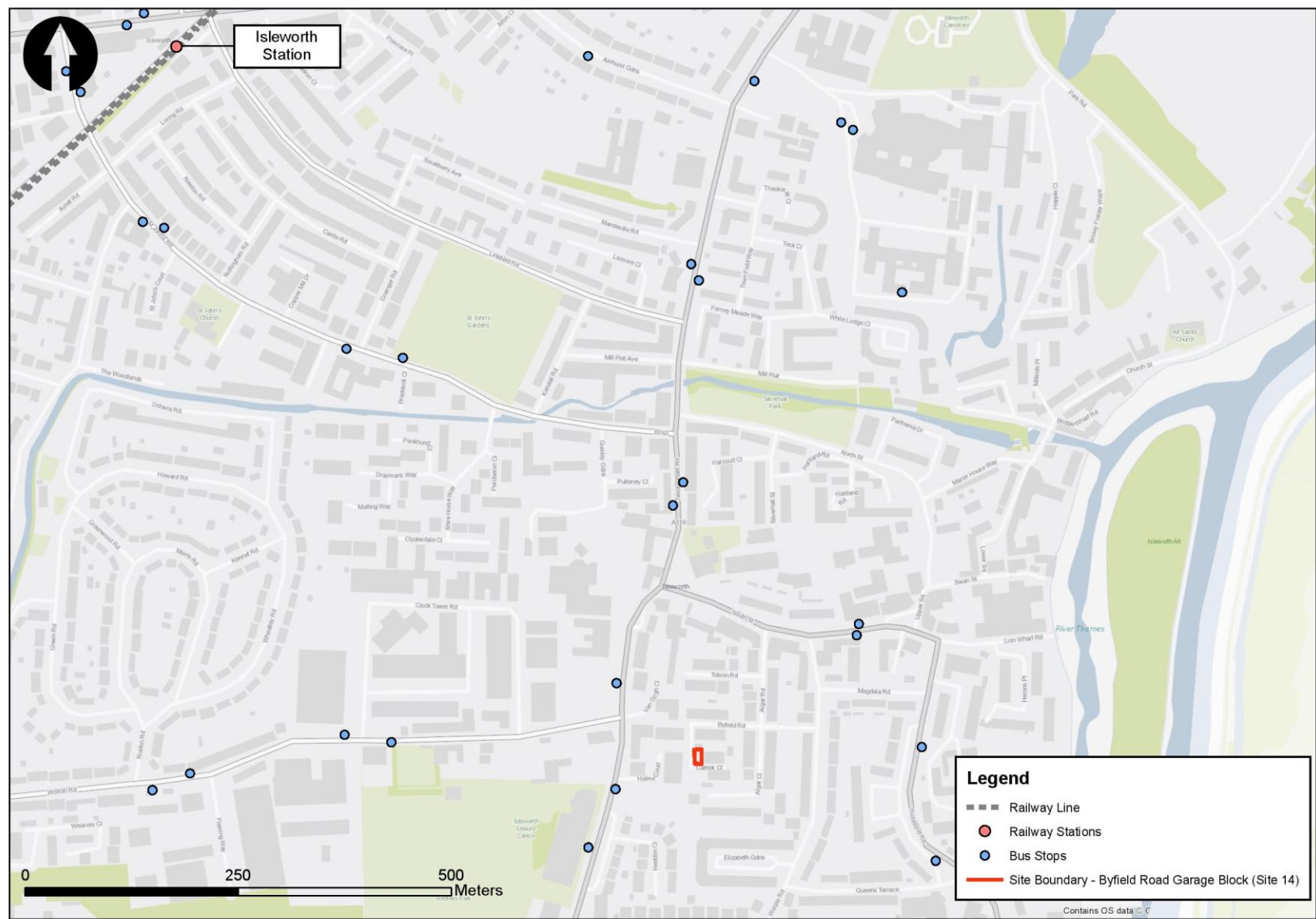


Figure 4: Public Transport Infrastructure Surrounding the Site

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it is assumed that the garage blocks adjacent to 20, Byfield Road, Isleworth 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 semi-detached or terraced houses of a similar height to the neighbouring buildings.

