

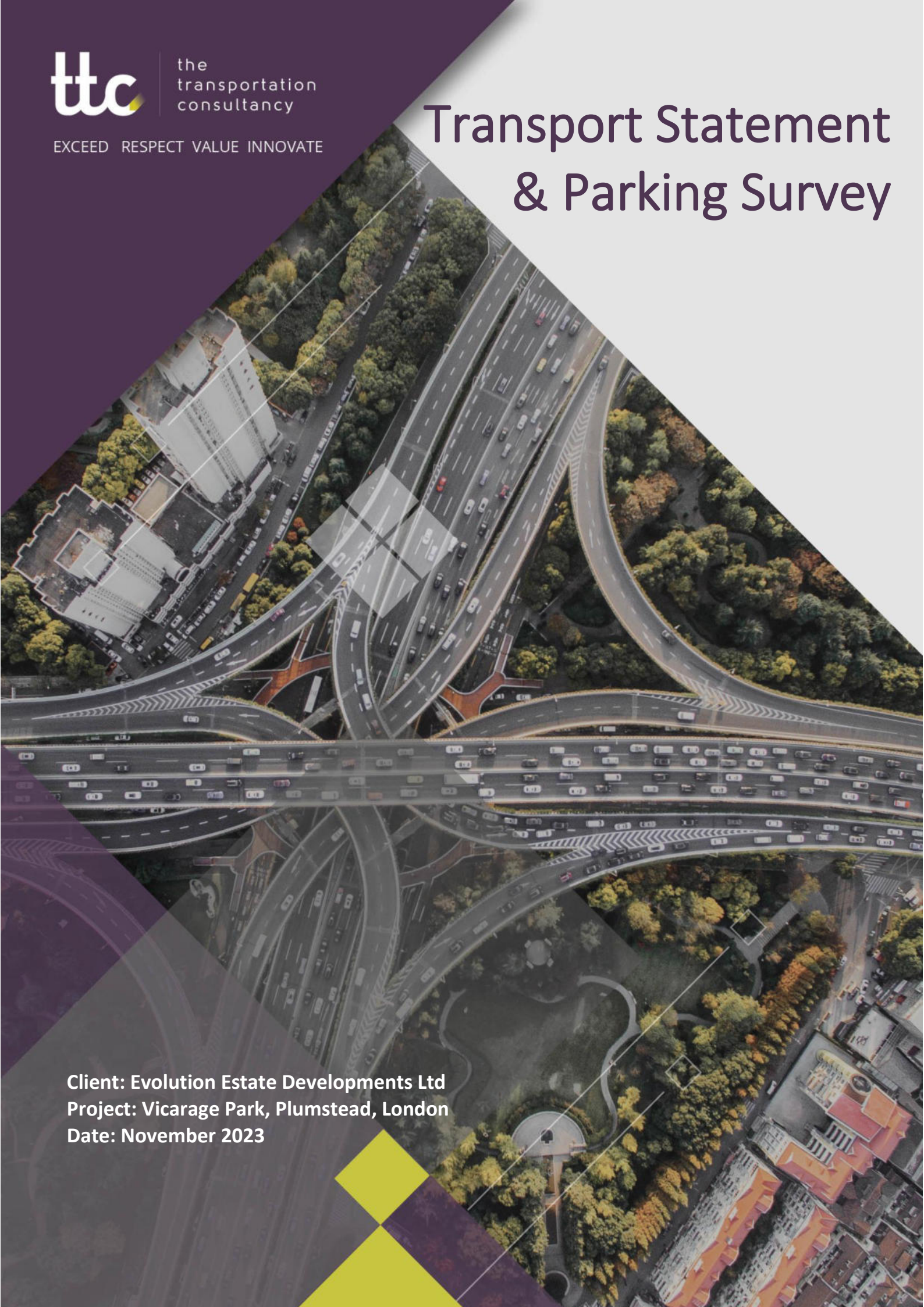


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Transport Statement & Parking Survey

Client: Evolution Estate Developments Ltd
Project: Vicarage Park, Plumstead, London
Date: November 2023



Document Control Form

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Project Title: Vicarage Park, Plumstead, London

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Project Manager Adrian Simms

