RECREATION ROAD

TRANSPORT STATEMENT

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Velocity Transport Planning Ltd

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1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning (VTP) has been appointed by London Borough of Ealing Housing Development & Regeneration to prepare a Due Diligence Report for the potential development of land off Recreation Road, Southall, UB2 5PP (the Site).

1.1.2 The site is located within the administrative boundary of the London Borough of Ealing (LBE), who form both the local Planning and Highway Authority.

1.1.3 The objective of this report is to identify and outline transport issues that may preclude the site from development highlighting any areas of risk that a potential developer should consider or mitigate.

1.1.4 This report has been informed with the site visit observation and using publicly accessible information. No searches were undertaken such as land ownership, individual titles, leaseholds, rights of access and parking rights that could affect the development of this site.

1.1.5 Parking beat surveys have been undertaken, in accordance with the Lambeth Methodology, to understand the existing parking occupancy within the highway network surrounding the site.

1.1.6 This report has been written in line with the relevant national, regional (London) and local (LB Ealing) policy.

1.2 THE SITE

1.2.1 The site is a 173 sqm parcel of land, currently occupied by eight private garages. The site is located within Southall and is bound by Recreation Road to the north. The surrounding area is mainly residential, with a few local shops to the east of the site.

1.2.2 The location of the site is presented below in Figure 1-1.

Figure 1-1: Site Location Plan

1.3 PROPOSAL

1.3.1 This Transport Due Diligence report has been produced to assess the feasibility of the site to be developed as a residential with a maximum of 10 homes (Use Class C3). The assessment will review the capacity of the site to accommodate the proposal and supporting facilities such as car parking, cycle parking, delivery and servicing, emergency access, and waste collection strategy.

1.4 REPORT STRUCTURE

1.4.1 Following this introduction, this report will be structured as follows:

- Section 2: Policy Context
- Section 3: Existing Site
- Section 4: Site Accessibility
- Section 5: Design Requirements; and
- Section 6: Requirements for Planning.

2 POLICY CONTEXT

2.1.1 The key planning policy and guidance that the proposals will be reviewed against comprises the following:

- National Planning Policy Framework ('NPPF', 2024);
- The London Plan (2021); and
- The Ealing Local Plan (2022).

2.1.2 The location of the site is considered to be in accordance with the prevailing national, regional and local transport planning policy; in particular, placing an emphasis on sustainable travel above private car use and encouraging sustainable development.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.2.1 The National Planning Policy Framework (NPPF) was revised on 12th December 2024. It sets out the Government's planning policies for England and how these are expected to be applied. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 10).

2.2.2 The NPPF promotes sustainable transport and notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 Paragraph 115 sets out that when assessing applications for development, it should be ensured that:

a) "sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.2.4 Paragraph 116 states 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.3 THE LONDON PLAN (2021)

2.3.1 The London Plan was published in March 2021. The London Plan is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.

2.3.2 Policy T1 notes that development proposals should target 80% of all trips in London to be made by foot, cycle or public transport by 2041. It states that:

"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.3.3 Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance. The policy states that:

"Development proposals should:

1. demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London Guidance;
2. reduce the dominance of vehicles on London's streets whether stationary or moving; and
3. be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.3.4 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within and in the vicinity of the new development.

2.3.5 Policy T6 sets out that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport. Policy T6.5 states that all non-residential elements of development should provide at least one on or off-street disabled persons parking bay.

2.1 EALING LOCAL DEVELOPMENT PLAN (2012)

2.1.1 The spatial vision supports the overarching vision and goals for Ealing as set out in Ealing Sustainable Community Strategy, for the period up to 2026, which is that Ealing will be a borough of opportunity where people enjoy:

- Health
- Safety
- Prosperity
- High Quality of Life

2.1.2 In terms of transport, Policy 1.1 Spatial Vision for Ealing, the plan aims to:

- "Protect and enhance suburban communities, improve public transport, cycle and pedestrian links to the development corridors and neighbourhoods."
- "Support sustainable, safe and convenient transport networks to and through Ealing that, in particular, improve north-south transport links between the Uxbridge Road/Crossrail and A40/Park Royal Corridors and to promote health travel behaviour and seek to reduce the need to travel."

2.2 EALING DEVELOPMENT STRATEGY 2026

2.2.1 The Development Strategy was adopted in 2012 and it supports the overarching vision and goals for Ealing as a sustainable community by providing sustainable new developments in the borough. Overall, the strategy has been put into place to ensure that the borough and all communities have proper investment in schools, health centres transport, public utilities and other facilities needed by a growing population in Ealing.

2.3 TRANSPORT STRATEGY 2019-2022

2.3.1 This Transport Strategy document provides the strategic policies, objectives and targets for the borough in terms of transport. The overarching transport objectives include the following:

- Mode Shift – reducing the dependency on motorised vehicles by moving trips, particularly the shorter ones, to active travel using more sustainable modes (walking, cycling and public transport), through behaviour change.
- Reducing the environmental footprint of transport – particularly improving the Boroughs air quality by encouraging the use of active travel modes and using the cleanest engines and fuels.
- Improving road safety – making the borough roads as safe as possible, particularly for those modes perceived to be more vulnerable, i.e., walking and cycling.

2.4 EALING COUNCIL PARKING AND LOADING PLAN 2019

2.4.1 The documents highlight that "Parking within New Developments Parking within new developments will need to comply with the London Plan. At the time of writing, this is the draft London Plan 2017, but this is expected to be adopted during the duration of this Parking Plan. In addition to the parking standards, electric vehicle and disabled persons parking contained within the London Plan, the Council has one additional policy: that all loading should be contained within the site of a new development rather than to be placed on the existing road network. This is to avoid loading becoming a barrier to active travel (e.g. blocking current or future cycle lanes) or being a traffic management issue for the council to control or enforce."

2.5 EALING'S DRAFT LOCAL PLAN (2024)

2.5.1 Ealing's Draft Local Plan (Regulation 22) consultation document was launched for consultation in November 2024. The draft Local Plan provides a set of rules and framework of policies which will inform how the borough grows and changes over the next 15 years from 2024 to 2039. The new Local Plan will be used to guide planning and investment decisions in Ealing; and provides a strategic vision and spatial strategy along with accompanying Development Sites (or site allocations).

2.6 EALING COUNCIL WASTE MANAGEMENT GUIDELINES

2.6.1 This document provides guidelines for architects and developers of new residential, commercial and mixed-use units in the London Borough of Ealing, to ensure that the arrangements for storing, collecting and managing waste are appropriate.

2.6.2 Bin storage areas should be easily accessible for the dwellings that they serve, with residents being required to walk no further than 30m from their front door (excluding vertical distances) when carrying refuse and recycling.

2.6.3 Where relevant within this Transport Due Diligence report, the key policy aspects will be referred to, to demonstrate how the proposals address and are ultimately in accordance with these policy requirements.

3 EXISTING SITE

3.1 THE SITE

3.1.1 The site is situated predominantly in a residential area, with access from Recreation Road.

3.1.2 The site is located circa 1.1km to the southwest of Southall Station, with bus stops available in the close vicinity of the site on Montague Waye.

