



Transport Statement

153 Philip Lane, London, N15 4HQ

February 2024

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London
N15 4HQ

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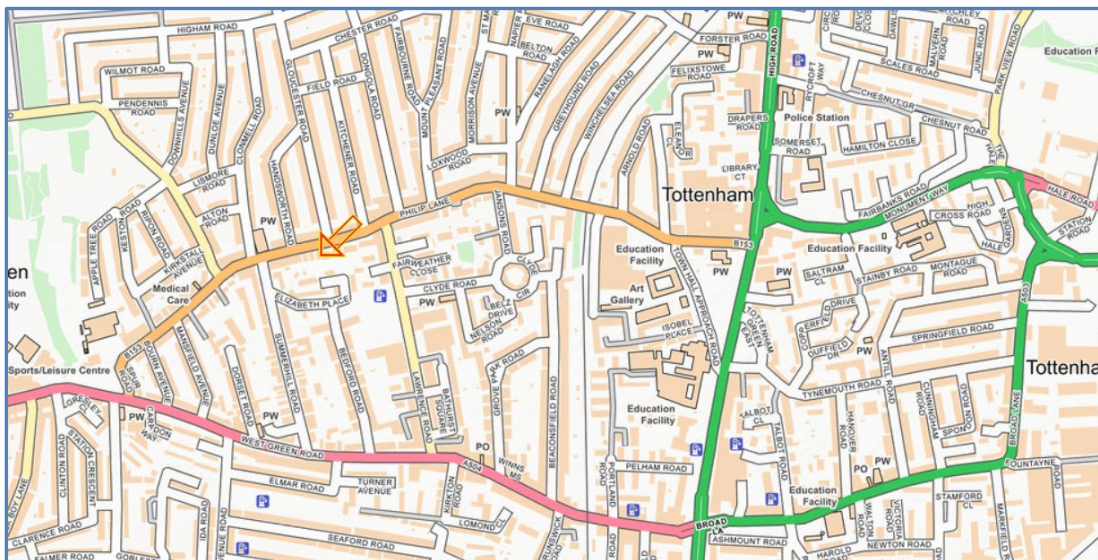
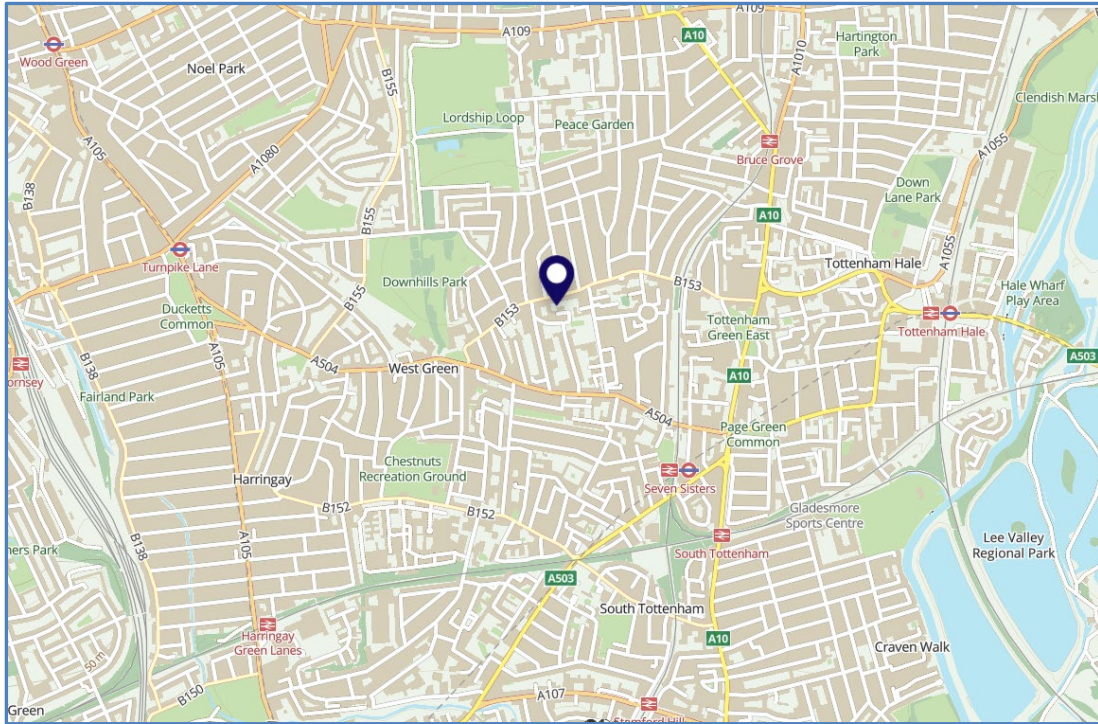
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Transport Statement