The Site currently has a direct vehicle access via Byfield Road. The location is considered suitable, as access is already established, meaning that future use 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 west of the Site have been identified as adopted, therefore there are no land ownership issues with regards to the access of the site. Visibility from the Site is currently considered to have no issues as the existing Site and the access road is on a flat terrain and allows sufficient visibility for drivers and existing users of the Site.

There are no collisions identified in the immediate vicinity of the site.

Pedestrians can currently access the Site via Byfield Road.

Carrick Close, situated to south could provide future access to the Site. It is categorised as 'Unadopted private' under Highways Register, due to which there are risks associated to introduce it as one of the future access to the Site.

The site is connected to existing pedestrian footways and a number of bus services as well as Isleworth rail station (via walking or bus service H37). These provide the opportunity for any future development of the Byfield Road Site to promote trips by sustainable travel modes, which will have environmental benefits.

The access option is illustrated in Figure 5.

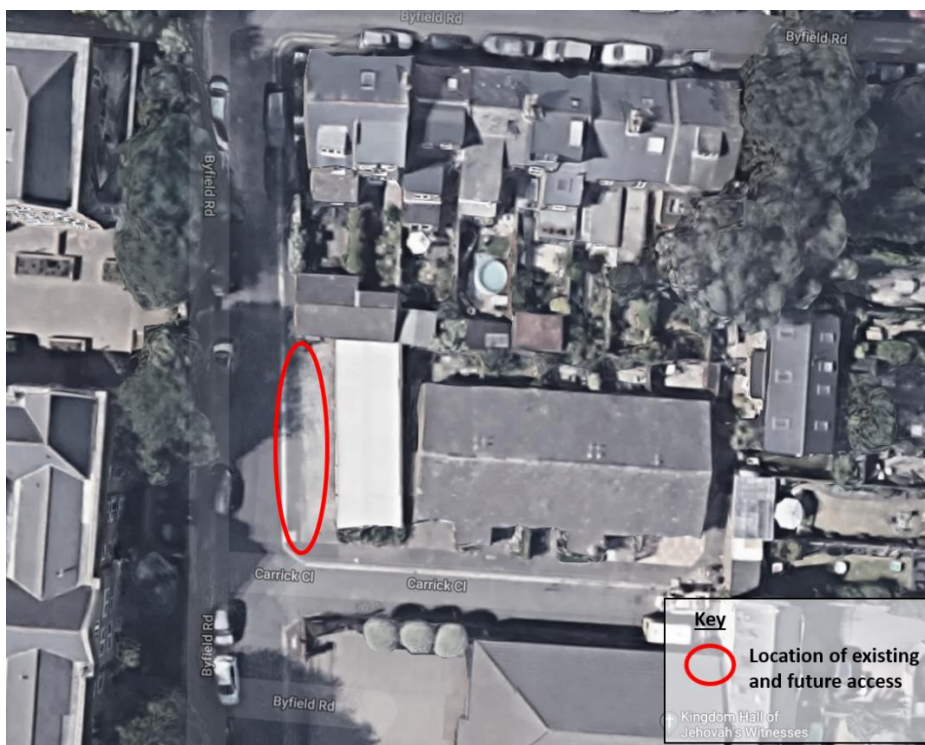


Figure 5: Access Option (Background Source – Google)

5 Conclusions and Recommendations

5.1 Conclusions

The 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 west of the Site via Byfield Road. Pedestrian access is also provided.
Surrounding Area	The site lies within in urban setting, surrounded by residential homes and schools within the immediate vicinity. The River Thames lies approx. 450m to the east and Redlees Park lies 250m to the southwest. The Site is circa 190m walking distance away from the nearest bus stop, and approximately 1.4km from Isleworth Rail Station.
Current Visibility	Visibility from the Site is currently considered to have no issues as the existing Site and the access road is on a flat terrain, it allows sufficient visibility for drivers and existing users of the Site.
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	<p>Access could be maintained at the established point of access, as it is established and currently considered viable for its purpose.</p> <p>Carrick Close located to the south, can be considered as an alternative access to the Site.</p>
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> <p>Carrick Close could be an access to Site from south. It is an 'Unadopted private' road as per Highways Register due to which there are considered risks to introduce as a future access to the Site.</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. Investigate the viability of using Carrick Close as a future access, considering its classification as an Unadopted Private Road in the Highways Register.

