



Proposed Residential Development  
Rushmead, Bethnal Green

**Transport 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:

Date	Issue	Prepared by	Approved by
28/09/2020	Draft	KL	DL
17/12/2020	Final	KL	DL

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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 This Transport Statement has been prepared to support the current planning application and considers the highway and transport matters associated with the development proposals in particular with regard to trip generation, parking and servicing arrangements.
- 1.5 Following this introduction, the remainder of the report comprises the following sections:
  - ▶ Section 2 – Policy Context;
  - ▶ Section 3 – Baseline Conditions;
  - ▶ Section 4 – Development Proposals;
  - ▶ Section 5 – Effect of Development; and,
  - ▶ Section 6 – Summary and Conclusions.

## 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 (June 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 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."*
- 2.10 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.
- 2.11 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."*
- 2.12 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

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

- 2.14 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."*

- 2.15 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."*

- 2.16 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)."*

- 2.17 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.

- 2.18 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.
- 2.19 Delivery and servicing is considered at Policy D.TR4 which outlines a requirement for new development to minimise any potential impact of development through the provision of transport assessments, construction management and logistics plans, and, delivery and servicing plans. It is noted that a construction traffic management plan is submitted alongside this transport statement, under a separate cover, which outlines how the possible impact of construction will be managed and minimised.

### 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.

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### **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 Development Proposals

- 4.1 The site is currently occupied by a London Borough of Tower Hamlets One-Stop Shop comprising 671sqm. The current planning application seeks the demolition of the existing building and redevelopment the site to provide 5 x 4-bedroom houses. No car parking will be provided for the development. The proposed site layout is attached at **Appendix B**.

### Access Arrangement

- 4.2 There will be no vehicle access to the site and no car parking provided on site. Pedestrian access to each of the dwellings will be taken from the Florida Street frontage of the site.

### Parking Arrangement

- 4.3 No on-site car parking will be provided as part of the development. This is considered appropriate given the highly accessible location of the site as is in accordance with policies provided in the London Plan and the London Borough of Tower Hamlets Local Plan.
- 4.4 In order to assess the likely parking demand associated with the proposed dwellings, reference has been made to car ownership data from the 2011 Census for the Weavers ward in which the development is located. The data from the Census demonstrates that car ownership for dwellings of comparable size in the ward is 0.51 vehicles per dwelling. On that basis the proposed 5 dwellings would likely result in demand for an additional 2-3 cars parked on street in the vicinity of the site.
- 4.5 In order to consider the effect of parking associated with the proposed dwellings, an on-street parking survey was undertaken on the streets in the vicinity of the site in accordance with the industry standard 'Lambeth' methodology on Wednesday 16<sup>th</sup> September and Thursday 17<sup>th</sup> September 2020. The results of the parking survey are summarised at Table 4.1 below and the full parking survey results are presented at **Appendix C**.

	Wednesday 16 <sup>th</sup> September	Thursday 17 <sup>th</sup> September
Parking Opportunities	172	172
Cars Parked	131	132
Available Parking Spaces	41	40
Parking Capacity/ Stress	76%	77%

Table 4.1 Parking Survey Summary

- 4.6 The results of the parking survey demonstrate that the streets in the vicinity of the site do not currently experience stressed parking conditions with a peak parking occupancy of 77% during the surveyed periods with a minimum of 40 parking opportunities were available on-street within the vicinity of the site.
- 4.7 As demonstrated above the proposed dwellings will likely result in demand for an additional 2-3 cars parked on street in the vicinity of the site. It is evident that the additional parking associated with the development can be accommodated on street without a material effect on local parking conditions and there is no reason for future residents of the development to be restricted from applying for parking permits within the local controlled parking zone.
- 4.8 Consideration has been given to parking for disabled residents and to this extent is it highlighted that disabled blue badge holders are eligible to park free of charge and without time limit within any on-street pay and display parking bays. There are on-street pay and display parking bays on Rushmead directly adjacent to the site and it is considered that these provide an appropriate opportunity for a disabled resident or visitor to parking in close proximity to the site.

4.9 Should it be considered that additional on-street disabled parking provision is required then Drawing 2009002-01, attached at **Appendix D**, shows how an additional disabled car parking space could be provided on street adjacent to the site, if required. The additional disabled parking space would replace an existing resident permit holder parking bay and based on the results of the parking survey presented above, this will not result in a material effect on local parking conditions.

4.10 Cycle parking will be provided in accordance with LB Tower Hamlets and London Plan standards, with two cycle parking spaces provided for each dwelling.

#### **Servicing and Delivery Arrangement**

4.11 Servicing and delivery vehicles, including refuse collection, associated with the existing use of the site are currently undertaken on street, utilising the existing on-street loading opportunities. No change to this arrangement is proposed and servicing and delivery vehicles associated with the proposed dwellings will continue to make use of the existing on-street loading opportunities arrangements.

## 5.0 Effect of Development

- 5.1 This section will consider the likely effect of the development proposals on the surrounding network. The TRICS database has been interrogated to determine the likely trip attraction of both the existing and proposed uses whilst consideration has also been made to the parking implications of the proposals.

