



**235 & 237 BROADWAY,
BEXLEYHEATH, DA6 7EL**

**Proposed Commercial/Residential
Development**

**Transport Statement
On behalf of
Pagecolt Ltd**

November 2023

Crosby Transport Planning Limited
Willow House
Forest Close
East Horsley
Surrey KT24 5BU
T: 01483 282560
E: contact@crosbytp.com
W: www.crosbytp.com



Project: 235 & 237 Broadway, Bexleyheath, DA6 7EL
Proposed Commercial/Residential Development

Client: Pagecolt Ltd

Document: Transport Statement

Crosby TP ref: PC/P23144 TS

Issue date: 20 November 2023

Status: 1st issue

© 2023 Copyright Crosby Transport Planning Limited

Crosby Transport Planning Limited
Willow House
Forest Close
East Horsley
Surrey KT24 5BU
T: 01483 282560
E: contact@crosbytp.com
W: www.crosbytp.com

CONTENTS

1	Introduction	2
2	Site Location.....	5
3	Accessibility by Non-Car Modes.....	9
4	Development Proposals.....	14
5	Summary and Conclusions.....	19

Figures

Figure 1.1:	Site Location
Figure 1.2:	Approved Ground Floor Layout Plan
Figure 2.1:	Local Highway Network and Amenities
Figure 2.2:	Existing Ground Floor Layout Plan
Figure 3.1:	Cycle Route Map
Figure 3.2:	PTAL Mapping
Figure 4.1:	Proposed Ground Floor Layout

Appendices

Appendix A:	TfL-Published Bus Map
-------------	-----------------------

1 INTRODUCTION

1.1 Crosby Transport Planning Limited is instructed by Pagecolt Ltd (the ‘Applicant’) to prepare this Transport Statement in respect of their mixed use commercial and residential development proposals at 235 & 237 Broadway, Bexleyheath, DA6 7EL (the ‘application site’), situated within the London Borough of Bexley (LB Bexley).

1.2 This report accompanies a full planning application for the demolition of the existing buildings and redevelopment to provide commercial use (Use Class E) at ground floor with residential flats (Use Class C3) above over four floors, together with associated cycle and refuse storage and service area. The development will be car-free. The location of the application site is shown in **Figure 1.1** below.

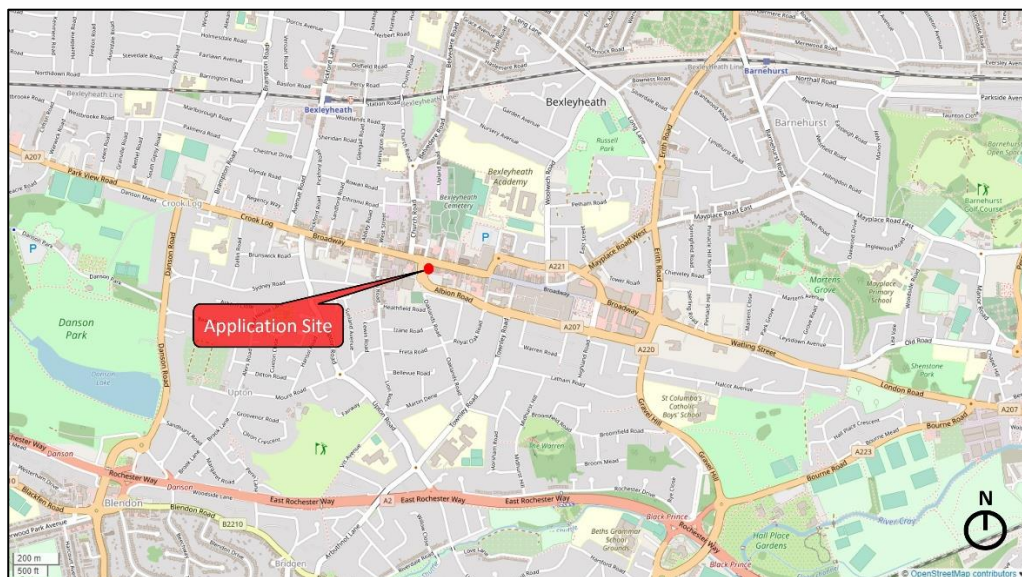


Figure 1.1: Site Location

1.3 In January 2023, a planning application (LB Bexley planning reference 22/02438/FUL) was approved on the site for a rear extension and upwards extension to provide a ground floor commercial unit (355sqm GIA) with 9 residential flats above (4 x 1-bed and 5 x 2-bed). The approved scheme was car-free. The approved ground floor layout is shown below in **Figure 1.2** below.

