


LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

GARAGE BLOCKS AT 1-18 SWANN COURT, 18 SOUTH STREET, ISLEWORTH, TW7 7AN

Highways Due Diligence Report

APRIL 2019

A large, solid orange geometric shape, resembling a stylized triangle or a section of a larger triangle, is positioned in the bottom right corner of the page. It is composed of two overlapping triangular areas, creating a subtle internal line. A thin horizontal line extends from the left edge of the page, passing behind the orange shape.

Highways Due Diligence Report

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Report No	10030805-ARC-XX-XX-RP-HE-0125-01-Highways DD Report
Date	APRIL 2019

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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 garage blocks at 1-18 Swann Court, 18 South Street, 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.



1:1250



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	Swann Court, Isleworth, TW7 7AN
National Grid Reference	516369,175778
Approximate Site Area	The Site covers an area of approximately 0.1015 hectares
Description of Site	<p>The Site is used as a car parking area for the adjacent Swann Court apartment building. The Site is accessed from the A3004 South Street to the south via a concrete driveway, which is currently gated. Pedestrian footways are present to the west leading into the Site (included in site boundary) and east (public footway leading to The Blue School gates, which is not part of site).</p> <p>The main car parking area is approximately rectangular in shape and consists of 18 parking garages arranged in 3 blocks around a central area of concrete hardstanding used for additional vehicle parking.</p>
Topography	The Topography of the Site is generally flat at approximately 5 m Above Ordnance Datum (AOD). The immediately surrounding area is also generally flat, with a slight slope down to the River Thames to the east.
Surrounding Area	The Site lies within a mixed commercial and residential area bordered by school buildings and playing fields to the north and east and, residential apartment buildings with gardens to the south and west. There is an electrical transformer and other associated infrastructure located in a fenced (but not visibly banded) compound approximately 5m west of the site. The Site connects to the A3004 South Street, which provides a range of shops and cafes to the south.

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.

Records dating between 1865 and 1896 highlights that there several unspecified buildings (likely to be residential housing) on the Site, with the northeast corner used as planted orchard land. During this period, South Street and residential buildings border the Site to the south, east and west with more planted orchards to the north. The surrounding area consists of mixed residential and orchard land. In 1896, A public hall and swimming bath are shown to be bordering the Site to the east and a smithy is marked approximately 40m to the southwest; most of the orchard land to the south of site has been developed as residential housing by this time.

Between 1959 and 1960, the buildings on and boarding the Site to the south have been demolished, leaving the land vacant.

During the 1960's, at some point the Site had been developed into its current day configuration of 3 blocks of parking garages. An electrical transformer/ substation has been identified bordering the Site to the west. At

present, the former smithy located 40m southwest is repurposed as a vehicle repair garage (Jubilee Service Centre). It is recorded that between 1987 and 1989, many of the works and warehouses in the area of land between 100-250m to the east of the Site were demolished and redeveloped as commercial and residential units.

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
Approved September 2013 P/2013/2320 53 Worple Road, Isleworth, London, TW7 7AT	Redevelopment of the site provide seven three-bedroom family houses with private gardens, on-site car parking and provision for refuse and recycling. This development is located approximately 200m south of the Site.
Approved June 2016 P/2016/2993 Land and Buildings to the rear of 174 Twickenham Road, Isleworth, London, TW7 7DJ	Erection of 29 units of Retirement Living (Category II sheltered housing) apartments for the elderly with associated communal facilities, parking and landscaping. This development is situated to the south east of the Site on Twickenham Road

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', this includes both the access road and footways. The A3004 South Street, bordering the Site to the south is categorised as 'Adopted Carriageway', with the footways on either side of the carriageway also being adopted.