Overview

The application site location in road context



Map 1 Local Road Network and Public Transport Context

1.0 Application

- 1.1 This Transport Statement is provided to advise the Local Authority of the transport characteristics of the surrounding area at 153 Philip Lane N15 4HQ., the application site. The proposal seeks a change of use to a day nursery. This statement will examine the transport implications of the proposed change of use.

2.0 Transport Policy

2.1 National Policy

National Planning Policy Framework

- 2.1.1 The revised National Planning Policy Framework (NPPF), December 2023 sets out the government's planning policies for England and how these are expected to be applied.

- 2.1.2 Paragraph 115 of the NPPF makes clear that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

- 2.1.3 Within this context, the NPPF identifies in Paragraph 116 that development applications should:

"a) give priority first to pedestrian and cycle movement~ both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport service~ and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport ·

c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrian~ cyclists and vehicle~ avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. "

2.2 Regional Policy

The London Plan

- 2.2.1 The Greater London Authority (GLA) is responsible for strategic planning in the capital. The Mayor of London published the Mayor's Transport Strategy in March 2018 and The London Plan in March 2021. These documents provide the framework for transport policy and development in London
- 2.2.2 The London Plan's overarching framework for transport and integration is set out in Chapter 10 of the document.
- 2.2.3 Policy T1 relates to the strategic approach to transport and outlines that development should reflect its connectivity to public transport, walking and cycling routes and ensure that any impact is mitigated.
- 2.2.4 Policy T2 Healthy Streets indicates that development proposals should reduce the dominance of stationary or moving vehicles on London's streets and connect to local walking, cycling and public transport networks.
- 2.2.5 Policy T3 relates to transport capacity and outlines that development proposals should support connectivity to and from public transport infrastructure.

- 2.2.6 Policy T4 indicates that Transport Assessments/Statements should be submitted to assess the transport impacts of proposals on the transport network including for walking, cycling and public transport. Development proposals should not increase road danger.
- 2.2.7 Policy T5 deals with cycling and refers to the provision of secure and well-located cycle parking for development in accordance with the minimum standards.
- 2.2.8 Policy T6 deals with car parking and requires development proposals to comply with maximum car parking standards set out in the London Plan including provision for disabled persons and infrastructure for electric vehicles. The PTAL at the site should be considered in applying the parking standards. Adequate provision should also be made for deliveries and servicing.

2.3 Local Policy

Local Plan Development Management Plan 2017

- 2.3.1 London Borough of Havering Development Management Document 2017 sets out local policies for managing transport and related issues arising from development proposals. It lists the following policies relating to transport
- 2.3.2 Policy DM31: Sustainable Transport seeks:
- *A The Council will require that developments with high trip-generating characteristics be located where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*
 - *B The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*
 - *C The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds.*

2.3.4 Policy DM32: Parking lists the conditions under which parking will be assessed of relevance to this development is the following criteria:

- A. Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
- B. The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.*
- C. The Council will support proposals for new development with limited or no on-site parking where:*
 - a. There are alternative and accessible means of transport available;*
 - b. Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
 - c. A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
 - d. Parking is provided for disabled people; and*
 - e. Parking is designated for occupiers of developments specified as car-capped.*

3.0 Existing Conditions

3.1 Site Location and Description

3.1.1 153 Philip Lane is a detached Victorian 2-storey property currently vacant. The site has a spacious front garden which has not been converted into a drive. There is no other on-site parking available and no dropped kerb.

- 3.1.2 Philip Lane is marked out with single yellow and double yellow lines. Double yellow lines are located at junctions with other roads. There are a few parking bays for loading but not in the vicinity of the application site.
- 3.1.3 A single yellow line is present in front of the application site restricting the opportunity for cars to stop outside the premises during operational hours of 8:00 am to 6:30 pm. The surrounding area is of mixed character with local amenities and shops in the nearby vicinity.