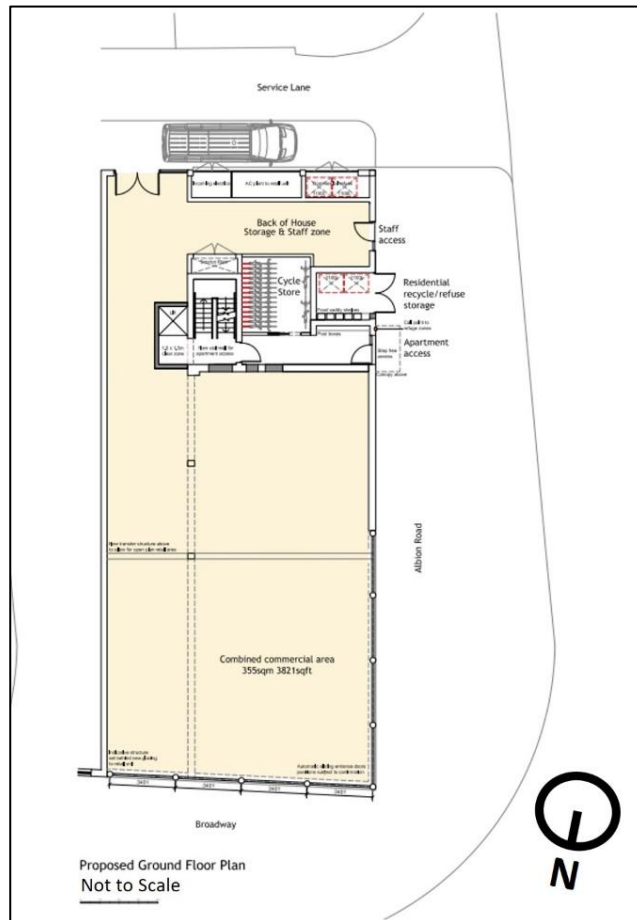


Figure 1.2: Approved Ground Floor Layout Plan (extract from Architecture drawing A-100B)

- 1.4 The application was approved subject to the imposition of planning conditions, including a pre-commencement condition relating to the provision of a Construction Management and Logistics Plan; pre-above ground works conditions relating to refuse and recycling storage arrangements, cycle storage arrangements; and pre-occupation conditions relating to cycle parking allocation, resident’s parking permit exemption, Delivery and Servicing Plan and provision of travel packs.

- 1.5 The proposed scheme comprises 15 residential flats (8 x 1-bed and 7 x 2-bed) above a slightly smaller commercial unit. The planning application therefore represents an increase of six residential units compared to the recently approved scheme.

1.6 This Transport Statement sets out the transport and highways considerations of the scheme including reference to non-car accessibility, car parking provision, cycle parking provision, servicing and delivery arrangements and trip generation, and is structured as follows:-

- Section 2 describes the application site location and local highway network;
- Section 3 describes the accessibility of the development site by non-car modes of travel;
- Section 4 describes the development proposals, including details of the access arrangements, car and cycle parking arrangements, refuse collection strategy and likely net vehicle and person trip generation changes; and
- Section 5 provides a summary and conclusions to the report.

2 SITE LOCATION

Site Location and Use

2.1 The site is located on the southern side of Broadway, directly to the east of its three-arm junction with Albion Road. The site falls within Bexleyheath Town Centre as defined within LB Bexley’s Unitary Development Plan (UDP). The site is within a designated Major District Centre, forming part of the non-core shopping frontage for Broadway.

2.2 The location of the application site in the context of the local highway network and surrounding amenities is shown below in **Figure 2.1**.



Figure 2.1: Local Highway Network and Amenities

2.3 The site is bordered by Albion Road to the west and Broadway to the north. To the east are similar properties with commercial uses at ground floor fronting onto Broadway. To the south is a service road which provides rear access to the site and those properties to the east. Beyond the service road to the south is Oaklands car park which is a Council-operated car park with 125 car parking spaces accessed from a four-arm roundabout to the southwest of the application site.

- 2.4** The site is located within a 'Restricted Parking Zone' where all roads are subject to a 20mph speed limit and on-street car parking is restricted to permit holders only, with occasional short-term operational spaces for loading and blue badge holders.
- 2.5** The site itself presently comprises a part one/part two storey end of terrace building, with two commercial units at ground floor fronting onto Broadway. 235 Broadway was most recently in use as a bank but is now vacant and 237 Broadway is a charity shop. The commercial units also occupy the respective first floor levels, primarily for ancillary office use.
- 2.6** To the rear of the site is an off-street car parking area for four cars for 235 Broadway, accessed onto Albion Road via a dropped kerb crossover to the west of the site. A servicing area is also located within the application site (to the rear of 237 Broadway), accessed from a service road which runs along the southern boundary of the site.
- 2.7** The existing ground floor layout plan is shown in **Figure 2.2** below.

