



Proposed Residential Development
Rushmead, Bethnal Green

Travel Plan Statement

For

London Borough of Tower Hamlets

Document Control Sheet

Proposed Residential Development

Rushmead, Bethnal Green

London Borough of Tower Hamlets

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion has been appointed to provide highways and transportation advice in relation to development proposals at Rushmead, Bethnal Green within the London Borough of Tower Hamlets.
- 1.2 The site is located to the west of Rushmead and south of Florida Street. Local bus stops are provided on the A1209 (Bethnal Green Road) approximately 150 metres to the south west of the site whilst Bethnal Green underground and over ground stations are located approximately 450 metres to the east and south respectively.
- 1.3 The site is currently occupied by a One Stop Shop comprising 671sqm. It is proposed to demolish the existing building and redevelop the site to provide 5 x residential houses. No on-site car parking will be provided for the development.
- 1.4 A Travel Plan is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government.
- 1.5 Following this introduction, the remainder of this Travel Plan Statement comprises the following sections:
 - ▶ Section 2 – Policy Context;
 - ▶ Section 3 – Baseline Conditions; and,
 - ▶ Section 4 – Travel Plan Measures and Marketing Strategy.

2.0 Policy Context

2.1 This section summarises relevant transport policy documents against which the development proposals would be considered at a national, regional and local level. The most relevant policy document relating to the study are as follows:

- ▶ National Planning Policy Framework (February 2019);
- ▶ The London Plan (April 2016);
- ▶ The Draft New London Plan (December 2019); and,
- ▶ Tower Hamlets Local Plan (January 2020).

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) (Core Document CD11.2) sets out the Government's planning policies for England and how these are expected to be applied. It sets out a presumption in favour of sustainable development and highlights that the purpose of the planning system is to contribute to the achievement of sustainable development.

2.3 It is in the light of the overarching focus of the NPPF on the delivery of sustainable development that Paragraph 108 of the NPPF states as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) 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."*

2.4 Having set out how sites should be assessed, Paragraph 109 of the NPPF states as follows:

"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 would be severe"

2.5 To this regard, Paragraph 110 of the NPPF states:

"Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*

- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

The London Plan

- 2.6 The London Plan is the Mayor's Planning Strategy for London. The purpose of the London Plan is to promote economic and social development and the environmental improvement of Great London.
- 2.7 With regard to assessing the impact of development on transport capacity, Policy 6.3 states:
- ▶ *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.*
 - ▶ *Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.*
 - ▶ *Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans."*

Draft New London Plan

- 2.8 The London Plan is the Mayor's Planning Strategy for London. The purpose of the London Plan is to promote economic and social development and the environmental improvement of Greater London. The Draft New London Plan was published in July 2019 and includes minor suggested changes from the Mayor. It is anticipated that the Plan will be the base of policy from 2019 to 2041.
- 2.9 Policy T4 considers assessing and mitigating the transport impact of developments. In particular, with reference to Travel Plans, it is stated that:
- "Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance."*
- 2.10 Policy T5 considers cycling and states that:
- "Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards."*
- 2.11 The minimum standards outlined in the Plan require 1 cycle parking space per studio, 1.5 cycle parking spaces per 1-bedroom unit and 2 cycle parking spaces per all other dwellings. In addition, the standards require 1 space per 40 units of visitor cycle parking.
- 2.12 With regard to car parking, the Plan outlines maximum standards based on public transport accessibility levels (PTALs). The site is located within an area of PTAL 1a and as such the maximum parking standard is up to 1.5 spaces per unit. It is additionally stated that:

"Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit."

- 2.13 With regard to parking for electric vehicles, it is stated that:

"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

Tower Hamlets Local Plan

- 2.14 The Tower Hamlets Local Plan was adopted in January 2020 and outlines how growth will be managed within the borough until 2031.

- 2.15 Policy S.TR1 considers sustainable travel, stating:

"Travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development will therefore be expected to:

- ▶ *Prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport;*
- ▶ *Be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough;*
- ▶ *Be focused within areas with high levels of public transport accessibility and the town centre hierarchy, in respect of developments generating significant levels of trips; and,*
- ▶ *Not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough."*

- 2.16 Policy D.TR2 considers the effect of development on the transport network and states that:

"Major development and any development that is likely to have a significant impact on the transport network will be required to submit a transport assessment or transport statement as part of the planning application.