### Trip Generation

- 5.2 The site currently provides a one-stop shop for Council services and provides 671sqm of floorspace. The TRICS database does not provide any comparable sites for a Council one-stop shop but it is evident that the site will attract person trips throughout a typical weekday and Saturday during the open hours of the one stop shop.
- 5.3 It is proposed to redevelop the site to provide 5 houses of which 2 would be private and 3 affordable. Trip rates associated with private housing have been obtained from the TRICS database. It is considered that this provides a robust assessment as it is generally accepted that private housing generates a greater number of trips than affordable housing. Table 5.1 summarises the trip rates and resulting trips whilst the full TRICS output report is attached at [Appendix E](#).

	Person Trip Rate (per dwelling)			Total Person Trips (5 dwellings)		
	In	Out	Total	In	Out	Total
AM Peak 0800-0900	0.236	1.307	1.543	1	7	8
PM Peak 1700-1800	0.618	0.259	0.877	3	1	4

Table 5.1 Residential Trips

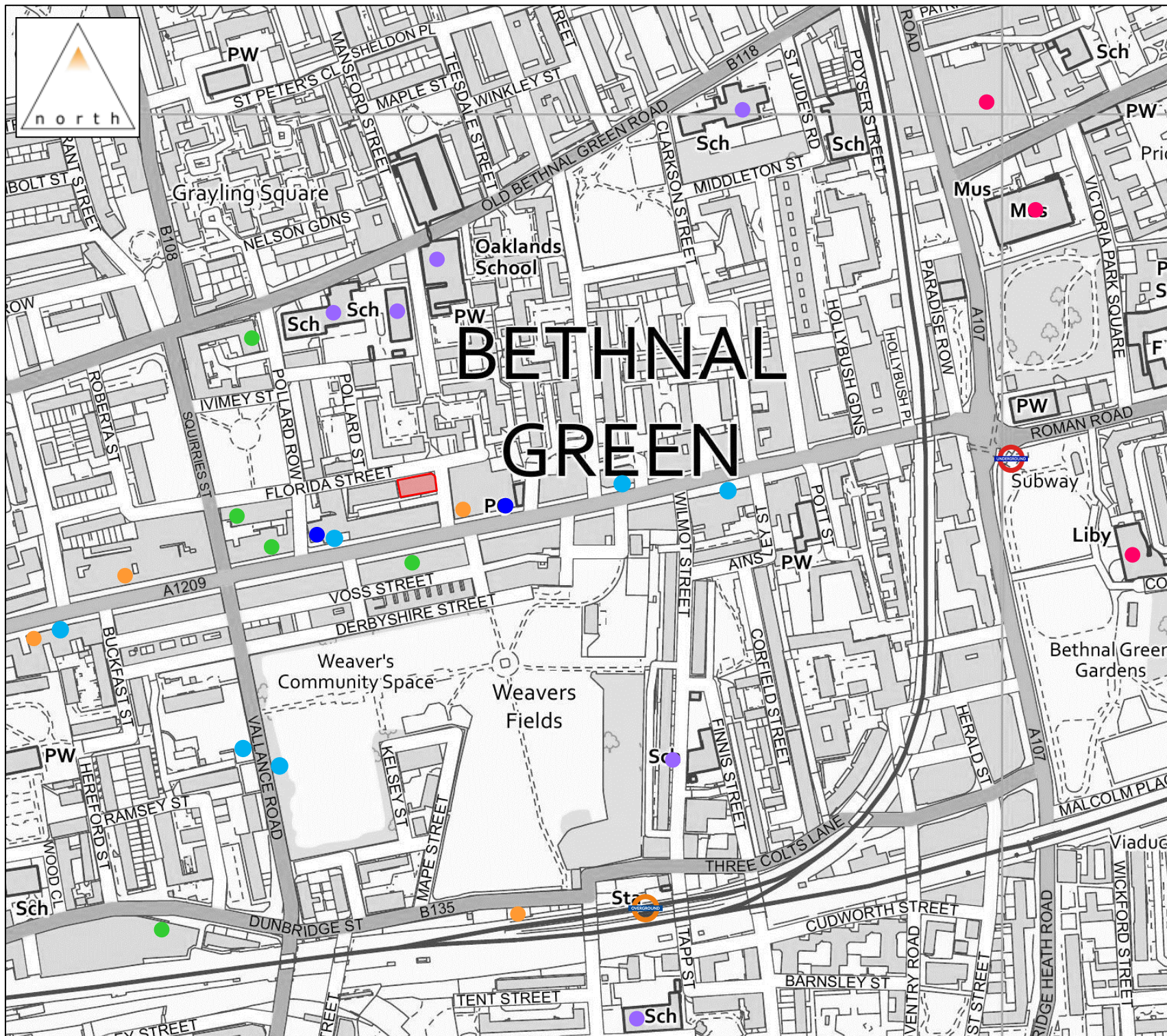
- 5.4 Table 5.1 demonstrates that the proposed development would likely generate in the order of 8 two-way person trips during the morning peak hour and 4 two-way person trips during the evening peak hour. Given the provision of no on-site car parking and the highly accessible location of the site, it is concluded that the majority of person trips will be undertaken by sustainable modes of transport and the proposed development is unlikely to result in a material change in vehicles trips.
- 5.5 The trip generation analysis presented in Table 5.1 demonstrates that the proposed development will not result in a material number of person trips either in the morning or evening peak hours. Given the existing use of the site as a Council one-stop shop it is evident that this will attract person trips throughout a typical day associated with both staff and visitors to the site. On that basis it is considered that the proposed development will result in a reduction in person trips associated with the site during both the morning and evening peak hours. On this basis, no further analysis of the trip generating potential of the development is considered necessary.

