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**PROPOSED MIXED RESIDENTIAL AND COMMERCIAL
DEVELOPMENT
219-223 COLDHARBOUR LANE, LONDON SW9
(Revised scheme March 2020)**

TRANSPORT STATEMENT

BY

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**PROPOSED RESIDENTIAL AND COMMERCIAL
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(Revised Scheme March 2020)
TRANSPORT STATEMENT**

1 INTRODUCTION

- 1.1 This Statement addresses the transport impact of a revised development scheme for a proposed mixed residential and commercial development at nos 219-223 Coldharbour Lane London SW9. The site and surrounding area are shown in the plans at Figures 1, 2a and 2b of this report.
- 1.2 The most recent previous version of the scheme was refused planning permission on 16th March 2020 for several asserted reasons which included no fundamental transport impact reason.
- 1.3 This report should be read in conjunction with the revised scheme drawings prepared by the Architect, and with the Delivery and Servicing Management Plan, Construction Traffic Management Plan and other submitted documents.

2 SITE AND SURROUNDINGS

- 2.1 The site lies in the heart of Loughborough Junction local town centre on the south side of the A2217 Coldharbour Lane just east of its junction with the B222 Loughborough Road/ Hinton Road. Coldharbour Lane links the much larger town centres of Brixton and Camberwell, each about a mile away, while Loughborough Road and Hinton Road and their continuations under other names function as district distributor roads serving the predominantly residential hinterlands to the north and south respectively.
- 2.2 Loughborough Road and Hinton Road are both subject to 20 mph zone restrictions, and both have advisory cycle lanes - Loughborough Road in both directions, the narrower Hinton Road in the northbound direction only, with just indicative cycle logo carriageway markings in the southbound direction and no lane marked.
- 2.3 Loughborough Road was closed to all vehicles except buses and cycles for several months in 2015 as part of an unsuccessful environmental road closures experiment covering Loughborough Junction and the surrounding area. The closure was removed and the road returned to all-vehicle operation in November 2015, and it is understood no alternative plan has been formulated.
- 2.4 The section of Coldharbour Lane along which the site lies is subject to 'Any time double yellow line waiting restrictions, while Hinton Road is subject to weekday daytime waiting restrictions. There are no loading restrictions at any time on either road in this vicinity, even at the traffic signal junction where the two roads meet.

- 2.5 The site is currently occupied by a single storey industrial building alongside Hinton Road, currently occupied by a car garage/ car wash business, and an adjoining two storey commercial building fronting Coldharbour Lane and the corner of Hinton Road, containing a separate retail business.
- 2.6 A gated private service roadway forming part of the adjacent property at nos 215-217 Coldharbour Lane runs alongside the eastern boundary of nos 219-223, which has a right of way over this service roadway only for secondary means of escape on foot in the event of an emergency. The only other existing vehicle access into the site is a crossover and roller shutter doorway into the single storey building partway along the Hinton Road frontage.
- 2.7 The Loughborough junction area surrounding the site is a complex mix of mostly residential and industrial/ commercial land uses, which has continuously evolved in a piecemeal fashion from the early/mid 19thC to the present day, and is to some extent physically dominated by the overhead railway network which intersects it on mostly brick-arch viaducts and bridges.
- 2.8 The hinterland area to the east of the site is predominantly residential, mostly in the form of terraced houses of late 19th / early 20thC origin. Much of the area to the northwest was comprehensively redeveloped in the later 20thC as public housing estates with substantial private parking space accessed via private roads. The area to the southwest is again predominantly residential, being mostly a mix of larger older houses, some in multiple occupation, and purpose-built flats and tenement blocks.
- 2.9 The site is in a recently-introduced controlled parking zone (CPZ) operating Monday-Friday daytime, with resident permit or dual use (ticket/permit) bays.
- 2.10 The site is less than 5 minutes walk of local shop/cafe/restaurants and other services on Coldharbour Lane, and also within 2-3 minutes walk of bus stops on Coldharbour Lane and Loughborough Road served by several frequent London daytime and night bus routes giving convenient access to a wide range of destinations including several town centres and Underground and other railway stations, in addition to Loughborough Junction railway station just across the road served by Thameslink trains to numerous destinations including central London . This is reflected in the site's good PTAL rating of level 5.
- 2.11 The site is thus very accessible by public transport to/from a wide range of destinations including national rail and underground services, and the proposed flats may therefore be expected to attract occupants who will not need to own or use a car, and the non-residential units to attract workers, customers and other visitors who come by public transport or other non-car means.
- 2.12 Street lighting is generally of a high standard throughout the locality, using high pressure sodium or LED lanterns.