Development that will have an adverse impact to traffic congestion on the highway network and/or the operation of public transport (including crowding levels) will be required to contribute and deliver appropriate transport infrastructure and/or effective mitigation measures."

- 2.17 With regard to parking, Policy D.TR3 states:

"Development is required to comply with the parking standards for vehicles and bicycles set out in Appendix 3.

Residential development is required to be permit-free in terms of on-street car parking. All parking associated with a development will be required to be located off-street.

Development is required to prioritise sustainable approaches to any parking through ensuring:

- ▶ *Priority is given to space for cycle parking;*
- ▶ *The allocation of car-club spaces;*
- ▶ *There are sufficient electric-charging points;*
- ▶ *Any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties; and,*

- ▶ *Where suitable, publicly-accessible shared cycle hire scheme docking station(s) are provided as part of the development (or through a financial contribution)."*

- 2.18 The parking standards outlined within the Local Plan are based on PTAL levels. The site achieves a PTAL rating of 6a and as such, no car parking should be provided for dwellings of 1-2 bedrooms with a ratio of 0.1 spaces per dwelling for those with 3 or more bedrooms. Electric vehicle provision should be provided in accordance with the London Plan with 20% of spaces providing active charging facilities.
- 2.19 With regard to cycle parking, the standards outline a minimum of 1 space per studio and 1 bed with a minimum of 2 spaces per all other dwellings. It is further required to provide a minimum of 1 space per 40 units as short-stay, visitor cycle parking.

3.0 Baseline Conditions

- 3.1 The site is located to the west of Rushmead and south of Florida Street. Local bus stops are provided on the A1209 (Bethnal Green Road) approximately 150 metres to the south west of the site whilst Bethnal Green underground and over ground stations are located approximately 450 metres to the east and south respectively. The site location in relation to the surrounding area is shown in **Figure 3.1**.

Local Highway Network

- 3.2 As noted above, the site is located to the west of Rushmead. Rushmead is a one-way carriageway operating northbound and connecting the A1209 (Bethnal Green Road) to the south with Florida Street to the north.
- 3.3 Florida Street operates along the north of the site and connects Rushmead to the B108 (Squirries Street) to the west. The B108 provides a north/south link between the A1208 and A1209 to the north and south respectively.
- 3.4 The A1208 (Bethnal Green Road) operates to the south of the site and provides a link to the wider strategic network. To the east it provides a connection towards the A12 via the B119 whilst to the west it connects to central London via the A10 and A1202.

Sustainable Transport Accessibility

- 3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (approximately 8 kilometres) (Planning for Cycling, 2015); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations (Planning for Walking, 2015).

Accessibility by Foot

- 3.6 Footways are provided on both sides of local roads including Rushmead, Florida Street and Bethnal Green Road connecting the site to local amenities and transport opportunities.
- 3.7 Adjacent to the junction of Rushmead and Bethnal Green Road, a signalised pedestrian crossing is provided connecting the north and south sides of the A1209. The crossing connects to Derbyshire Street and onwards to Weavers Field, a traffic free link towards Bethnal Green over ground station to the south.
- 3.8 An additional signalised pedestrian crossing is provided at the junction of Bethnal Green Road with the B108 to the west of the site creating a safe pedestrian link to shops and services to the west.

Accessibility by Cycle

- 3.9 Local roads, including the A1209, are subject to 20mph creating a safer environment for cyclists. Additionally, advanced stop lines are provided for cycles at local signalised junctions including at the junction of Bethnal Road and B108 to the west of the site.
- 3.10 The local road network can be used to join a range of cycle routes including TfL quietway 11 which connects Old Street to the City of London. To the south of the site, cycle superhighway route 2 can be accessed which provides a signed route between Whitechapel and Stratford.