## 6.0 Summary and Conclusions

- 6.1 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.
- 6.2 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.
- 6.3 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 4-bedroom houses. No car parking will be provided for the development.
- 6.4 This Transport Statement has demonstrated the following:
- ▶ The proposals accord with national, regional and local planning policies;
  - ▶ The site is highly accessible by a range of transport opportunities including bus, train, cycle and foot;
  - ▶ No new car parking will be provided for the dwellings and this is considered appropriate due to the highly accessible location of the site;
  - ▶ Analysis of car ownership data suggests the development could generate demand for 2-3 cars to park on street;
  - ▶ A parking survey has demonstrated that there is sufficient capacity on-street to accommodate additional parking associated with the development and the development will not have a material effect on on-street parking conditions;
  - ▶ Cycle parking will be provided in accordance with the draft New London Plan standards with two cycle parking spaces provided per dwelling;
  - ▶ Servicing, including refuse collection, continue to be undertaken on-street as per the existing use of the site and existing adjacent residential dwellings;
  - ▶ The development proposals will result in a reduction in person trips associated with the site, in comparison with the existing use of the site; and,
  - ▶ The development would not have a material effect on the operation of the local highway network and no further assessment is considered necessary.
- 6.5 It is therefore demonstrated that the development proposals accord with local and national transport related planning policies and would not have a material effect on the local highway and transport networks or infrastructure. It is concluded that there are no reasons why the proposals should be resisted on traffic or transportation grounds.

## **Figures**





Legend:

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

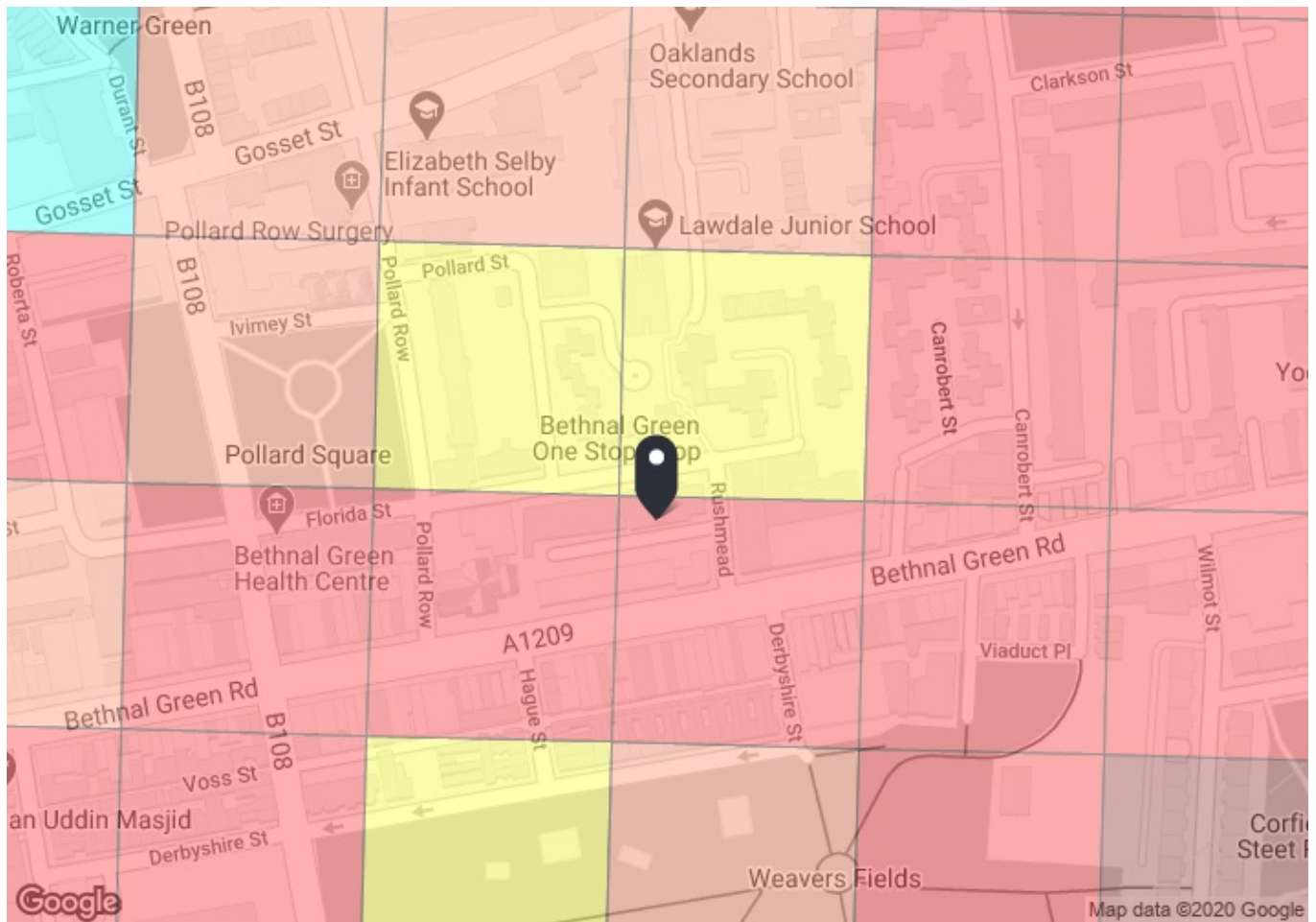
Rushmead

**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

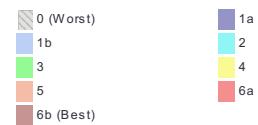
Report generated: 04/09/2020

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


#### 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

#### Map key - PTAL



#### Map layers

 PTAL (cell size: 100m)

