

37 PARK LANE, HORNCHURCH

TRAVEL PLAN STATEMENT – MAY 2024

1. INTRODUCTION

- 1.1 COTTEE Transport Planning have been instructed by Mr Satwant and Mrs Sukhwinder Deol to prepare a Travel Plan Statement (TPS) to accompany a planning application for the change of use of **37 Park Lane, Hornchurch, RM11 1BD** from residential (Class Use C3) to a day nursery (Class Use E) and ground floor rear extension.
- 1.2 The developer is committed to encouraging a sustainable way of living and the TPS explains the measures which will assist in promoting sustainable travel choices to both staff and customers and in particular to promote walking and cycling.
- 1.3 Providing a choice of travel is an integral part of current transport policy. The TPS is the tool to promote sustainable travel choices and includes a monitoring and review process to assess the success of the initiatives which are introduced.
- 1.4 The TPS is a statement of commitment to promote sustainable travel at the site and will be updated as appropriate during build out of the development.
- 1.5 This TPS sets out the initiatives and measures the developer will introduce to ensure sustainable travel is promoted.

2. SITE LOCATION, TRANSPORT NETWORK AND DEVELOPMENT PROPOSALS

- 2.1 The site is located on the east side of Park Lane and the northern side of Clifton Road at the priority junction where the two roads meet. The northern site boundary is formed by a residential dwelling whilst the eastern boundary is formed by an access road serving the rear of properties 31, 33 and 35 Park Lane.
- 2.2 The site is centrally located within an area south-east of Romford town centre which predominantly consists of residential dwellings and is therefore well located for the needs of the business to encourage both staff and customers to travel by sustainable transport modes, specifically walking and cycling.

Road Network

- 2.3 Park Lane is north – south in orientation and forms a four-arm mini-roundabout junction at its northern end with Brentwood Road / Albert Road and a staggered signal-controlled junction with the A124 Hornchurch Road / Albany Road at its southern end. It is approximately 800m in length, subject to a 30mph speed limit, street-lit and has a predominantly residential frontage with some commercial frontages at the northern and southern ends.

- 2.4 Clifton Road is a residential street around 250m in length and subject to a 30mph speed limit. With the exception of the former Raphael Independent School it has residential frontages with footways and on-street parking on both sides of the road.
- 2.5 The wider strategic road network is accessed via the A124 Hornchurch Road to the south or the A1251 Thurloe Gardens to the north which provides access to Romford town centre and surrounding areas including the A12 around 2.5km to the north.

Parking

- 2.6 The site provides two spaces on-site, one from Park Lane at the front of the site and one from Clifton Road at the rear of the site. All on-site parking will be reserved for staff only and will not be used by parents / carers for drop-off and pick-up.
- 2.7 To encourage staff to use electric and ultra-low emission vehicles (Plug-in Hybrid Electric Vehicles – PHEV) it is proposed to install one Electric Vehicle Charging Point (EVCP) at the frontage of the site. The rear garage has power allowing the rear parking space to be upgraded with an EVCP in the future when required.
- 2.8 The site is within the London Borough of Havering Controlled Parking Zone (CPZ) Romford RO3 and parking restrictions apply on all public roads within 200m of the site including Park Lane and Clifton Road.
- 2.9 The CPZ restrictions are resident permit holders only Monday – Saturday 8.30am – 6.30pm. In addition the LBH website confirms that businesses can apply for 2 permits and some business visitor permits.
- 2.10 All roads surrounding the site are restricted through the use of marked and signed parking bays and single / double yellow lines.
- 2.11 Double yellow lines prevent waiting at all times whilst single yellow lines prevent waiting during the times stated on the signs that face the moving traffic. For the surrounding roads single yellow lines are generally used in locations of drop kerbs to off-street driveways and therefore are considered areas unavailable for parking.
- 2.12 The nearest unrestricted parking is on Park Crescent (160m from the site), Hillcrest Road, Clydesdale Road and Park Lane, adjacent to the Park Lane Recreation Ground, around 260m (3-minute walk distance) south of the site.
- 2.13 Waiting on-street within the CPZ area is permitted to drop-off and pick-up passengers. Parents / carers are therefore able to wait for a short period of time whilst drop-off and pick-up occurs.

Public Transport

- 2.14 The TfL WebCAT service indicates that the site is within a PTAL 2 however the report does not include Romford rail station as transport node as it is 40m outside of the 960m (12-minute) threshold. In practice an additional walking distance of 40m would not detract from the accessibility for staff or visitors and as such the accessibility of the site is considered to be

significantly better than the PTAL 2 location would suggest. Locations closer to Romford station, and within a 5-minute walk distance of the site, have a PTAL rating of between 5-6b.

