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THOMAS-MCBRIEN ARCHITECTS

BEST COURT, 119 EAST ROAD,
STRATFORD, LONDON, E15 3QS

TRANSPORT STATEMENT

July 2021

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Ref: File path P:\ P2531 Best Court, 119 East Road Transport Statement July 2021

I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by Thomas-McBrien Architects in relation to the proposed development at Best Court, 119 East Road, Stratford, London, E15 3QS.
- I.2 The site is located to the west of East Road, accessed via an undercroft below 117 North Road. East Road runs between Portway B165 to the north and Stratford Road to the south.
- I.3 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- I.4 The local planning and highway authority is the London Borough of Newham.
- I.5 The application site has a public transport accessibility level (PTAL) score of 4 which is a 'good' accessibility rating as defined by Transport for London (TfL).
- I.6 East Road is within a controlled parking zone (CPZ), which is controlled Monday to Saturday 8 am – 6:30 pm. It is proposed that this development is to be as a car free development, with future residents being restricted from obtaining a permit through a S106 agreement.
- I.7 The site currently comprises of six x two-bedroom flats with eight parking spaces.
- I.8 The proposed development will see the site re-developed to provide eight x three-bedroom dwellings. The proposals will be 'car-free', with no parking proposed apart from one single servicing space.
- I.9 The proposed site plans are presented at Appendix B of this report.

- 1.10 Pre-application advice has been obtained from Newham Council for the development site (reference: 20/00994/PREAPP). Advice was given on a number of aspects of the proposal, including the 'Transport Considerations' of the development, of which have been extracted below for ease of reference:

"A Transport Statement (TS) will be required for any future formal application for this site. This will need to detail all of the Transportation characteristics, impacts and appropriate mitigations for the development plus detail how the development will work in Transportation terms on a day to day basis. Notwithstanding, initial Officer views are noted below.

Car parking and Public Transport:

The application site has a PTAL rating of 4 which indicates the site has a good access to public transport. As such, a car-free development is supported at this location.

The existing block of flats benefits from 8 car parking spaces which would be lost as a result of the proposal. The loss of existing car parking spaces would be acceptable given the high PTAL rating and policy expectations to reduce travel by car. A parking stress survey is necessary to ascertain current levels of parking stress to determine necessity for restriction of parking permits for future occupiers of the development. If there is a high level of stress within the area, then officers may recommend that applications for parking permits be restricted and this would need to be secured by way of a s106 legal agreement.

It is noted that a temporary parking space is proposed in order to secure servicing arrangements for the units. Officers consider that such approach may be appropriate, provided use is carefully managed and kept to a minimum.

Cycle parking:

The proposed individual cycle stores are considered an improvement compared to the previous internal arrangement. You should look to include green roofs on said stores as this will improve their visual appearance and assist in contributing to the biodiversity value of the site. Full details of the specific stores proposed should be provided at application stage."

- 1.11 This Transport Statement has been prepared to assess the parking impact of the proposed development on the local highway. The following chapter sets out the site's accessibility to public and sustainable modes of transport.

2.0 SITE ACCESSIBILITY

- 2.1 The site is located to the west of East Road, accessed via an undercroft below 117 North Road. East Road runs between Portway B165 to the north and Stratford Road to the south.
- 2.2 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and PTAL assessment has been undertaken.
- 2.3 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walking distances and wait times.
- 2.4 Details on how PTAL scores are calculated are set out in TfL's *'Transport Assessment best practice guidance document'*.
- 2.5 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport PTAL score.
- 2.6 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The application site has a PTAL score of 4 which is a 'good' accessibility rating as defined by TfL.
- 2.7 The full PTAL output file is presented in Appendix C.
- 2.8 Table I shows the PTAL scoring system provided by TfL.

Table 1. PTAL score table.

PTAL score	PTAL range	TfL description
1a	0.01-2.50	Very poor
1b	2.51-5.00	Very poor
2	5.01-10.00	Poor
3	10.01-15.00	Moderate
4	15.01-20.00	Good
5	20.01-25.00	Very good
6a	25.01-40.00	Excellent
6b	40.01+	Excellent

Source: Transport for London

- 2.9 A total of seven bus routes can be accessed from stops within approximately 620 metres of the site. Table 2 shows the details of these routes. Refer to Figure 2.