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

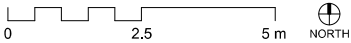
Total Grid Cell AI: 27.44

## **Appendix B**

Site Layout Plan



1 PROPOSED GROUND FLOOR PLAN



Drawing Reference:		Drawing Status:	
1926	LTS-XX-00-DR-A-0100	P5	STAGE 3 AND PLANNING
Project No.	Drawing Number	Revision	
Scale: 1:50	Drawn By: JH	Checked By: JG	04/12/20
Project Title:		Client:	
RUSHMEAD		LONDON BOROUGH OF TOWER HAMLETS	

Rev	Date	Note	CHKD
P1	19/10/20	FOR INFORMATION	JG
P2	21/10/20	FOR INFORMATION	JG
P3	12/11/20	FOR DRAINAGE REVIEW	JG
P4	18/11/20	FOR INFORMATION	JG
P5	04/12/20	STAGE 3 AND PLANNING	JG

Notes:

Dimensions, areas and levels where given are only approximate and subject to site survey. All dimensions are to be checked on site. Any discrepancies or variations are to be reported to the architect before work commences.

Electronic data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should be read, only from those values stated in text, on the drawing.

DO NOT SCALE OFF THIS DRAWING

**ROOM TYPE KEY**

- KITCHEN
- LIVING DINING ROOM
- BEDROOM
- WC AND BATHROOM
- STORE

**LANDSCAPE KEY**

- SITE BOUNDARY
- PROPOSED PERMEABLE BLOCK PAVING
- PROPOSED GRAVEL PAVING
- PROPOSED HEDGE
- PROPOSED SHRUBS AND PERENNIALS

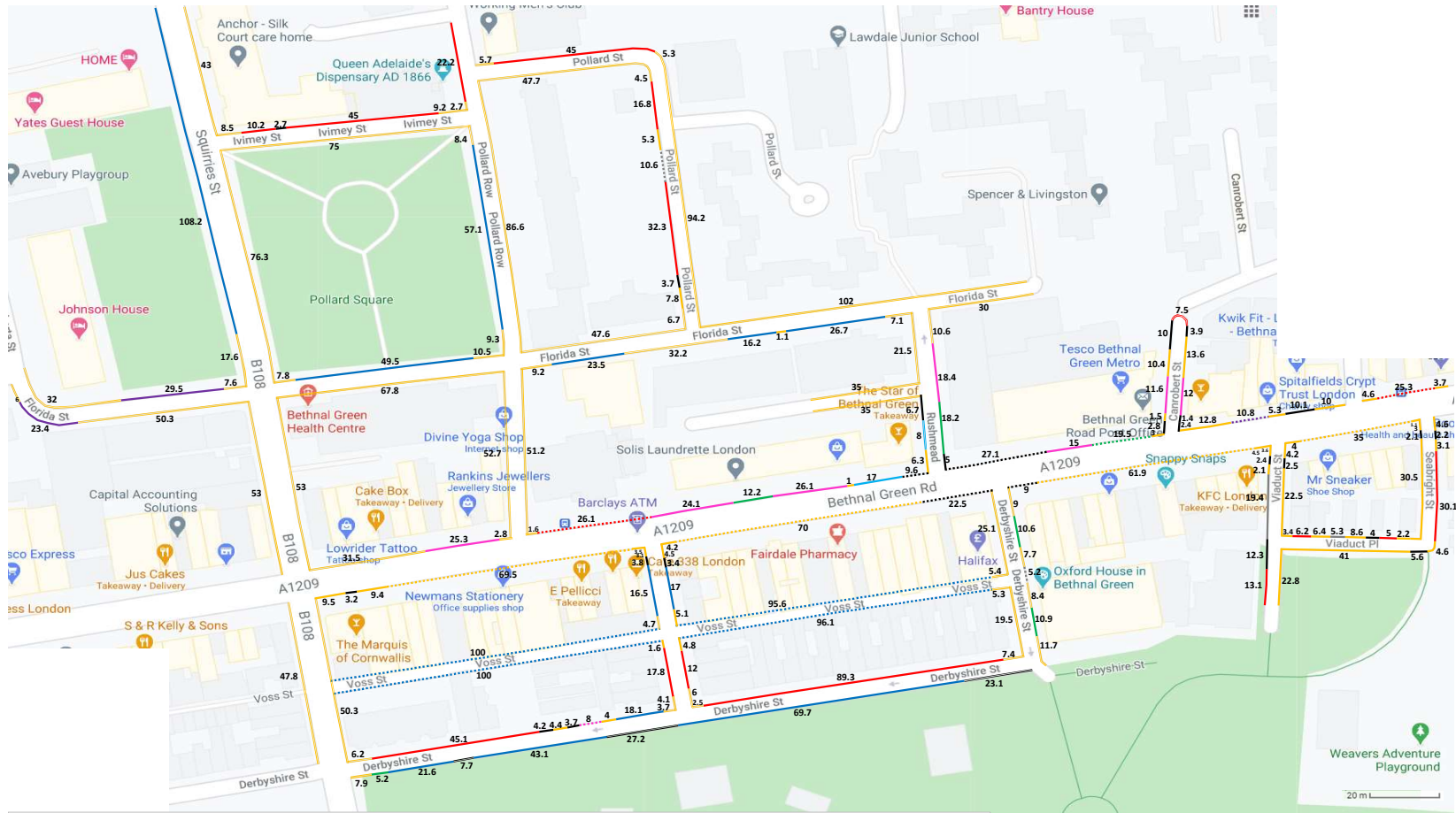
This drawing is intended for the purposes indicated in the status box only. Do not scale from this drawing. All dimensions shown should be checked on site and discrepancies reported to the architect. This drawing and the report it accompanies are the intellectual property of LTS Architects.