3.1.3 The satellite view of the site is presented in Figure 3-1.

Figure 3-1: Google Satellite View of The Site (2022)

3.1.4 The site comprises an area of hardstanding, with eight private garages. Figure 3-2 shows that not all garages are used for car storage. The gate to the area are locked with a warning not to park in front of the gates.

3.1.5 At the time of the site visit, there were two cars parked within the gates outside the garages.

Figure 3-2: The Site

3.2 SITE ACCESS

3.2.1 The site has one vehicular access from Recreation Road. The kerb is lowered outside the site and no parking is allowed directly outside the site, as presented in Figure 3-3.

Figure 3-3: Site Access

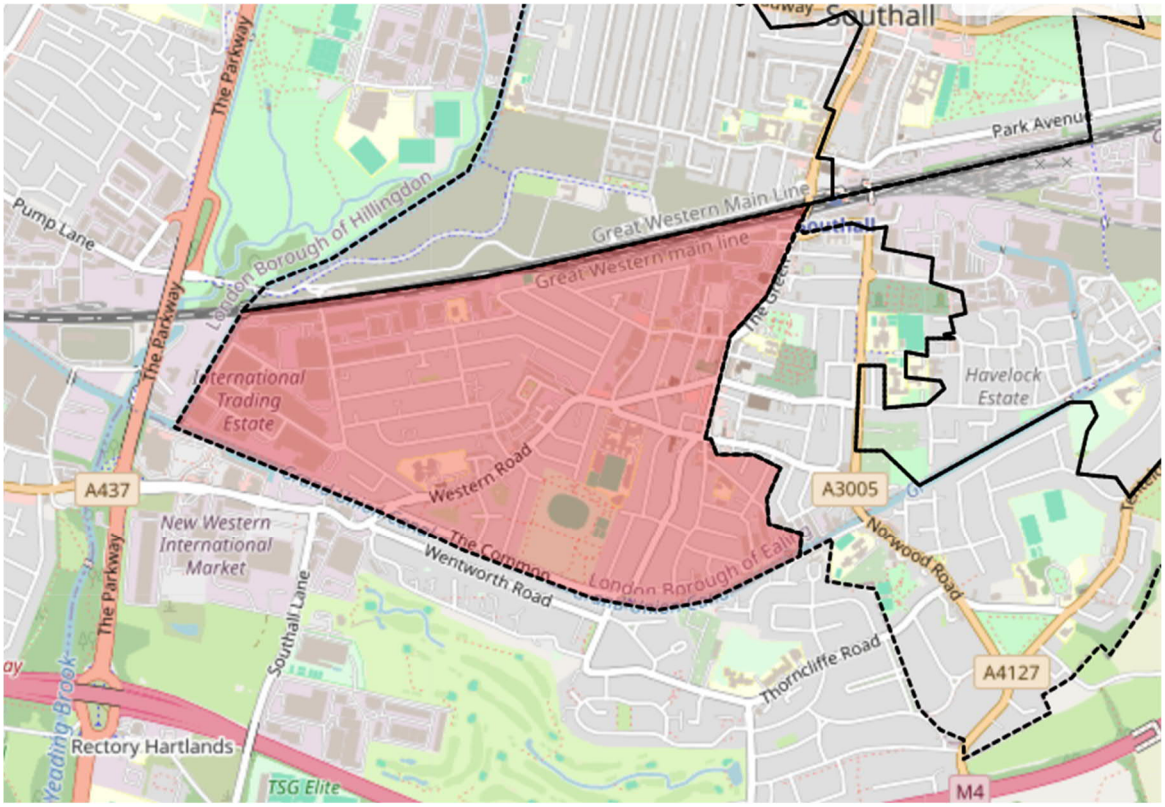
3.3 EXISTING TRAVEL PATTERNS

3.3.1 In order to determine how prospective residents will travel to and from the Site, based on the surrounding transport connections, a review of the 2011 census ' method of travel to work' dataset has been undertaken. The 2011 census data has been used as the 2021 data was impacted by Covid-19 and is not considered to be representative of typical travel patterns.

3.3.2 The 2011 census data has been reviewed for the output area the site falls within – identified as middle super output area (MSOA) 'Ealing 037'.

3.3.3 For completeness, an overview of the proximity of the site within the output area 'Ealing 038' is presented in Figure 3-4.

Figure 3-4: Method of Travel to Work Review – Ealing 037



The resultant review for the method of travel to work is set out in Table 3-1.

Table 3-1: 2011 Census Mode Share Review

MODE	2011 CENSUS MODE SHARE	CUMULATIVE (%)
Underground	3%	23%
Train	3%	
Bus	16%	
Taxi	0%	0%
Motorcycle	0%	0%
Car/ Van Driver	60%	60%
Car/ Van Passenger	3%	3%
Bicycle	2%	13%
On Foot	11%	
Other	0%	0%
Total	100%	100%

*Note: numbers may not sum due to rounding.

3.3.4 The review of the census data suggests that the site is in an accessible location for active transport modes, with 13% of people who live in the area travelling to work by active travel modes, including walking and cycling.

3.3.5 The census data suggests that the site is fairly accessible by public transport, with 23% of people using public transport modes.

3.3.6 On that basis, it can be inferred that there are viable alternatives to private car use for residents within the local area that could be utilised by future residents living at this Site.

3.3.7 The location of the site is therefore considered to be sustainable in transport terms, with a number of travel opportunities available that are not limited to private car use.

4 SITE ACCESSIBILITY

4.1 SITE LOCATION

4.1.1 The site is situated predominantly in a residential area, with access from Recreation Road.

4.1.2 The site is located circa 1.1km to the southeast of Southall Station, with bus stops available in the close vicinity of the site on Montague Waye.

4.2 SITE VISIT

4.2.1 On 16th January 2025, between 12:00 and 14:00, a site visit was undertaken to assess the local environment around the site. The weather was cloudy with no rain and the temperature was 7 degrees Celsius.

4.2.2 At the time of the site visit two cars were present in the site, outside the garages. During the observation, the gates of the site were closed and vehicles were observed accessing or egressing the site.

4.2.3 A low pedestrian footfall was observed along the footways on Recreation Road.

Figure 4-1: Observed Garage within the Site

4.3 ACCESS TO LOCAL AMENITIES

4.3.1 'Planning for Walking' (2015) sets out the considered desirable thresholds for a pedestrian walking environment. This document defines a 'walkable neighbourhood' as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys. Figure 4-2 shows the local amenities within the designated 1.6km 'walkable neighbourhood'.

Figure 4-2: Local Amenities within a 'Walkable Neighbourhood'

4.3.2 A variety of shops and cafes are located along Regina Road, with much larger commercial properties and supermarkets located throughout Southall Town Centre, more widely.

4.3.3 Southall Recreation Ground is located within 150 metres of the Site. There is also a Kids Play Area placed to the southeast corner and basketball courts to the east side. Within the park and the local roads, there are benches for pedestrians to stop and rest on their journeys and trees providing shade and shelter.

4.3.4 The site is located approximately 450m (six-minute walk) from Montague Ways bus stops, which is served by five bus services which helps to encourage public transport use.