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1. Introduction

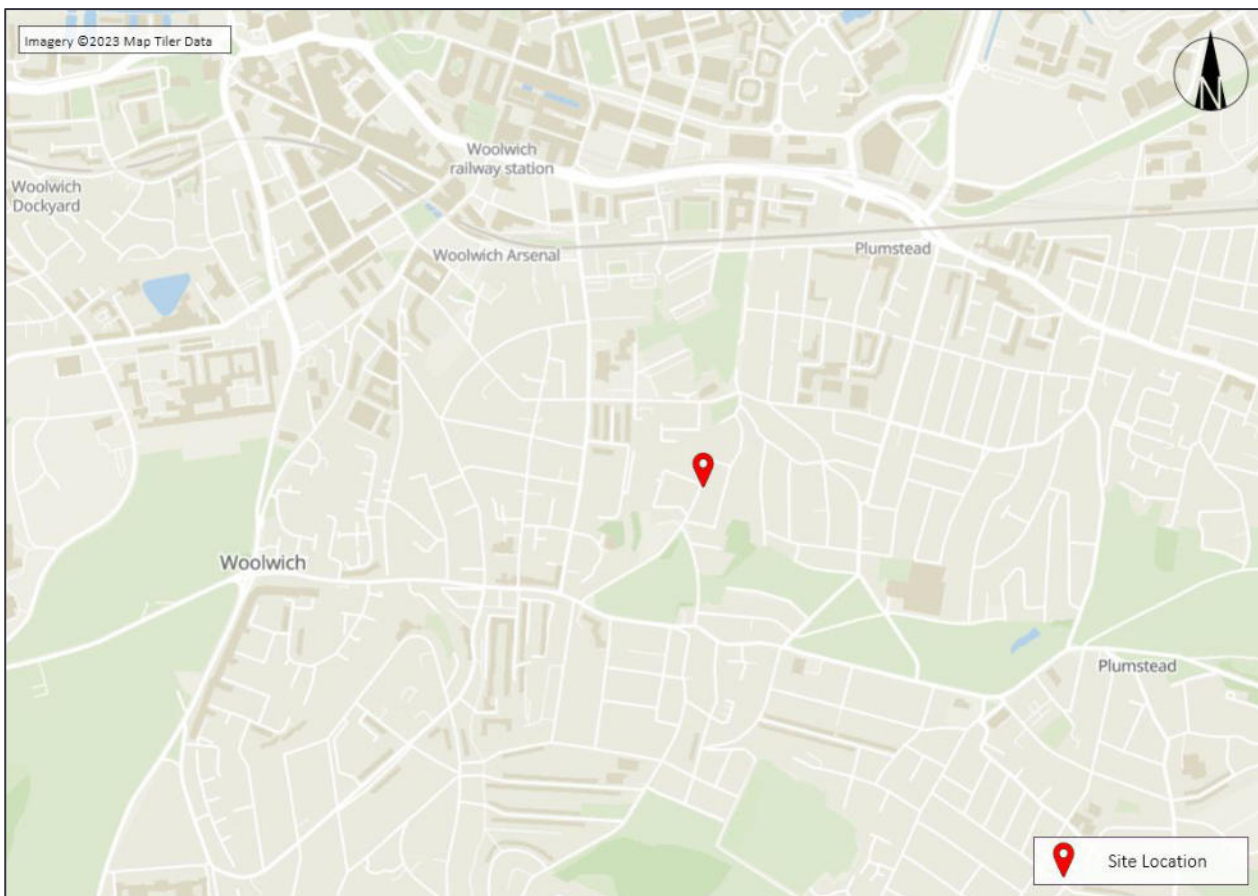
1.1 Overview

This Transport Statement has been prepared by The Transportation Consultancy ('ttc') in support of development proposals on land to rear of 14-16 Vicarage Road, Plumstead in the Royal Borough of Greenwich (RBG).

1.2 Site Context

The proposed development is located in an area locally known as Plumstead. The locality of the proposed development site is displayed below in **Figure 1.1**.

Figure 1.1 Site Location



1.3 Purpose of Report

This purpose of this Transport Statement (TS) has been produced to support a planning application for a proposed residential development to the rear of existing residential properties 14, 15 and 16 Vicarage Park.

This TS will outline the transport and highways characteristics of the proposed development. As part of the work a parking survey has been conducted within 200m of the application site to demonstrate that the

adequate on-street provision is available to accommodate the parking provision from the development proposals.

1.4 Planning History

The proposals have been subject to pre-application enquiry with the Royal Borough of Greenwich (RBoG), as part of the enquiry the survey results detailed in Section 4 of the report were provided to the council. A response was received in a letter dated 31st October 2023. In regards to Highways the following comments were received, a response to the pre-app comments is also provided for completeness.

Table 1.1 Pre-App Comments

RBoG Comments	TTC Response
<p><i>“While the survey was allegedly undertaken using the methodology recommended by Lambeth Council, only summarised results are provided. While surveys were carried out on 2 overnight occasions, one was carried out on Monday which is not normally considered to be a traditional survey day given daily fluctuation that can occur. This is indicated in the variation between the 2 days results and likely that the Tuesday results are more representative.”</i></p>	<p>It is clearly stated in the Lambeth Parking Survey Methodology Guidance that Monday is an acceptable day to undertake surveys. On Page 5 of the guidance, paragraph 3 clearly states <i>“A snapshot survey between the hours of 0030 – 0530 should be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday & Thursday).”</i></p> <p>Therefore the days surveyed are acceptable and inline with guidance. In any event the results from Tuesday demonstrate that there is still sufficient on-street capacity to accommodate the parking provision which will be generated by the proposals.</p>
<p><i>“It is noted that the methodology used by Lambeth recommends that on street parking bays are devisable by 5m lengths. This is largely based on average car lengths and the predominance of more ‘city’ or small cars being present. This assumption significantly reduces the available manoeuvring capability where more larger cars are present. RBG would generally recommend that a space requirement of 5.5m is more relevant. The greater space length does however mean that fewer vehicles can be accommodated.”</i></p>	<p>In order to be robust we have used 6m length bays to determine the capacity of on-street parking. The officer will note that this is in fact greater than the 5.5m recommended by the Lambeth Methodology. We do this so that it is robust, as longer length bays reduce on-street capacity and it is harder to argue against.</p> <p>This is clearly stated in our report on Pg 15 below Table 4.1.</p>

A full copy of the pre-app response is provided in **Appendix A**.

1.5 Structure of Report

This Transport Statement is structured as follow:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any existing highway safety concerns.

- **Chapter 3:** Describes the proposed development, parking provision, servicing arrangements , site access and anticipated traffic generated by the development.
- **Chapter 4:** Outlines the off-street parking availability.
- **Chapter 5:** Summary and Conclusions

2. Existing Situation

2.1 Introduction

This section of the Transport Statement described the existing situation and briefly examines the sustainability of the site.

2.2 Site Location

The proposed development site is located within the gardens, to the rear, of existing residential properties 14, 15 and 16 Vicarage Park in Plumstead, Greenwich. **Figure 2.1** displays the site location and its surrounding environment in a local context.

Figure 2.1 Site Location



The proposed development site is bound by residential dwellings to the north, east and south, and is fronted by Vicarage Road to the immediate west of the development.