**LTS Architects**

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## **Appendix C**

### Parking Survey Results



- KEY:
- = SINGLE YELLOW LINE
  - = DOUBLE YELLOW LINE
  - = DROPPED KERB
  - = PEDESTRIAN CROSSING
  - = KERB BUILD OUT / DOUBLE YELLOW LINE
  - = DISABLED BAY
  - = TAXI STAND
  - = ACCESS
  - = BUS STOP
  - = 1) RESIDENT PERMIT ONLY MON-SAT 0830-1730
  - = NOSE IN PARKING 1) RESIDENT PERMIT ONLY MON-SAT 0830-1730
  - = 2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR
  - = 3) PERMIT HOLDER MON-FRI 0830-1730 SUN 0830-1400
  - = 4) GOODS LOADING MON-SAT 0830-1730 MAX 20 MINS NO RETURN WITHIN 2 HOURS
  - = 5) PAY BY PHONE MON-SAT 0830-1730 MAX 4 HOURS NO RETURN WITHIN 1 HOUR
  - = 6) BUSINESS PERMIT HOLDER MON-SAT 0830-1730
  - = 7) MON-FRI 0830-1500 SAT 0830-1730 OR PAY BY PHONE MAX 4 HOURS NO RETURN WITHIN 1 HOUR NO LOADING MON-FRI 1600-1900 NO WAITING MON-FRI 1500-1900
  - = GOODS LOADING ONLY MON-SAT 0830-1730
  - = MOTORCYCLE ONLY
  - = TOO NARROW / SINGLE YELLOW LINE

K&M TRAFFIC SURVEYS

DATE : 16th & 17th SEPTEMBER 2020

DAY : WEDNESDAY & THURSDAY

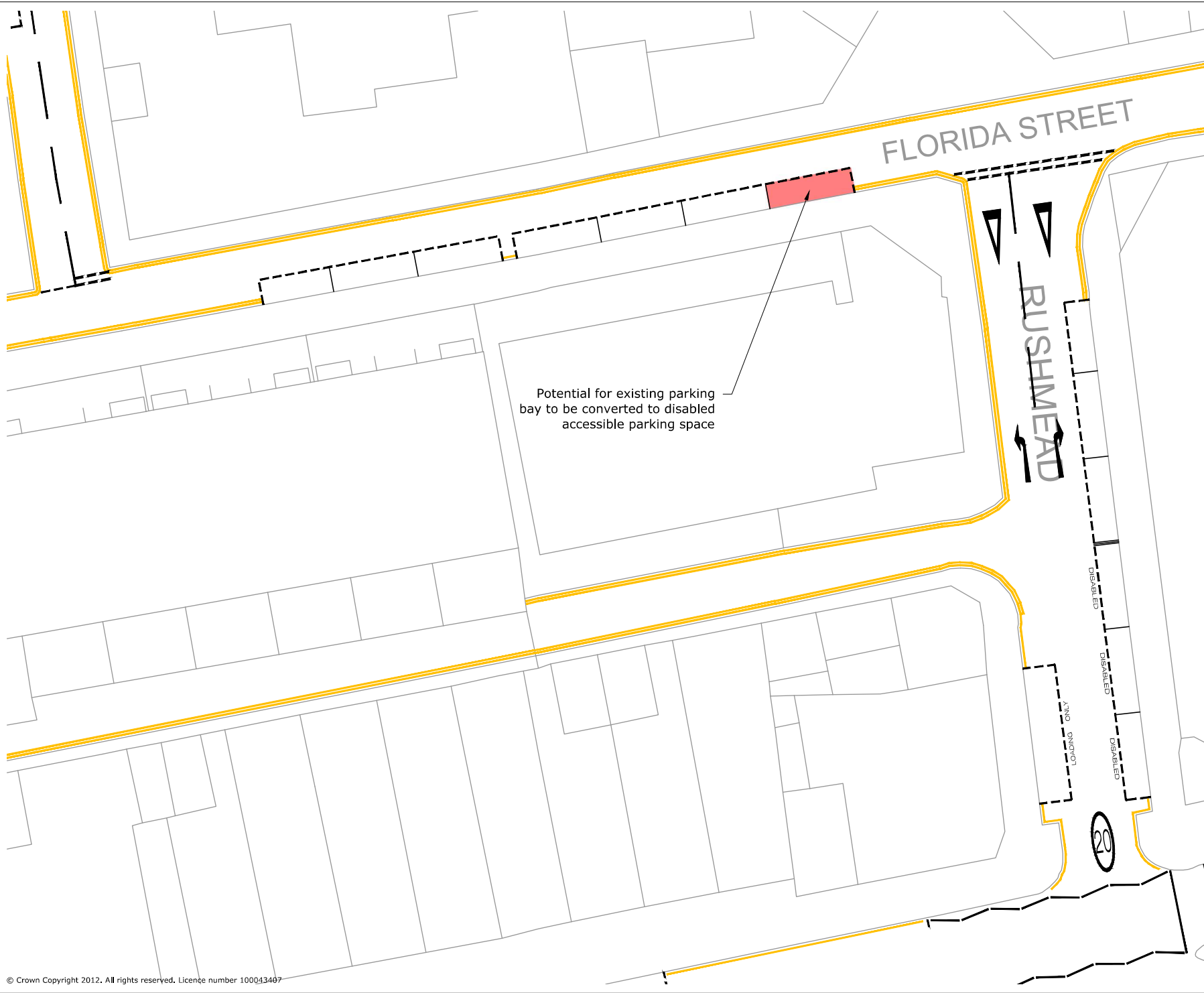
LOCATION : BETHNAL GREEN ROAD, BETHNAL GREEN, E2 6NE