4.3.5 Southall Station is located to the north of the site (16-minute walk or 6-minute cycle) and provides access to Elizabeth Line services which provide access to destinations including Heathrow Airport, Liverpool Street, Paddington, Canary Wharf and Reading.

4.3.6 A distance of 5km is generally deemed as the distance from which cycling can effectively replace private car trips. In terms of key destinations within a short cycle, the site is 6-minute cycle from Southall station and 4-minute cycle from the centre of Southall.

4.4 WALKING

4.4.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

4.4.2 Wide and moderately well-maintained footways are provided on both sides of Recreation Road and Regina Road, with street lighting provided at regular intervals. Td there are pedestrian and cycle priority crossings at regular intervals surrounding the site. Most of the junctions with side roads in the local area are provided with tactile paving and dropped kerbs. Throughout Southall Recreation Ground, there are paths for pedestrians shown in Figure 4-3.

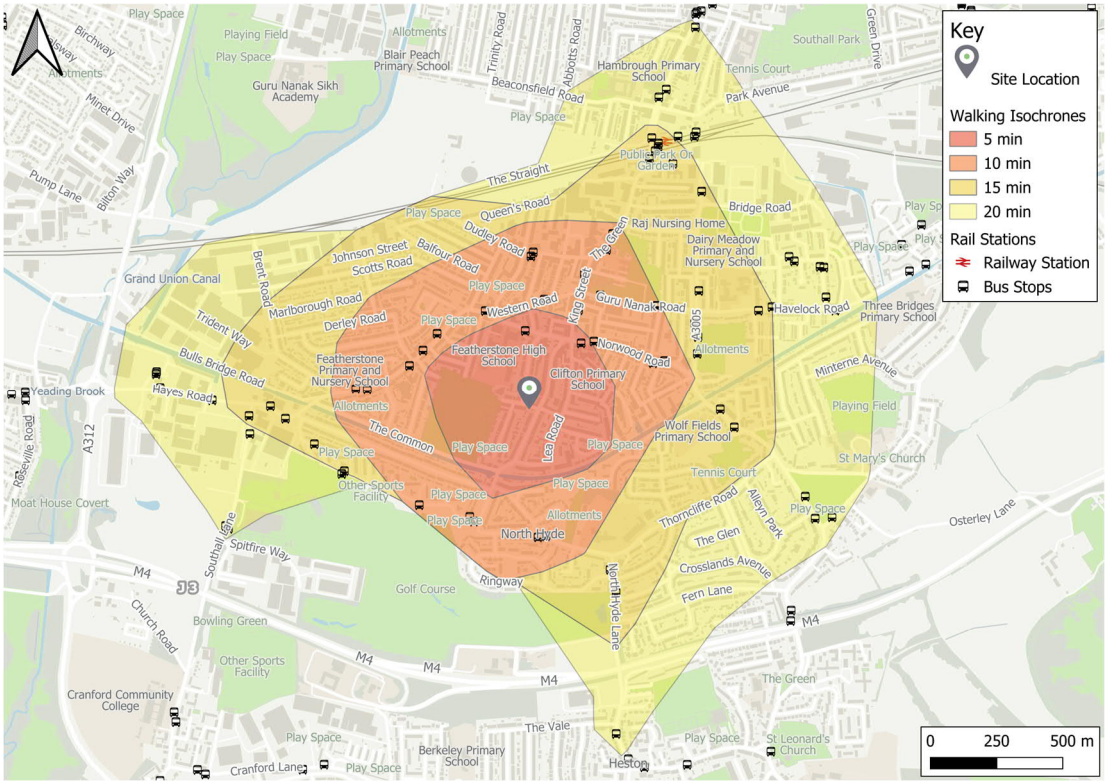
4.4.3 To the east of the site, there is a private pathway travelling behind the residential properties on Regina Road, directly south to The Common. The gate is shown in Figure 4-4.

Figure 4-3: Pedestrian path through Southall Recreation Road

Figure 4-4: Gate to private footway

4.4.4 Walking isochrones from the centre of the site are shown in Figure 4-5. Walking isochrones provide an illustration of what can be reached within a 20-minute walk of the site in five-minute intervals.

Figure 4-5: Walking Isochrones



4.4.5 As shown in Figure 4-5; numerous bus stops, green spaces and many shops are accessible within a 20-minute walk of the site. Therefore, despite the low PTAL rating the residents of the future site will be able to fulfil their daily tasks.

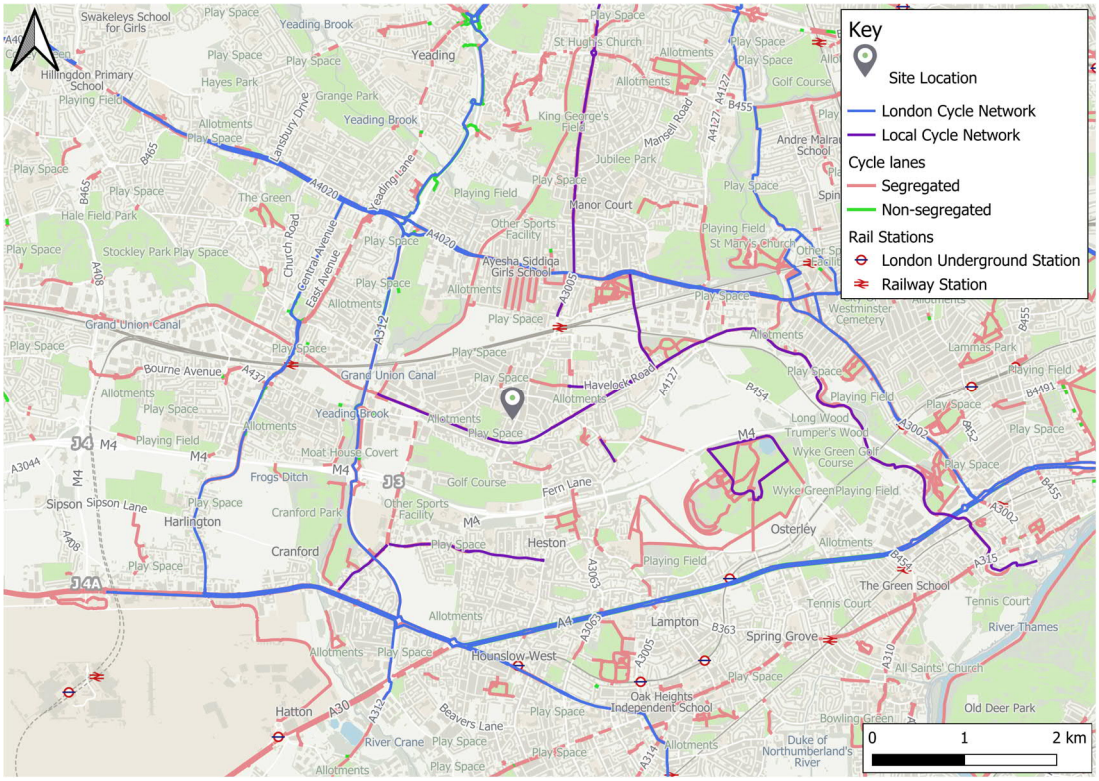
4.5 CYCLING

4.5.1 The Local Cycle Network is shown in Figure 4-6, within the area surrounding the site, there is access to London Cycle Network 44, 32, 88, 39 and 87, providing routes in all directions from the site and numerous local and segregated cycle ways.