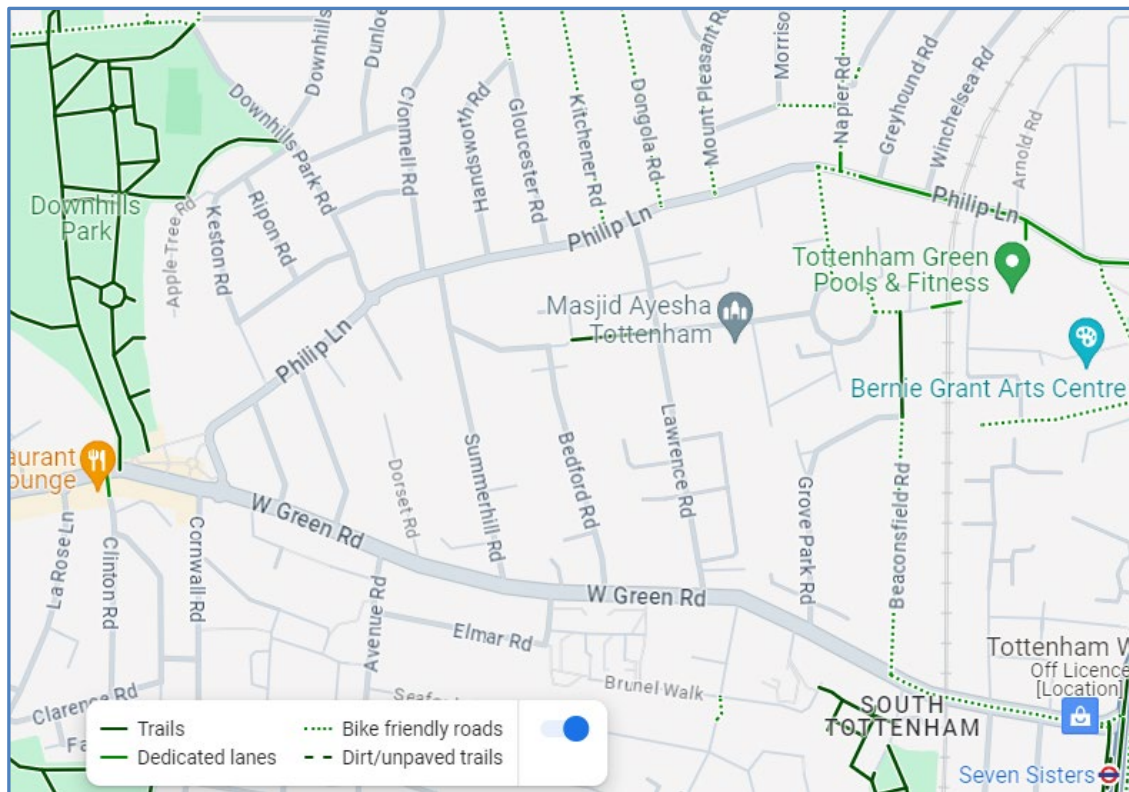
3.2 Local Road Network

- 3.2.1 In the vicinity of the application site, Philip Lane (B153) is a single-carriageway road which measures approximately 6.5m wide. The road runs mainly in an east-to-west alignment. The A10 runs from the east to West Green Road (A504) in the west along Philip Lane. There is street lighting on both sides of the carriageway.
- 3.2.2 Philip Lane and surrounding roads are subject to a 20mph speed limit. The area straddles between two controlled parking zones. Kitchener Road falls into the Bruce Grove West controlled zone which operates with restrictions between Monday to Friday 2-4pm and St Annes controlled zone with restrictions in place between Mon-Sat 8am to 6.30pm.

3.3 Pedestrian and Cycle Network

- 3.3.1 There is a good network of pedestrian footpaths and cycle routes throughout the local area. There are wide footways and street lighting on both sides of the carriageway along Philip Lane and on all roads within the immediate vicinity of the site
- 3.3.2 The local area also benefits from excellent pedestrian crossing infrastructure with a zebra crossing located approximately 65m east of the application site, past the junction with Lawrence Road which is composed of a refuge island with dropped kerbs, tactile paving, belisha beacons and bollards. This further supports safe and convenient pedestrian passage in the area. All of the local junctions benefit from dropped kerbs, with most comprising tactile paving to facilitate pedestrian movement.

