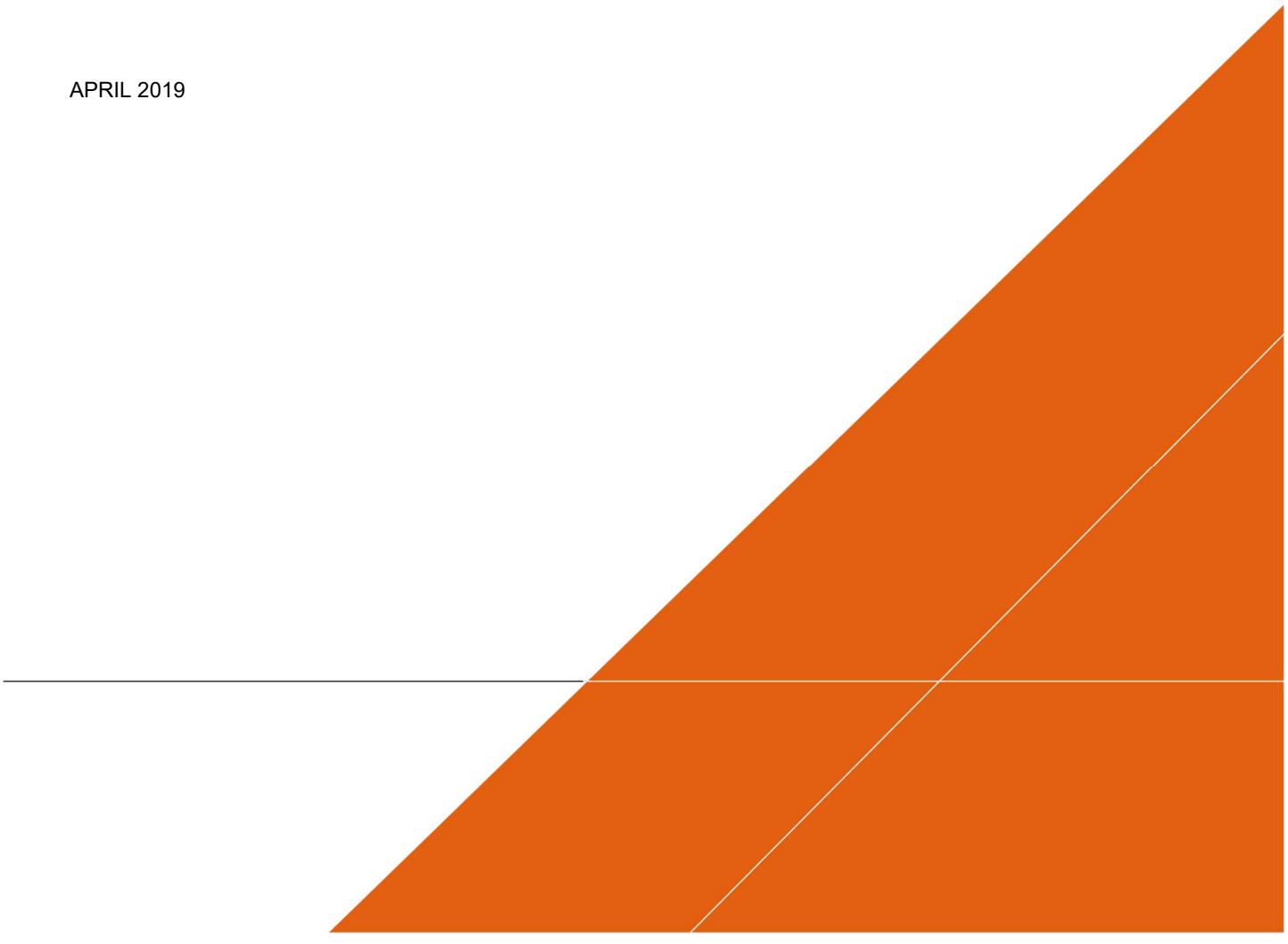
ARCADIS Design & Consultancy for natural and built assets

LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

GARAGE BLOCK OPPOSITE 14 AND 16 BRENTSIDE, BRENTFORD, TW8 8BS

Highways Due Diligence Report

APRIL 2019



Garage Block Opposite 14 and 16 Brentside, Brentford, TW8 8BS

Highways Due Diligence Report

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Report No	10030797-ARC-XX-XX-RP-HE-0117-01-Highways DD Report
Date	APRIL 2019

VERSION CONTROL

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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 opposite 14 and 16 Brentside, Brentford, TW8 8BS ('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.