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	WEDNESDAY 16TH SEPTEMBER 2020 TIME : 0200		
					PARKED	OBSERVED SPACES	% RESTRICT ON STRESS
FLORIDA ST	1	DOUBLE YELLOW LINE	30				
	2	DOUBLE YELLOW LINE	102				
POLLARD ST	3	DOUBLE YELLOW LINE	94.2				
	4	DOUBLE YELLOW LINE	11				
POLLARD ROW	5	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	45	8	8	0	100.0%
		1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	22.2	4	4	0	100.0%
IVIMEY ST	6	DOUBLE YELLOW LINE	2.7				
		1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	17.7		1		
SQUIRRIES ST	7	DROPPED KERB	55.2	11	10	1	90.9%
	8	DOUBLE YELLOW LINE	42				
FLORIDA ST	9	2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR	108.2	21	16	1	94.1%
	10	DOUBLE YELLOW LINE	17.6				
SQUIRRIES ST	11	3) PERMIT HOLDER MON-FRI 0830-1730 SUN 0830-1400	39.6				
	12	DOUBLE YELLOW LINE	29.5	5	5	0	100.0%
FLORIDA ST	13	DOUBLE YELLOW LINE	56.3				
	14	3) PERMIT HOLDER MON-FRI 0830-1730 SUN 0830-1400	25.4	4	4	0	100.0%
SQUIRRIES ST	15	DOUBLE YELLOW LINE	53				
	16	DOUBLE YELLOW LINE	53				
POLLARD ROW	17	DOUBLE YELLOW LINE	67.8				
	18	DOUBLE YELLOW LINE	18.3				
POLLARD ST	19	2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR	49.5	8	8	0	100.0%
	20	DOUBLE YELLOW LINE	76.3				
FLORIDA ST	21	DOUBLE YELLOW LINE	76				
	22	DOUBLE YELLOW LINE	17.7				
RUSHMEAD	23	2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR	57.1	10	9	0	100.0%
	24	DOUBLE YELLOW LINE	52.7				
BETHNAL GREEN	25	DOUBLE YELLOW LINE	51.2				
	26	DOUBLE YELLOW LINE	86.6				
VALLANE RD	27	DOUBLE YELLOW LINE	47.7				
	28	DOUBLE YELLOW LINE	11.2				
DERBYSHIRE ST	29	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	49.1	9	9	0	100.0%
	30	SINGLE YELLOW LINE	13.1		2		
VOSS ST	31	ACCESS	10.6				
	32	DROPPED KERB	3.7		1		
DERBYSHIRE ST	33	DOUBLE YELLOW LINE	47.6				
	34	DOUBLE YELLOW LINE	48.5				
HAGUE ST	35	2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR	66.4	12	12	0	100.0%
	36	SINGLE YELLOW LINE	1.1				
SEABRIGHT ST	37	DOUBLE YELLOW LINE	21.5				
	38	DOUBLE YELLOW LINE	35				
BETHNAL GREEN RD	39	DOUBLE YELLOW LINE	35				
	40	DROPPED KERB	6.7				
CANROBERT ST	41	GOODS LOADING ONLY MON-SAT 0830-1730	8	1	0	1	0.0%
	42	SINGLE YELLOW LINE	6.3				
BETHNAL GREEN	43	PEDESTRIAN CROSSING	9.6				
	44	4) GOODS LOADING MON-SAT 0830-1730 MAX 20 MINS NO RETURN WITHIN 2 HOURS	17	3	0	3	0.0%
VALLANE RD	45	SINGLE YELLOW LINE	1				
	46	5) PAY BY PHONE MON-SAT 0830-1730 MAX 4 HOURS NO RETURN WITHIN 1 HOUR	50.2	9	3	4	42.9%
BETHNAL GREEN	47	DISABLED BAY MAX 3 HOURS	12.2	2	0	2	0.0%
	48	BUS STOP	26.1				
VALLANE RD	49	DOUBLE YELLOW LINE	1.6				
	50	DOUBLE YELLOW LINE	34.3				
DERBYSHIRE ST	51	5) PAY BY PHONE MON-SAT 0830-1730 MAX 4 HOURS NO RETURN WITHIN 1 HOUR	47.8	5	1	4	20.0%
	52	DOUBLE YELLOW LINE	7.9				
VALLANE RD	53	DOUBLE YELLOW LINE	5.2	1	0	1	0.0%
	54	2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR	134.4	25	4	21	16.0%
VALLANE RD	55	KERB BUILD OUT / DOUBLE YELLOW LINE	58				
	56	DOUBLE YELLOW LINE	36.8				
VALLANE RD	57	DISABLED BAY	21.5	2	1	1	50.0%
	58	ACCESS	5.2				
VALLANE RD	59	DOUBLE YELLOW LINE	25.1				
	60	DOUBLE YELLOW LINE	5.4				
VALLANE RD	61	TOO NARROW / SINGLE YELLOW LINE	95.6				
	62	TOO NARROW / SINGLE YELLOW LINE	100				
VALLANE RD	63	TOO NARROW / SINGLE YELLOW LINE	100				
	64	TOO NARROW / SINGLE YELLOW LINE	96.1				
VALLANE RD	65	DOUBLE YELLOW LINE	5.3				
	66	DOUBLE YELLOW LINE	19.5				
VALLANE RD	67	DOUBLE YELLOW LINE	9.9				