- 3.3.3 Philip Lane has a dedicated cycle lane starting at the Napier Road junction going towards the A10. Within close vicinity, opposite the site, Kitchener Road, Dongola Road and Mount Pleasant Road are known as 'Bike-friendly' roads. (see Map 2). It is considered that cycling infrastructure is available and encouraged. This is a well-used mode of transport combined with the 20mph speed limit.



Map 2 Local Cycle and Bike-Friendly Network Source : Google Maps

3.4 Public Transport Accessibility Level (PTAL)

- 3.4.1 PTAL assessments are a recognised method used to measure accessibility to the public transport network within London. The assessment indicates the relative density of the public transport network at specific locations. PTALs take into account a combination of factors including walking times, distance and the frequency of services.
- 3.4.2 PTAL scores range from 1 to 6 with a score of 6 representing a high level of accessibility and 1 a low level. Levels 1 and 6 have both been subdivided into two sub-levels to provide greater clarity.
- 3.4.3 A site specific PTAL has therefore been calculated using TfL's Planning Information Database. The proposed site has a PTAL rating of 2, which is considered to be an acceptable level of Transport Statement
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accessibility to public transport as supported by the following paragraphs discussing the nearby public transport provision. The full output of the PTAL assessment has been included in Appendix A.

3.5 Public Transport Provision

Buses

3.5.1 Philip Lane is served by several bus routes: 341 and 230 on Philip Lane itself in the vicinity of the site and bus route 41 vis stop located near West Green Road.

3.5.2 The site is well positioned for bus access to Walthamstow Town centre and through to Central London with the nearest bus stop located around 130m from the site on Philip Lane. The stop is comprised of a flag and pole stop containing timetable information. The stop is served by routes 230 and 341 services and can be accessed via the existing footways along Philip Lane.

3.5.3 Further stops and services are available from around a 200m walk from the site. A summary of the services and the frequencies are provided in Table 1 below.

Service	Route	Bus Stop Location	Typical Frequency Mon-Friday
341	Meridian Water Station - Waterloo Station/ Waterloo Road	Philip Lane/Mount Pleasant Road	11-13 Minutes 09:00- 23:00
230	Fyfield Road - Wood Green Station	Philip Lane/Mount Pleasant Road	15-16 Minutes* 07:00 – 21:00
41	Archway Station -Tottenham Hale Bus Station	Philip Lane /West Green Road	5-9 Minutes 07:00 – 21:00
W4	Ferry Lane Primary School- Mitchell Road (passing through Bruce Grove St)	Mount Pleasant Road/Gloucester Road	8-12 minutes 07:00 – 21:00

Table 1 Frequency of Bus Services on Philip Lane (variable)*

3.5.4 The 341 route provides a frequent service (every 9-13 minutes Monday-Friday and every 10-13 minutes Saturday and Sunday) between Meridian Water Station to Waterloo Station/ Waterloo Road.

3.5.5 The 230 route provides a frequent service (every 13-14 minutes Monday-Friday and every 20 minutes Saturday and Sunday) between Fyfield Road to Wood Green Station.