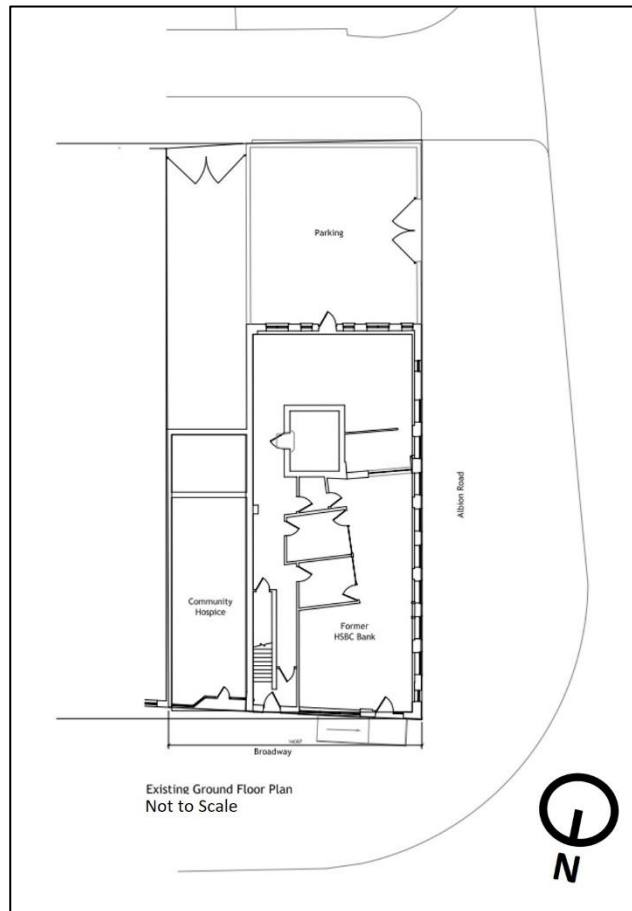


Figure 2.2: Existing Ground Floor Layout Plan (extract from Architecture drawing A-100B)

Surrounding Highway Network

- 2.8** Within the vicinity of the site, both Broadway and Albion Road have recently had public realm improvements comprising hard landscaping and paved areas alongside the site boundaries incorporating seating, new trees, grassed area and block paving of the roundabout to provide traffic calming features and step-free crossings. Both roads are subject to a 20mph speed limit.
- 2.9** Broadway routes in a predominantly east-west direction between Welling to the west and to Bexleyheath town centre to the east. Within the vicinity of the site, Broadway is two way with central hardstanding, street lighting and generous width footways along both sides incorporating planting, cycle parking and street furniture.

- 2.10** To the west of the site, Albion Road runs in a north-south alignment between the roundabouts with Broadway to the north and with Oaklands and the Bowling Centre car parks to the south. Albion Road shares the same highway characteristics as Broadway, but with no marked on-street bays. To the southeast of the roundabout with Oaklands and the Bowling Centre car parks, Albion Road routes to the east alongside the southern perimeter of the town centre and largely parallel to Broadway.
- 2.11** Both roads are within the restricted parking zone which prevents parking or loading at any time other than within marked bays. Within 30 metres to the east of the site, there are two loading bays and two disabled bays along Broadway. The loading bays are for loading only between 8am – 7pm for a maximum stay of 30 minutes and no return within one hour. The two disabled bays are signed for blue badge holders only between 8am – 7pm Monday to Saturday, with a maximum stay of 4 hours and no return within one hour.

3 ACCESSIBILITY BY NON-CAR MODES

Walking and Cycling

- 3.1** The application site is located within an established urban, town centre environment and therefore benefits from a comprehensive pedestrian network in the vicinity of the site. As mentioned above, both Broadway and Albion Road have recently be subject to public realm improvements, providing generous-width footways along both site frontages.
- 3.2** At the approaches to the Broadway/Albion Road roundabout, step-free pedestrian crossings with central reserves and tactile paving are provided.
- 3.3** Some 280 metres to the east of the site, Broadway becomes pedestrianised where it forms the primary retail core of Bexleyheath. At this point, the main traffic flow routes to the north via Arnsberg Way, and rejoins Broadway to the east of the primary retail core.
- 3.4** By virtue of its location within Bexleyheath town centre, there are numerous amenities and facilities typical of a town centre environment within a short walk distance of the site. Notable amenities include Tenpin Bexleyheath (110m), Christ Church Bexleyheath (130m), Asda Superstore (210m), Monkey Puzzle Day Nursery (450m), The Gym Group (450m), Bexleyheath Academy (500m), Broadway Shopping Centre (400m), Magistrates Court (750m), Cineworld (800m) and Lidl supermarket 950m).
- 3.5** Broadway and Albion Road both form part of the local cycle route network in the vicinity of the site. The 20mph speed limit provides highway conditions that encourage on-street cycling. Advisory cycle markings are present along Broadway whilst off-carriageway cycle lanes are present along Albion Road to the south of the site. The local cycle route network plan is provided at **Figure 3.1**.