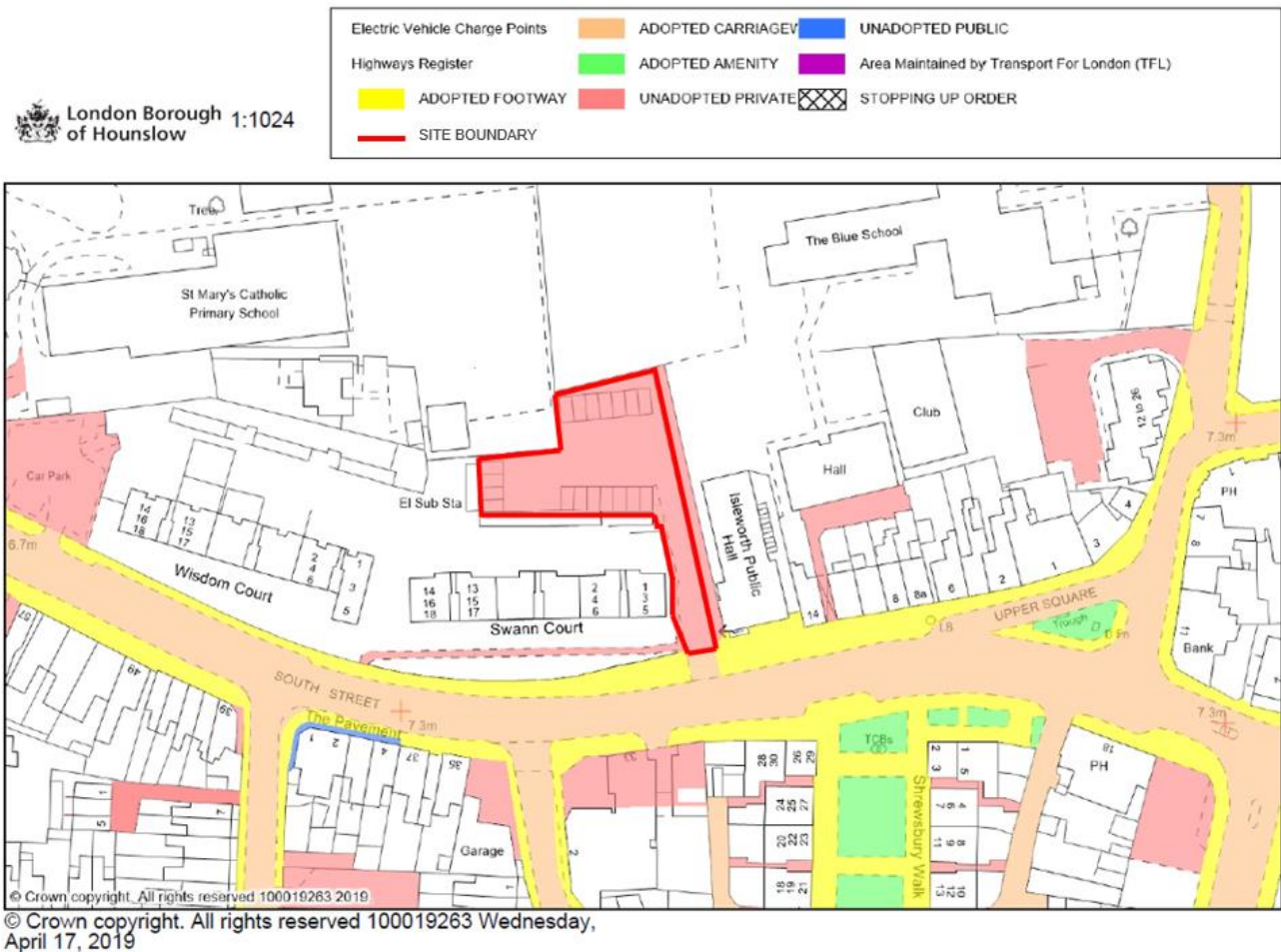


Figure 2: Highway Status

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 2: 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

Location	Maximum parking provision*
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 has one access for vehicles which directly forms a priority junction with the A3004 South Street, south of the Site. Dropped kerbs are provided for pedestrians crossing the vehicular access. Pedestrian access to the Site is also provided.