- 2.15 The nearest bus stops to the site are around 200m (2.5-minute walk distance) north of the site on Brentwood Road.
- 2.16 In total there are 3 regular bus services and one school service in the vicinity of the site, providing around 16 bus services per hour Monday – Friday. The regular bus services available are noted below:

SERVICES	ROUTE	FREQUENCY		
		Mon – Fri	Sat	Sun
165	Romford - Rainham	10 – 12 mins	10 – 13 mins	20 mins
193	Romford – Hornchurch – Elm Park	8 – 12 mins	9 – 13 mins	20 mins
294	Noak Hill – Havering Park via Romford	11 – 13 mins	11 – 13 mins	20 mins

- 2.17 Romford rail station is located around 1km (12.5-minute walk distance / 4-minute cycle) north of the site via Park Lane, Brentwood Road, George Street and Victoria Road. The station is served by Greater Anglia, London Overground and the Elizabeth Line and therefore provides excellent accessibility to the surrounding areas by rail.
- 2.18 Romford rail station provides services to Shenfield, London Paddington, Gidea Park, Heathrow, Upminster and all connecting lines with up to 30 trains per hour during peak periods.

Walking and Cycling

- 2.19 Park Lane, Clifton Road and all surrounding residential streets have a good standard of footways on both sides of the road and are street lit.
- 2.20 There are dedicated pedestrian crossing points including a zebra crossing, and pedestrian refuges with drop kerbs and tactile paving on Brentwood Road providing safe crossing opportunities for pedestrians travelling to / from the north of the site.
- 2.21 There are signalised pedestrian crossings on all arms of the Park Lane / Albany Road / A124 Hornchurch Road to the south of the site providing safe crossing opportunities for pedestrians travelling to / from the south of the site.
- 2.22 Park Lane and surrounding residential streets are not signed for use by cyclists but they are considered cycle friendly roads which would be suitable for confident cyclists, particularly staff and parents.
- 2.23 The wider cycle network is most closely accessed via the A124 Hornchurch Road, around a 2-minute cycle journey south of the site, which consists of signed on-street cycle lanes with

advanced stop cycle facilities at surrounding junctions, including the junction with Park Lane. The on-street facilities provide a suitable cycle provision from the wider surrounding residential areas south of the A124.

- 2.24 Walking and cycling routes to local areas in the site vicinity are shown below at **Figure 1**.

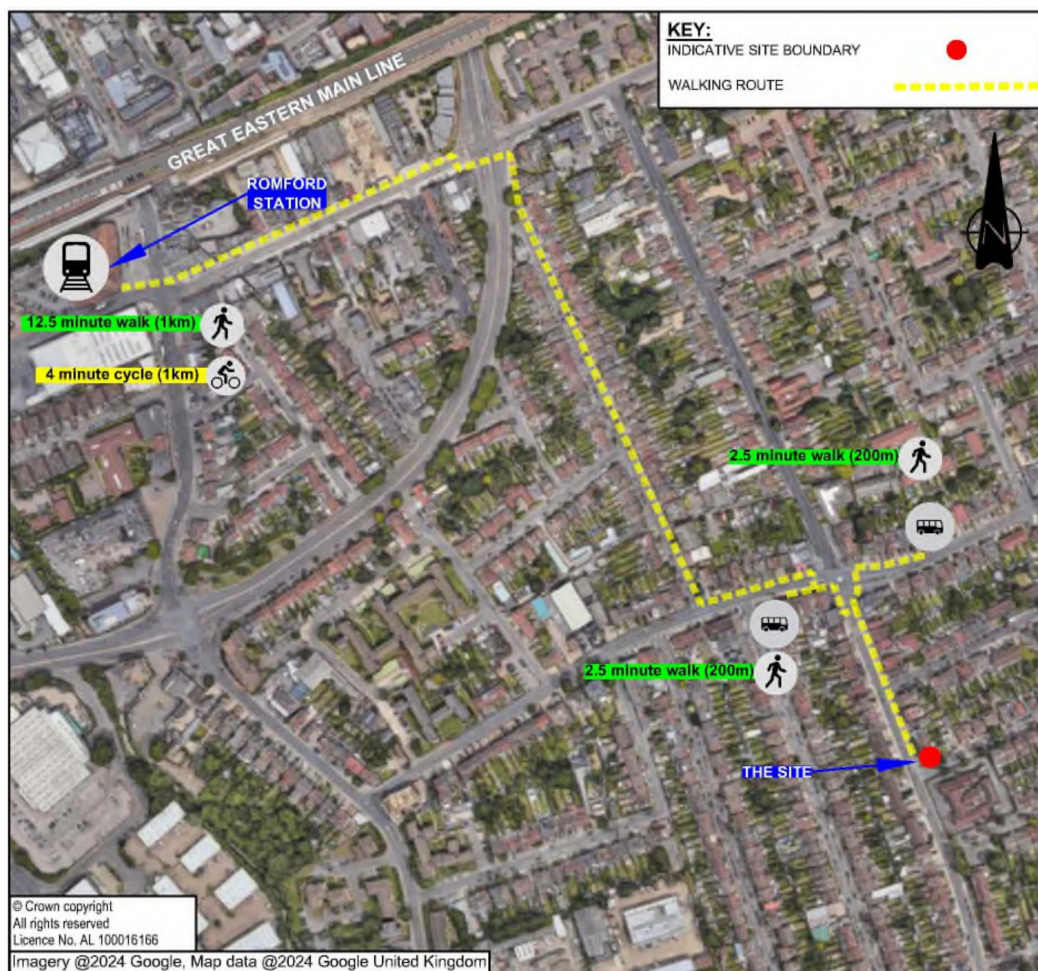


Figure 1: Sustainable Travel Modes

Car Clubs

- 2.25 There are no car club vehicles operating in the vicinity of the site.