Table 2: Local Bus Services

Route	Destinations	Vehicles per Hour
241	Stratford City - Stratford - West Ham - Balaam Street - Custom House - Keir Hardie Estate - Canning Town	6
69	Walthamstow - Leyton Green - Leyton - Maryland - Stratford - West Ham - Hermit Road - Canning Town	7.5
473	North Woolwich - London City Airport - Plaistow - West Ham - Stratford	6
262	Beckton Sainsbury's - Gallions Reach Shopping Park - Beckton - Plaistow - West Ham - Stratford	6
325	Prince Regent Station - Balaam Street - West Ham - Forest Gate - Katherine Road - East Ham - Fresh Wharf Road - Showcase Cinema - Beckton Sainsbury's	5
104	Manor Park - East Ham - Upton Park - Plashet - Stratford	6
238	Barking - East Ham - Plashet - Upton - Stratford	6

Source: Londonbusroutes.net

Rail Accessibility

- 2.10 The site is within a 530 metre (approximately six minute) walk to Plaistow Underground Station. Plaistow Station provides access to District and Hammersmith & City services.

Cycle Accessibility

- 2.11 Newham Council have produced an 'Active Newham Map', which promotes active travel within the Borough. The area surrounding the application site has been extracted herein:



Source: <https://www.newham.gov.uk/downloads/file/170/newham-cycle-path>

- 2.12 A review of the above map demonstrates that the site is well served by recommended cycle routes on the road (indicated in yellow).

Car Club Opportunities

- 2.13 The closest car club opportunity is located approximately a 20 minute walk to the east of the site, on West Ham Lane, in Stratford.
- 2.14 Zipcar offer access to low cost car rental, which reduces the need to own a car.
- 2.15 In summary the site has good access to an range of public and sustainable transport modes.

3.0 PARKING POLICY, PROVISION, & DEVELOPMENT IMPACT

Parking Policy

- 3.1 The London Borough of Newham's policies on parking are presented in Newham's Local Plan (2018). The Local Plan sets out Newham Council's plans and guidance for developments within the Borough.
- 3.2 Policy INF2 Sustainable Transport of the Core Strategy is directly applicable to the proposed development, the relevant extracts of which are presented herein for ease of reference:

Proposals that address the following strategic principles and spatial strategy and design and technical criteria will be supported:

1. Strategic Principles and Spatial Strategy

- a. Securing a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the borough's transport network on foot, cycle and public transport, maximising positive health impacts, and enabling development through:
- i. Raising and maintaining the safety, quality, appearance and functioning, as spaces for social activity and movement, of the public realm which comprises new and existing streets and other public spaces including squares, parks and riverside pathways, securing improvements to Key Corridors as per SP7, notably the key schemes highlighted in INF1:1bxiii;
 - ii. Continuing to address linear and other physical barriers including rivers, railways and major roads with accessible linkages, and, where applicable, providing connecting public routes through and within new development and to public transport nodes, existing neighbourhoods and facilities, and to linear routes along rivers and docks or connecting green spaces notably through the bridge and connections planned as part of the Lea River Park, the Canning Town Activity and Residential Streets, a crossing of the railway between Connaught Riverside and London City Airport DLR station, and a crossing of the docks from ExCeL to Barrier Park via Silvertown Quays;
 - iii. Reviewing, completing, adding, maintaining and improving defined routes for walking, horse riding and cycling including the Capital Ring, and others specified in INF1 and the IDP;
 - iv. Providing safe, secure and high quality measures to encourage and facilitate cycling as an increasingly popular mode of transport, including, as appropriate, the provision of high quality, continuous dedicated infrastructure, general public realm interventions that benefit cyclists and public cycle parking, both on street and in secure, covered facilities;
 - v. Supporting improvements to local public transport services by continuing to invest in infrastructure and network enhancements, including; those specified in INF1 and the IDP, more accessible bus stops, environmental performance, communication and service enhancements and ensuring that negative impacts on transport capacity including stations are fully addressed;
 - vi. Maintaining careful management of the supply of routes and transport network capacity and parking for motor traffic in order to reduce or minimise congestion and the dominance and environmental impacts of motor-vehicular traffic in the public realm and to make space for other modes, having regard to the

need to alleviate and not add to cumulative congestion issues as particularly highlighted in Congestion Zones in policy SP9, and to avoid off-site individual and in-combination effects on air/water quality in the vicinity of the Epping Forest SAC;

- vii. Ensuring that Major development proposals that generate or attract large numbers of trips, including higher density residential and commercial development, are located in areas with good public transport accessibility or planned improvements to this level, and demonstrate the existence of, or propose new safe, attractive walking and cycling routes to public transport nodes; and
- viii. Particularly promoting sustainable travel in defined STOA's, through proportionate proposals including car-free development.