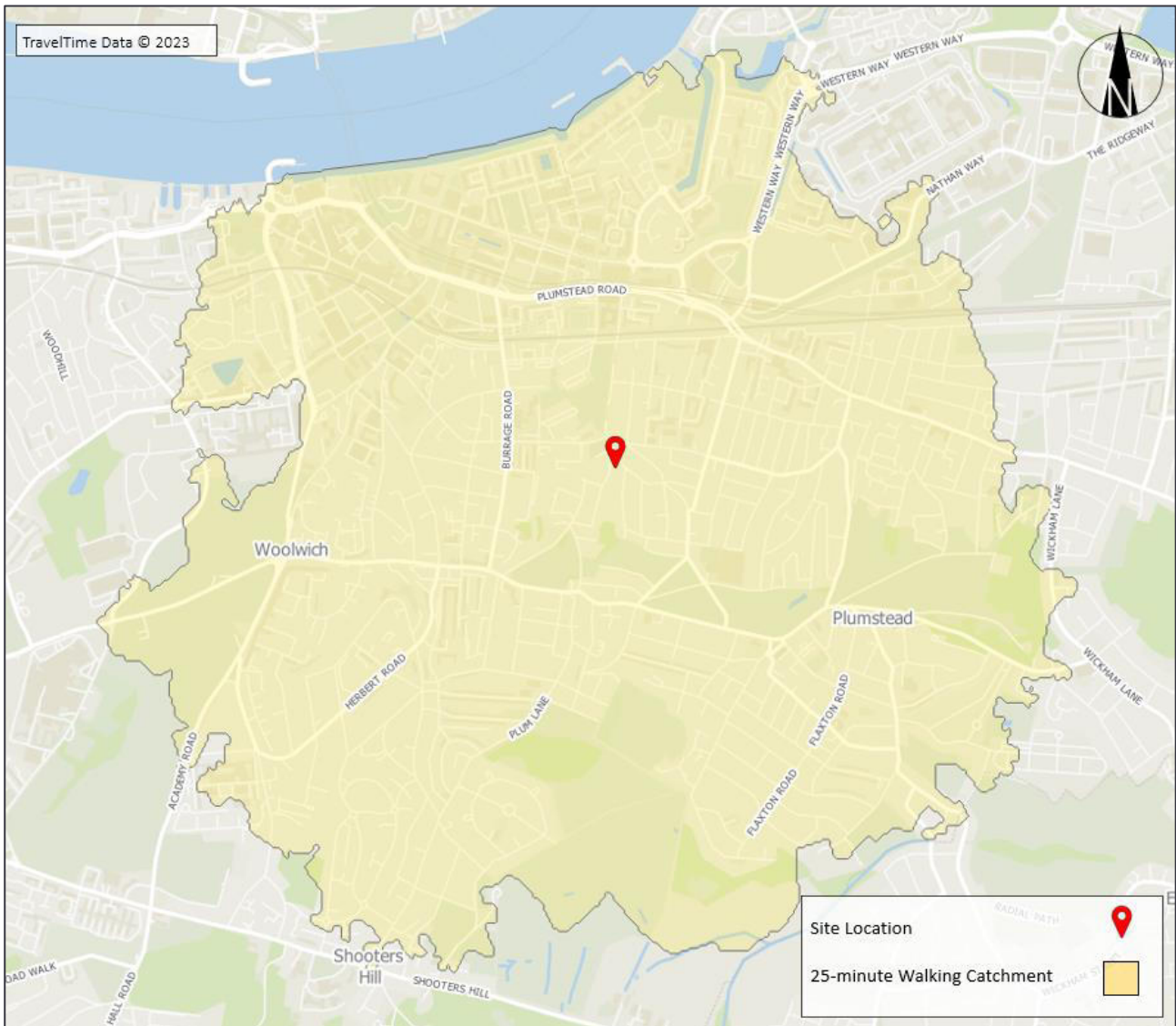
2.3 Sustainable Transport

Walking & Cycling

It is generally considered that 2km for walking (25-minute journey) and 8km for cycling (30-minute journey) are acceptable distances to travel to work or school.

With regard to walking the site benefits from a large footway network within the vicinity of the proposed development, which could provide future residents with access to surrounding town centres and high streets where there are a large range of services and facilities. Footways are hard surfaced and generally in good condition. Outlined below in **Figure 2.2** is the 25-minute walking catchment area from the development site.

Figure 2.2 25-minute Walking Catchment

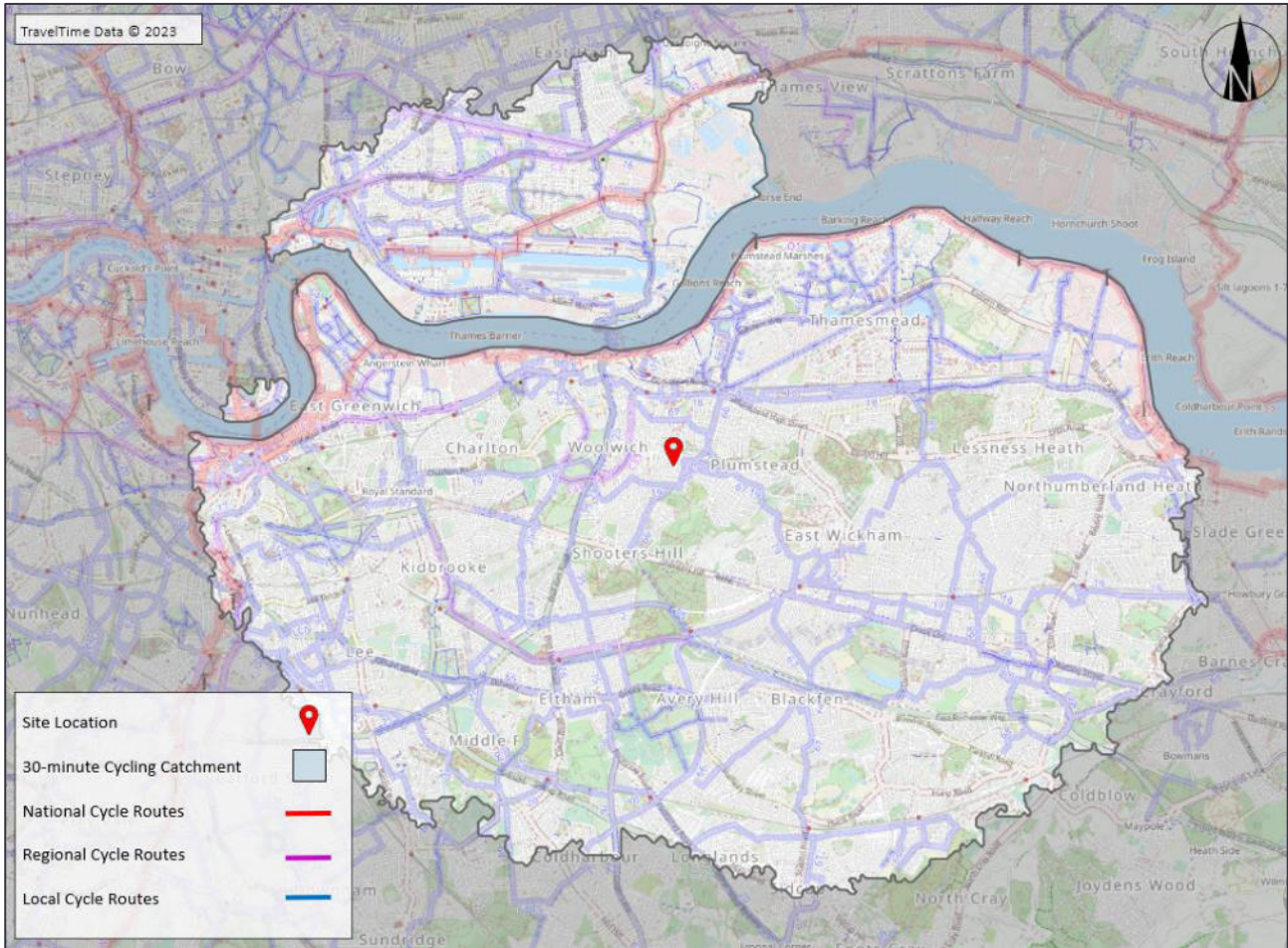


It can be seen from **Figure 2.2** that the proposed development is located within a short walking distance from both Plumstead Road to the north and Plumstead Common Road in the south, these high streets offer a large array of leisure, retail and recreational services which can be easily accessed on foot. The proximity of these identified roads, will ensure that potential residents will not need to own a private vehicle to access them, making for a sustainable development.