The Site location with surrounding context is shown in Figure 1 on the next page.

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.

Garage Block Opposite 14 and 16 Brentside, Brentford, TW8 8BS



Figure 1: Site Location Plan

2 Site Setting and History

2.1 Site Location and Land Use

Table 1: Details relating to Site Location

Site Location / Address	Garage Block Opposite 14 and 16 Brentside, Brentford, TW8 8BS
National Grid Reference	517380,177651
Approximate Site Area	The Site is L -shaped and covers an area of approximately 0.185 hectares.
Description of Site	The Site is situated between Upper Butts to the northeast of the Site and Brentside to the southwest of the Site.. The Site is accessible from Upper Butts and via an alleyway and steps from Brentside. There is a paved pathway and a metal wire fence along the northwest side of the Site, separating it from residential housing and gardens which front onto Willow Close. At present the Site is separated into two areas by a metal gate. The current access road into the Site is used for unofficial parking and covered by asphalt hardstanding in poor condition with scarring from a number of recently repaired potholes. The public open space is surrounded by thin bollards and planted with three mature trees. The L-shaped area of land beyond the gate encompasses approximately 28 small garages arranged in three blocks lining the south, and parts of the north and west boundary of the Site around a courtyard.
Topography	The Topography of the Site is generally flat at approximately 9m Above Ordnance Datum (AOD). The western corner of site slopes down behind the garage block towards Brentside, which is approximately 2m lower than the Site. The surrounding area is generally flat, with the local topography sloping gently down towards the River Brent, to the south west. In the wider area topography slopes gently down to the south, towards the River Thames.
Surrounding Area	The Site lies within a predominantly residential area comprising houses to the north, west, and south. Beyond the immediate area to the South / South- West is the River Brent, a play area / recreation grounds to the north west, Allotment Gardens to the West, Brentford Station / railway (located 420m from the Site) and a health centre to the north east.

2.2 Site and Planning History

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

The Site was previously developed, demolished and redeveloped multiple times with small buildings / garages between 1866 and 1970.

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

Table 2: Comparable Planning Applications to the Site in the Surrounding Area

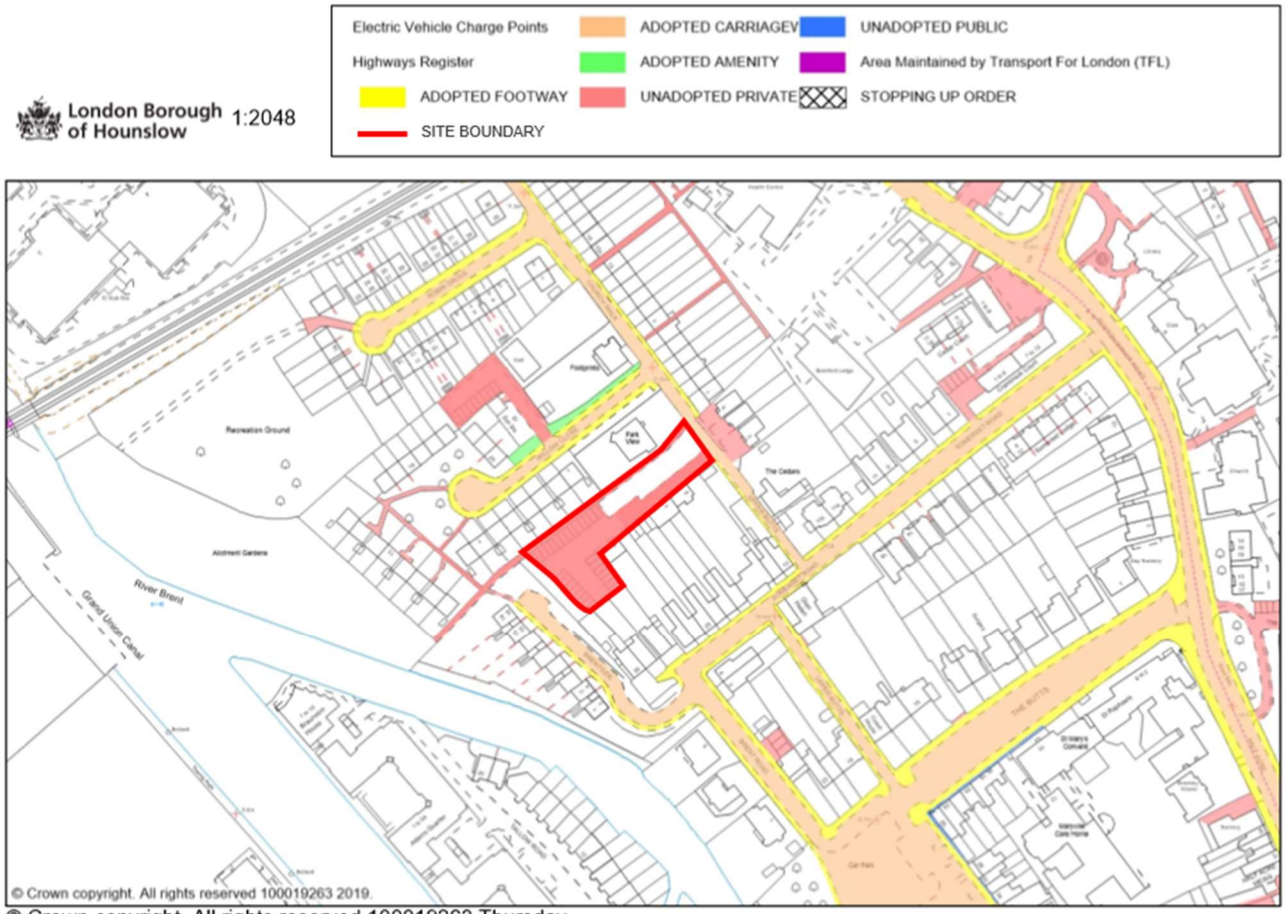
Planning Application Reference	Description
Approved January 2006 P/2005/3579	Change of use from office to residential use of premises.