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 south of the Site, where there are bars, restaurants, pharmacies and convenience stores. The Site is also approximately equidistant (circa 200m walking distance) between two primary schools, Saint Mary's Catholic Primary School, on South Street, west of the Site and The Blue School, on North Street, 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 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

The A3004 South Street, south of the Site has footways on both sides of the carriageway that are in good condition. Within close proximity to the Site access, the footway north of the carriageway on the A3004 South Street is overly wide, approximately ranging from 5m to 7.5m. Further along the A3004 South Street, the width of the pavement reduces.. A signalised pedestrian crossing with dropped kerbs and tactile paving has been identified circa 25m walking distance 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.

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 its' roundabout junction with St Johns Road which includes dropped kerbs and tactile paving.

North Street, which connects to the A3004 South Street and provides a route to the north of the Site, has footways on either side of the carriageway. It has been identified that the footway south of the carriageway on North Street, for approximately 70m, linking to the A310 Twickenham Road, is considerably narrow in width. There are raised tables along North Street to provide traffic calming, together with tactile paving at these locations to aid pedestrians.

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.

North Street, east of the Site and the A3004 South Street, south of the Site have sections of the road that are part of Route 75 of London's Cycle Network, which connects Brentford to Eltham

Along the A310 Twickenham Road, west of the Site, there are bi-directional advisory cycle lanes provided for cyclists. Richmond Road, southeast of the Site, also consists of a mix of bi-directional 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 20m walking distance to the east of the Site access on the A3004 South Street.

Table 3: Bus Services

Bus Stop	Distance to site (m)	Bus Service No.	Route	No. per hour per direction
South Street, Stop TK/ TL	20m	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 4: 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 key roads, North Street to the north and east of the Site, the A3004 South Street to the south of the Site and A310 Twickenham Road, located west of the Site.

The A3004 South Street which borders the southern side of the Site, is subject to 20mph speed limit, and consists of a single carriageway. 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 and Worple Road, located south of the Site.

3.7 Parking

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.

The section of the A310 Twickenham Road that runs parallel to the Site consists of double yellow lines, four Pay and Display bays and a single loading bay. The section of North Street, north of the Site, consists of single yellow lines for a short length, which is reinforced by a 'No Waiting' sign between Monday to Saturday, 08:00 to 18:30. Primarily, North Street provides uncontrolled on-street parking with the addition of two disabled parking bays. North Street along the east of the Site consists of single yellow lines, a yellow zig-zag road marking to prevent vehicles parking alongside The Blue School and Pay and Display bays located at North Street/ Upper Square Junction.

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.

Fourteen collisions have been identified near to the Site, however, none are located in the immediate vicinity of the Site access. Two collisions of the fourteen occurred along the A3004 South Street. One Serious collision has been identified along Worple Road in close proximity to the junction with the A3004 South Street. A slight collision has also been noted along Upper Square.