With regards to cycling the proposed development site is located within an area of vast cycle provision with a high abundance of local routes being located to the north of the site, which can allow access to Canning Town, Northumberland Heath, Sidcup and Lewisham in the respective north, east, south, and west of the development. Additionally, the site is located within the vicinity of the National Cycle Network. National Cycle Route (Sustrans) 1 is located to the north of the site and routes on an east–west alignment between Greenwich in the west and Erith in the east, these cycle route can provide potential residents traffic free, safe and

convenient access to surrounding towns and boroughs within wider London area. **Figure 2.3** below highlights the cycle routes within a 30-minute catchment area of the site.

Figure 2.3 30-minute Cycle Catchment Area & Cycle Routes



2.4 Public Transport Accessibility Level (PTAL)

Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network in London, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

PTAL levels ranged from 0 (worst) to 6a and b (best). The site has a PTAL rating of 2 but is in close proximity to areas with a PTAL rating of 3 and 4. A copy of the PTAL report is included within **Appendix B**. The following sections present a detailed overview of the public transport provision.

Bus Services

The proposed development is located within an area of frequent bus facilities with the most convenient bus stop being located circa.290m to the north of the site on Raglan Road & Waverley Road, it is characterised by bus flags, timetable information and bus cage markings. The bus stop provides its users with access across greater London. **Table 2.1** below provides a summary of the available bus provision.

Table 2.1 Summary of Bus Timetable

Bus Stop	Service No.	Route	Mon – Sat Frequency	Sunday Frequency
Thamesmead West Glyndon Community Centre (West)	291	Garland Road Clinic – Queen Elizabeth Hospital / West Entrance	1 service every 10-minutes	1 service every 15-minutes
Thamesmead West Glyndon Community Centre (East)	291	Queen Elizabeth Hospital / West Entrance – Garland Road Clinic	1 service every 10-minutes	1 service every 15-minutes

The proposed site is located in proximity to 4-6 buses an hour on Route 291. Route 291 provides frequent access between Garland Road Clinic and Queen Elizabeth Hospital as well as rail links such as Woolwich Arsenal Station and Woolwich (Elizabeth Line) Station.

Train Services

The closest railway station to the proposed development is Plumstead station, which is c. 1.2km (respective 12-minute walk or 3-minute cycle journey time) to the northeast of the proposed development, the train station is serviced by Thameslink and the Southeastern lines and has a variety of facilities such as:

- 19no. cycle spaces in the form of Sheffield Stands.
- Ramp for train access.
- Seating and shelter on both platforms.

The railway station provides its users to access across the wider London area, towards London Cannon Street, Greenwich, Lewisham, Barnehurst, Chatham and Rainham. **Table 2.2** below provides a summary of the train services from Plumstead station.

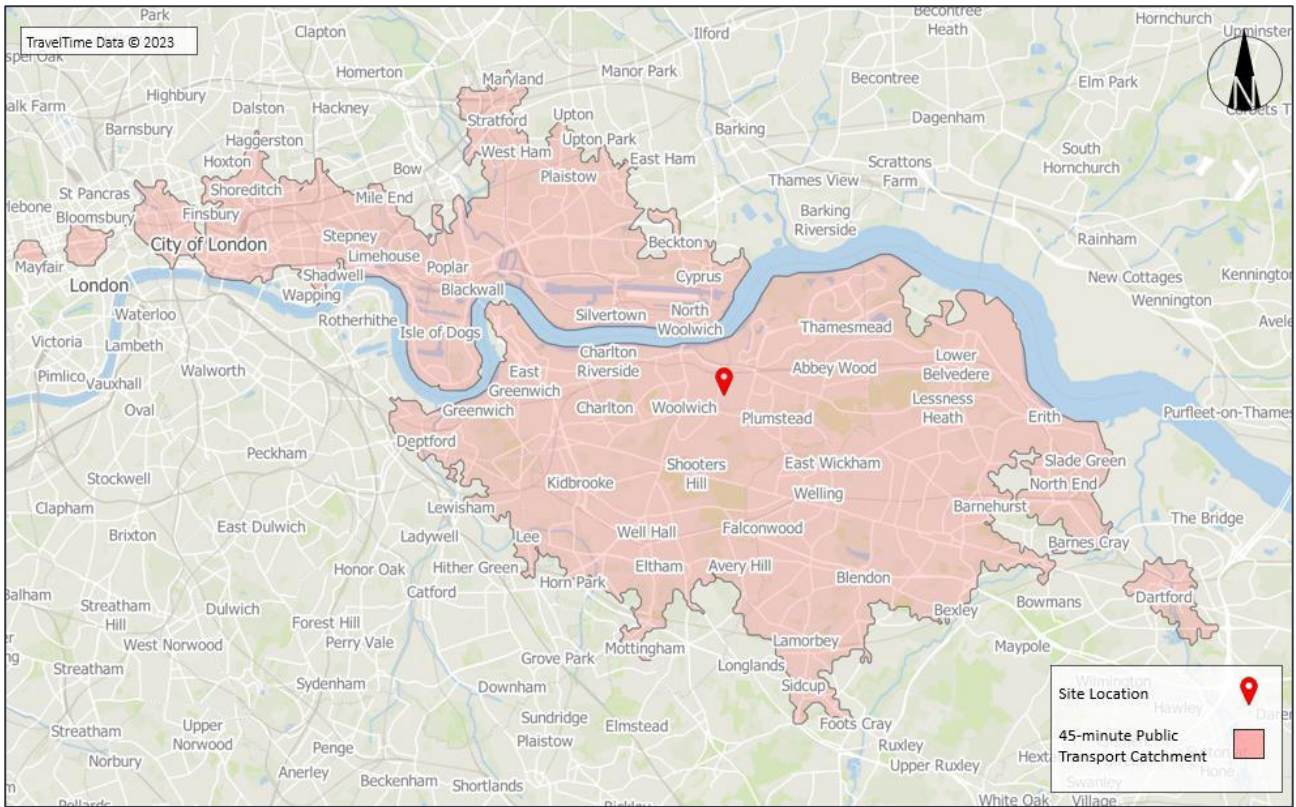
Table 2.2 Plumstead Railway Station Services

Destination	Journey Time (Approx)	Peak Frequency	Hours of Operation
London Cannon Street	33-minutes	4 - 6 services per hour	05:17 – 23:51
Greenwich	15-minutes	4 - 6 services per hour	05:17 – 23:48
Lewisham	17-minutes	4 – 6 services per hour	05:38 – 23:24
Barnehurst	21-minutes	2 services per hour	06:22 - 22:52
Chatham	53-minutes	3 – 4 services per hour	05:34 - 00:21
Rainham (via Chatham)	63-minutes	3 – 5 services per hour	05:34 – 23:22

It can therefore be seen that the site has excellent access to frequent and reliable bus and train services which provide access to a wide range of destinations.