3 THE DEVELOPMENT

- 3.1 The development will consist of an upward and rearward extension of the existing 1/ 2-floor building to provide 8 nr flats (4 nr 1-bed 2-person, 2 nr 2-bed 3-person, 1 nr 2-bed 4-person and 1 nr 3-bed 5-person), additionally to the existing commercial floorspace which will be retained. The existing retail use will remain, while the existing single storey building at the rear of the site fronting Hinton Road will be converted to creative B1 units.
- 3.2 The flats will be accessed from Hinton Road, with an entrance lobby and secure covered parking/ storage for 20 nr cycles. An additional 15 nr cycle parking stands primarily for visitors will be provided on the public footway adjacent to the building as required by the Council.
- 3.3 Separate secure refuse/ recycling bin stores for the residential and commercial parts of the development will be provided within the building envelope at the Hinton Road frontage.
- 3.4 There will be no on-site car parking provision or servicing and no motor vehicle access to the development. The existing access and crossover on Hinton Road will become redundant as a vehicle access, but will be retained to facilitate movement of refuse/recycling bins from the adjacent bin stores and for wheelchair access to the adjacent entrances to the flats and the commercial/ creative units.

4 TRANSPORT IMPACT ISSUES

Parking Stress

- 4.1 The Council require an on-street parking stress survey in accordance with the Council's standard methodology. Section 5 and Appendix A outline the survey carried out and findings.
- 4.2 The parking survey confirms that on-street parking pressure in the surrounding area would remain at acceptable levels after implementation of the proposed development on this site even if all households in the development were car owning, and even if all the 2- and 3-bed households had two cars each. Even in that unlikely eventuality, parking stress in CPZ bays close to the development would still be below 85%, which would be an acceptable stress level.

Blue Badge Parking

- 4.3 Provision of Blue Badge parking on-site is considered impractical. The developer therefore proposes to fund the provision of two public Blue Badge parking spaces on-street, subject to agreement with the Council.
- 4.4 The most suitable location for these spaces would be on the east side of Hinton Road approximately half way along the site frontage, where they would be conveniently located close to the flats', office and commercial/ creative units entrances and the adjacent dropped kerb, while being far

enough away from the Coldharbour Lane junction to minimise any impact on traffic flow.

Car Clubs

- 4.5 The only existing Car Club parking space in this locality is in Kemerton Road east of Camerton Road, and is served by Zipcar. This location is rather beyond convenient walk distance from this site.
- 4.6 The other principal car club covering London, Enterprise (formerly City Car) has no Car Club parking spaces nearer than Brixton town centre.
- 4.7 The developer therefore proposes to fund a Car Club parking space, in a location to be agreed with the Council within a few minutes walk of this development. This will benefit the local community by remedying the clear current deficiency in provision, as well as providing for the likely needs of the proposed residential development.
- 4.8 The developer will also provide free car club membership for all adult residents in the flats for 3 years from their first occupancy

Cycle parking

- 4.9 As stated in paragraph 3.2 secure parking/ storage for 20 nr cycles will be provided for the flats, in accordance with the Council's and London Plan standards. We agree with the Council's concern that cycle parking provision should be of the highest quality to encourage cycle ownership and use by occupants of the development.

Deliveries, Servicing and Refuse Collection

- 4.10 As stated above all deliveries, refuse/ recycling collection and other vehicular servicing will be from Hinton Road.
- 4.11 A Delivery and Servicing Management Plan has therefore been prepared to control the timing of and place for large vehicle deliveries and servicing, and will form part of the lease or rental contract for all persons and organisations occupying any part of the development.
- 4.12 The Hinton Road bin store will directly adjoin the highway and will not require any special arrangements for collection days.