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

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

Garage Blocks at 1-18 Swann Court, 18 South Street, Isleworth, TW7 7AN

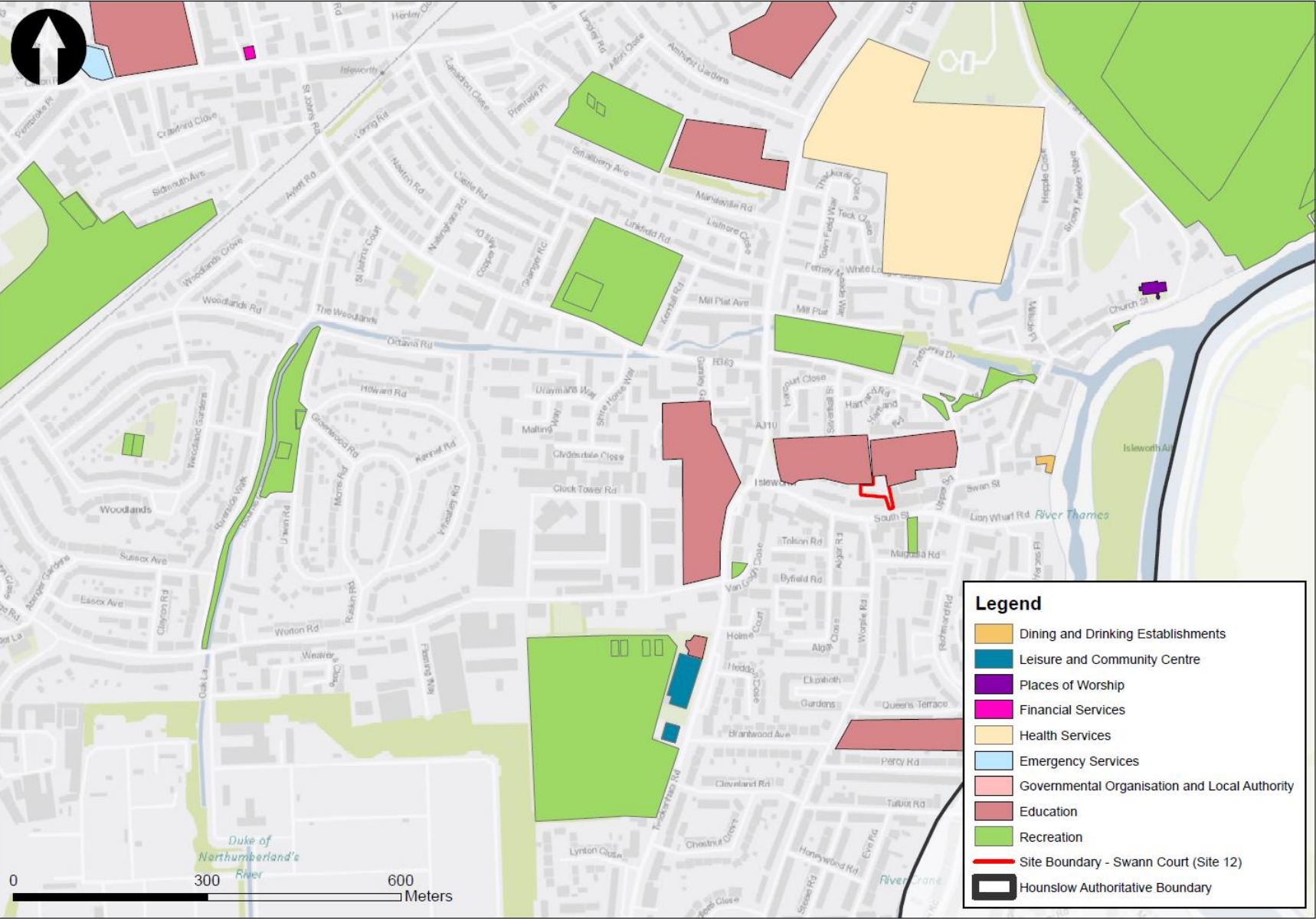


Figure 3: Indicative Amenities Surrounding the Site

Garage Blocks at 1-18 Swann Court, 18 South Street, Isleworth, TW7 7AN

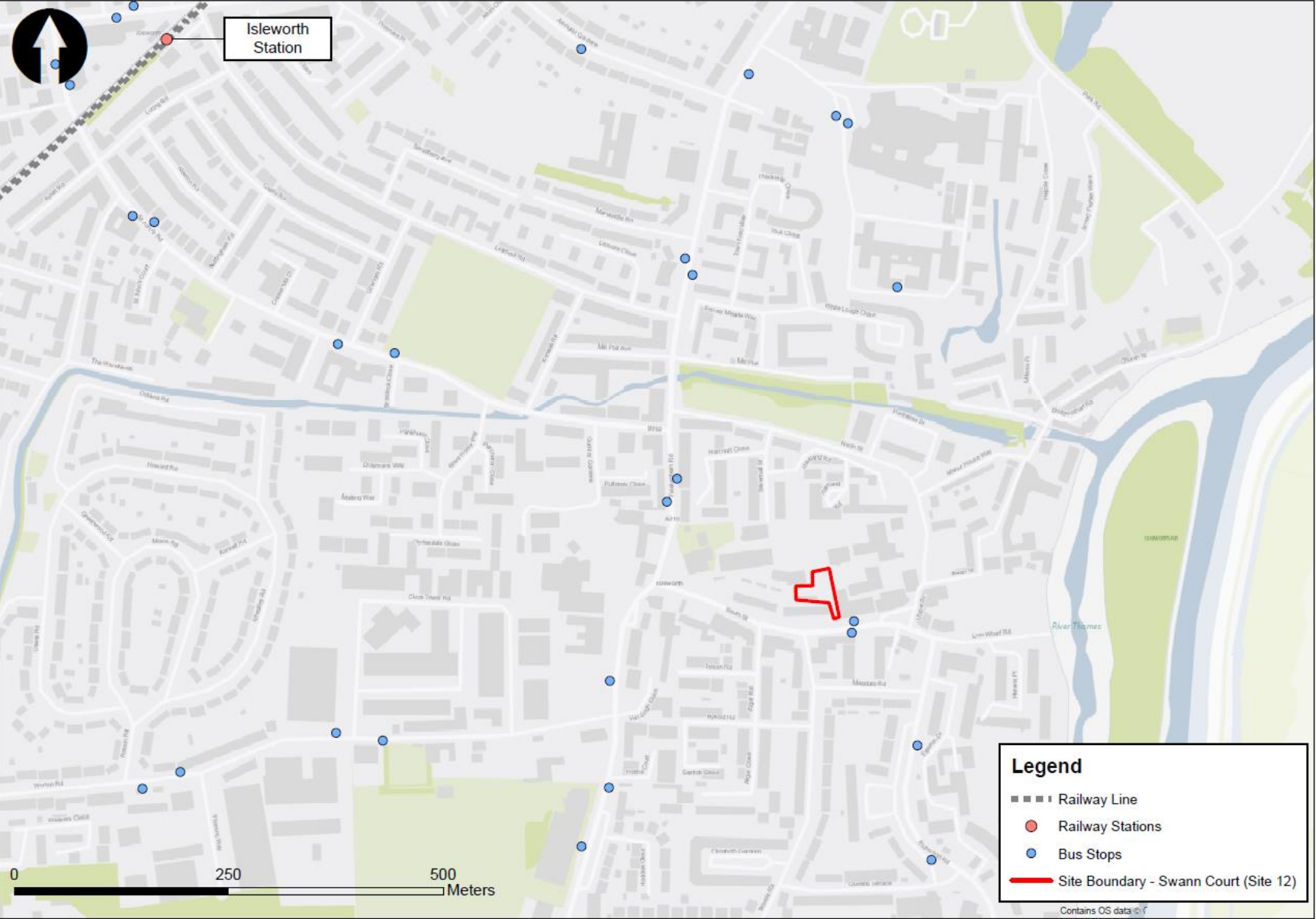


Figure 4: Public Transport Infrastructure Surrounding the Site

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it is assumed that the Swann Court 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 a direct vehicle access via the A3004 South Street. 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 carriageway have been identified as adopted, therefore there are no land ownership issues with regards to the access of the site.

There is potential opportunity to increase pedestrian accessibility by developing the present footway, currently categorised as 'Unadopted Private' along the east of the Site running along the Site access, to serve both The Blue School and future residents of the Site. However, this would need further investigating regarding the ownership of the land, and security of the school boundary. Consultation with the appropriate landowner/stakeholder would need to be considered if this opportunity is to be investigated further regarding mitigating the existing Site access.

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

The access option is illustrated in Figure 5.