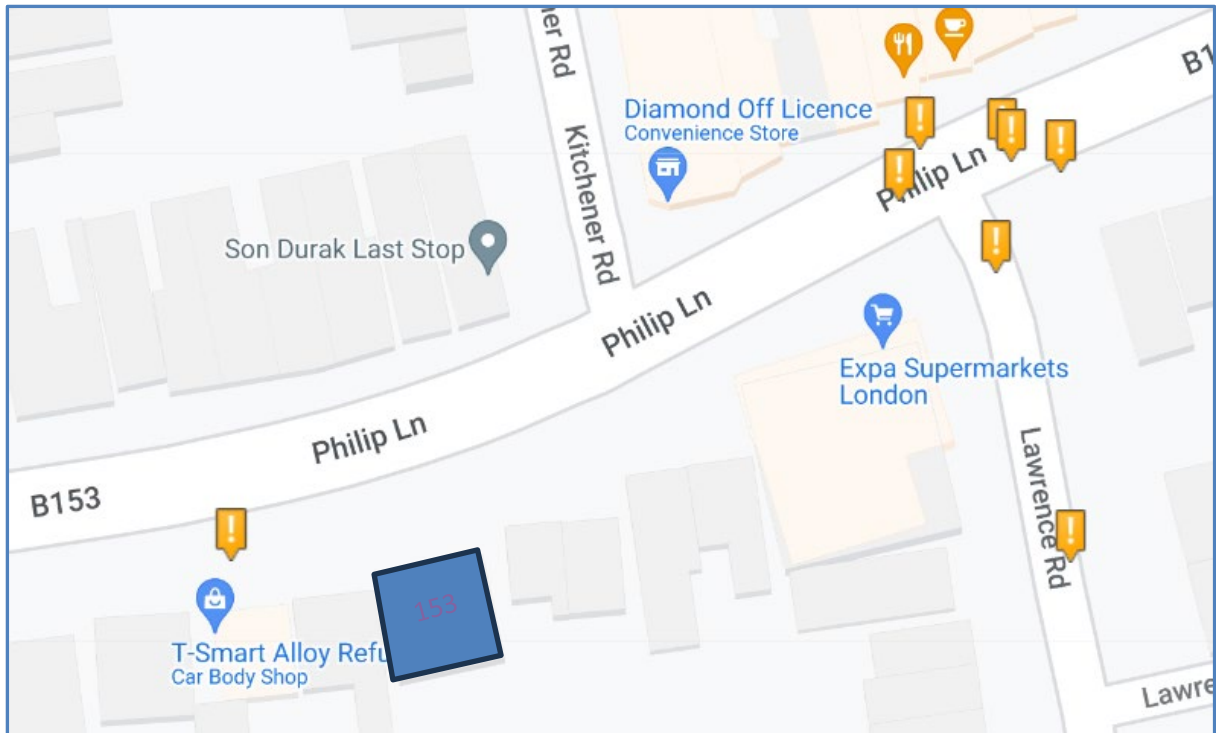
- 3.5.6 Bus route 41 provides a highly frequent service (every 5-9 minutes Monday-Friday, to every 9-11 minutes Saturday and Sunday) between Archway Station to Tottenham Hale Bus Station.

Rail/Tube

- 3.5.7 Seven Sisters Railway Station is located around 1km to the south of the site. The station is located along the Victoria Line and the London Overground, providing services to Walthamstow Central, Kings Cross Station, Victoria through to Vauxhall to Brixton. The Victoria Line typically operates between 15-20 trains every hour during peak times.
- 3.5.8 Bruce Grove is located around 1.2km to the north side of the site. The station is located along the London Overground with direct links to Enfield Town, Liverpool Street and Cheshunt and a connecting link to Chingford. This Overground line typically operates 8 trains every hour.
- 3.5.9 Both stations are accessible by cycle (3-6 minutes) and via bus services (9 minutes).

3.6 Highway Safety

- 3.6.1 A review of Personal Injury Collision (PIC) for the most recent five-year period (2018-2022) in proximity to the site has been undertaken using data extracted from CrashMap. Map 3 presents the locations of the collisions recorded near the site.
- 3.6.2 As shown in Map 3, the nearest collision to the site was recorded on Philip Lane. The collision occurred in 2018 and is classified as 'slight' in severity.
- 3.6.3 At the junction of Lawrence Road and Philip Lane, there are 7 recorded collisions: 1 in 2019, another in 2018 and the rest in 2022. These are all also recorded as slight in severity. None of the incidents happened during the proposed hours of opening or closing hours i.e. when it is likely that children will be dropped off or picked up. Almost all of the incidents happened near the zebra crossing junction, which is over 70m away from the site. Overall, there are no existing issues that are relevant to the current development proposals.



Map 3 Road Collision report Source CrashMap

3.7 Local Facilities and Amenities

3.7.1 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. This is confirmed by Manual for Streets (DfT 2007) which confirms:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to approximately 800m) walking distance of residential areas which residents may access comfortably on foot. However this is not defined as an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km"

3.7.2 Furthermore, it is generally accepted that walking and cycling have the potential to substitute for short car trips, particularly those less than 2km for walking and 5km for cycling.