- 3.11 Approximately 1.5 kilometres (6-minute cycle) to the east of the site, National Cycle Network Route 1 operates in the vicinity of Mile End following Regents Canal. Route 1 provides a long distance, signed link between Dover and the Highlands.

Access to Local Amenities

- 3.12 The pedestrian and cycle routes outlined above provide access to a range of local amenities including food stores, healthcare facilities and educational facilities. A selection of local amenities within the vicinity of the site is provided in Table 3.1 and illustrated at [Figure 3.2](#).

Amenity	Distance	Walk Time	Cycle Time
Tesco Express	300	4	2
Sainsbury's Local	900	11	4
Limehouse Superstore	400	5	3
Balance Supermarket	500	7	5
Bethnal Green Health Centre	200	3	1
Blithedale Health Centre	600	8	4
Pollard Road Practice	300	4	2
Fairdale Pharmacy	100	1	-
Florida Pharmacy	300	4	2
Bethnal Green Montessori School	500	6	2
Hague Primary School	400	5	3
Oaklands Secondary School	250	3	2
ATM (Barclays)	100	1	-
Bethnal Green Post Office and ATM	450	5	3
Bethnal Green Library	600	8	4
York Hall Leisure Centre	750	10	4

Table 3.1 Access to Local Amenities

Public Transport Accessibility Level

- 3.13 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. The TfL PTAL calculator indicates that the site achieves a PTAL of part 5 and part 6a, demonstrating an excellent level of accessibility to public transport. The full PTAL report is attached at [Appendix A](#).

Accessibility by Bus

- 3.14 The nearest bus stops to the site are located approximately 150 metres to the south of the site on Bethnal Green Road. These stops are served by the following:
- ▶ Route 8 operating between Bow Church and St Giles High Street every 6 minutes;
 - ▶ Route 388 operating between Stratford and London Bridge every 8-10 minutes; and,
 - ▶ Route D3 operating between Bonner Road and Orchard Place every 8-10 minutes.
- 3.15 Further bus stops are located at Bethnal Green station and are served by a range of routes operating to destinations such as Canning Town, Finsbury Park and Aldgate.

Accessibility by Rail

- 3.16 Bethnal Green over ground station is located approximately 450 metres to the south of the site and is operated by TfL rail. Services from Bethnal Green operate to London Liverpool Street station every 5-10 minutes, Chingford every 15 minutes and to Enfield Town and Cheshunt every 30 minutes.
- 3.17 Bethnal Green underground station is located approximately 450 metres to the east of the site and is located on the Central line. Services operate every 5-6 minutes toward Epping to the east and West Ruislip and Ealing Broadway to the west via central London stations including Bank, Oxford Circus and Bond Street. The Central line further benefits from night tube services with trains operating every 10 minutes on Friday and Saturday nights.

Summary

- 3.18 It has been demonstrated that the site benefits from excellent access to public transport opportunities with several key stations and bus stops within close proximity of the site. In addition, the site is well served by pedestrian and cycle infrastructure and there is a wide range of shops and services within a short walk/cycle of the site.

4.0 Travel Plan Measures & Marketing Strategy

- 4.1 This section of the Travel Plan Statement outlines measures to be implemented at the site in order to encourage travel by more sustainable transport modes. This section also sets out the marketing strategy for the promotion of sustainable travel at the site.

Marketing Strategy

- 4.2 A "Travel Information Pack" for the site and surrounding area will be produced for provision to residents before first occupation of the development. The pack will be provided in hard copy but would also be available in electronic format. Travel information about the site will be include on any marketing website regarding the development.
- 4.3 The Travel Information Pack would provide information relating to access on foot, by cycle, by public transport and by car (for drop offs/collections), identifying:
- ▶ Location of relevant amenities;
 - ▶ Location of cycle parking;
 - ▶ Location of bus stops;
 - ▶ Location of underground and rail stations; and,
 - ▶ Location of car clubs.