Planning Application Reference	Description
Half Acre House 37 Half Acre Brentford London TW8 8BH	Site area: 370.4sq.m. (0.037 Ha, excluding area of garages). The property was acquired by the present owners from LB of Hounslow in a completely derelict state in circa 1980 and was completely and carefully restored and extended to its present form. The original use was as offices for the Architects practice of Geoff Beardsley and Martin Johnson. There were a number of other commercial tenants. The Planning Statement outlines the efforts to market the building, which will make an attractive small period house with the minimum of alterations, with a small but attractive enclosed garden. The scheme will have 1 off street parking space with the ability to accommodate a visitors space. The proposed change of use from Offices(B1) to Residential (C3) would preserve and enhance the character and appearance of the Conservation Area and would not harm the living conditions of the adjoining and neighbouring properties.
Received August 2017 P/2017/3371 Metropolitan police Half Acre Brentford TW8 8DH	Site area: 0.63 Ha Demolition of the existing former Police Station and section house building (sui generis use) to provide a new arts centre (D2) and 105 new dwellings including affordable housing (C3) within a building of part 6, part 7 storeys, with associated hard and soft landscaping, revised vehicular access and all necessary enabling and ancillary works. The Site is proposed to be car-free with the exception of two disabled bays.

The above planning applications in the surrounding area of the 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 Brentford. Upper Butts and Willow Close are both adopted carriageways, with the footways bordering these roads also being adopted. The access road into the Site itself is categorised as 'Unadopted Private. The extent of the highway and footway adoption within the context of the Site is shown in Figure 2.



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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 carries on to explain 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

Location	Maximum parking provision*
* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed. ~ With the exception of disabled persons parking, see Policy T6.1 G ^ 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.	
The Site has a PTAL rating of 2 and is located in outer London, therefore the provision of 1 space per dwelling would be applicable for any future residential development on the Site.	

The Site has a PTAL rating of 2 and is located in outer London, therefore the 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 has a vehicular access from Upper Butts to the northeast. There is no separate pedestrian access to the Site at present Pedestrian access is possible from Brentside, via an existing alleyway and steps. .

3.2 Adjacent Land Uses and Amenities

The surrounding neighbourhoods to the North, South and East of the Site are predominantly residential in nature. The west and north of the Site, also consists of industrial sites, such as warehouses, substations, docks, depots. To the west of River Brent, lies a large chunk of industrial use. Brentford Rail Station lies to the north of the Site, at a distance of approximately 450m away. Adjoining the River Thames lies a large area of green open space, which include the Syon Park and the Royal Botanic Gardens, the Richmond athletic association, and the Royal Mid- Surrey Golf Club.