Figure 2.4 provides a summary of the sites accessibility by public transport within a 45-minute journey time.

Figure 2.4 45-minute Public Transport Catchment



As shown above, the proposed site is located near key transport links providing wide coverage to the Southeast of Greater London. Future residents will be able to access essential local facilities such as shops and education by public transport. Key employment areas such as the City of London and Canary Wharf are also accessible.

2.5 Summary

As a result of the information presented within this chapter, it can be concluded that the site is:

- Situated to benefit from a wide range of facilities and services which are located within an adequate walking distance.
- Surrounding highway network accommodates cyclists, which provides sustainable transport links across the London area.
- Adequate linkages to surrounding bus and rail services, which could provide potential residents access across London.

3. Development Proposals

3.1 Introduction

This section of the TS examines the quantum of the development proposals, whilst identifying access arrangements, parking provision and servicing arrangements.

3.2 Development Proposals

The development proposals consist of the following:

- 3 x 3-bedroom residential dwellings.
- Parking for new development to be contained on-street.

An illustration of the proposed site layout is shown in **Appendix C**.

3.3 Access Arrangements

As it is proposed that the development will be car free, the site will not provide vehicular access, this is in keeping with the residential properties along Vicarage Road.

Pedestrian access will be taken from the surrounding footway network, which as outlined in **Section 2** is hard surfaced and generally in good condition, as well as being well connected to the wider area.

3.4 Parking Provision

The RGB identify that appropriate levels of vehicle and cycle parking should be assessed in line with TfL and The London Plan standards.

Vehicle

In accordance with the local parking standards, parking standards for new residential dwellings are set out in the London Plan (2021). New developments with 3 bedrooms located within Inner London PTAL Level 2 are prescribed 0.5 spaces per dwelling, as such the development can afford to have 1.5 car parking spaces.

No off-street parking will be provided and as a result of the development proposals. It has been demonstrated that the site is extremely sustainable and in the unlikely event that future residents will own a car, any parking demand will be accommodated on street.

A detailed parking survey has been undertaken to demonstrate there is sufficient on-street capability available which is discussed in greater detail in **Section 4** of the TS.

Cycle

Policy T5 of The London Plan (2021) provides the minimum cycle parking standards for new developments which shall be arranged in accordance with the guidance set out in TfL's London Cycling Design Standards (2014).

The London Plan residential cycle parking standards can be summarised as:

- Long-stay parking:

- ▶ 1 space per studio or 1-person 1-bedroom dwellings;
- ▶ 1.5 spaces per 2-bedroom dwelling; and,
- ▶ 2 spaces per all other dwellings.

Each property will have access to a private garden where resident's will have access to safely and securely store bicycles.

3.5 Servicing Arrangements

To maintain consistency with the operation of Vicarage Road and the surrounding network, the servicing arrangements are to continue as kerbside refuse collection. The operation is in place for the existing residential dwellings along Vicarage Road and it is considered suitable and safe for the proposed development.

On refuse collection day, the refuse collection vehicle will pull up and operatives will wheel the refuse bin to the vehicle and then return within the curtilage of the site.

3.6 Conclusion

It has been demonstrated that the proposed development can be serviced, the appropriate cycle and vehicle parking standards have been identified.

4. Parking Assessment & Survey

4.1 Introduction

This section of the TS examines the existing on-street parking situation, to determine if any parking demand generated by the proposed development can be safely accommodated on site without detriment to the operation or safety of the local highway network.

4.2 Methodology

In order to determine the parking stress of the surrounding road network a series of parking surveys have been conducted in line with the 'Lambeth Council Parking Survey Guidance Note' which sets out the parameters for parking surveys and is generally accepted as the required industry standard for undertaking parking surveys, particularly in London.

In order to establish the available parking locations within the local area a 200-metre catchment (2-minute walk time) isochrone has been used and the scope of the surveyed area is illustrated within **Figure 4.1** below.

Figure 4.1 Parking Survey Extents



Within 200m only available parking spaces have been calculated within the survey, there is a small proportion of dropped kerbs and restricted routes within the survey roads, of which have been omitted from the available on-street parking calculations. A more detailed plan is provided in **Appendix D** which demonstrates the 'parkable' areas.

It should be noted that the 200m radius has been measured as a walking distance isochrone from the centre of the development site and not as a crow fly distance as specified in the Lambeth guidance.

Given the proposed land use is for new residential dwellings, two surveys have been undertaken:

- **2 x Weekday** – to establish local residential demand for on-street parking (Monday – Thursday) avoiding any weeks with bank holidays in preceding or following weeks between the hours of 00:30 – 05:00.

4.3 Weekday Parking Survey

During the surveys no unusual incidents were recorded within the vicinity of the site. The surveys were conducted on Monday 11th September 2023 and Tuesday 12th September 2023 after 00:30, the results are summarised in **Table 4.1** below. Photographic evidence of during the surveys is also provided in **Appendix D**.

Table 4.1 Parking Survey Results

Road	Capacity*	Monday 11 th September			Tuesday 12 th September		
		Occupied	Stress (%)	Available Spaces	Occupied	Stress (%)	Available Spaces
Vicarage Road	33 Spaces	24	72%	9	29	87%	4
Vicarage Park	52 Spaces	44	84%	8	44	84%	8
Coupland Place	42 Spaces	40	95%	2	40	95%	2
St Margaret's Terrace	37 Spaces	37	100%	0	35	94%	2
Blendon Terrace	24 Spaces	12	50%	12	14	58%	10
Total	188	157	83%	31	162	86%	26

*Approximate No. parking spaces based upon 6m long bays

The results from the parking survey, as outlined in **Table 4.1**, demonstrates that during the Monday survey St Margaret's Terrace operated at 100% of the total capacity, while Coupland Place operated near maximum capacity. Blendon Terrace was reported to operate at half capacity (50%).

The Tuesday survey revealed that both St Margaret's Terrace and Coupland Place were at near maximum with 94% and 95% occupied respectively. Blendon Terrace was reported to be just over half capacity with a 58% stress level.