5 PARKING SURVEY

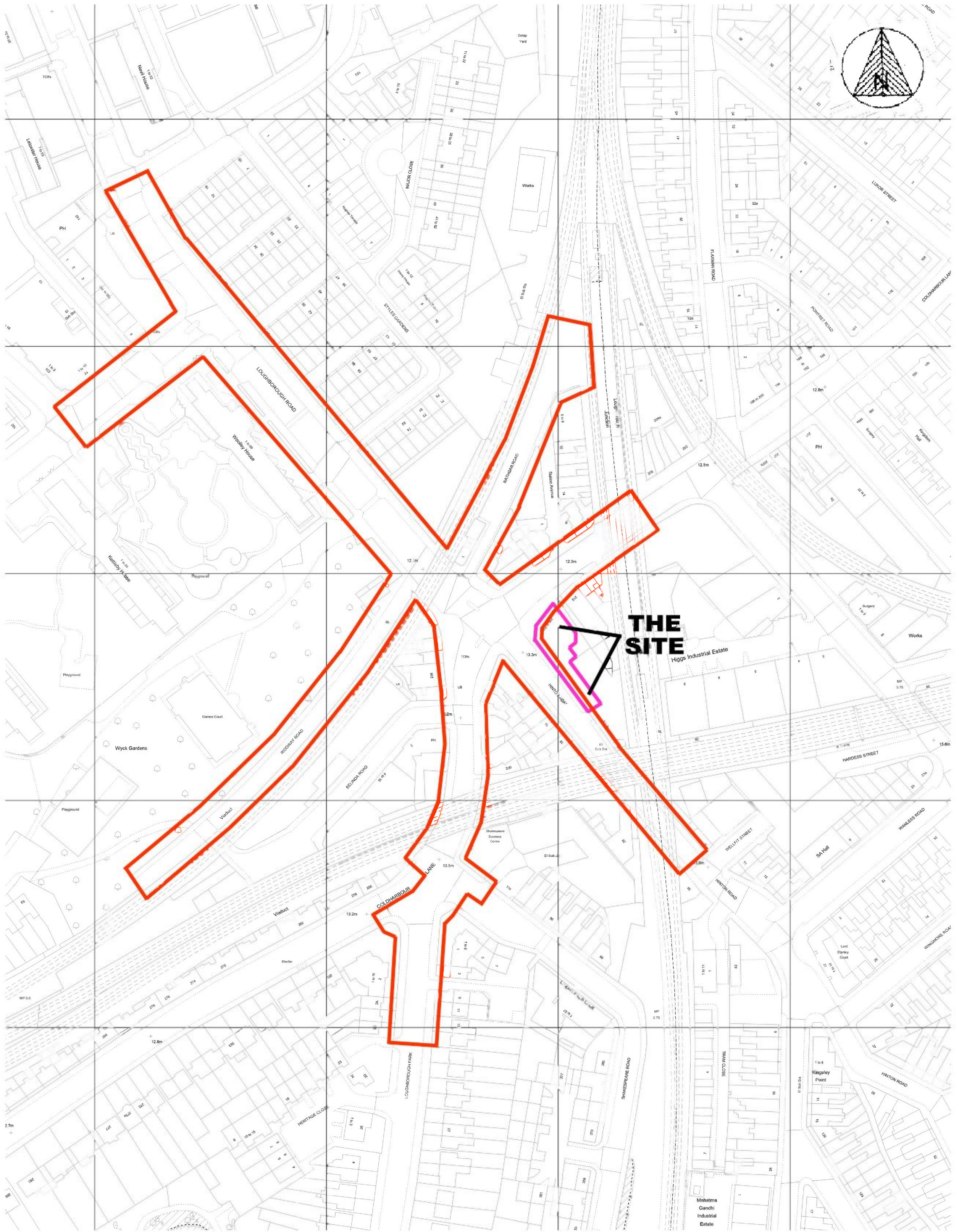
- 5.1 A survey of night-time parking in the locality was carried out to Lambeth Council standard methodology between the hours of 1.30am and 2am on Wednesday 26th and Thursday 27th June 2019, in support of the previous application scheme, and at less than a year old, and with no significant changes in the survey area, is still valid for the current scheme.