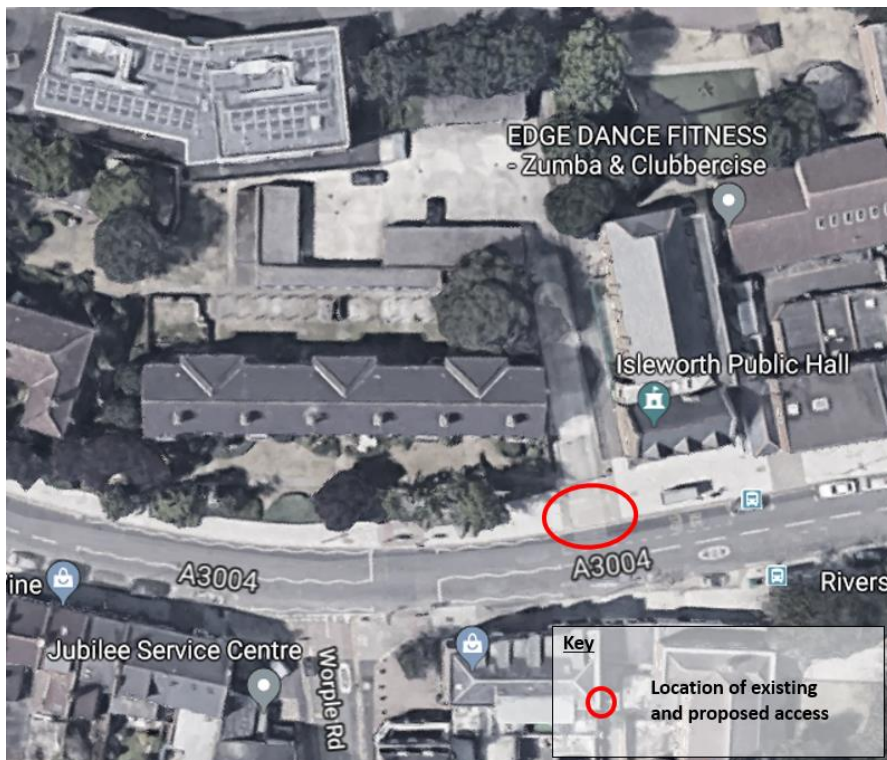


Figure 5: Access Option (Background Source – Google)

5 Conclusions and Recommendations

5.1 Conclusions

The Swann Court 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 5: Summary

Current Access	Vehicular access currently achieved directly south of the Site via the A3004 South Street. 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 20m 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 equidistant to two primary schools, circa 200m walking distance.
Current Visibility	Visibility from the existing site access does not create any issues, as the existing access and the Site is on a flat terrain, it allows sufficient visibility for drivers and existing users of the site. The overly wide footways on the A3004 South Street provide for suitable setback distances to improve visibility at the Site access.
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 established point 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. However, the footway on the east side of the vehicular access is private, serving as an access for Blue School. There may be opportunity to use this for pedestrian access to the Site, although the appropriate landowner/stakeholders will have to be contacted to investigate this option further.</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.