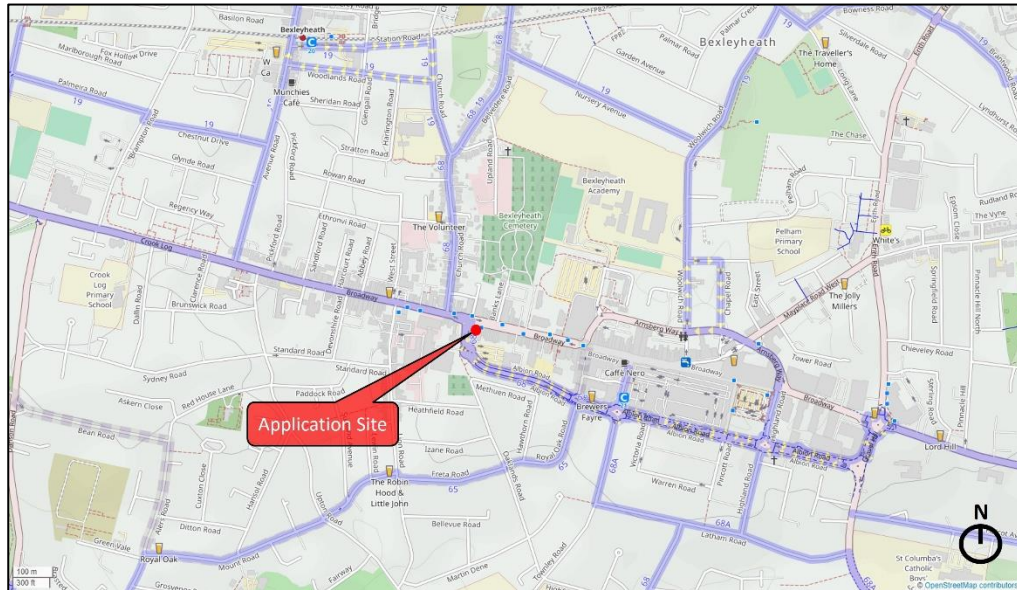


Figure 3.1: Cycle Route Map (Source: www.opencyclemap.org)

Public Transport

3.6 When considering access by public transport, a Public Transport Accessibility Level (PTAL) assessment is a standard tool for quantifying the accessibility of a Point of Interest (POI). The PTAL methodology is adopted by Transport for London (TfL) for this purpose.

Bus Services

3.7 TfL PTAL guidance states that for a bus route to be included in the assessment, the POI must be within an 8 minute walk or 640m of a Service Access Point (SAP), assuming a walk speed of 4.8kph.

3.8 The nearest pairs of bus stops to the site (TfL stops reference A&B and BL&BM) are located on Broadway, within a 60m-270m walk distance of the site.

3.9 TfL’s published bus map for Bexleyheath is contained at **Appendix A**. A summary of the stopping bus services, their frequencies and the walk distances to the nearest stops is shown in **Table 3.1** below.

Service	Walk Distance (TfL stop reference)	Route Towards	Frequency (minutes)		
			Weekday	Saturday	Sunday
89	A (60m)	Lewisham Station	10-14	10-13	20
	BL (120m)	Slade Green	11-13	11-13	20
96	A (60m)	Woolwich	6-9	6-10	11-13
	BL (120m)	Bluewater	6-9	7-10	11-13
269	F (450m)	Bromley North	10-13	10-13	15
	B (170m)	Bexleyheath	9-13	11-14	15
422	A (60m)	North Greenwich	8-11	9-13	11-13
	BL (120m)	Bexleyheath	8-12	9-13	11-14
486	A (60m)	North Greenwich	8-12	10-13	15
	BL (120m)	Bexleyheath	8-11	10-13	15
B11	A (60m)	Thamesmead South	20	20	30
	BL (120m)	Bexleyheath	20	20	30
B12	A (60m)	Erith	20	20	30
	BL (120m)	Coldblow	20	20	30
B14	BM (270m)	Orpington	30	30	30
	BL (120m)	Bexleyheath	30	30	30
B15	A (60m)	Eltham	20	20	30
	BL (120m)	Bexleyheath	20	20	30
B16	A (60m)	Blackheath Park	15	15	30
	BL (120m)	Bexleyheath	15	15	30

Table 3.1: Local Bus Services along Broadway

3.10 It can be seen that there are ten bus services stopping along Broadway which operate regularly seven days per week.

3.11 Further bus stops are located within a 600 metre walk distance of the site at Bexleyheath Market Place and provide access to a further 5 frequent and daily bus services (nos. 99, 132, 229, 401 and 492) which serve additional destinations including Sidcup and Queen Mary’s Hospital.