A number of amenities are present within 800m of the Site. The Griffin Park Football Club lies within 500m of the Site to the east. The A 315 High Street, which has a number retail and shopping facilities is located at a distance of approximately 330m south of the Site. A number of schools, churches, libraries and the St. Paul's recreation ground lies within 800m of the Site. The Boston Manor Park is located north of the Great West Road (M4), and within 800m of the Site. The University of West London, Brentford lies within 500m of the Site. The Brentford Health Centre lies within 100m of the side, with access from the Half Acre.

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 that is updated daily. The last update has been dated 14th April 2019 (the time the data had been downloaded). 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

Upper Butts, which is the main access to the Site, has a footway, alternatingly on the eastern and western sides of the road. The footway is in good condition. Brentside has a footway on the western side of the road, and Willow Close, to the north, has footways on both sides of the road. Most other roads in the vicinity of the Site have good pedestrian infrastructure, with footways in a good condition. The High Street, south of the Site has wide footways on both sides of the road. Major junction crossings include the signalised pedestrian crossings at the junction of High Street and Half Acre, and outside the Brentford Health Centre on Half Acre. They comprise of a signalised crossing, dropped kerbs and tactile paving. A pedestrian foot bridge connects Church Walk across the railway line, north of the Site. Informal pedestrian crossings in the vicinity of the Site are present on Half Acre and Somerset Road. They comprise of dropped kerbs, tactile pavings as well as zebra crossings. Pedestrian access to Brentford railway station is via Half Acre. An uncontrolled pedestrian crossing exists at this point. A signalised pedestrian crossing exists at the major four arm junction where Half Acre meets the A4.

3.4 Cycle Infrastructure

The A4 has sporadic cycle lanes on both sides of the carriageway. As part of the Local Plan for the Great West Corridor, Hounslow have proposals to improve the cycle network in the surrounding area. Additionally, the CS9 protected cycle route on Brentford High Street may come forward in the future, which includes Boston Manor Boardwalk. The Boston Manor Link would use a boardwalk to provide a direct pedestrian and cycle link to the Great West Corridor from Boston Manor station (Piccadilly line).

The proposed Cycle Superhighway 9 is located 600m north of the Site.

3.5 Public Transport Accessibility

The Site has been assessed for accessibility utilising the Transport for London's Public Transport Accessibility Level (PTAL) planning tool. The Site achieves a PTAL rating of 2 with 0 being the least accessible and 6b being the most, therefore has a low level of accessibility. The full PTAL output report can be viewed at Appendix A of this report.

The closest bus stop, Windmill Road, Brentford (Stop SJ), is on Half Acre, approximately 240m to the east of the Site. The bus routes, accessible to the Site, are located on Half Acre, A315 High Street, and on the A4 Great West Road.

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
Windmill road Brentford, Stop SJ/ SN	230m/300m	195	Charville Lane Estate - Church Road - Hayes - Bulls Bridge - Southall - Ealing Hospital - Boston Manor - Brentford, County Court	5-6
		E8	Hounslow - Boston Manor - Ealing Broadway	6-9
Half Acre, Stop SH/SE	385m /490m	195	Charville Lane Estate - Church Road - Hayes - Bulls Bridge - Southall - Ealing Hospital - Boston Manor - Brentford, County Court	5-6
		E8	Hounslow - Boston Manor - Ealing Broadway	6-9
		E2	Brentford - Ealing Broadway – Greenford	6-10
Brentford Station, Stop SK/SM	520m/590m	195	Charville Lane Estate - Church Road - Hayes - Bulls Bridge - Southall - Ealing Hospital - Boston Manor - Brentford, County Court	5-6
		E8	Hounslow - Boston Manor - Ealing Broadway	6-9
Market place, Stop BL	600m	235	Sunbury - Hounslow – Brentford	4-10
		237	Hounslow Heath - Hounslow - Isleworth - Brentford - Chiswick - Stamford Brook - White City	5-8
		267	Hammersmith - Brentford – Fulwell	5-8

Bus Stop	Distance to site (m)	Bus Service No.	Route	No. per hour per direction
		E2	Brentford - Ealing Broadway – Greenford	6-10
		E8	Hounslow - Boston Manor - Ealing Broadway	6-9
Total				31-51

In addition to the bus services provided, rail services are also accessible from Brentford Rail Station which is located approximately 420m walking distance from the Site and Boston Manor Station located a distance of circa 1.8km. The services from these stations are summarised in the following table.