4.5.2 Local Cycle Network route 43 travels along the canal to the south of the site throughout the Borough of Ealing, meeting the Hillingdon Borough Boundary to the west and the Hounslow and Richmond Borough Boundaries to the east.

4.5.3 To the north of the site, London Cycle Network 39 connects to Uxbridge in the west and Bank in the east, travelling through Ealing, Shepherd's Bush and Mayfair.

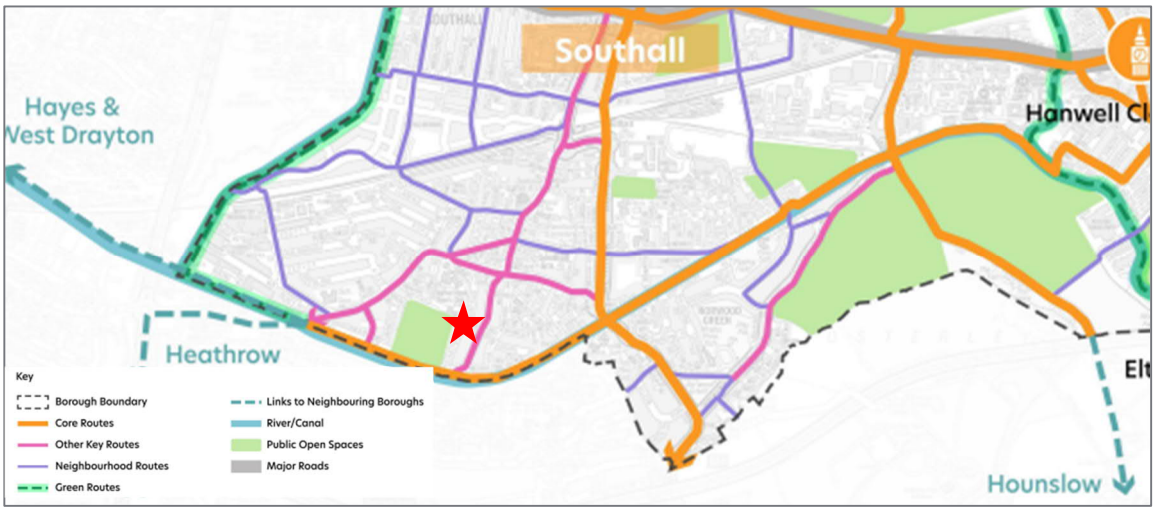
Figure 4-6: Local Cycle Network



4.5.4 The Ealing Cycle Network Plan is a strategy to create a coherent and joined-up network of safe bike lanes, paths and cycling routes by 2035. As shown in Figure 4-7, Regina Road in the vicinity of the site has been identified as a future 'Other Key Route', and the Grand Union Canal Walk as a future 'Core Route'.

4.5.5 The future Ealing Cycling Plan is considering the development of cycle routes in the vicinity of the Site, that would improve site accessibility to the Site.

Figure 4-7: Ealing Cycle Plan 2024 – 2035

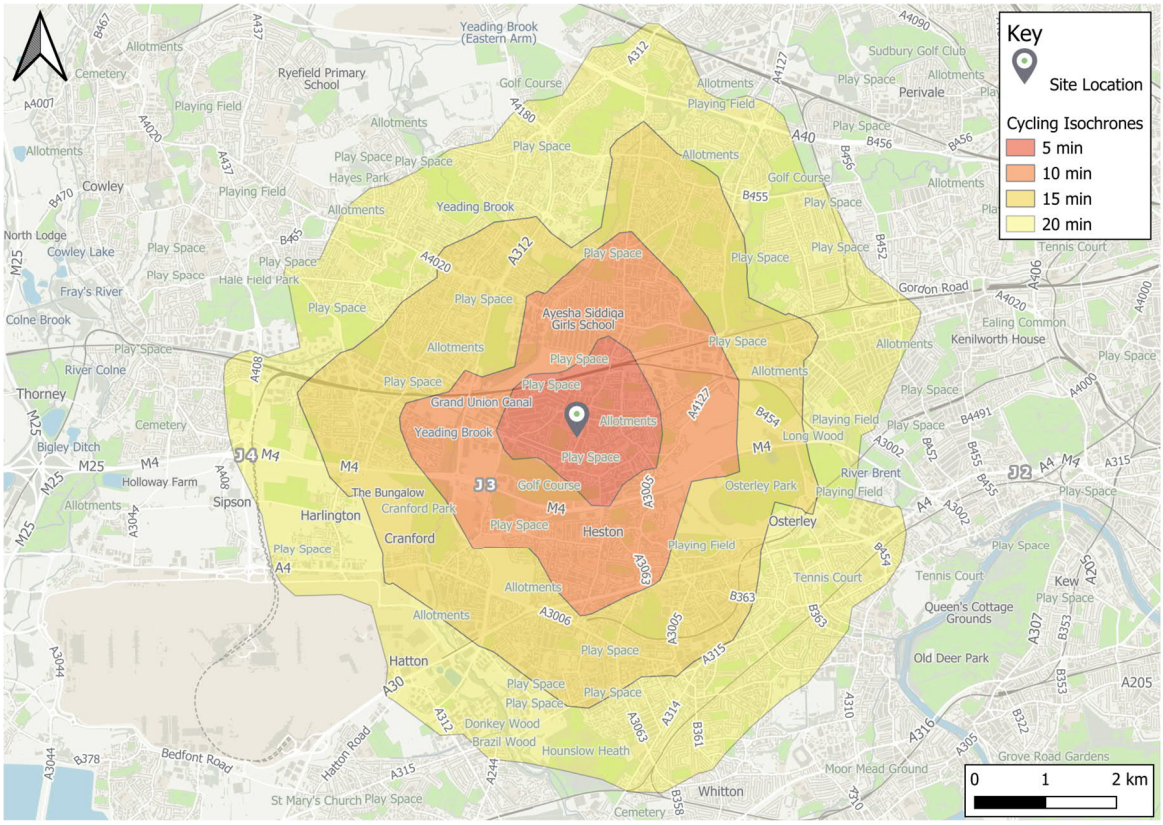


4.5.6 To the north of the site on Regina Road, there are two Sheffield stands providing four short-term cycle stands. These were observed to be unused during the site visit.

4.5.7 A cycle parking hub is located within a two minute walk of Southall Station and provides 70 secure and covered spaces.

4.5.8 Cycling Isochrones from the centre of the site are shown in Figure 4-8. Cycling isochrones provide an illustration of what can be reached within a 20-minute cycle of the site in five-minute intervals.