Rail Services

3.12 In respect of rail services, PTAL assessment guidance states that a rail service can be considered accessible if the POI is within a 12 minute or 960 metre walk of a SAP.

3.13 Bexleyheath rail station is located a 1km walk distance to the northwest of the site via Church Road and Station Road. Although the walk distance marginally exceeds the arbitrary walk distance stipulated by PTAL, it is considered that residents would not deem an additional 40 metre walk as a material factor when deciding whether or not to use rail services for their daily journey purposes.

3.14 Indeed, the Institute of Highways and Transportation (IHT) publication *‘Guidelines for Providing for Journeys on Foot’ (2000)* suggests ‘acceptable’, ‘desirable’ and ‘preferred maximum’ walking distances for pedestrians without mobility impairment for some common trip purposes, as illustrated below in Table 3.2.

Definition	Town Centres (metres)	Commuting / Schools (metres)	Elsewhere (metres)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 3.2: Suggested Acceptable Walking Distances (Source: *‘Guidelines for Providing for Journeys on Foot’*, IHT, 2000)

3.15 In the context of the suggested acceptable walking distances stipulated by the IHT, the site’s proximity to the rail network, albeit located marginally in excess of the arbitrary PTAL walk distance, should not be disregarded.

3.16 Bexleyheath rail station and all stopping serves are operated by Southeastern. The station is located within Travelcard Zone 5. There are typically 2 trains per hour off-peak each to London Victoria, London Cannon Street and Greenwich, with typically one train per hour to London Charing Cross and 3 trains per hour to Dartford.

3.17 The typical average journey times to London Victoria, London Cannon Street and London Charing Cross are 45 minutes, 38 minutes and 46 minutes respectively. The typical average journey time to Dartford is 31 minutes.

PTAL

3.18 With reference to TfL’s online WebCAT database, the site scores a PTAL rating of 5 which represents a ‘very good’ level of public transport accessibility. The output from the TfL website is shown in **Figure 3.2** below.

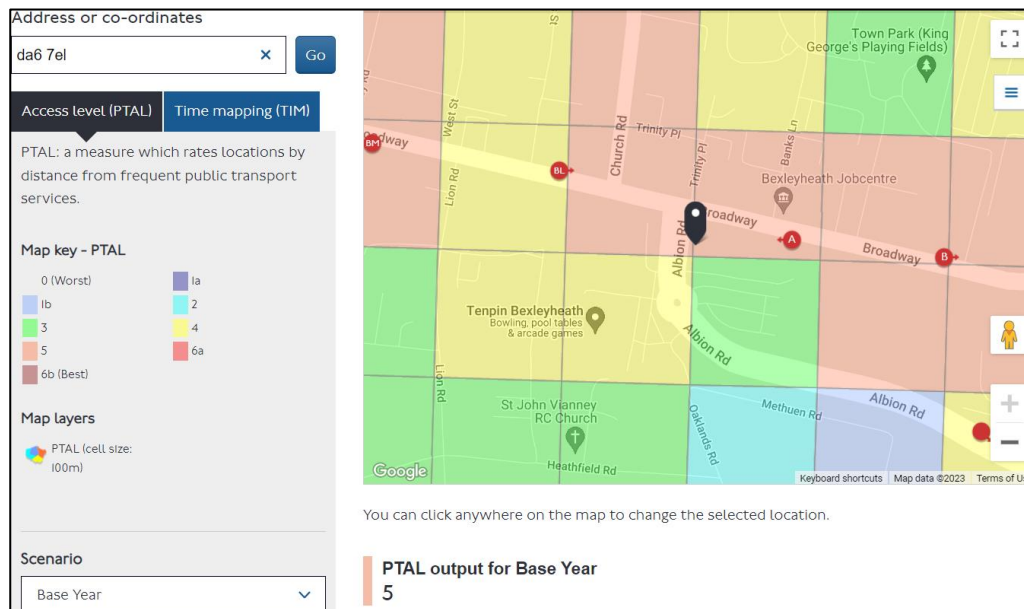


Figure 3.2: PTAL Mapping (Source: www.tfl.gov.uk)

Summary

3.19 In summary, the site scores a ‘very good’ level of public transport accessibility and is located within an acceptable walk distance of both bus and rail services. The site is situated within the town centre and in close proximity to town centre shops and services that are accessible via recently improved footways. Consequently, it is considered that residents would not be reliant on the use of a car for typical daily journey purposes and car-free living would be entirely feasible in this location.