2. Design and technical criteria

- a. In planning public transport and active travel routes across and between Strategic Sites and between new and existing communities;
 - 800m is the maximum distance people should have to travel to bus stops;
 - 200m and 400m respectively are defined as the optimal route frequencies for pedestrian and cyclists in the Arc of Opportunity to be secured where practicable at least between North Woolwich Road and the River Thames and preferably more generally
- b. All Major developments (including mixed-use) or proposals meeting the thresholds set out in Table 12 below will be required to produce a Transport Assessment;
- c. Travel Plans which show the likely impacts of trip generation, and which include acceptable, robust, monitored, proposals to counter or minimise the potential impacts identified to include 'Smarter Travel' strategies and plans; and proposed measures to facilitate and encourage more widespread walking, cycling and public transport use will be required in accordance with the following indicative thresholds:
 - i. All Major applications;
 - ii. Any development in or adjacent to a Congestion Zone (SP9) and Sustainable Travel Opportunity Area (STOA); and
 - iii. All D1 uses (including extensions);
- d. An appropriate level of car parking and charging points and bays for electric vehicles and car clubs should be provided taking into account a combination of London Plan standards, Public Transport Accessibility Levels (PTAL), local car ownership/ car sharing opportunities and local context including the availability of existing public parking (parking stress) in line with SP8; and
- e. High quality cycle facilities should be provided in line with the standards set out in the London Plan, and local context, as well as opportunities to promote cycle sharing to support sustainable travel to and from the site, including where appropriate associated facilities and for washing and changing facilities.

3.3 Newham's car and cycle parking provision is in line with The London Plan (2021).

3.4 The latest London Plan Parking standards have therefore been researched.

3.5 The following Policy (T6.1) outlines the London Plans Residential Parking Policy:

Policy T6.1 Residential parking

- A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.
- B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.
- C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.
- E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.
- F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.
- G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
 - 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
 - 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon

- request as soon as existing provision is insufficient. This should be secured at the planning stage.
- H All disabled persons parking bays associated with residential development must:
 - 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
 - 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
 - 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
 - 4) count towards the maximum parking provision for the development
 - 5) be designed in accordance with the design guidance in BS8300vol.1
 - 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

3.6 The maximum parking standards and minimum cycle parking standards for new residential developments in PTAL 4 areas in London is extracted as follows:

Table 10.3 - Maximum residential parking standards

Location	Number of beds	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	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling

* 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 Part G Policy T6.1 Residential parking
+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum
^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

Table 10.2 - Minimum cycle parking standards*

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	<ul style="list-style-type: none">• 1 space per studio or 1 person 1 bedroom dwelling• 1.5 spaces per 2 person 1 bedroom dwelling• 2 spaces per all other dwellings	<ul style="list-style-type: none">• 5 to 40 dwellings: 2 spaces• Thereafter: 1 space per 40 dwellings

3.7 The proposals seek to provide eight x three-bedroom dwellings. In accordance with policy, cycle parking must be provided at a rate of two per dwelling, plus an additional two short stay spaces for visitors.

3.8 A total of 16 long stay cycle parking spaces and two short stay cycle parking spaces will be provided.

Development Impact

3.9 The proposed development is proposed as a car-free development in line with Policy.

3.10 Future occupants will not be able to obtain permits to the local adjoining-controlled parking zones through a S106 agreement.

3.11 The proposals will therefore not impact on the availability of local parking.

4.0 WASTE MANAGEMENT AND SERVICING STRATEGY

- 4.1 The method of refuse storage will not change from the existing.
- 4.2 Refuse is currently situated within a waste and bin collection point located under the undercroft, illustrated by the following photo:



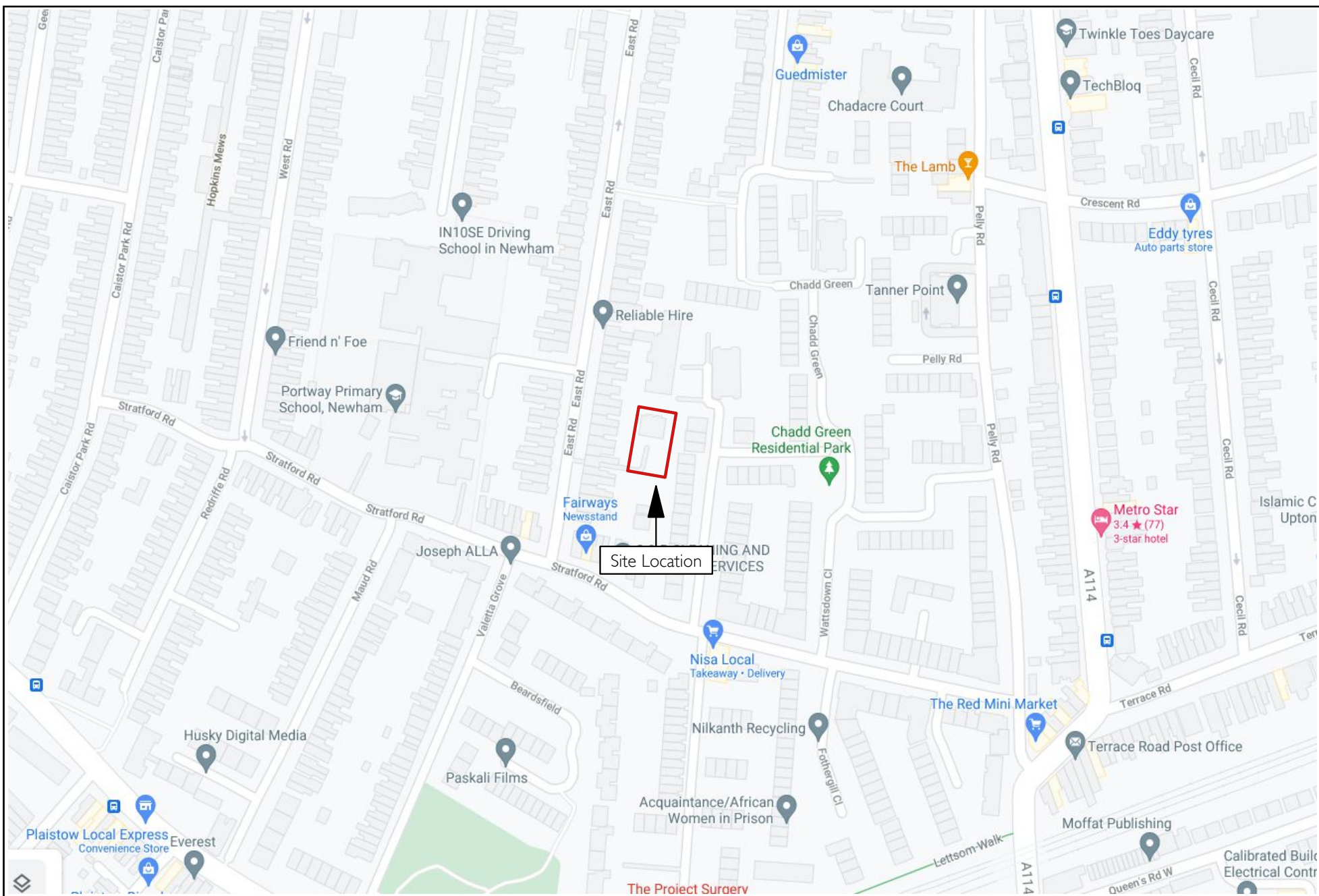
- 4.3 Residents place their refuse and recycling within the bins close to their dwellings, which they will then wheel to the collection point on collection days. The collection point is located on the resident's way out of the development.
- 4.4 The bin collection points are located within a short trundle distance for refuse collectors to collect on the usual rounds. It should be noted that this is an improvement on the existing strategy.

- 4.5 There will be one vehicle-drop off space which will be used to service the properties. Bollards and a secure entrance gate will ensure this is only used to service the properties and will not be used as residential parking.
- 4.6 This space will be used for maintenance vehicles, plumbers or for people moving house, etc.
- 4.7 In most cases the service provided will be pre-arranged and any management measures required to deal with special requirements will be made in advance of an arrival.