3.8 Summary

3.8.1 We have been advised and understand the overwhelming demand for child places is from residents living within a 2km boundary. The site is surrounded by a good standard of pedestrian infrastructure. The development would be within walking distance of several bus

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services and rail and tube stations. The local roads provide street-lit footways on the desired lines. The site is situated in a suitable location for access to all modes of sustainable transport infrastructure and local facilities.

4.0 Development Proposal and Traffic Impact

4.1 Access

4.1.2 There will be no changes to the existing access arrangements for the site overall. Access to the premises will be retained through the main entrance.

4.1.3 Proposed visitors and users of the application site will use sustainable modes of travel, including walking and public transport due to the current restriction in place for parking.

4.2 Waste Collection and Servicing/ Deliveries

4.2.1 A once-a-week refuse collection arrangement is proposed to take place from the kerb side on Philip Road. This will be no different from the current situation.

4.3 Car Parking

4.3.1 The application site is located in the St. Ann's Controlled Parking Zone. The operative hours are between Monday-Saturday, 8:00 am to 6:30 pm. The operative hours coincide and exceed the hours the proposed nursery will be open.

4.3.2 The yellow lines on Philip Lane outside the application site further provide measures to restrict parking during proposed opening hours.

4.3.3 There are no plans to seek additional parking permits. The controlled parking zone will also prevent any unauthorised vehicles from being parked for any associated activity related to the proposed use.

4.3.4 The parking control measures in place which coincides with proposed opening hours will severely restrict parking, forcing behavioural change to adopt more sustainable modes of transport.

4.3.5 The applicant has advised that the location of other two sites in the nearby area does not have any parking issues. These sites are also in controlled parking zones.

4.3.6 The proposal does not require future staff to have access to a car

4.4 Cycle Parking

4.4.1 Additional cycle parking will be made available via the side access, in the area of the rear garden. The proposed cycle stands are of Sheffield design and will be located within the property, out of view from Street level and will hence be secure. Policy T5 of the London Plan in table 10.2 lists the minimum cycle parking standards for different uses. For nurseries, it lists:

1 space per 8 FTE staff + 1 space per 8 students

4.4.2 The proposal provides 3 cycle spaces for adult users. We are advised up to 12 staff are expected to be employed on-site. This number will meet the standards required.

4.4.3 The children attending the nursery will be 5 or under. Two circular cycle /scooter pods, which can accommodate up to 16 children's bikes/scooters are proposed on site.

4.4.4 Cycle parking standards set out in regional and Local policy will be met through the proposed cycle parking provision.

4.5 Traffic Impact

4.5.1 In estimating the potential traffic generation of the development, there is no vehicular traffic anticipated other than the occasional use of disabled parking and occasional service and delivery vehicles.

4.5.2 Based on the evidence of modal traffic patterns observed in the applicant's other comparable locations (one is also in Philip Lane) and where the most popular form of travel is walking, it is considered impact will be limited and not result in any tangible effects on Philip Lane in terms of queues or delays or increased traffic on the road network.

5.0 CONCLUSION

5.1.1 This Transport Statement has reviewed the highways and transport implications of this proposal to change the use of the existing site to a daycare/pre-school nursery at 153 Philip Lane, N15 4HQ.