- 5.2 The core study area, was defined as Coldharbour Lane (between nos 256/258 and the east side of the Loughborough Junction station railway bridge), Loughborough Road (south of Barrington Road), Barrington Road (east of Angell Road), Ridgway Road, Rathgar Road, Hinton Road (north of Wellfit Street) and Loughborough Park (north of Heritage Close).
- 5.3 All this area is within 200-200 metres walk of the site and was considered to be the area in which residents in the vicinity of the site would reasonably seek to park on-street.
- 5.4 Private roads, including some housing estate roadways which allow non-resident parking for certain daytime periods, were excluded from the survey, as was Belinda Road, which although apparently public highway and containing a long public parking bay is a gated road which is closed throughout Monday-Friday daytimes, on Saturday morning and all day Sunday.
- 5.5 The results of the night-time parking survey, with analysis updated to reflect the current revised development schcme, are tabulated at Appendix A of this report for those roads in the study area where on-street parking was observed.
- 5.6 The results confirm that:-
- Parking pressure is moderate at night in CPZ bays and unrestricted roads where any residents in this proposed development who did choose to own cars (notwithstanding its intended car-free status) would be able to park their cars, and
 - Even in the highly unlikely event of all occupying households in the development having at two cars each, on-street parking pressure would still be less than 80%, ie well below the generally accepted 90% stress level.
- 5.7 Visual inspection during weekday mid morning and mid afternoon periods confirmed that there is generally some vacant parking space in CPZ bays close to the site.

6 CONCLUSIONS

- 6.1 The proposed development would be located very close to local shops and other services and with good public transport access. This would minimise the need and hence the desire of residents to own and use cars, and of workers at and visitors to the development to come by car.
- 6.2 It is proposed to fund the provision of Blue Badge Holder and Car Club parking spaces on-street, and car club membership for residents, to cater for the essential car travel needs of residents and others accessing the development.

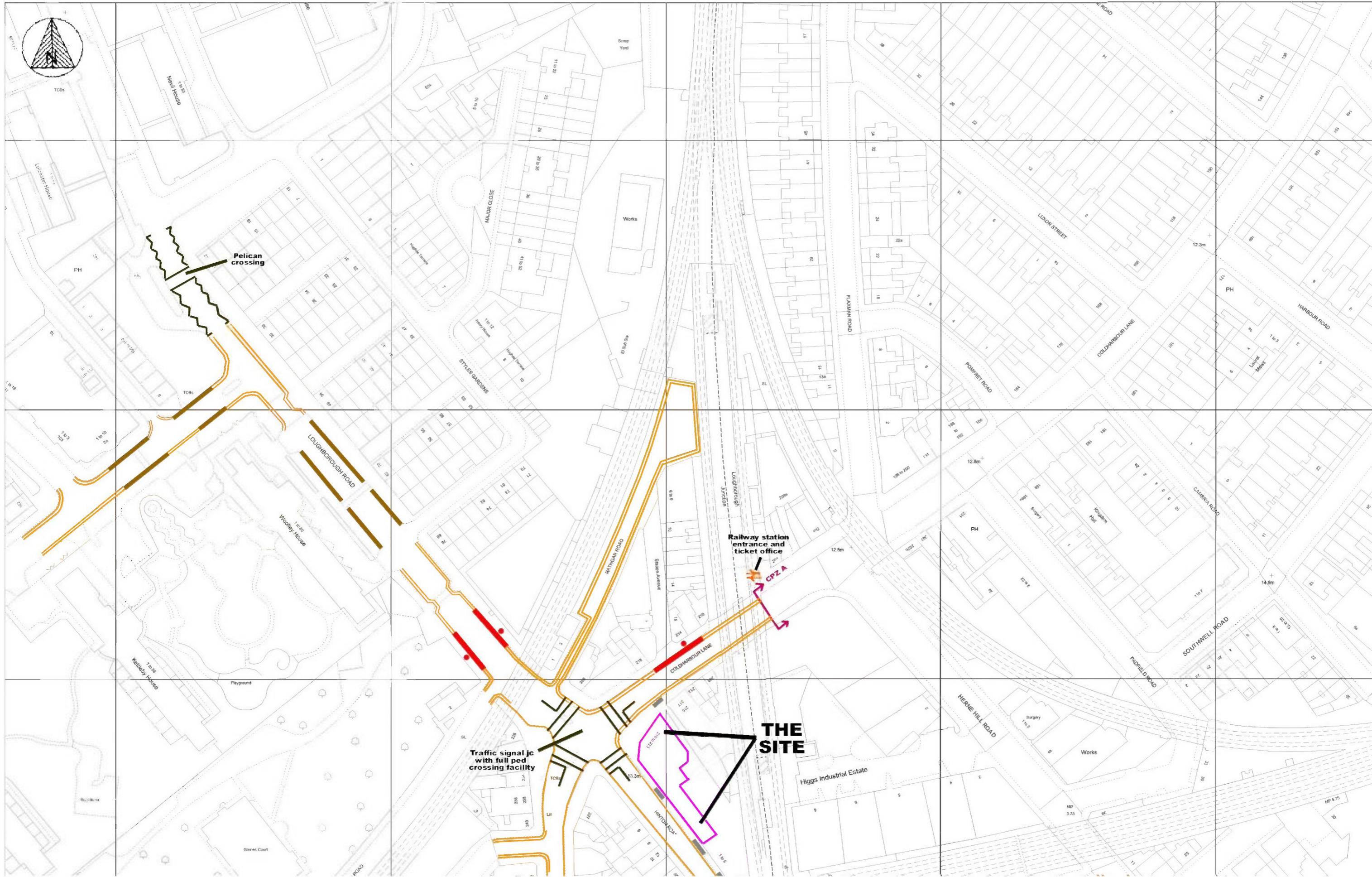
- 6.3 High quality secure cycle storage/parking facilities will be provided for all components of the development, in full accordance with the Council's and London Plan standards.
- 6.4 A Delivery and Servicing Management Plan designed to minimise the impact on traffic conditions on the highway has been prepared and will be continuously operated as part of the lease/ rental contract for all occupying people and organisations in the development.
- 6.5 The parking survey has demonstrated that there is substantial vacant kerbside parking space available in the vicinity of the site even when residential parking is at its heaviest overnight, which would cater for any conceivable level of car ownership by residents of this development without causing problems for others in the area.
- 6.6 It is concluded that the proposed development would not unacceptably impair parking conditions on street even if all the occupying households were car owning (which we consider unlikely), and would not unacceptably impair highway traffic conditions in other respects.
- 6.7 There is therefore no transport reason why the development should not be permitted.