Table 5: Rail Services from Brentford Rail Station and Boston Manor Station

Rail Station	Distance to site (m)	Route	No. per hour per direction
Brentford Rail station (South Western Railway)	420m	Weybridge via Stains to Waterloo	4
		Hounslow Loop to London Waterloo	4
Boston Manor Station (Piccadilly)	1.8km	Heathrow Terminal underground station to Cockfosters Underground station	6
Total			14

3.6 Road Infrastructure

The major roads that surround the Site and provide connectivity to the wider region are the A4 (Great West Road) and the A315 High Street. Half Acre provides connectivity between these two major roads and also to the main public transport infrastructure.

Upper Butts, which provides access to the Site, is a single carriageway, with parking restrictions on both sides of the road. It has a speed limit of 20mph. It joins the Somerset Road to the south and ends at the South Western Railway line to the north, where a pedestrian bridge connects the south of the railway line to Church Walk to the North.

The Somerset Road is a 20mph dual carriageway. Some stretches of the road have parking restrictions, with the hours between 08.00 to 18.30 from Monday to Saturday for resident permit holders only.

Brentside, to the west of the Site, is a dual carriageway local residential road, that ends in a cul-de-sac to the North. Parking is permitted only for resident permit holders. It is part of the controlled parking zone.

3.7 Parking

The Site lies within a controlled parking zone BU and has parking restrictions from 08.00 to 18.30 from Monday to Saturday. There are parking restrictions on various roads for on street parking, such as either no parking stretches, or restricted parking, or parking permitted only for residential permit holders.

There are four local car parks within 800m of the Site, the closest of which is the Brentford Station Car Park and provides 18 uncovered spaces, located a walking distance of circa 420m away.

3.8 Analysis of Collision Data

An indicative analysis of collision data has been undertaken using the DfT registration of collisions, accessible via Crashmap.co.uk. Please note, no details of collisions have been requested, only statistics.

There are three collisions of slight severity recorded in the vicinity of the Site, in 2018. Two collisions occurred on the M4 and one on Ealing Road, East of the Site. There were four vehicles and two casualties involved in the collisions that took place on the M4, and one vehicle and one casualty in the collision on Ealing Road. All the casualties were pedestrians. These collisions have occurred within an 800m radius distance from the Site. The Crashmap indicating the collisions, is shown in Appendix B.