4 DEVELOPMENT PROPOSALS

4.1 The development proposals comprise the demolition of the existing buildings and redevelopment to provide commercial use (Use Class E) at ground floor with residential flats (Use Class C3) above over four floors, together with associated cycle and refuse storage and service area.

4.2 The commercial use shall comprise a single unit at ground floor level with frontage onto Broadway and a Gross Internal Area (GIA) of 335sqm. Above the commercial unit shall be four floors of residential flats, with the following schedule of accommodation

- First Floor: 2 x 1-bed (2-person) and 2 x 2-bed (3-person);
- Second Floor: 2 x 1-bed (2-person) and 2 x 2-bed (3-person);
- Third Floor: 2 x 1-bed (2-person) and 2 x 2-bed (3-person);
- Fourth Floor: 2 x 1-bed (2-person) and 1 x 2-bed (4-person); and
- **Total: 8 x 1-bed (2-person) and 7 x 2-bed (3/4-person)**

4.3 An extract from the proposed site layout/ground floor plan, prepared by mab Architects which accompanies the planning application. Is shown in **Figure 4.1** below.

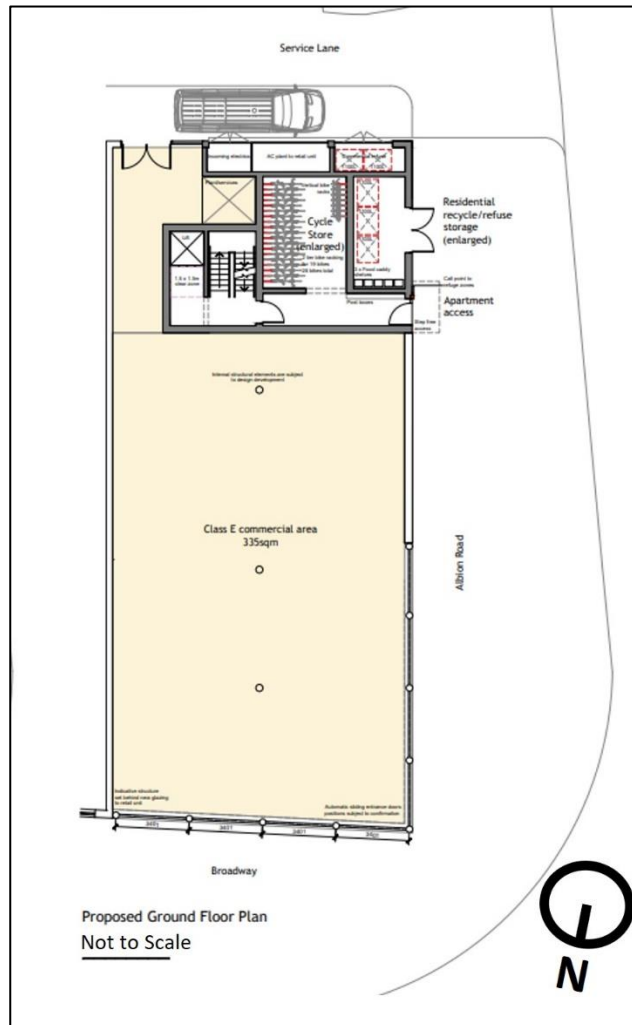


Figure 4.1: Proposed Ground Floor Layout (extract mab Architecture drawing A-100C)

- 4.4** The proposed scheme represents an increase of 6 residential units (i.e. 4 x 1-bed and 2 x 2-bed) compared to the previous scheme approved in January 2023.
- 4.5** By comparison with Figure 1.2, the ground floor layout remains largely identical to the approved scheme with the only significant change being that in order to accommodate the increased demands at ground floor level for bin storage and secure cycle parking, the proposed commercial unit has reduced by 20sqm to 335sqm compared to the approved scheme.

- 4.6** The refuse collection arrangements will remain the same as those agreed for the recently approved scheme. Servicing for the commercial unit can take place directly from the service road to the rear and refuse collections can take place from the kerbside of Albion Road. The commercial and residential uses shall have separate refuse stores, as per the recently approved scheme, with the residential refuse store enlarged to accommodate the additional refuse storage demands.
- 4.7** The development shall be brought forward as car-free, with 26 cycle parking spaces provided for residents at ground floor level in accordance with London Plan standards. Visitor cycle parking can take place within nearby cycle stands located within the public realm along Broadway. Staff cycle parking can take place within the back of house area.
- 4.8** The provision of a car-free development is consistent with the London Plan which states at Policy T6 (Car Parking) that (inter alia):-

“A. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

“B. Car-free development should be the starting point for all development proposals in places that are (or planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy”

“BA. An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.”