Measures to Promote Sustainable Travel

- 4.4 In order to support travel to and from the site by cycle and on foot:
- ▶ Provide on-site cycle parking for each dwelling;
 - ▶ The Travel Information Pack will provide residents with information about pedestrian routes and cycle routes in the vicinity of the site;
 - ▶ Residents will be made aware of the associated health benefits of walking and cycling through the Travel Information Pack;
 - ▶ The Travel Information Pack will provide residents with information about local public transport services;
 - ▶ The Travel Information Pack will provide information on local car clubs and the benefits of car sharing; and

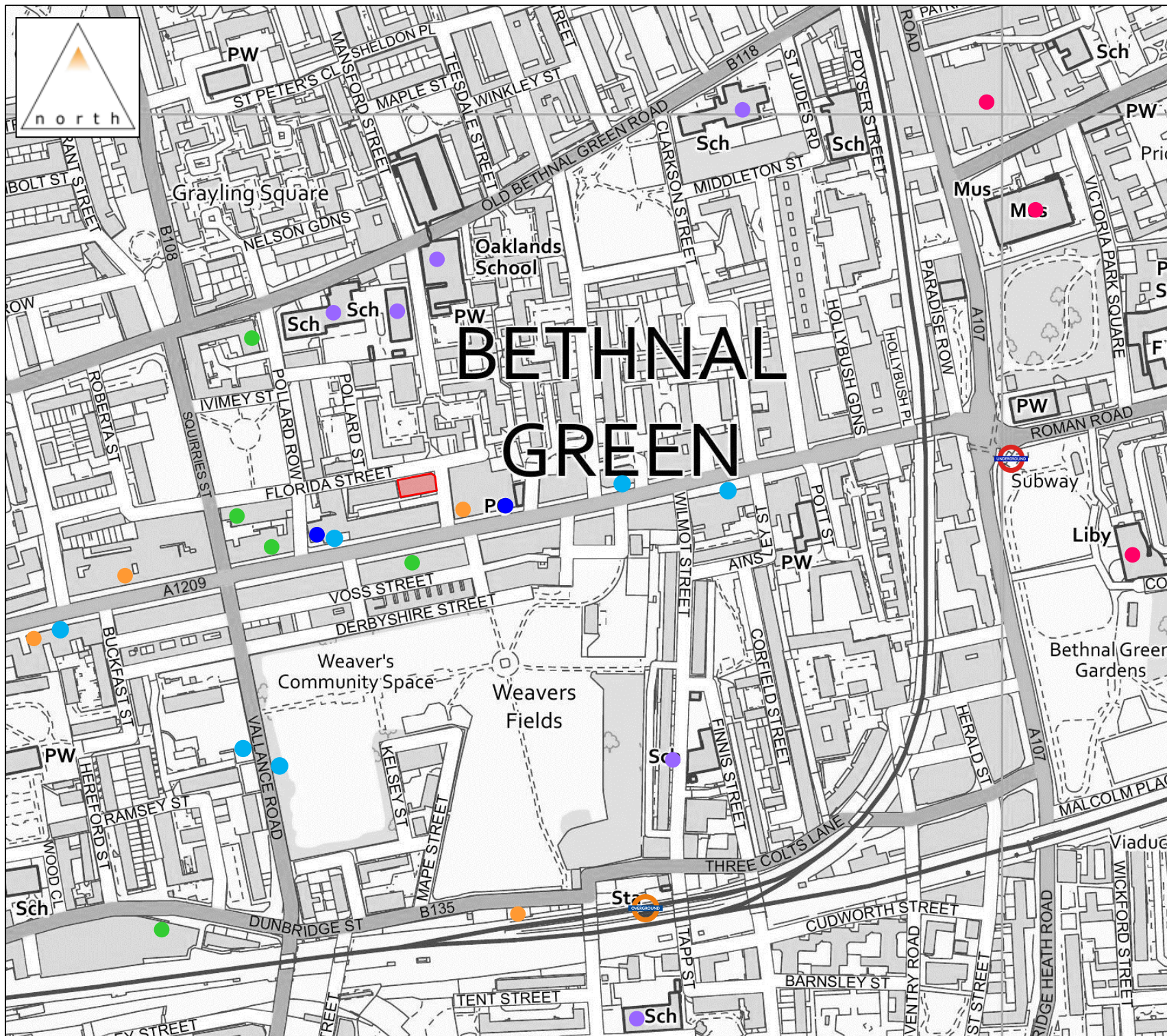
Action Plan

- 4.5 The measures described above have been set out as an Action Plan with timescales and responsibilities for implementation.