Parking Survey Keyplan

 Area included in parking survey

FIGURE 1

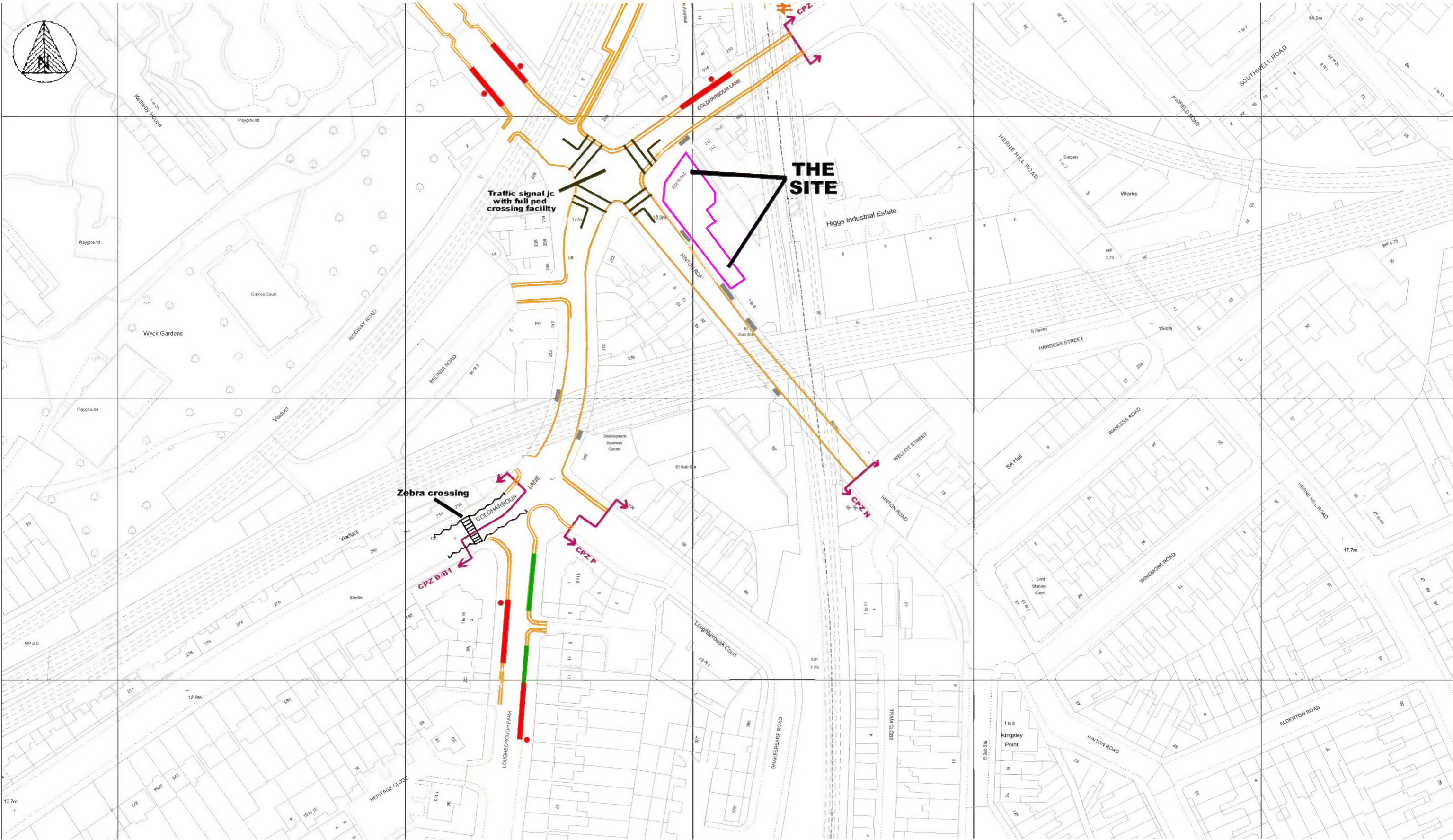


For key to symbols see Figure 2b

Site and Surroundings (north)

Scale 1:1250 @ A3

FIGURE 2a



Key:-

- No waiting weekday daytime or CPZ hours
- No waiting any time
- Permit parking bay
- Dual use permit/ 4 hr max pay parking bay
- Footway crossover
- Bus stop cage and clearway
- Bus stop

Site and Surroundings (south)

Scale 1:1250 @ A3

FIGURE 2b

APPENDIX A

Parking Survey Results and Analysis

PROPOSED DEVELOPMENT

219-223 COLDHARBOUR LANE, LONDON SW9

(New scheme 2020)

Parking Survey Results

Parking occupancy June 2019:-

Street section:-	Unrestricted and CPZ bay kerbside supply (metres)	Thursday/ Friday night		Tuesday/ Wednesday night		Average (arith mean) both nights
		Number of vehicles at unrestricted kerbside or in CPZ bays	Parking Stress at unrestricted kerbside or in CPZ bays (%)	Number of vehicles at unrestricted kerbside or in CPZ bays	Parking Stress at unrestricted kerbside or in CPZ bays (%)	Parking Stress at unrestricted kerbside or in CPZ bays (%)
Loughborough Road	95	12	63	10	53	58
Barrington Road	85	7	41	9	53	47
Ridgway Road	170	23	68	24	71	69