“C. The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.”

“D. Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.”

- 4.9** Policy T6.1 (Residential Parking) stipulates that the maximum car parking provision for residential developments in areas with a PTAL of 5-6 is ‘car-free’.
- 4.10** With regards to disabled persons car parking, Policy T6.1G stipulates that residential developments with ten or more units should provide a minimum of one designated disabled persons bay per dwelling for three per cent of dwellings.
- 4.11** Whilst site constraints prevent car parking from being provided on site for disabled users, the site is located within a 60 metre step-free distance of Oaklands car park which is operated by Bexley Council and open 24hrs/day. There is a total of 125 car parking spaces within the car park of which 6 are allocated for disabled users only. Within all car parks operated by LB Bexley, parking is free for disabled blue badge holders with disabled or any other bays provided that the blue badge is correctly displayed.
- 4.12** It is therefore considered that the disabled parking demands of the residential units can be met within the Oaklands car park. In addition, short stay disabled parking (up to 4 hours) is possible within the two nearby disabled bays located on Broadway.
- 4.13** In the unlikely event that residents would require the ownership of a car then the purchase of season tickets for the Oaklands car park is possible. In accordance with the condition imposed for the approved scheme, the Applicant would be prepared to accept a condition that prevents occupants from applying for parking permits within nearby controlled parking zones.

Development Trip Generation and Impact

- 4.14** In terms of development trip generation, the existing site clearly generates all-person trip movements by virtue of its extant use. The number of trips to and from the proposed development itself would not be significant and would be largely similar to those of the recently approved development.
- 4.15** The proposed development is effectively an increase of six residential units compared to the recently approved scheme, thus any residual impacts upon the local transport and highway networks would clearly be negligible and any increase in pedestrian movements would not be so great as to lead to a severe impact on the access or the wider transport networks.
- 4.16** The accessibility to public transport facilities and town centre amenities means that residents would be highly unlikely to own a car if they do not have a space and are not entitled to a permit. Clearly this is a material consideration for potential residents when deciding to purchase or rent a property.
- 4.17** Furthermore, very few trip movements generated by the commercial unit will be 'new' to the network as the vast majority of customers would already be in the town centre area and consequently the person trips would be either linked or pass-by in nature
- 4.18** The size of the development is not sufficient for a Travel Plan to be meaningful or effective. However, travel plan-style measures in the form of secure and sheltered cycle parking provision are to be provided.

5 SUMMARY AND CONCLUSIONS

5.1 Crosby Transport Planning Limited has been instructed by Pagecolt Ltd to prepare this Transport Statement in respect of their car-free mixed use commercial and residential development proposals at 235 & 237 Broadway, Bexleyheath, DA6 7EL situated within the London Borough of Bexley.

5.2 This report accompanies a full planning application for the demolition of the existing buildings and redevelopment to provide commercial use (Use Class E) at ground floor with residential flats (Use Class C3) above over four floors, together with associated cycle and refuse storage and service area.

5.3 Section 2 described the application site as being within a built-up, town centre location, with the local highway network comprehensively controlled through enforceable on-street car parking restrictions.