In total there were **31-available spaces** recorded during the Monday survey and **26-available spaces** recorded on the Tuesday. As mentioned earlier in **Section 3.4**, the development proposals require provision for 2 car parking spaces. Considering the results from the survey, it can be concluded that the available on-street car parking can accommodate the anticipated parking demand from the development proposals.

4.4 Conclusion

Based upon the parking surveys conducted, it has been demonstrated that there is sufficient on-street capability to safely accommodate the prescribed parking standards for the development proposals.

5. Summary and Conclusions

5.1 Introduction

This Transport Statement has been prepared in order to support a planning application for residential proposals on Vicarage Road in Plumstead, London.

5.2 Summary

The findings in this TS have demonstrated the following:

- The proposed development is situated within a highly accessible area with access to bus and rail facilities which could provide residents with frequent access to London, Greater London, and Kent.
- The site is situated in an extremely sustainable location, Brewery Road is located a short distance from the development site where a large number of facilities and services can be access by foot without the need for a private vehicle journey.
- In accordance with the parking standards outlined in the ‘Lambeth Council Parking Survey Guidance Note’ a parking beats survey was undertaken which revealed that there is sufficient on-street parking availability to accommodate the prescribed provision.
- The proposed traffic generation for the development proposals has been identified and is extremely light and will not have a detrimental impact on the operation or safety of the local highway network.

5.3 Conclusions

On the basis of the information presented in this report it is considered that the proposed development can be comfortable accommodated within the local area. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.



Appendix A

Pre-App Response from RBoG

Eleanor Mack Briggs
07564056036
eleanor.mackbriggs@royalgreenwich.gov.uk



Max Plotnek
max@mjpplanning.com

**Directorate of Regeneration,
Enterprise & Skills**
The Woolwich Centre, 5th Floor
35 Wellington Street
London, SE18 6HQ

31st October 2023

Reference number 23/3240/PRE I

Site Address 14-16 Vicarage Park, Plumstead, London, SE18

Proposal Construction of 3 dwellings

Drawing numbers Design Statement, Transport Statement & Parking Survey dated September 2023, Covering Email dated 25th September 2023 and Arboricultural Impact Assessment dated September 2023

Dear Mr Plotnek

I write further to our pre-application meeting held on 26th October regarding your proposal for the construction of three dwellings.

Site Description:

The application site is land to the rear of no.14-16 Vicarage Park. The site is located to the rear of terraced properties along Vicarage Park, with the site existing to the east of Vicarage Road. The site sits to the east of Coupland Place. The surrounding area is residential in character, comprising predominantly terraced properties. There are a number of outbuildings located to the rear of properties along Vicarage Park.

The site is located within the Plumstead Common Conservation Area, however it does not relate to a listed building and no relevant Article 4 Directions are applicable to the site.

The site has a PTAL rating of 2 (where 0 is the worst and 6b is the best).

The site is located within Flood Zone 1.

Proposed Development:

The proposal relates to the erection of three identical terraced dwellings, to the rear of no.14,15 and 16 Vicarage Park, with frontages to Vicarage Road. It is unfortunate that full scaled drawings have not been brought forward as part of this pre-application, as such Officers assessment has been limited in this regard.

The dwellings would have external amenity space to the front providing space for refuse storage and a garden to the rear providing cycle parking. The dwellings would cover three floors, providing three bedrooms. A terrace would be provided at second floor level.

The dwellings would be constructed in brick with a mansard roof element which would be grey in colour. A brick wall would be provided to the front, with a small set back from the highway and the front elevation. Railings would also be used to the front of the dwelling at ground floor level and for the proposed terrace. A pocket element would be provided at first floor level providing an opportunity for planting. Openings would be found on the front and rear elevation.

The proposal would involve the removal of two trees at the site. Three new trees are proposed to be planted as part of the proposed development.

Relevant Planning History:

18/2062/PRE1 – Site at Vicarage Road, rear of 16 Vicarage Park, Plumstead SE18 - Pre-application enquiry - Construction of a 3-storey building comprising three flats (1x2-bed & 2x3-bed). – Advice issued 7th May 2019.

Consultation Comments:

Highways:	<p>The site is a back land development in a predominantly residential environment as such it has poor access to public transport with a PTAL of 2.</p> <p>Given the limited access to public transport the sites location and the general lack of waiting restrictions in the area this is likely to encourage private transport such as car. Given that each dwelling is to be a family unit and have no parking provision, any potential associated parking demand would need to be met on street and recognising this a parking survey was undertaken of the area.</p> <p>While the survey was allegedly undertaken using the methodology recommended by Lambeth Council, only summarised results are provided. While surveys were carried out on 2 overnight occasions, one was carried out on Monday which is not normally considered to be a traditional survey day given daily fluctuation that can occur. This is indicated in the variation between the 2 days results and likely that the Tuesday results are more representative.</p>
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It is noted that the methodology used by Lambeth recommends that on street parking bays are devisable by 5m lengths. This is largely based on average car lengths and the predominance of more 'city' or small cars being present. This assumption significantly reduces the available manoeuvring capability where more larger cars are present. RBG would generally recommend that a space requirement of 5.5m is more relevant. The greater space length does however mean that fewer vehicles can be accommodated.

From the survey results, most nearby roads are heavily parked and approaching their theoretical capacity. While it may be possible that a couple of additional cars could be accommodated, there is also the potential that as a result, cars could park at undesirable locations such as across vehicle accesses or at corners which could create obstruction.

It is noted that Manthorp Rd to the north is within a CPZ, and while it is possible that overnight parking could occur along it when the restrictions expire, this will obviously prevent parking during the day.

A greater understanding of the survey base data is therefore required.

Conservation:

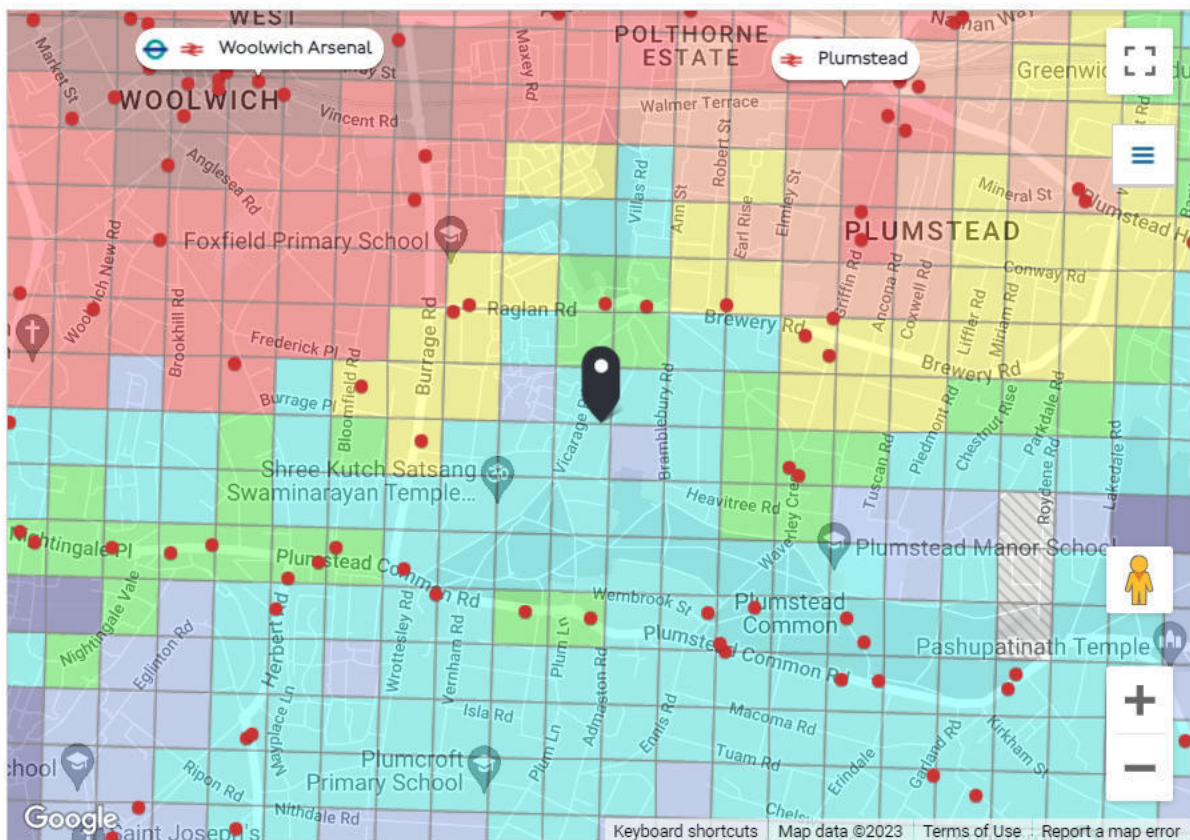


To show the consistent roof design of the adjacent roads



Appendix B

PTAL Report



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

2

SE18 7SX

Vicarage Park, London SE18 7SX, UK

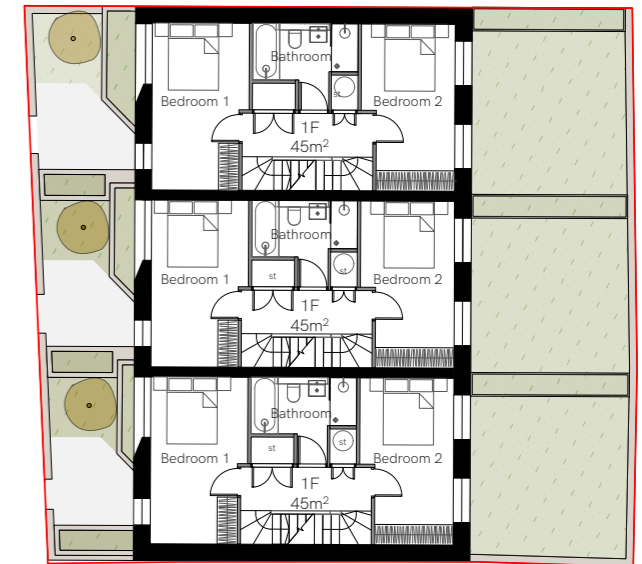
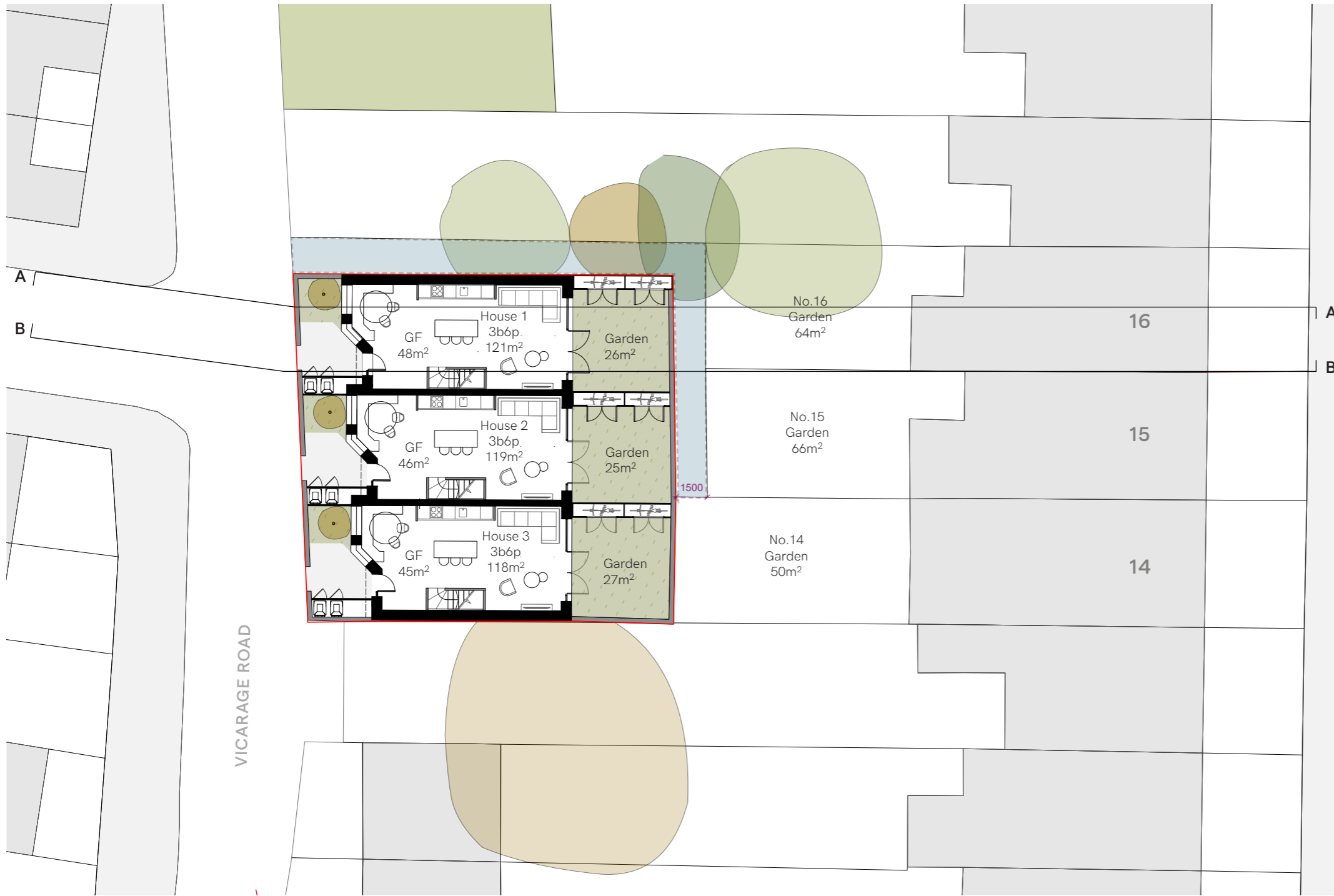
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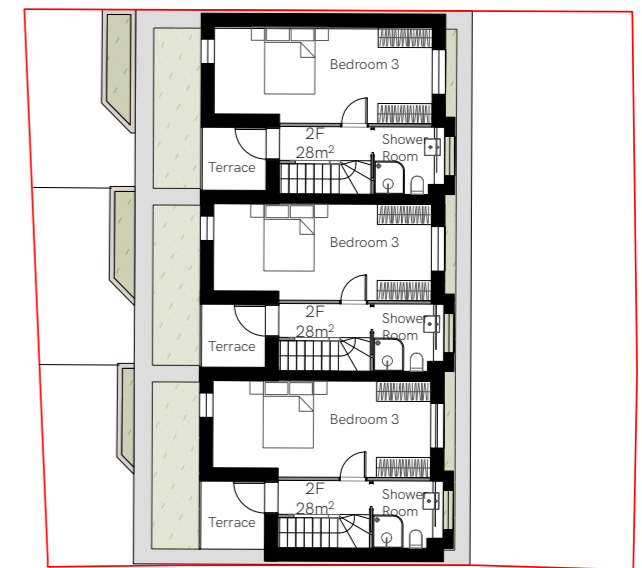
Appendix C