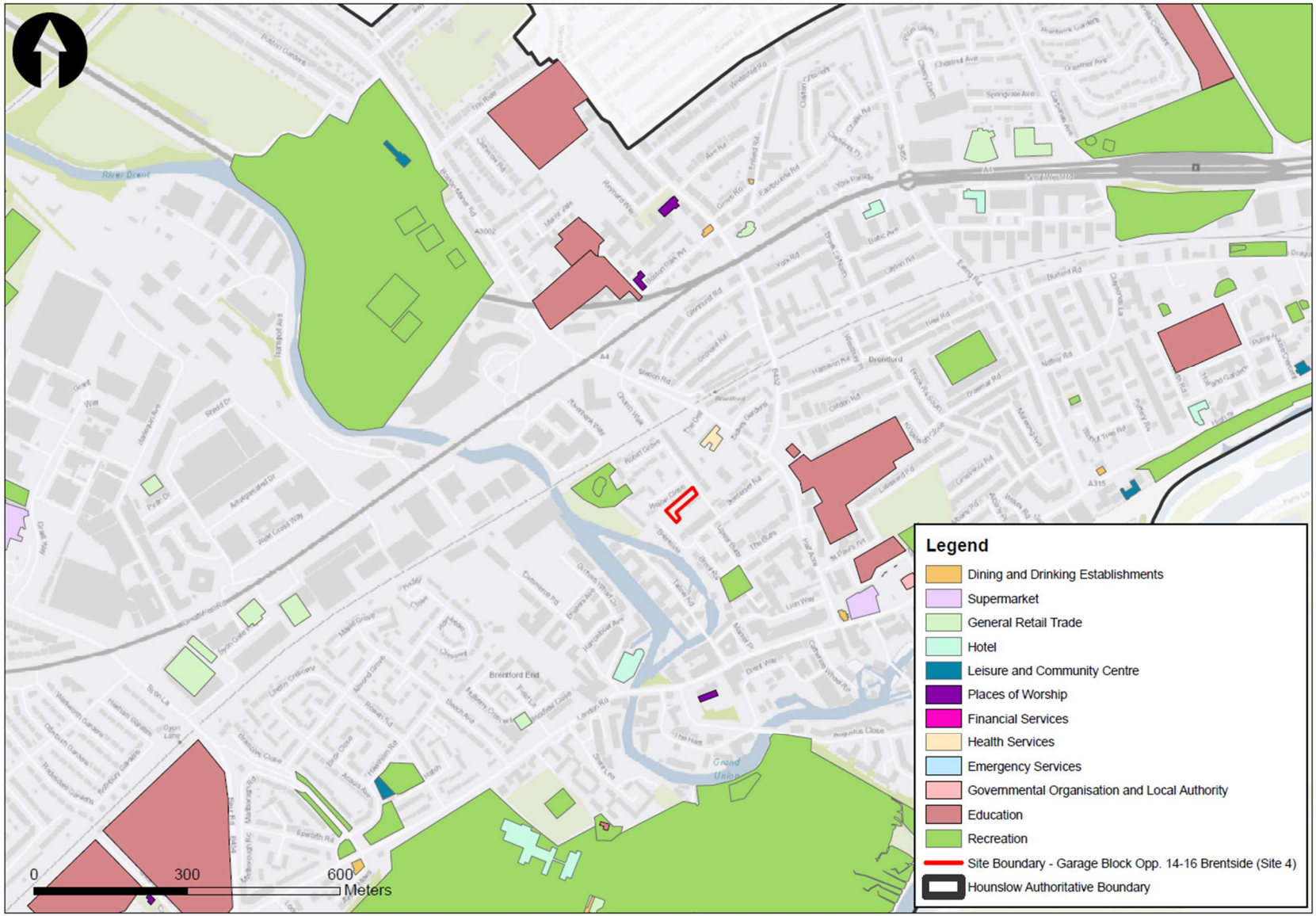


Figure 3: Indicative Amenities Surrounding the Site



Figure 4: Public Transport Infrastructure Surrounding the Site

4 Future Site Access

For the purpose of the analysis of this report, it is assumed the Brentside garage block site would be considered for future residential development. In the context of the surrounding area, this would be deemed appropriate due to the adjacent residential development and planning history.

It is considered that a site of this size and with the neighbouring buildings being of similar uses, a development of houses could be supported. The existing 28 garages will be redeveloped to accommodate this residential development. A single vehicle access has the capacity to support this scale of development. The vehicular access is proposed to remain at the existing location, from Upper Butts, as this is an already established access.

There is a potential for a secondary access from Brentside to the South of the Site for no motorised users, however there is a level difference to consider.

The Site currently has a direct vehicle access from Upper Butts. The location is considered suitable, and the fact that it is already established means that future use as a vehicle access is unlikely to raise any concerns from a highway perspective. Visibility at the proposed site access is constrained by the existing building, therefore any future development of this site may want to consider this. The active frontage on the Site's southern side and associated off street parking would also need to be addressed, possibly by the introduction of a TRO

A summary of the access constraints is shown in Figure 5.

The land surrounding the area, both carriageway and footway have been identified as adopted, therefore there are no land ownership issues with regards to the access of the Site.

As well as access for vehicles, provision of a pedestrian footway linking onto Upper Butts or connecting into the existing provision would then promote sustainable travel for future users of the Site, which will benefit the environment.



Figure 5: Access Constraints (Background Source – Google)

5 Conclusions and Recommendations

5.1 Conclusions

The Site is considered to be appropriate for residential use, with a comparison of similar sized plots nearby being utilised for residential purposes. Existing access arrangements have the potential to be maintained though the feasibility of this would need to assessed within the design stage.

Table 6: Summary

Current Access	Vehicular access currently achieved directly onto Upper Butts. Dedicated pedestrian access is not currently provided between the Site and Upper Butts, but is possible via Brentside.
Surrounding Area	Primarily residential, consisting of houses and blocks of flats. Brentford high street, with a number retail and shopping facilities is located at a distance of approximately 330m south of the Site. The Site is located within 420m of Brentford Rail Station and numerous bus stops.
Current Visibility	Currently the existing building to the South- East of the Site offers limited visibility.
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. The vehicles parked on the access road to the Site would need to be managed.
Access Solutions	Access could be maintained from the established point of access onto Upper Butts.
Risks	Footway and highway surrounding the Site have been identified as adopted, therefore there would be no risk associated with land ownership and access. The visibility of the access will have to meet the current design standards, analysis to be undertaken during the design process in the future stages of the site development. Managing vehicles that currently parked on the access road to the Site..