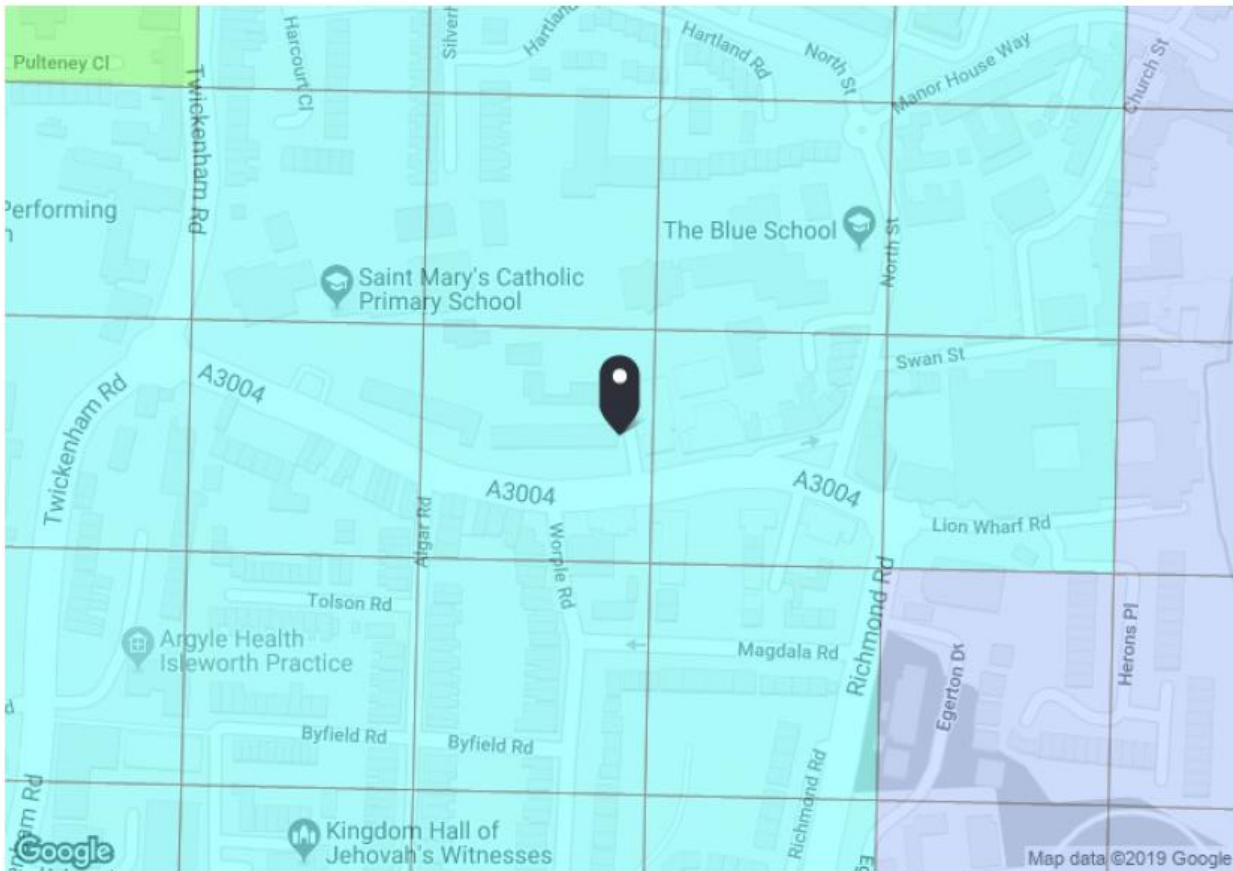
Depending on the scale of proposed development, it would be useful to undertake a high-level trip generation as a comparison to the existing use of the Site to provide an indication of the impact on the surrounding highways due to the change of use of this site.

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

Garage Blocks at 1-18 Swann Court, 18 South Street, Isleworth, TW7 7AN

APPENDIX A

PTAL Report



PTAL output for Base Year 2

Swann Court, South St, Isleworth TW7 7AN, UK
Easting: 516382, Northing: 175748

Grid Cell: 57028

Report generated: 24/04/2019

Map key - PTAL

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

1a
2
4
6a

Map layers

PTAL (cell size: 100m)