5.0 SUMMARY

- 5.1 Paul Mew Associates is instructed by Thomas-McBrien Architects in relation to the proposed development at Best Court, 119 East Road, Stratford, London, E15 3QS.
- 5.2 The site is located to the west of East Road, accessed via an undercroft below 117 North Road. East Road runs between Portway B165 to the north and Stratford Road to the south.
- 5.3 The proposed development will see the site re-developed to provide eight x three-bedroom dwellings. The proposals will be 'car-free', with no parking proposed apart from one servicing parking space.
- 5.4 The development is proposed as car-free, restricting future occupants from obtaining parking permits for the local controlled parking zone.
- 5.5 The application site has a PTAL score of 4 which is a 'good' accessibility rating as defined by TfL.
- 5.6 In accordance with Newham Council's (as per the London Plan) parking standards, no off-street parking is proposed, which will result in no impact on the adjoining highways.
- 5.7 In accordance with policy, cycle parking must be provided at a rate of two per dwelling, plus an additional two short stay spaces for visitors. A total of 16 long stay cycle parking spaces and two short stay cycle parking spaces will be provided.
- 5.8 Refuse collection will be undertaken as per the existing arrangement.
- 5.9 One servicing parking space will be provided which will allow access for smaller servicing vehicles to serve the site.