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 onto Upper Butts and the parking at the entrance to the Site will need to be considered in development designs to mitigate highway safety concerns such that the safety of all users are not compromised. Consideration of providing a dedicated pedestrian link between the Site and Upper Butts, potentially connecting to the existing footways to the north of the Site.

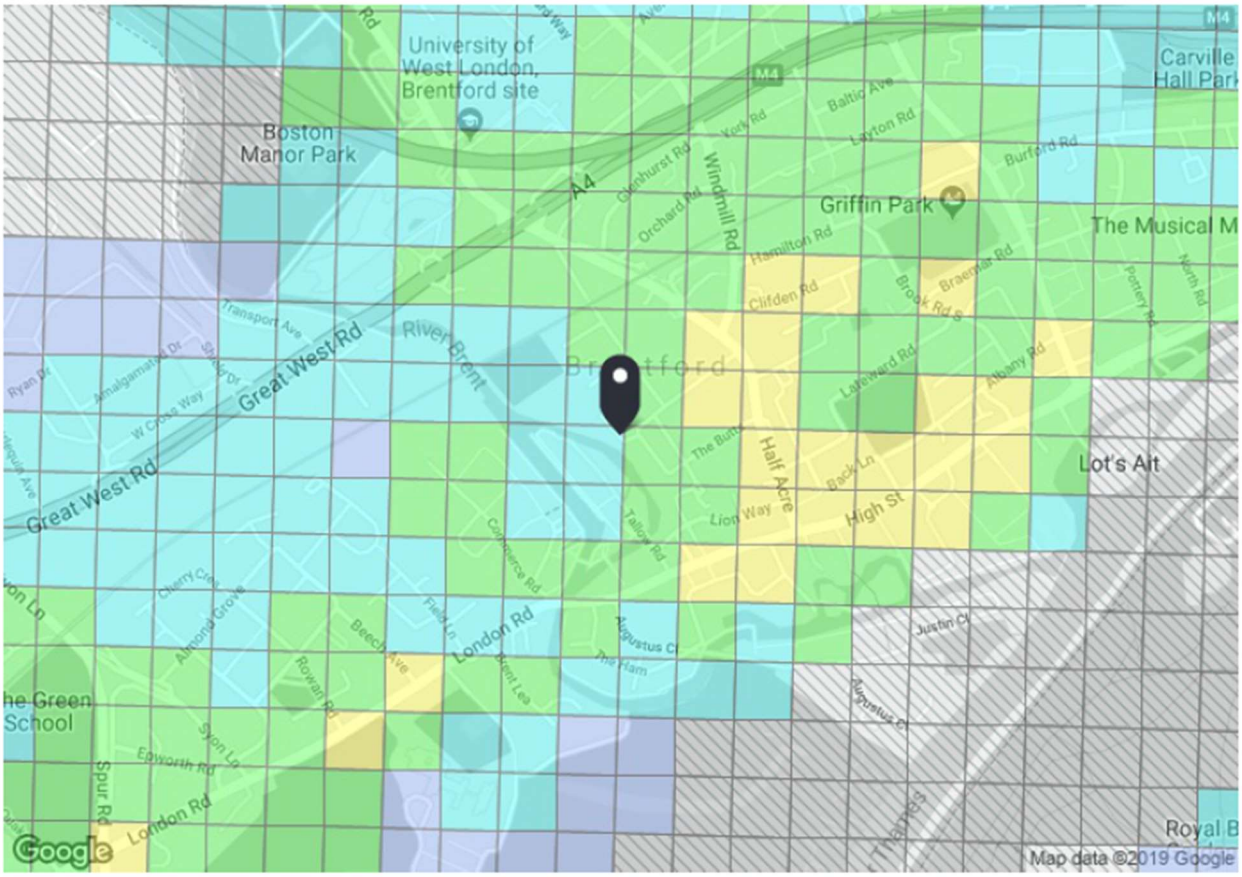
Depending on the scale of proposed development, it would be useful to undertake a high-level trip generation as a comparison to the existing use of the Site to provide an indication of the impact on the surrounding highways due to the change of use of this Site.