Figure 4-8: Cycling Isochrones

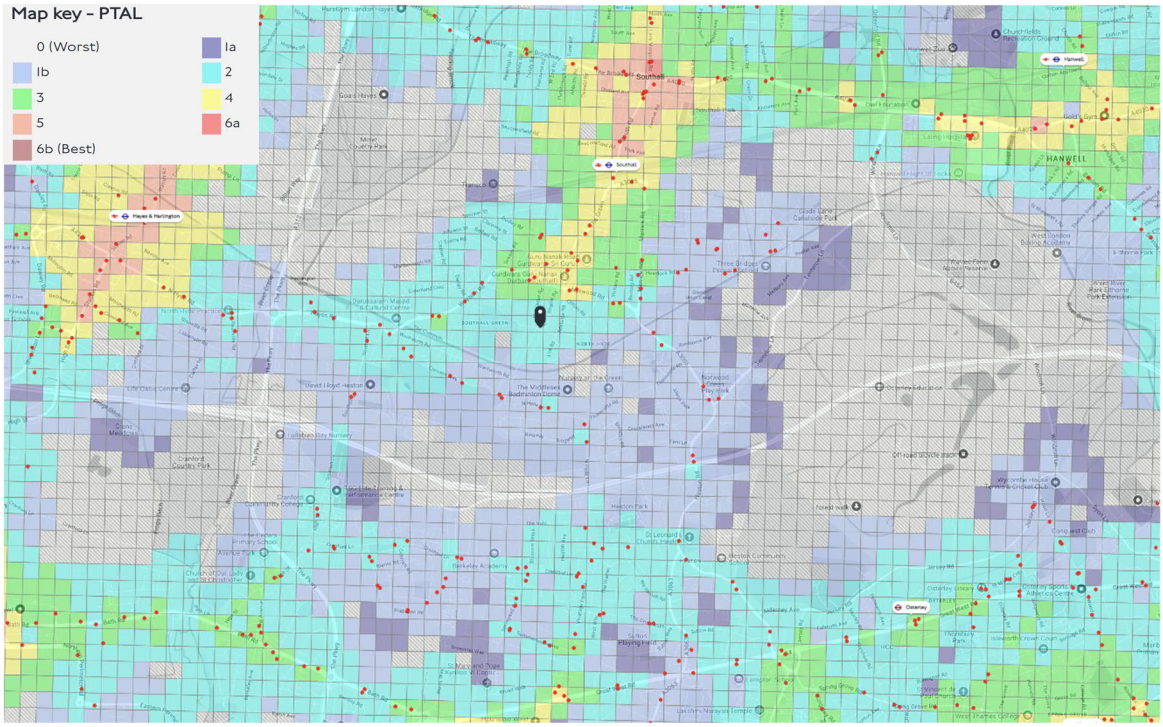


4.6 PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

4.6.1 Public Transport Accessibility Level is used to assess a site's connectivity to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.

4.6.2 As shown in Figure 4-9, TfL's online WebCAT planning tool shows that the Site's PTAL score is 2 (poor). This reflects that the site has a poor standard of access to public transport. The low PTAL score reflects the distance to reach the local transport nodes and the limited bus routes serving the local bus stops.

Figure 4-9: PTAL Map



4.6.3 The closest bus stop is located 400 meters (6-minute walk or 2-minute cycle) to the north of the site on Montague Ways. This stop provides five bus services, which are listed in Figure 4-10. The bus stops are sheltered and provide benches for people to sit and wait, with onward travel information also provided.

Figure 4-10: Bus services from Montague Waye Bus Stop

SERVICE	ROUTE	WEEKDAY		WEEKEND
		Peak Frequency	Hours of Operation	Hours of Operation
105	Greenford - Heathrow Airport	4 per hour	00:22 - 00:07	00:22 - 00:07
195	Brentford - Hillingdon Heath	4 per hour	05:26 - 00:35	05:23 - 00:35
482	Southall - Heathrow Airport Terminal 5	3 per hour	03:26 - 00:05	03:26 - 00:05
E5	Norwood Green - Perivale	5 per hour	05:23 - 00:33	05:23 - 00:33
H32	Southall - Hounslow	10 per hour	04:34 - 01:14	Sat: 04:54 - 01:14

4.6.4 Southall Station is located 1.1km north of the site (16-minute walk or 6-minute cycle) and is operated by the Elizabeth Line.

4.6.5 The station provides services to Abbey Wood, London Liverpool Street, London Paddington and Heathrow. There are services departing every 3 to 10 minutes.

4.7 HIGHWAY CONTEXT

4.7.1 The section of Recreation Road in the vicinity of the site is within Controlled Parking Zone (CPZ) LL with parking restrictions in place. Restrictions allow only permit holders to park from Monday to Saturday between 8:30 am and 6:00 pm and Sunday between 2:00 pm and 6:00 pm.

4.7.2 On the opposite side of the road, visitors can get 30 minutes free but with no return for 1 hour within the same time frames stated previously.

4.7.3 Regina Road is a one-way road running northbound, connecting the site to the centre of Southall. It also is within CPZ (LL) with the same restrictions as on Recreation Road.

4.7.4 Montague Road is a two-way road with speed bumps along the road, running parallel to Regina Road is also within the same CPZ.

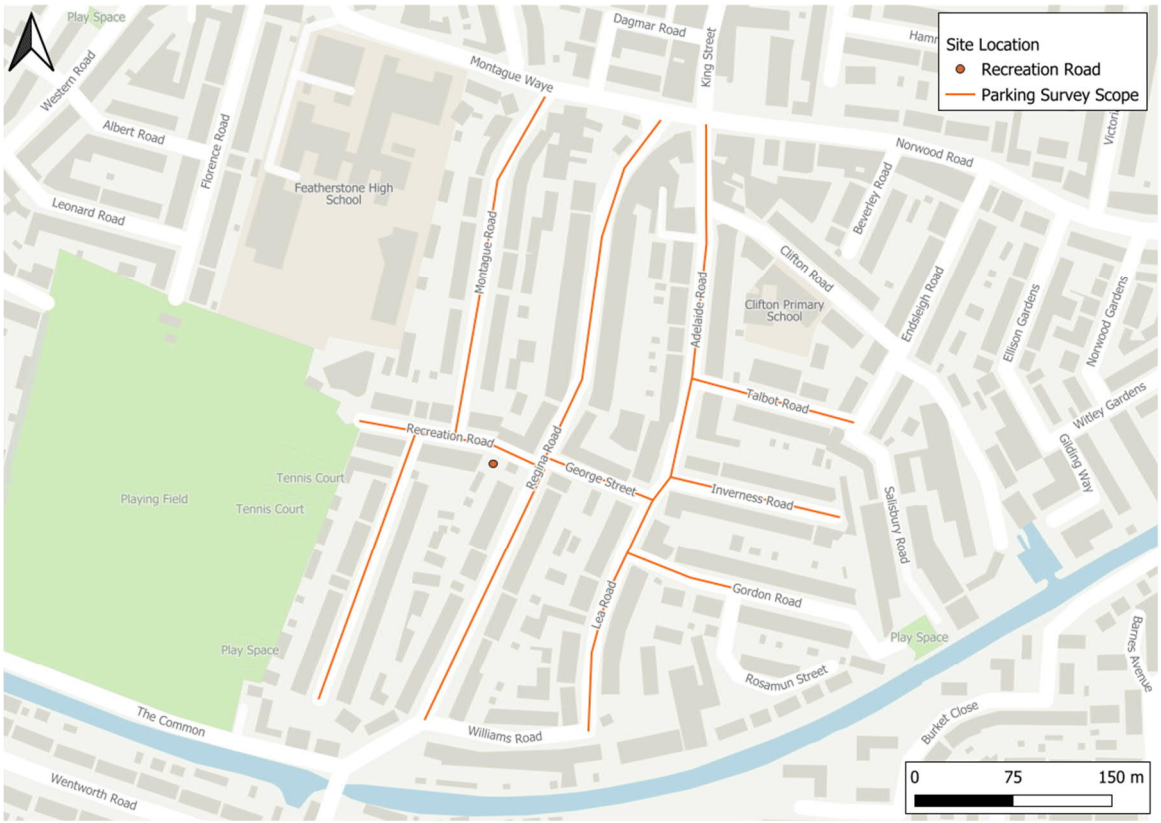
4.7.5 The majority of the roads in the surrounding area, including Recreation Road, Regina Road and Montague Ways are all subject to a 20mph speed limit.