FIGURES



Date: July 2021
 Scale: NTS
 Source: Google Maps
 Drawing No: P2531/TS/01

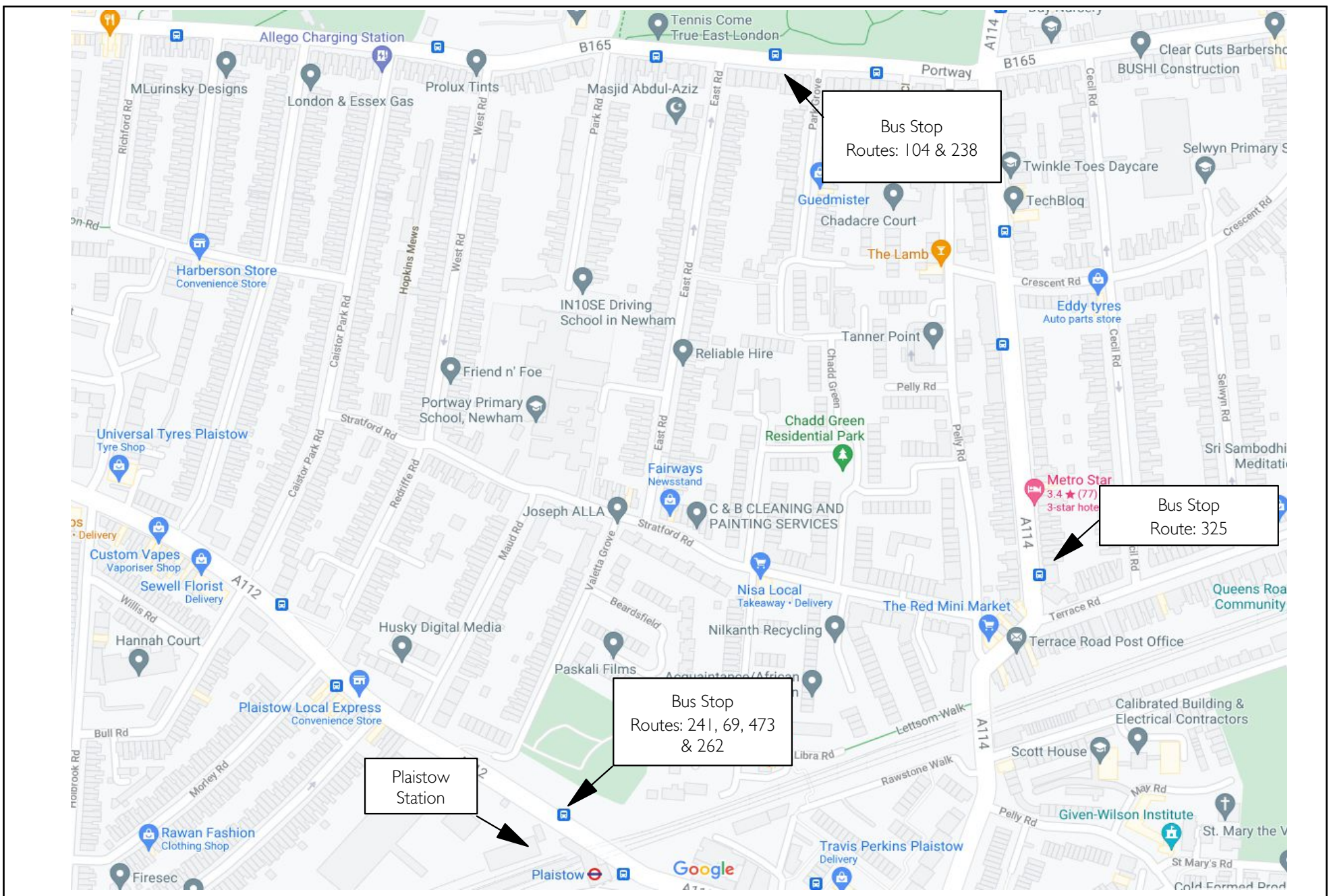


P2531: BEST COURT, 119 EAST ROAD, E15 3QS

Figure 1.
 Site Location Map



PAUL MEW ASSOCIATES
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Date: July 2021
 Scale: NTS
 Source: Google Maps
 Drawing No: P2531/TS/02



P2531: BEST COURT, 119 EAST ROAD, E15 3QS

Figure 2.
 Public Transport Location Map



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 TRAFFIC CONSULTANTS

APPENDIX A

Site Boundary



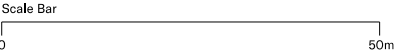
Revisions

Rev.	Description	Drawn	Date
P1	Planning	JM	10.06.21

INFORMATION

Notes

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Key

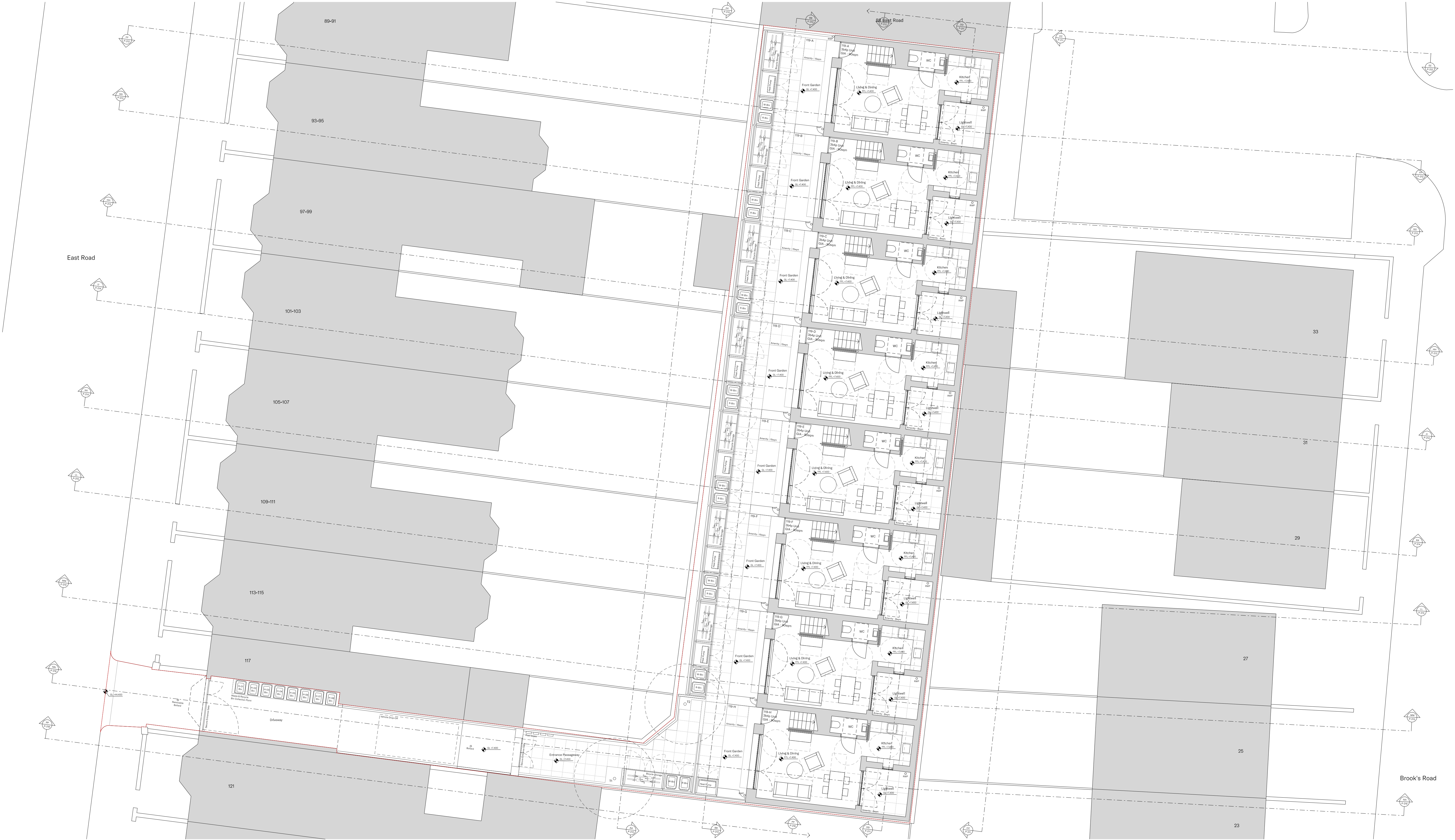
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Project	Best Court, 119 East Road, London, E15 3QS	Project No.
Client	Tulip Estates Ltd	2002
Date	June 2021	
Scale	1:1000 @ A3	Drawing No.
Drawing Title	Site Location Plan	P-010
Drawn	JM	Rev No.
Checked	BMB	P1 O