Action	Time Scale	Responsibility
Install cycle parking spaces	Prior to occupation	Developer
Prepare Travel Information Pack	Prior to occupation	Developer
Include Travel Information on website	Prior to occupation	Developer
Issue Travel Packs to Residents	Prior to occupation	Developer

Table 4.1 Travel Plan Action Plan

Figures



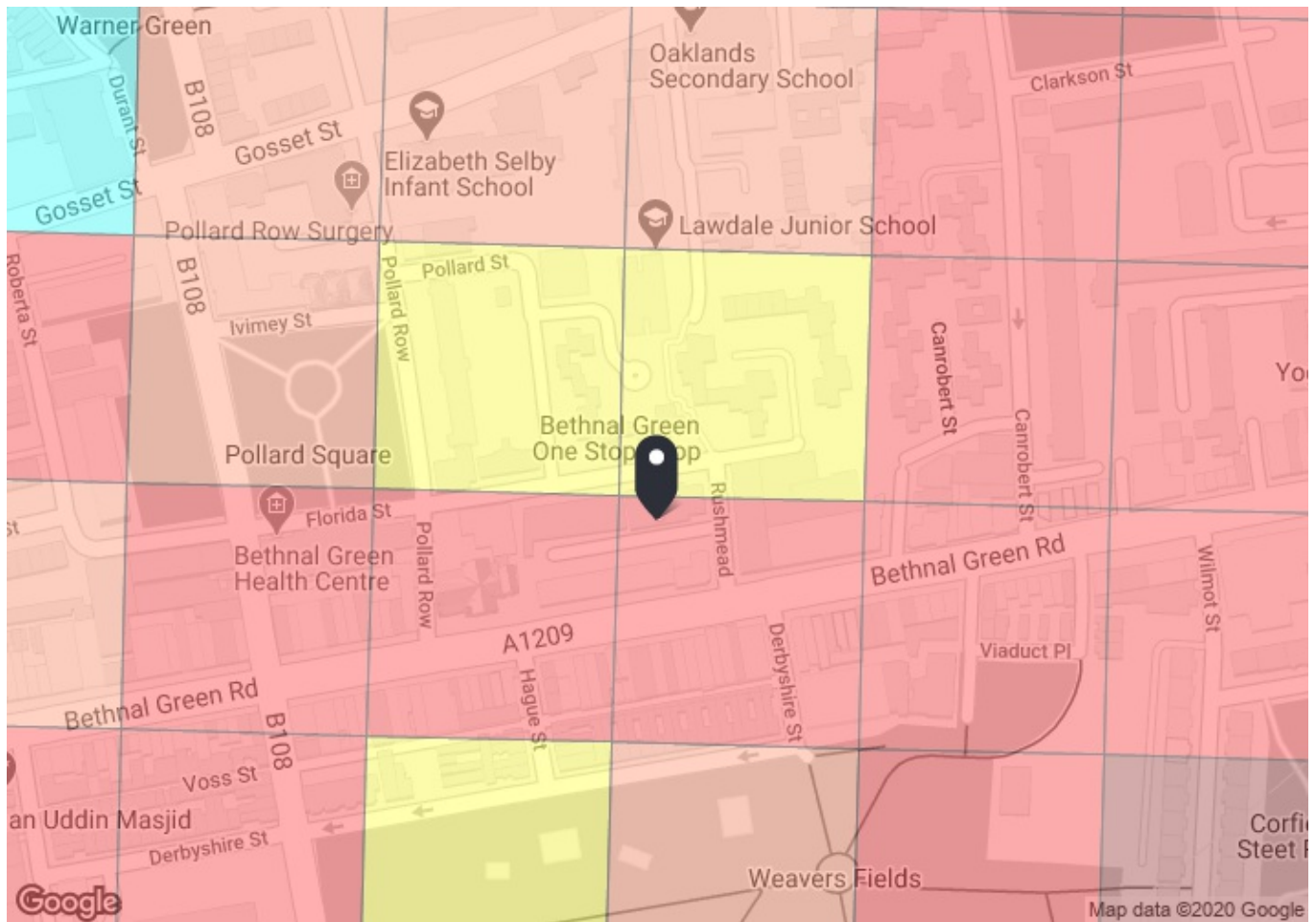
Legend:

- Site Location
- Bus Stop
- ⊖ Underground Station
- ⊖ TfL Overground Station
- Food Store
- Healthcare Facilities
- Educational Facilities
- Leisure Facilities
- Banks and ATMs

Rushmead
Figure 3.2 Local Amenities Plan
 Not to Scale

Appendix A

PTAL Output Report



PTAL output for 2031 (Forecast) 6a

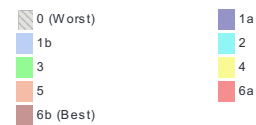
1 Rushmead, London E2 6NE, UK
Easting: 534513, Northing: 182685

Grid Cell: 91491


Report generated: 04/09/2020

This information is produced using forecasting tools and is subject to uncertainty

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BETHNAL GREEN STATION	D6	516.38	8.28	6.45	5.62	12.08	2.48	0.5	1.24
Bus	BETHNAL GREEN STATION	309	516.38	5.18	6.45	7.8	14.25	2.1	0.5	1.05
Bus	BETHNAL GREEN STATION	254	512.26	12.42	6.4	4.42	10.82	2.77	0.5	1.39
Bus	BETHNAL GREEN STATION	106	512.26	7.76	6.4	5.86	12.27	2.45	0.5	1.22
Bus	BETHNAL G RD CANROBERT S	8	144.81	10.35	1.81	4.9	6.71	4.47	1	4.47
Bus	BETHNAL G RD CANROBERT S	D3	144.81	6.21	1.81	6.83	8.64	3.47	0.5	1.74
Bus	BETHNAL G RD CANROBERT S	388	144.81	6.21	1.81	6.83	8.64	3.47	0.5	1.74
LUL	Bethnal Green	'WRuislip-Epping '	481.34	7	6.02	5.04	11.05	2.71	1	2.71
LUL	Bethnal Green	'Hainault-WRuislip '	481.34	6	6.02	5.75	11.77	2.55	0.5	1.27
LUL	Bethnal Green	'Epping-Ealing '	481.34	6	6.02	5.75	11.77	2.55	0.5	1.27
LUL	Bethnal Green	'Ealing-Hainault '	481.34	7	6.02	5.04	11.05	2.71	0.5	1.36
LUL	Bethnal Green	'Loughton-Northolt '	481.34	2	6.02	15.75	21.77	1.38	0.5	0.69
LUL	Bethnal Green	'Loughton-WhiteCity'	481.34	2	6.02	15.75	21.77	1.38	0.5	0.69
LUL	Bethnal Green	'WhiteCity-NewburyPk'	481.34	3	6.02	10.75	16.77	1.79	0.5	0.89
Rail	Cambridge Heath	'ENFLDTN-LIVST 2U05'	819.67	2	10.25	15.75	26	1.15	0.5	0.58
Rail	Bethnal Green	'LIVST-CHINGFD 2T08'	535.51	3.67	6.69	8.92	15.62	1.92	1	1.92
Rail	Bethnal Green	'LIVST-ENFLDTN 2U10'	535.51	3.33	6.69	9.76	16.45	1.82	0.5	0.91
Rail	Bethnal Green	'LIVST-CHESHNT 2D18'	535.51	0.67	6.69	45.53	52.22	0.57	0.5	0.29
Rail	Bethnal Green	'CHESHNT-LIVST 2D03'	535.51	2	6.69	15.75	22.44	1.34	0.5	0.67
Rail	Bethnal Green	'CHINGFD-LIVST 2T15'	535.51	2	6.69	15.75	22.44	1.34	0.5	0.67
Rail	Bethnal Green	'ENFLDTN-LIVST 2U07'	535.51	2	6.69	15.75	22.44	1.34	0.5	0.67

Total Grid Cell AI: 27.44