4.8 PARKING SURVEYS

4.8.1 Parking beat surveys were undertaken on the 14th and 15th of January 2025 to understand the existing parking occupancy of the highway network. The scope of the parking beat survey is shown in Figure 4-11, with the full survey attached in APPENDIX A. The extent of the parking beat survey 200m from the site, which includes the following roads:

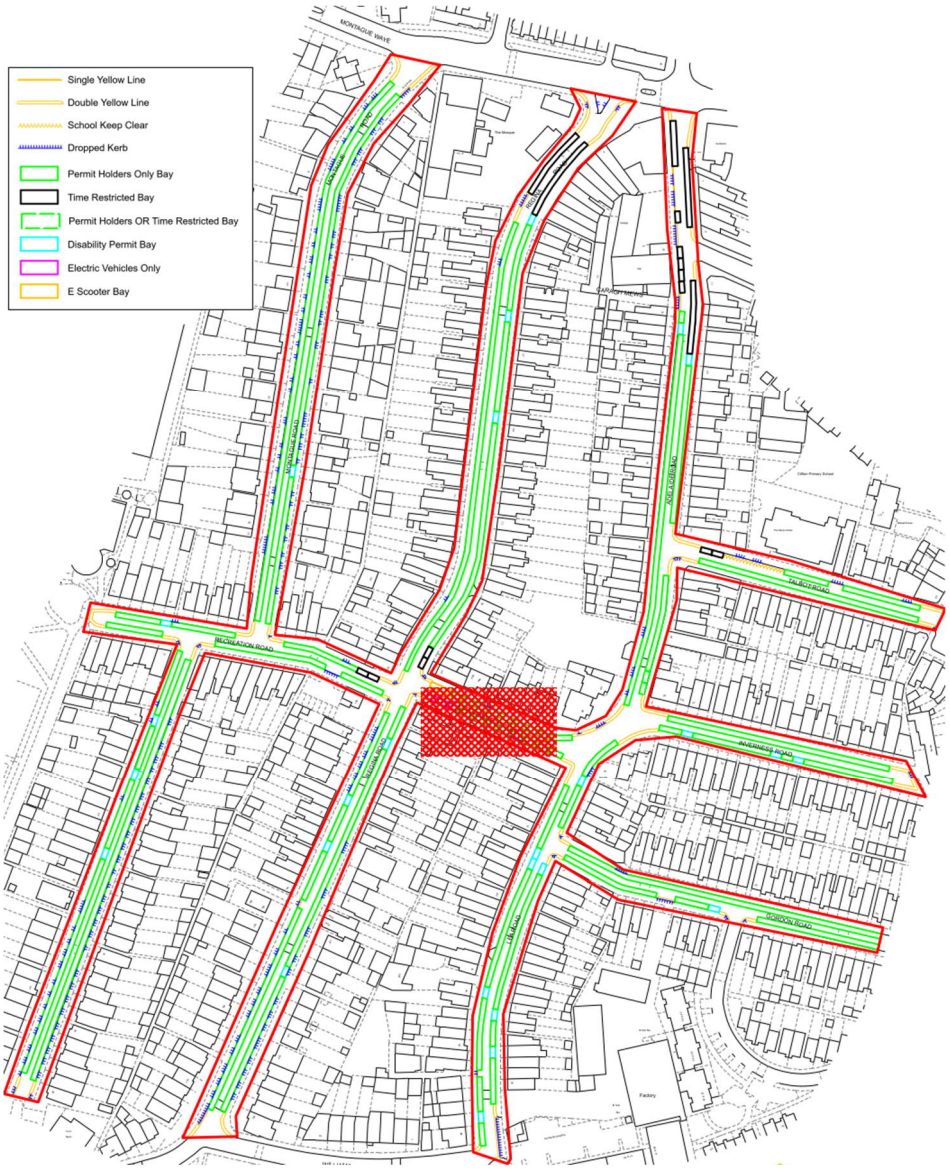
- Recreation Road
- Stratford Road
- Montague Road
- Regina Road
- Lea Road
- Adelaide Road
- Talbot Road
- Inverness Road
- Gordon Road

Figure 4-11: Parking Beat Survey Extent



4.8.2 The inventory of all road markings is shown in Figure 4-12.

Figure 4-12: Recorded Street Inventory



4.8.3 Table 4-1 provides a summary of the results of the parking beat survey.

Table 4-1: Summary of parking stress

TIME PERIOD	CAPACITY	EXISTING DEMAND (NO.)	EXISTING DEMAND (%)	RESIDUAL CAPACITY (NO.)	RESIDUAL CAPACITY (%)
Tuesday 14th January (01:00)	657	456	69%	201	31%
Wednesday 17th June (01:00)		471	72%	186	28%

4.8.4 Table 4-1 shows that the roads in proximity to the site have the capacity to accommodate parking for 657 vehicles. The existing demand was recorded to be 71%, which equates to 29% (190) residual capacity.

4.8.5 The parking beat survey shows that there is residual capacity to accommodate additional parking demand on the surrounding streets.

4.8.6 The site has on-site car parking spaces for eight garages on site and there were two cars parked on site. Should the site be redeveloped, the car parking will no longer be available. This parking demand will be expected to be accommodated on-street. This is likely to increase existing demand for on-street parking to 73%. The residual parking capacity will equate to 27%, or 176 on-street parking spaces available in the area.

4.8.7 At this stage, it is not known if the future development will seek to accommodate parking on-site for future residents, as such the worst-case scenario will be that future residents will seek to park on-street, and the above analysis shows that residual parking capacity exists and could accommodate future demand generated by residents.

4.9 PERSONAL INJURY ACCIDENT DATA

4.9.1 A review of Personal Injury Accident (PIA) data for the most recent three-year period (2021-2023) has been undertaken. Accidents have been reviewed within a 500-metre radius of the site.