	68	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	89.3	17	11	4	73.3%
VALLANE RD	69	DOUBLE YELLOW LINE	6				
	70	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	12	2	1	1	50.0%
VALLANE RD	71	SINGLE YELLOW LINE	4.8				
	72	SINGLE YELLOW LINE	9.6		1		
VALLANE RD	73	2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR	17	3	3	0	100.0%
	74	DROPPED KERB	3.4				
VALLANE RD	75	SINGLE YELLOW LINE	3.1				
	76	DROPPED KERB	8.5				
VALLANE RD	77	2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR	16.5	3	3	0	100.0%
	78	SINGLE YELLOW LINE	1.6				
VALLANE RD	79	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	17.8	3	3	0	100.0%
	80	DOUBLE YELLOW LINE	4.1				
VALLANE RD	81	DOUBLE YELLOW LINE	9.9				
	82	2) PERMIT HOLDER OR PAY BY PHONE MAX 4 HOURS 0830-1730 NO RETURN WITHIN 1 HOUR	18.1	3	2	0	
VALLANE RD	83	SINGLE YELLOW LINE	8.4				
	84	MOTORCYCLE ONLY	8				
VALLANE RD	85	DROPPED KERB	7.9				
	86	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	45.1	9	6	2	75.0%
VALLANE RD	87	DOUBLE YELLOW LINE	50.3				
	88	SINGLE YELLOW LINE	22.4				
VALLANE RD	89	DROPPED KERB	3.2				
	90	STREET MARKET / SINGLE YELLOW LINE	69.5		1		
VALLANE RD	91	SINGLE YELLOW LINE	4.2				
	92	STREET MARKET / SINGLE YELLOW LINE	70		4		
VALLANE RD	93	PEDESTRIAN CROSSING	22.5				
	94	PEDESTRIAN CROSSING	9				
VALLANE RD	95	STREET MARKET / SINGLE YELLOW LINE	61.9				
	96	SINGLE YELLOW LINE	4.5				
VALLANE RD	97	DOUBLE YELLOW LINE	5.7				
	98	DROPPED KERB	14.7				
VALLANE RD	99	6) BUSINESS PERMIT HOLDER MON-SAT 0830-1730	19.4	3	2	1	66.7%
	100	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	13.1	2	2	0	100.0%
VALLANE RD	101	SINGLE YELLOW LINE	22.8				
	102	SINGLE YELLOW LINE	41				
VALLANE RD	103	DROPPED KERB	5.6				
	104	SINGLE YELLOW LINE	17.3				
VALLANE RD	105	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	30.1	5	5	0	100.0%
	106	DROPPED KERB	2.2				
VALLANE RD	107	SINGLE YELLOW LINE	33.5				
	108	DROPPED KERB	2.1				
VALLANE RD	109	SINGLE YELLOW LINE	20.6				
	110	1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	11.2	2	2	0	100.0%
VALLANE RD	111	DROPPED KERB	4				
	112	6) BUSINESS PERMIT HOLDER MON-SAT 0830-1730	5.3	1	0	1	0.0%
VALLANE RD	113	SINGLE YELLOW LINE	26.7				
	114	DROPPED KERB	2.5				
VALLANE RD	115	SINGLE YELLOW LINE	5.1				
	116	STREET MARKET / SINGLE YELLOW LINE	35		2		
VALLANE RD	117	SINGLE YELLOW LINE	8.3				
	118	BUS STOP	25.3				
VALLANE RD	119	SINGLE YELLOW LINE	28.1		1		
	120	DROPPED KERB	10.1				
VALLANE RD	121	7) MON-FRI 0830-1500 SAT 0830-1730 OR PAY BY PHONE MAX 4 HOURS NO RETURN WITHIN 1 HOUR NO LOADING MON-FRI 1600-1900 NO WAITING MON-FRI 1500-1900	10.8	2	0	2	0.0%
	122	DROPPED KERB	7.7				
VALLANE RD	123	5) PAY BY PHONE MON-SAT 0830-1730 MAX 4 HOURS NO RETURN WITHIN 1 HOUR	12	2	1	1	50.0%
	124	SINGLE YELLOW LINE	13.6				
VALLANE RD	125	NOSE IN PARKING 1) RESIDENT PERMIT ONLY MON-SAT 0830-1730	7.5	3	3	0	100.0%
	126	DROPPED KERB	12.8				
VALLANE RD	127	SINGLE YELLOW LINE	11.9				
	128	5) PAY BY PHONE MON-SAT 0830-1730 MAX 4 HOURS NO RETURN WITHIN 1 HOUR	11.6	2	1	1	50.0%
VALLANE RD	129	SINGLE YELLOW LINE	3				
	130	TAXI STAND	19.5		2		
VALLANE RD	131	5) PAY BY PHONE MON-SAT 0830-1730 MAX 4 HOURS NO RETURN WITHIN 1 HOUR	15	3	1	2	33.3%
	132	PEDESTRIAN CROSSING	27.1		1		
VALLANE RD	133	DROPPED KERB	5				
	134	DISABLED BAY	18.2	3	0	3	0.0%
VALLANE RD	135	5) PAY BY PHONE MON-SAT 0830-1730 MAX 4 HOURS NO RETURN WITHIN 1 HOUR	18.4	3	3	0	100.0%
	136	DOUBLE YELLOW LINE	10.6				