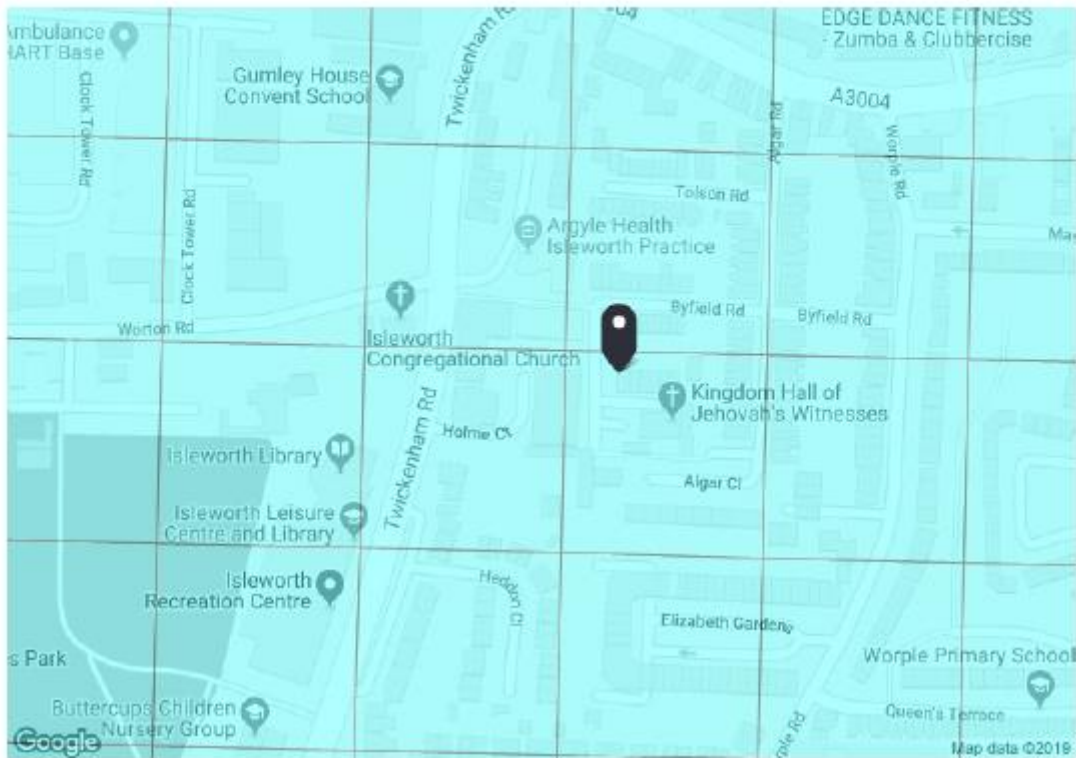
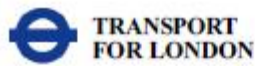
Depending on the scale of proposed development, it would be useful to undertake a high-level trip generation as a comparison to the existing use of the Site to provide an indication of the impact on the surrounding highways due to the change of use of this Site.

Engagement with colleagues at Hounslow is required to establish the full requirements for planning application submission.