Calculation Parameters

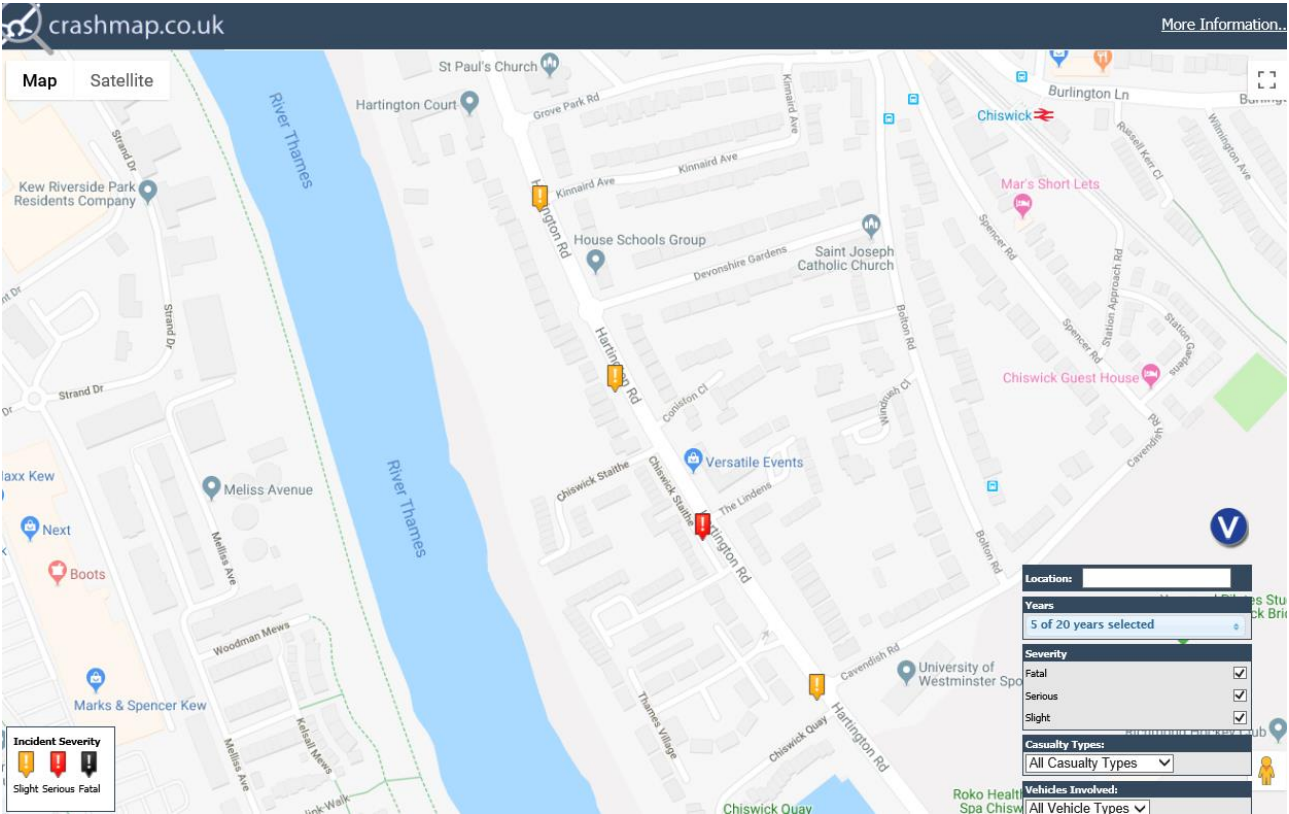
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Garage Blocks at 1-18 Swann Court, 18 South Street, Isleworth, TW7 7AN

Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ISLEWORTH THE CHEQUERS	117	560.24	3	7	12	19	1.58	0.5	0.79
Bus	ISLEWORTH WAR MEMORIAL	481	314.21	1	3.93	32	35.93	0.84	0.5	0.42
Bus	ISLEWORTH WAR MEMORIAL	267	314.21	6	3.93	7	10.93	2.75	0.5	1.37
Bus	ISLEWORTH SOUTH STREET	H37	81.32	10	1.02	5	6.02	4.99	1	4.99
Bus	TWICKENHAM RD WORTON RD	H20	374.06	5	4.68	8	12.68	2.37	0.5	1.18
Total Grid Cell AI:										8.75

APPENDIX B

Crashmap Figure



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