THURSDAY 17TH SEPTEMBER 2020				
TIME : 0230				
PARKED		OBSERVED SPACES		RESTRICT ON STRESS
8		0		100.0%
4		0		100.0%
1				
10		0		100.0%
17		1		94.4%
4		1		80.0%
4		0		100.0%
7		1		87.5%
10		0		100.0%
9		0		100.0%
2				
11		1		91.7%
0		1		0.0%
0		3		0.0%
1		8		11.1%
0		2		0.0%
0		5		0.0%
0		1		0.0%
8		16		33.3%
1		1		50.0%
13		2		88.7%
1		1		50.0%
1		1		50.0%
2		1		66.7%
2		1		66.7%
1		2		
8		0		100.0%
1				
4				
1				
3		0		100.0%
1		1		50.0%
1				
5		0		100.0%
2		0		100.0%
1				
0		1		0.0%
2				
0		2		0.0%
1		1		50.0%
3		0		100.0%
1				
1		1		50.0%
3				
		1		33.3%
0		3		0.0%
2		1		66.7%

## **Appendix D**

### On-street Parking Arrangement



84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Cargo Works  
1-2 Hatfields  
London  
SE1 9PG  
T: 020 8065 5208

www.motion.co.uk

Project: Rushmead	
Title: Existing Highway Layout	
Scale: 1:250 (@ A3)	
Drawing: 2009002-01	Revision: -

## Appendix E

TRICS Output Report

Calculation Reference: AUDIT-734001-200907-0938

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
BN	BARNET	1 days
HG	HARINGEY	1 days
HO	HOUNSLOW	1 days
WF	WALTHAM FOREST	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 9 to 133 (units: )  
 Range Selected by User: 9 to 133 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	3
High Street	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3

4 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

20,001 to 25,000

1 days

50,001 to 100,000

3 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

250,001 to 500,000

1 days

500,001 or More

3 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes

1 days

No

3 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

2 Poor

1 days

3 Moderate

1 days

4 Good

1 days

5 Very Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	BN-03-A-03 SWEETS WAY WHETSTONE	MIXED HOUSES	BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 133 <i>Survey date: TUESDAY 10/09/19</i>		
2	HG-03-A-01 LAWRENCE ROAD TOTTENHAM WEST GREEN	DETACHED & SEMI-DETACHED	HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) High Street Total No of Dwellings: 20 <i>Survey date: TUESDAY 05/11/19</i>		
3	HO-03-A-02 HIBERNIAN ROAD HOUNSLOW	MIXED HOUSES	HOUNSLOW
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 <i>Survey date: MONDAY 29/06/15</i>		
4	WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW	SEMI DETACHED & TERRACED	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings: 9 <i>Survey date: THURSDAY 06/06/19</i>		

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	53	0.127	4	53	0.665	4	53	0.792
08:00 - 09:00	4	53	0.236	4	53	1.307	4	53	1.543
09:00 - 10:00	4	53	0.255	4	53	0.538	4	53	0.793
10:00 - 11:00	4	53	0.236	4	53	0.335	4	53	0.571
11:00 - 12:00	4	53	0.269	4	53	0.250	4	53	0.519
12:00 - 13:00	4	53	0.330	4	53	0.335	4	53	0.665
13:00 - 14:00	4	53	0.448	4	53	0.349	4	53	0.797
14:00 - 15:00	4	53	0.401	4	53	0.392	4	53	0.793
15:00 - 16:00	4	53	0.892	4	53	0.547	4	53	1.439
16:00 - 17:00	4	53	0.514	4	53	0.212	4	53	0.726
17:00 - 18:00	4	53	0.618	4	53	0.259	4	53	0.877
18:00 - 19:00	4	53	0.939	4	53	0.439	4	53	1.378
19:00 - 20:00	4	53	0.741	4	53	0.377	4	53	1.118
20:00 - 21:00	4	53	0.505	4	53	0.236	4	53	0.741
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.511			6.241			12.752

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.