Garage Block Adjacent 20, Byfield Road, Isleworth, TW7 7AF

APPENDIX A

PTAL Report



PTAL output for Base Year 2

1 Carrick Ct, Isleworth TW7 7BB, UK
Easting: 515224, Northing: 175583

Grid Cell: 56040

Report generated: 12/03/2019

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



Map layers

PTAL (cell size: 100m)

Garage Block Adjacent 20, Byfield Road, Isleworth, TW7 7AF

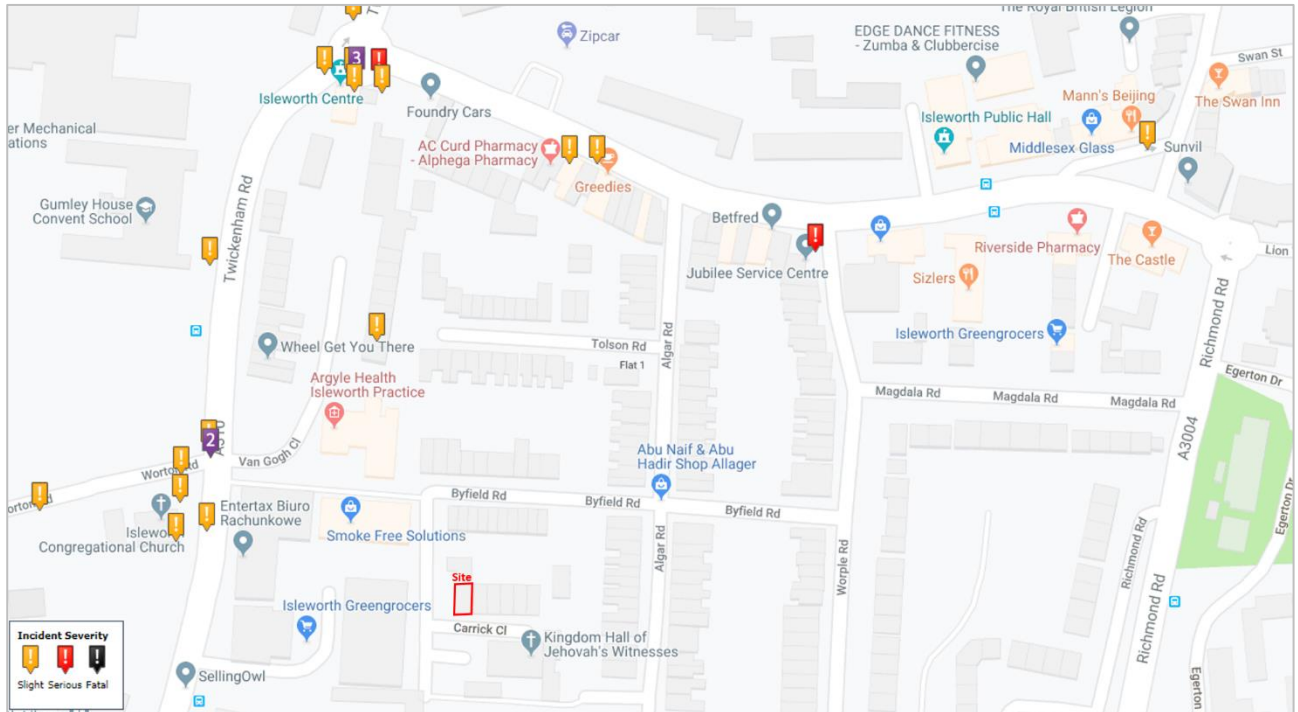
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ISLEWORTH WAR MEMORIAL	481	541.21	1	6.77	32	38.77	0.77	0.5	0.39
Bus	ISLEWORTH WAR MEMORIAL	267	541.21	6	6.77	7	13.77	2.18	0.5	1.09
Bus	ISLEWORTH SOUTH STREET	H37	401.22	10	5.02	5	10.02	3	1	3
Bus	TWICKENHAM RD WORTON RD	H20	601.06	5	7.51	8	15.51	1.93	0.5	0.97
Total Grid Cell AI:										5.44

Garage Block Adjacent 20, Byfield Road, Isleworth, TW7 7AF

APPENDIX B

Crashmap Figure



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