To establish the full requirements of a planning application submission, discussions with colleagues at Hounslow Council will need to take place.

APPENDIX A

PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
2

Brentside
Brentside, Brentford TW8, UK
Easting: 517391, Northing: 177572

Grid Cell: 65959

Report generated 09/04/2019

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

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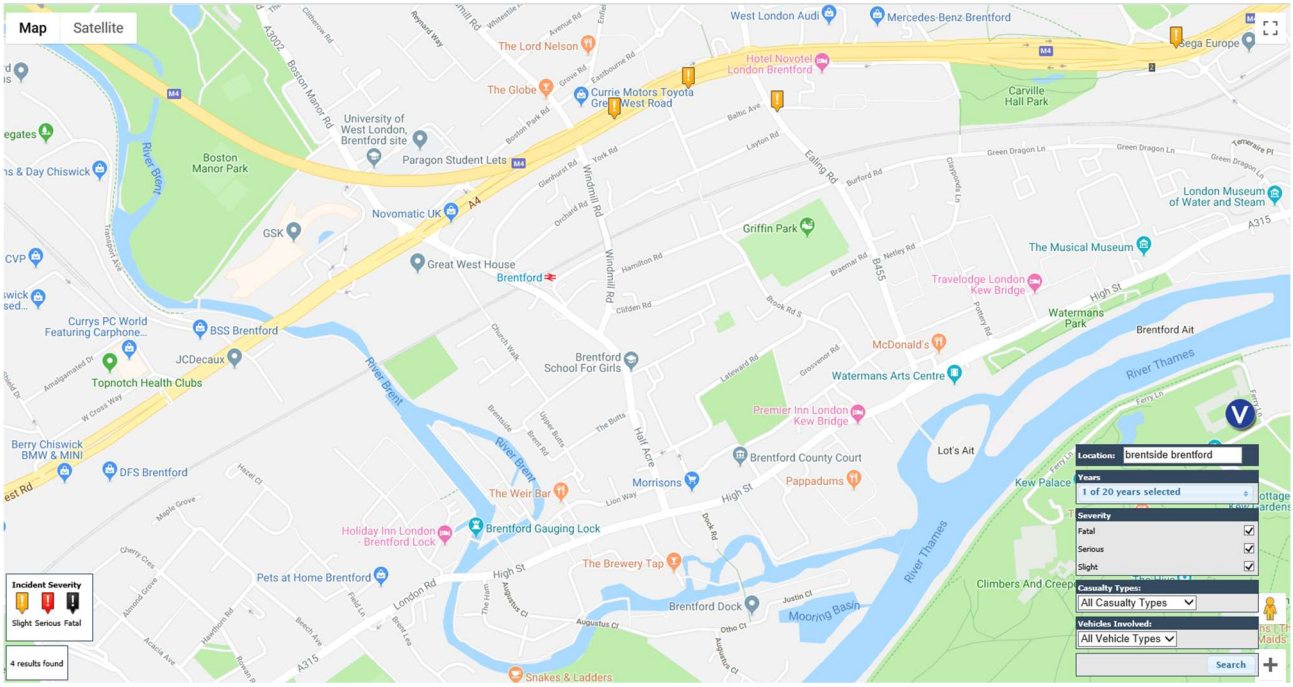
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BRENTFORD HALF ACRE	E8	405.83	7.5	5.07	6	11.07	2.71	0.5	1.35
Bus	BRENTFORD HALF ACRE	E2	405.83	8	5.07	5.75	10.82	2.77	1	2.77
Bus	BRENTFORD HALF ACRE	237	405.83	7.5	5.07	6	11.07	2.71	0.5	1.35
Bus	BRENTFORD HALF ACRE	267	405.83	6	5.07	7	12.07	2.48	0.5	1.24
Bus	BRENTFORD HALF ACRE	235	405.83	7.5	5.07	6	11.07	2.71	0.5	1.35
Bus	HALF ACRE POLICE STATION	195	609.98	5	7.62	8	15.62	1.92	0.5	0.96
									Total Grid Cell AI:	9.04

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APPENDIX B

Crashmap Figure



Garage Block Opposite 14 and 16 Brentside, Brentford, TW8 8BS

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