Loughborough Park	40	3	38	3	38	38
TOTAL	390	45	58	46	59	58

Parking occupancy and parking stress in CPZ bays if all households in proposed development had one car each:-

	Unrestricted and CPZ bay kerbside supply (metres)	Thursday/ Friday night		Tuesday/ Wednesday night		Average (arith mean) both nights
		Number of vehicles at unrestricted kerbside or in CPZ bays	Parking Stress at unrestricted kerbside or in CPZ bays (%)	Number of vehicles at unrestricted kerbside or in CPZ bays	Parking Stress at unrestricted kerbside or in CPZ bays (%)	Parking Stress at unrestricted kerbside or in CPZ bays (%)
TOTAL	390	53	68	54	69	69

Parking occupancy and parking stress in CPZ bays if (improbably) all households in proposed development had 2 cars each:-

	Unrestricted and CPZ bay kerbside supply (metres)	Thursday/ Friday night		Tuesday/ Wednesday night		Average (arith mean) both nights
		Number of vehicles at unrestricted kerbside or in CPZ bays	Parking Stress at unrestricted kerbside or in CPZ bays (%)	Number of vehicles at unrestricted kerbside or in CPZ bays	Parking Stress at unrestricted kerbside or in CPZ bays (%)	Parking Stress at unrestricted kerbside or in CPZ bays (%)
TOTAL	390	61	78	62	79	79