4.9.2 The data has been obtained from the Department for Transport (DfT). As shown in Figure 4-13, eight serious collisions and 34 slight collisions occurred within the three-year period. No fatal collisions were recorded.

Figure 4-13: Killed or Seriously Injured Map

4.9.3 Table 4-2 shows the recorded collision by year and severity.

Table 4-2: Local Collision Summary

SEVERITY	2021	2022	2023	TOTAL
Fatal	0	0	0	0
Serious	3	2	3	8
Slight	10	12	12	34
Total	13	14	15	42

4.9.4 There was a total of eight serious collisions within the recorded three-year period. A total of five vulnerable road users sustained serious injuries. The majority of collisions occurred on Western Road and Norwood Road.

4.9.5 There were no clusters of serious accidents and no accidents recorded on Recreation Road.

5 DESIGN REQUIREMENTS

5.1 KEY FINDINGS

5.1.1 The transport due diligence report reviews the feasibility of the site for residential development to provide a maximum of 10 homes (Use Class C3).

5.1.2 Based on the above assessment, it can be concluded that the site is suitable to be developed as a residential scheme in transport terms due to the following:

- The site can be accessed from Recreation Road, which is a residential street with a 20mph speed limit.
- Public transport is available and provides connection to various destinations.
- Pedestrian infrastructure exists and includes footways and paths through parks.
- There are cycle routes in the proximity of the site, these are likely to be developed further in the future.
- Census data shows that 37% of residents living in the area travel by non-car mode.
- The parking beat survey showed that residual parking capacity exists in the surrounding streets.

5.1.3 Should the site be considered for residential development, the following design aspects need to be considered.

5.2 SITE ACCESS

5.2.1 The site has vehicular access in the form of a footway dropped kerb. The condition of the site access is moderate and it is expected that the access design will be re-designed as part of the proposal.

5.2.2 The proposal should seek to upgrade the site access to a footway crossover, that prioritises pedestrian movements along the footway.

5.2.3 The location of the crossing could be maintained as per the existing arrangement, but it can also be proposed at different locations along the site frontage that may align better with the architect's design of the residential building.

5.2.4 Recreation Road is subject to a 20mph speed limit, therefore 25m visibility spays will need to be met.

5.2.5 The accessibility of the site access will be assessed through the production of the swept path analysis drawing. Stage 1 Road Safety Audit may also be required.

5.2.6 It is expected that that the site access will be infrequently used during the day, as such it is expected that it will also be used by cyclists to access the bike storage.

5.2.7 Segregated pedestrian access should be provided. This can be proposed along the vehicular access road, or segregated at different locations directly from the footway on Recreation Road.

5.3 ACCESS FOR REFUSE AND SERVICING

5.3.1 The Ealing Council Parking and Loading Plan 2019 states that "… all loading should be contained within the site of a new development rather than to be placed on the existing road network. This is to avoid loading becoming a barrier to active travel (e.g. blocking current or future cycle lanes) or being a traffic management issue for the council to control or enforce."

5.3.2 To comply with the above policy, refuse collection, deliveries and servicing should be sought to be accommodated on-site. It will not be acceptable for refuse vehicles or other delivery vehicles to reverse into the site or onto a public highway. As such provision for a turning head should be sought to be provided on site. Any departure from this will need pre-planning discussions and agreements with LBE.

5.4 CYCLE PARKING

5.4.1 To encourage cycling any proposed development will have to provide cycle parking facilities to the London Plan standards as outlined Table 5-1 and space consideration should be made from the offset to provide cycle storage which is designed in accordance with the London Cycle Design Guide (LCDS)

Table 5-1: Cycle Parking Requirements

LAND USE	CYCLE PARKING STANDARDS	
	LONG STAY	SHORT STAY
C3 residential dwellings	• 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	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

5.4.2 Residential development with a maximum of 10 homes will be required to provide between 10 and 20 long-stay cycle spaces, depending on the tenue mix, and two short-stay cycle spaces.

5.4.3 Long-stay cycle parking should be secure and sheltered. Some external stores are acceptable provided it meet this requirement and is convenient for cyclists.

5.4.4 The following split for long-stay residential cycle parking should be met:

- 80% of cycle parking can be two-tier
- 20% should be accessible cycle parking, for people with non-standard bicycles and those that struggle to use two-tier systems. Of these, the following is suggested:
  - 75% as Sheffield stands
  - 25% as Sheffield stands with increased space (for cargo bikes, hand cranked bikes, trailers, buggies, tandems, tricycles which can be up to 2.5m long and need additional space)

5.4.5 The accessible cycle parking spaces should be located conveniently to the building entrances.

5.5 CAR PARKING

5.5.1 With regards to car parking, Policy T6 'Car Parking' of the London Plan (2021) states that:

B. "Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')."

5.5.2 In addition, Policy T6.1 'Residential Parking' asserts that new residential development should not exceed the maximum parking standards as set out in Table 10.3 of the London Plan, the site's PTAL is 1a and an extract of which is provided in Table 5-2.

Table 5-2: Extract of Table 10.3 of the London Plan (Maximum Residential Parking Standards)

LOCATION	NUMBER OF BEDS	MAXIMUM PARKING PROVISION
Outer London PTAL 0-1	All	Up to 0.75 spaces per dwelling

5.5.3 Policy T6.1 also states that disabled persons parking should be provided for new residential development. Residential developments delivering ten or more units must, as a minimum:

1) "Ensure that for three percent of dwellings, at least one designated disabled persons parking bay per dwellings is available from the outset."

5.5.4 A residential development with a maximum of 10 homes could provide a maximum of seven car parking spaces on this site, with one parking space designed as a disabled parking space.

5.5.5 Following the review of the site, surrounding road network, public transport service, review of Census data on the travel patterns of residents living in the area, and an assessment of on-stret parking stress in the area; it can be concluded that the development may also operate as car-little or car-free development, with the exception of one disabled parking space provided on site. This approach will need to be agreed with LBE Highways during the pre-application stage.

5.6 WASTE REQUIREMENTS

5.6.1 The Enfield Household Recycling and Waste Planning Guidance for New Development, dated February 2024, refers to a 10m drag distance for refuse collection, which must be met.

5.6.2 The ideal arrangement would be to collect bins on site, and this may be feasible to address if a loading space is provided on-site, which could also be utilised for refuse collection.

5.6.3 Otherwise, on-street collection should also be feasible for this site, on the basis that the scale of the development is small and the collection process will take a short time. Recreation Road is already used to collect bins from residential properties, and it may be the most practical approach to follow the existing refuse collection strategy for future development at this site.

5.7 EMERGENCY ACCESS

5.7.1 The manual for Street states the following:

- "there should be a minimum carriageway width of 3.7 m between kerbs;
- there should be vehicle access for a pump appliance within 45 m of single family houses;
- there should be vehicle access for a pump appliance within 45 m of every dwelling entrance for flats/maisonettes;

- a vehicle access route may be a road or other route; and
- fire service vehicles should not have to reverse more than 20 m."

5.7.2 London Fire Brigade's Fire Safety Guidance Note: Access for Fire Appliances GN29 states that "Turning facilities should be provided in any dead-end access route that is more than 20m long This can be a hammerhead or turning circle [...]"