APPENDIX B

Proposed Site Plan



Revisions

Rev.	Description	Drawn	Date
P1	Planning	JM	11.05.21

INFORMATION

Notes

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Project	Best Court, 119 East Road, London, E15 3QS	Project No.	2002
Client	Tulip Estates Ltd		
Date	June 2021	Drawing No.	P-110
Scale	1:100 @ A1 / 1:200 @ A3		
Drawing Title	Proposed - Ground Floor Plan	Rev No.	INFO
Drawn	JM		
Checked	BMB		

APPENDIX C

PTAL Output

IN10SE Driving
School in Newham

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PTAL output for Base Year 4

117 East Rd, London E13 0JW UK
Easting: 540135, Northing: 183629

Grid Cell: 96772

Report generated: 12/07/2021

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PLAISTOW ROAD MORLEY RD	241	619.1	6	7.74	7	14.74	2.04	0.5	1.02
Bus	PLAISTOW ROAD MORLEY RD	69	619.1	7.5	7.74	6	13.74	2.18	0.5	1.09
Bus	PLAISTOW ROAD MORLEY RD	473	619.1	6	7.74	7	14.74	2.04	0.5	1.02
Bus	PLAISTOW ROAD MORLEY RD	262	619.1	6	7.74	7	14.74	2.04	0.5	1.02
Bus	STOPFORD RD TERRACE ROAD	325	420.27	5	5.25	8	13.25	2.26	1	2.26
Bus	PORTWAY EAST ROAD	104	596.31	6	7.45	7	14.45	2.08	0.5	1.04
Bus	PORTWAY EAST ROAD	238	596.31	6	7.45	7	14.45	2.08	0.5	1.04
LUL	Plaistow	'Barking-Hammersmith '	735.68	6.34	9.2	5.48	14.68	2.04	1	2.04
LUL	Plaistow	'Hammersmith-Plaistow'	735.68	1	9.2	30.75	39.95	0.75	0.5	0.38
LUL	Plaistow	'Upminster-EalingBwy'	735.68	5	9.2	6.75	15.95	1.88	0.5	0.94
LUL	Plaistow	'EalingBwy-Barking '	735.68	1.33	9.2	23.31	32.5	0.92	0.5	0.46
LUL	Plaistow	'Upminster-Richmond '	735.68	6	9.2	5.75	14.95	2.01	0.5	1
LUL	Plaistow	'Richmond-DagEast '	735.68	0.67	9.2	45.53	54.72	0.55	0.5	0.27
LUL	Plaistow	'Wimbledon-Upminster '	735.68	4	9.2	8.25	17.45	1.72	0.5	0.86
LUL	Plaistow	'Wimbledon-DagEast '	735.68	1	9.2	30.75	39.95	0.75	0.5	0.38
LUL	Plaistow	'Barking-Wimbledon '	735.68	0.67	9.2	45.53	54.72	0.55	0.5	0.27
LUL	Plaistow	'DagEast-EalingBwy'	735.68	0.67	9.2	45.53	54.72	0.55	0.5	0.27
Total Grid Cell AI:										15.35