Proposed Masterplan

PROPOSED PLANS & AREAS



PROPOSED FIRST FLOOR



PROPOSED SECOND FLOOR

3
Homes

UNIT	AREA	OCCUPANCY
	NIA m ²	
House 1	121	3b6p
House 2	119	3b6p
House 3	118	3b6p
TOTAL	358	

1.5M ACCESS TO NEIGHBOURING GARDENS



Appendix D

Parking Layout and Results

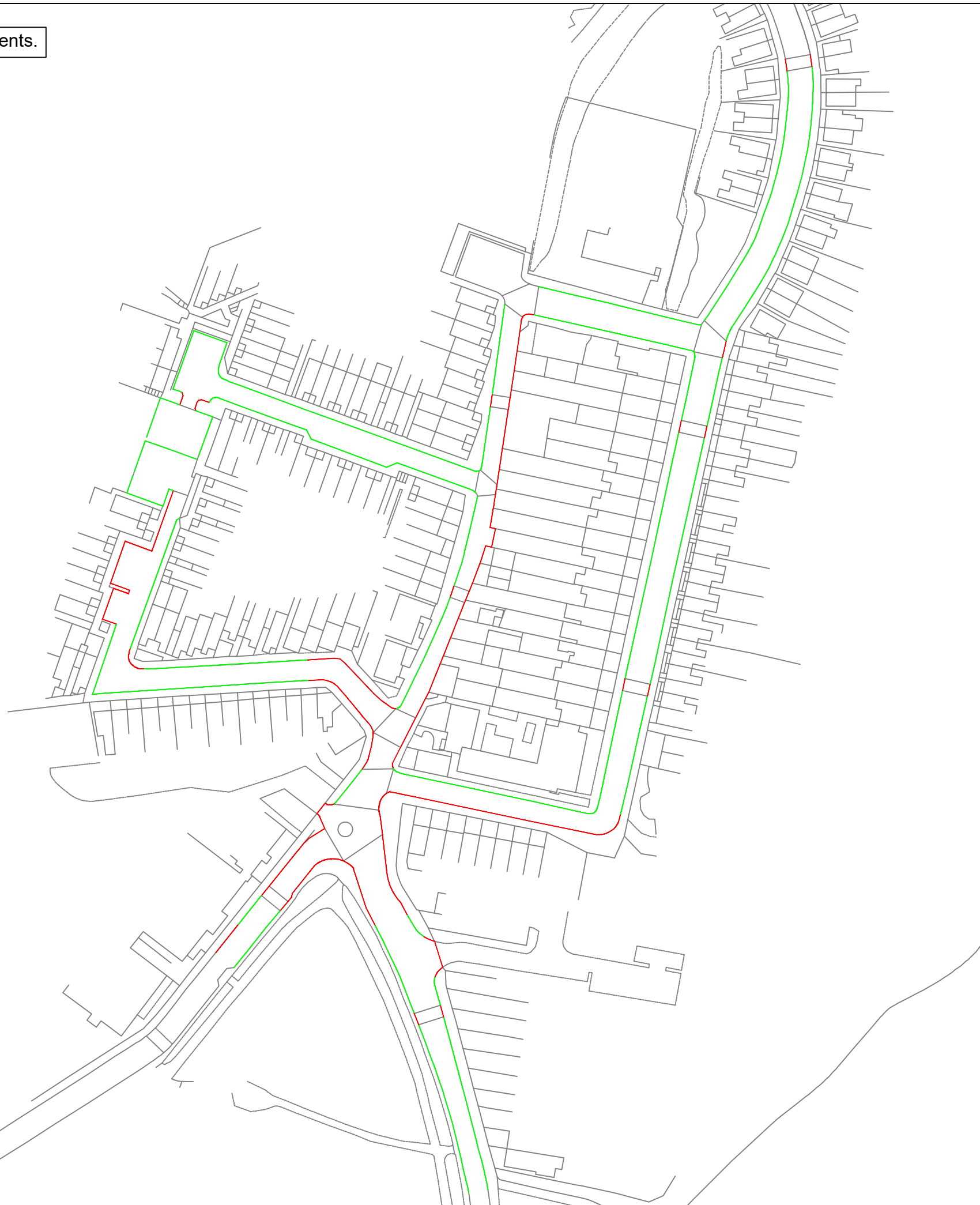
Parking survey extents.



Date of 1st Issue 04/09/23	Description FIRST	Drawn by OH	Checked by GB
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- Key:
- Available Parking
 - No Parking

- Notes:
1. Parking extents based upon OS Mastermap.



A3 SCALE
No Scale

Drawing Title
**Vicarage Road
Parking Survey Assessment
Sheet 1**

Architect

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com



Drawing Number 210868-01	Revision -
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