5.7.3 It is assumed that each dwelling provided on site will be within 45m reach from Tentelow Lane. As such, there will be no need to accommodate fire engines within the site.

6 REQUIREMENTS FOR PLANNING

6.1 TRANSPORT DOCUMENTS

6.1.1 A residential development that seeks to provide 10 homes is below the threshold value of 100 units to produce a Transport Assessment. However, as the proposal is expected to have an impact on parking, partially due to the closure of the existing car park site, a Transport Statement (TS) is likely to be required for planning submission.

6.1.2 It is expected that the Trasport Statement will include a section for Travel Planning, and a full Travel Plan will not be required.

6.1.3 A transport scoping note should be produced to discuss the proposal with LBE Highways. The discussion with LBE Highways should seek to agree the following:

- Car parking provision on site;
- Parking beat survey results;
- Impact on on-street parking;
- Site access design;
- Requirements for Stage 1 Road Safety Audit;
- Servicing strategy and whether a loading must be provided on-site;
- Acceptance of on-street refuse collection;

6.1.4 Due to the small scale of the development, a Car Park Design and Management Plan, Delivery and Servicing Plan are not expected to be required.

6.1.5 Due to the constrained site, and potential need for construction loading/unloading using public highway land (road and /or footway), an outline Construction Logistic Plna may need to be required.

6.2 MANAGEMENT STRATEGY

6.2.1 A residential development at this site is expected to be supported with the following mitigation measures:

- Improved site access;
- Upgrade to footway fronting the development;
- Reduced car parking provision on-site that is below the maximum car parking standards set up in the London Plan, and
- Cycle Parking on site in line with London Plan and LCDS.

6.3 PLANNING APPLICATION

6.3.1 The following documents are expected to be required for the submission of the planning application:

- Transport Statement;
- Swept Path Analysis Drawings justifying site accessibility for refuse vehicles (if collection is proposed on-site), delivery vehicles, fire engine and access to the car parking spaces;

- Outlined Construction Logistic Plan;
- General Arrangement Drawing for the site access design, including visibility splay assessment, and
- Stage 1 Road Safety Audit of the site access.

APPENDIX A

PARKING BEAT SURVEY

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	41794 Recreation Road, Southall
Site Number/Name:	Recreation Road
Client:	Velocity
Date:	14th & 15th January 2025

Description of column headers

Total Length of Available Kerb Space	Measured length (in metres) of kerb space excluding sides of the road which are too narrow for two cars to pass
Length of Junctions	Measurement of 5m on either side of road at a junction
Length of Bus stops/other	Measured length (in metres) of other restrictions which preclude parking
Length (m)	Measured length (in metres) of total parking per restriction, rounded to the nearest 5m
Calculated Spaces	Calculation of number of available spaces based on 5m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

41974 Recreation Road, Southall, UB2 5PW
Street Inventory
Tuesday 14th January 2025

- Single Yellow Line
- Double Yellow Line
- School Keep Clear
- Dropped Kerb
- Permit Holders Only Bay
- Time Restricted Bay
- Permit Holders OR Time Restricted Bay
- Disability Permit Bay
- Electric Vehicles Only
- E Scooter Bay

MONTAGUE WAYE
MONTAGUE ROAD
REGINA ROAD
CARAGH MEWS
ADELAIDE ROAD
RECREATION ROAD
TALBOT ROAD
INVERNESS ROAD
GORDON ROAD
LEA ROAD
WILLIAMS ROAD
The Mosque
Clifton Primary School
Factory

ADVANCED TRANSPORT RESEARCH

41974 Recreation Road, Southall, UB2 5PW
Parking Beat
0100
Tuesday 14th January 2025

- Single Yellow Line
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ADVANCED TRANSPORT RESEARCH

41974 Recreation Road, Southall, UB2 5PW
Parking Beat
0100
Wednesday 15th January 2025

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ADVANCED TRANSPORT RESEARCH

Advanced Transport Research		Job Number & Name:	41794 Recreation Road, Southall
Recreation Road		Client:	Velocity
Parking Demand		Date:	14th & 15th January 2025

0100 Tuesday 14th January 2025

				Permit Holders Only				Permit Holder OR Time Restricted Bsy				Time Restricted Bay				Disability Permit Bay				Electric Bay				Single Yellow Line				Double Yellow Line			
Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
Montgue Road	536	20	5	486	97	30	31%									5	1	0	0%									20	4	0	0%
Regina Road	984	40	27	703	140	110	79%					80	16	10	63%	35	7	5	71%									99	19	0	0%
Adelaide Road	539	45	27	292	58	43	74%	10	2	2	100%	110	22	15	68%	10	2	1	50%					20	4	0	0%	25	5	1	20%
Talbot Road	245	20	39	150	30	25	83%					10	2	1	50%									6	1	0	0%	20	4	0	0%
Inverness Road	257	10	3	180	36	29	81%									15	3	2	67%									49	9	0	0%
Gordon Road	296	10	10	254	50	49	98%									5	1	1	100%									17	3	0	0%
Lea Road	366	15	21	280	56	50	89%									40	8	7	88%									10	2	0	0%
George Street	150	20	15	95	10	7	70%																					5	1	0	0%
Stratford Road	427	10	10	380	76	38	50%									15	3	3	100%									12	2	0	0%
Recreation Road	272	30	11	173	34	26	76%					10	2	0	0%	5	1	0	0%									43	8	1	13%
Total per Beat by restriction					587	407	69%		2	2	100%		42	26	62%		26	19	73%		0	0	0%		5	0	0%		57	2	4%
Total per Beat					657	456	69%																								

0100 Wednesday 15th January 2025

				Permit Holders Only				Permit Holder OR Time Restricted Bsy				Time Restricted Bay				Disability Permit Bay				Electric Bay				Single Yellow Line				Double Yellow Line			
Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
Montgue Road	536	20	5	486	97	34	35%									5	1	0	0%									20	4	0	0%
Regina Road	984	40	27	703	140	103	74%					80	16	13	81%	35	7	7	100%									99	19	0	0%
Adelaide Road	539	45	27	292	58	47	81%	10	2	1	50%	110	22	16	73%	10	2	2	100%					20	4	0	0%	25	5	0	0%
Talbot Road	245	20	39	150	30	30	100%					10	2	2	100%									6	1	0	0%	20	4	2	50%
Inverness Road	257	10	3	180	36	36	100%									15	3	3	100%									49	9	0	0%
Gordon Road	296	10	10	254	50	42	84%									5	1	1	100%									17	3	0	0%
Lea Road	366	15	21	280	56	47	84%									40	8	8	100%									10	2	0	0%
George Street	150	20	15	95	10	9	90%																					5	1	0	0%
Stratford Road	427	10	10	380	76	35	46%									15	3	2	67%									12	2	0	0%
Recreation Road	272	30	11	173	34	28	82%					10	2	2	100%	5	1	1	100%									43	8	0	0%
Total per Beat by restriction					587	411	70%		2	1	50%		42	33	79%		26	24	92%		0	0	0%		5	0	0%		57	2	4%
Total per Beat					657	471	72%																								