5.1.2 The site is in a suitable location for the proposed use and offers sustainable travel, for the following reasons:

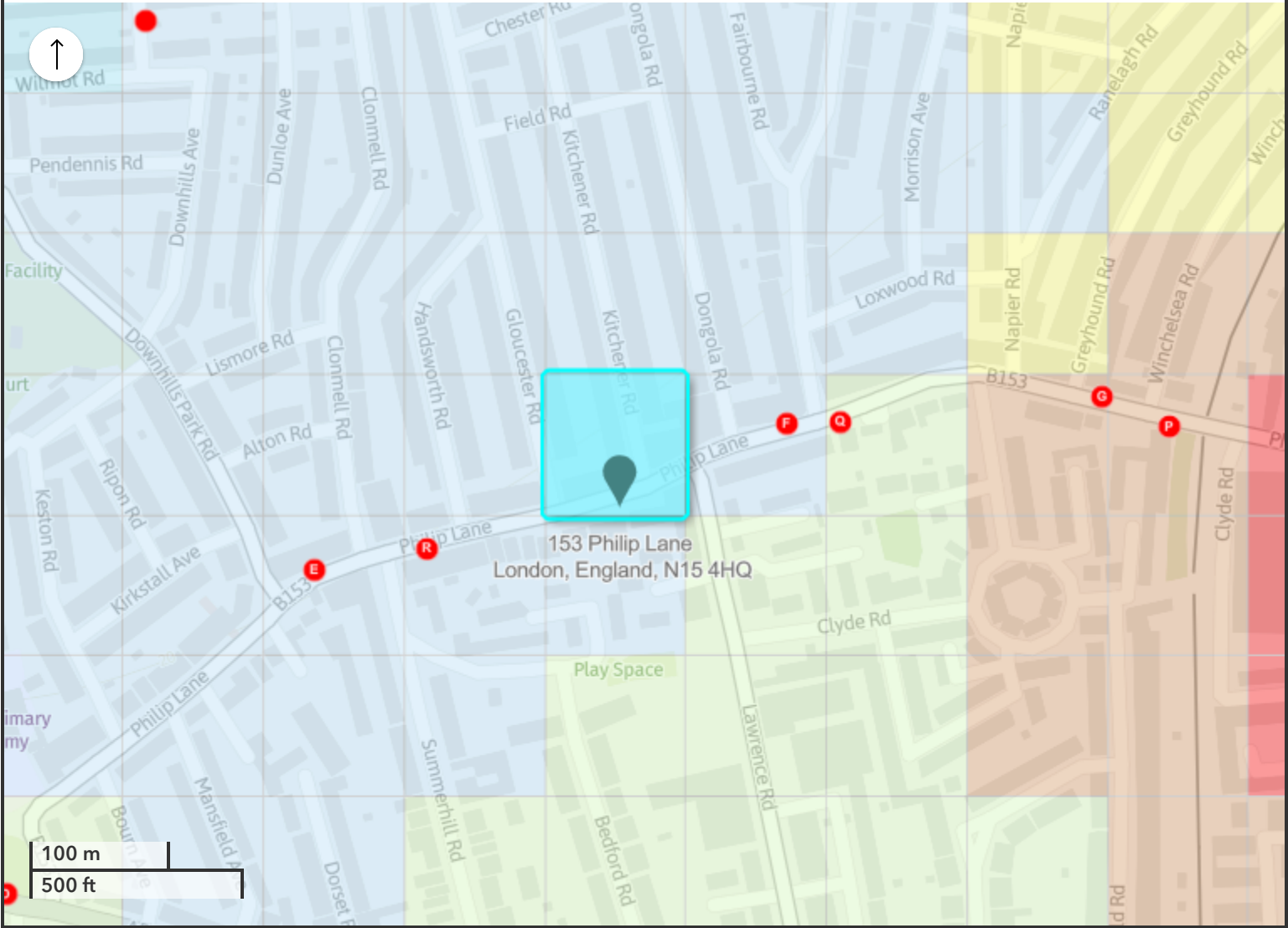
- The site is located in a highly accessible location, with many amenities within walking distance of the site;
- Numerous frequent bus routes serve the vicinity of the site, with the nearest rail station providing regular services into Central London; this will allow access to the location and onward journeys to be made easier
- A review of the latest five-year personal injury collision data for the surrounding area does not indicate any existing highway safety issues that would warrant mitigation as part of the development proposals.
- The development is expected to generate no vehicle trips throughout the day, with most trips expected to be undertaken by public transport, walking and cycling.
- The development will not increase demand for off-street parking provision. Nor will it increase any demand for on-street parking. The local area is in a controlled parking zone which will ensure parking continues to be managed.
- The proposed use of the site will not generate demand for additional parking from staff or other users and not impact the road network

5.1.3 This Transport Statement has demonstrated that the development is fully in accordance with both national, regional and local policy and in particular, confirms that the impact of the development is minor to negligible.

5.1.4 On this basis it is concluded that there are no grounds for refusal on highway grounds.

Appendix A
PTAL Report

PTAL 2023 score for 153 Philip Lane N15 4HQ



Greater London Authority (GLA)



PTAL Current 2023

0	1a	1b	2	3
4	5	6a	6b	

PTAL - 2

GRID ID - 129059

BUS	7.106411
LUL	0.000000
RAIL	0.000000
TRAM	0.000000
AI	7.106411
PTAL	2

GRID ID - 129059

PTAL	2
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