Development Proposals

- 2.26 The proposed development involves the change of use of **37 Park Lane, Hornchurch, RM11 1BD** from residential (Class Use C3) to a day nursery (Class Use E) and ground floor rear extension. The proposals are for a day nursery with a maximum capacity of 25 children on-site at any one time with a total of 6 members of staff.
- 2.27 The nursery day will commence at 07.30am and finish at 18.30pm Monday to Friday only with three sessions available as detailed below:

- Morning Session (half-day) - 07.30am – 13.00pm
- Afternoon Session (half-day) - 13.00pm – 18.30pm
- Full Day - 07.30am – 18.30pm

2.28 It is anticipated that 50% of children will be on-site for the full day with 50% attending either a morning or afternoon session only

2.29 The proposed development will provide a total of 4 cycle parking spaces for staff and customers in the front garden of the building in accordance with the London Plan standards. The site will also provide a total of two on-site parking spaces, reserved for staff, with one EVCP from the outset.

3. OBJECTIVES OF THE TRAVEL PLAN STATEMENT

3.1 The main objectives of this TPS are to:

- Facilitate the use of sustainable methods of travel;
- Encourage the use of sustainable forms of transport;
- Promote walking and cycling as the first choice of travel modes;
- Minimise the traffic to and from the development;
- Encourage a switch to zero emission vehicles; and
- Promote a sustainable community.

3.2 The development of a TPS has a number of benefits for future staff and customers as well as the existing local community and surrounding environment.

3.3 Staff and Customers

- Improved health and fitness through increased levels of walking and cycling.
- Setting sustainable travel behaviours in children from an early age.
- Teaching children from an early age about the benefits of sustainable travel.
- The social aspects of sharing transport with others.
- A better environment within the site and its immediate area as vehicular movements are minimised and parking pressures are reduced.

3.4 Local Community and Environment

- The impact of the development on the local environment will be minimised in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site.
- The use of walking, cycling and public transport modes to and from the site will reduce pollution levels and contribute to a reduction in vehicular movements to and from the site. This will contribute to both local air quality management and national climate change reduction targets.

4. MEASURES AND INITIATIVES

4.1 The following is a list of measures that will be introduced to encourage sustainable travel.

4.2 **Walking:**

- Encouragement for staff to walk if they work nearby through reduced parking provision on-site and no on-street parking within the vicinity of the site.
- Customers will be advised that the site operates a Travel Plan from the outset and that there is a preference for staff and children to travel to the nursery using sustainable and active travel options.

4.3 **Cycling:**

- Plans of cycle routes in the area will be made available within the welcome packs for both staff and customers. Cycle information is available from the Transport for London (TfL) website: www.tfl.gov.uk including cycle routes across London.
- Provision of secure cycle parking spaces for staff and visitors to be conveniently located at the front of the building and to be available from the outset.

4.4 **Public Transport:**

- Plans of public transport routes and timetables for bus and rail will be made available and displayed on-site for the benefit of staff and within the welcome pack of new customers. Public transport information including bus and rail services will be sourced from the TfL website: www.tfl.gov.uk.

4.5 **Reducing Car Travel:**

- The site is well located to benefit from very good public transport services locally and the proposals are car free for customers and car-lite for staff.

4.6 **Managing the Travel Plan:**

The nursery will take responsibility for implementing the TPS. The role will include:

- Overall responsibility.
- Reviewing and providing up to date travel information.
- Ensuring that new staff and new customers are made aware of the Travel Plan from the outset and providing information on walking, cycling and public transport facilities within both staff and customer welcome packs.

4.7 **Promotion of the Travel Plan:**

The TPS will be promoted in the following ways:

- Staff will receive a welcome pack explaining the TPS and the travel choices available.
- New customers will receive a welcome pack explaining the TPS and the travel choices available.
- Public transport information will be made available and sources of this information will be promoted.
- Staff and customers will be made aware of national "Green Travel" days.

5. TRAVEL PLAN STATEMENT IMPLEMENTATION

- 5.1 The TPS will be promoted from the outset with all new staff and customers provided with a welcome pack upon starting. All measures including cycle parking and the electric vehicle charging point will be implemented prior to occupation of the site.
- 5.2 Evidence will be provided to the Council that all measures have been implemented within 3 months of occupation.