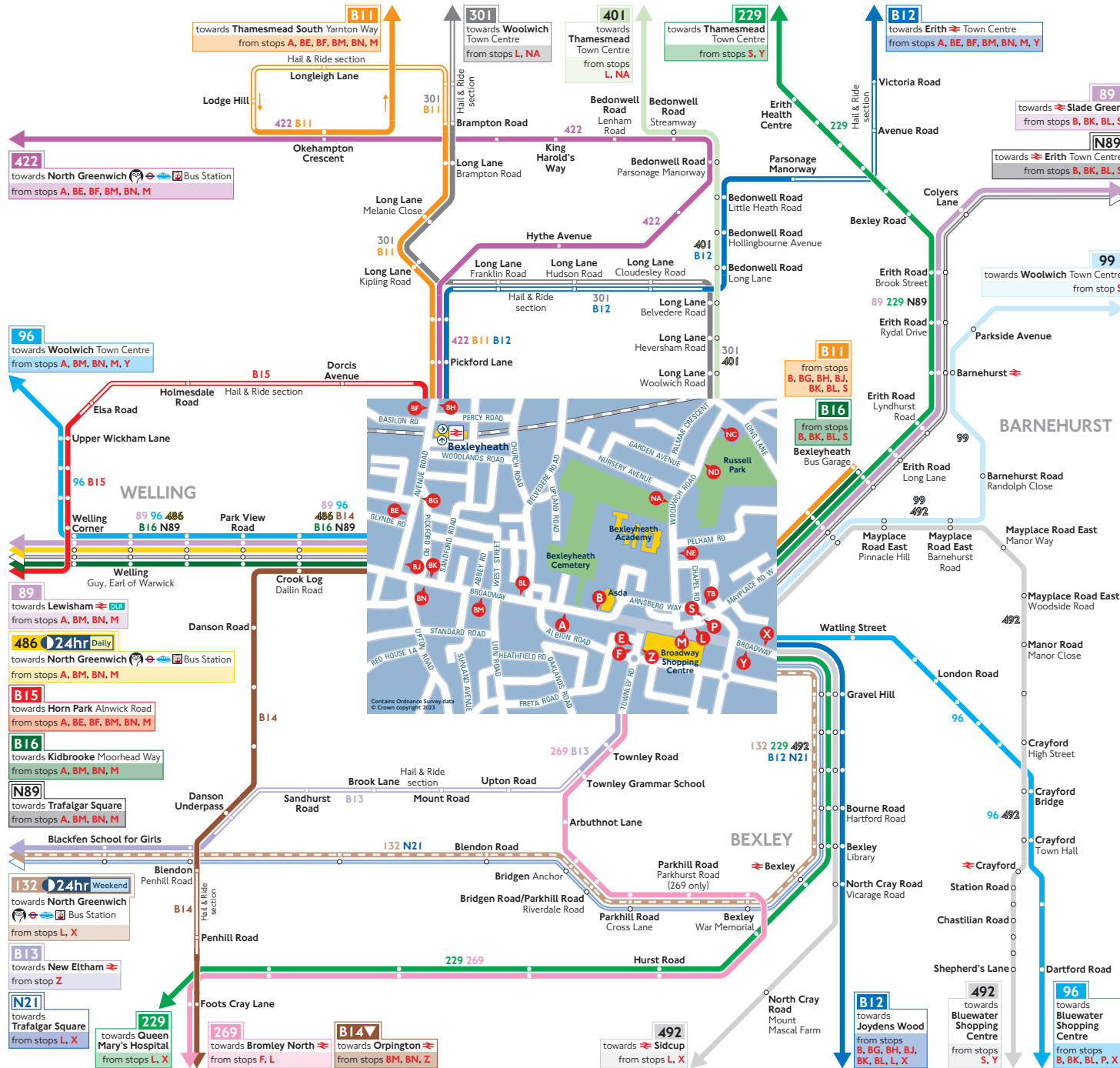
5.4 Section 3 summarised the accessibility of the site by non-car modes of travel and advised that there are few barriers to walking and cycling, with established pedestrian and cycle infrastructure in the vicinity of the site. The scores a 'very good' level of public transport accessibility and is located within an acceptable walk distance of both bus and rail services. The site is situated within close proximity to town centre shops and services that are accessible via recently improved footways. Consequently, residents would not be reliant on the use of a car for typical daily journey purposes and car-free living would be entirely feasible in this location

5.5 Section 4 provided details of the development proposals from which it was demonstrated that a car-free development is in accordance with the latest London Plan policy. To further support the car free nature of the scheme, cycle parking would be provided in accordance with London Plan standards.

- 5.6** Refuse collection arrangements would remain the same as those agreed for the recently approved scheme. Servicing for the commercial unit can take place directly from the service road to the rear and refuse collections can take place from the kerbside of Albion Road. The commercial and residential uses shall have separate refuse stores, as per the recently approved scheme, with the residential refuse store enlarged to accommodate the additional refuse storage demands
- 5.7** In terms of development trip generation, the number of trips to and from the proposed development would not be significant and would be largely similar to those of the recently approved development. The proposed development is effectively an increase of six residential units compared to the recently approved scheme, thus any residual impacts upon the local transport and highway networks would be negligible and any increase in pedestrian movements would not be so great as to lead to a severe impact on the access or the wider transport networks.
- 5.8** This report has demonstrated the due consideration that has been given to transport and highways matters during the design process and it is considered that the scheme would be entirely acceptable on transport and highways grounds.

APPENDIX A: TfL-Published Bus Map

Buses from Bexleyheath



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

- Connections with London Underground
- Connections with London Overground
- Connections with Elizabeth line
- Connections with National Rail
- Connections with DLR
- Connections with river boats
- Connections with London Cable Car
- Operates daily with 24-hour service Friday and Saturday nights
- Tube/London Overground station with 24-hour service Friday and Saturday nights
- Mondays to Fridays except evenings
- Mondays to Saturdays and Sunday shopping hours only

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

