SmarterTravel
from Richard Jackson Limited

YEAR 2 RESIDENTIAL TRAVEL PLAN

**Aspext, 415 Wick Lane, London, E3 2JG**

Client: Taylor Wimpey East London

October 2024 (Rev E)

Project No: 80020

## Document Review Sheet: -

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|---|---|
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Revision Status

| Issue | Date | Description | Prepared | Checked | Approved |
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| A | 17.05.2018 | Amended in accordance to comments from CH2M. | HW | RNL | RNL |
| B | 17.12.2019 | Updated prior to first occupation. | HW | RNL | RNL |
| C | 22.12.2021 | Updated to full Travel Plan following baseline monitoring. | HP | RNL | RNL |
| D | 20.09.2022 | Updated following Year 1 monitoring. | HR | HP | RNL |
| E | 11.11.2024 | Updated following Year 2 monitoring. | EE | DP | MD |

## Contents:-

## 1. FOREWORD

1.1. Smarter Travel Ltd (ST Ltd) has been appointed by the Developer – Taylor Wimpey East London - to manage, monitor and promote the Travel Plan (TP) for the redevelopment of brownfield land at 411-415 Wick Lane, London, E3 2JG, located within the London Borough of Tower Hamlets. The development scheme is for 175 residential dwellings and approximately 2,500m$^2$ of mixed-use commercial units. At the time of 2024 monitoring, the residential units are fully occupied and the commercial units are fully occupied. The provision of this TP is to oblige planning approval Ref: 16/00685/FUL and the Fourth Schedule of the Section 106 Agreement with London Legacy Development Corporation (LPA). A copy of the development layout can be found in **Appendix A**.

1.2. A Travel Plan is defined as a long term management strategy and package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.

1.3. The Travel Plan Coordinator (TPC) is responsible for promoting, managing, and monitoring the success of the TP and report to the LPA for the agreed monitoring period which has commenced six months after the first occupation of the site through to five years after first occupation of the final building to be complete, as defined in the Section 106 Agreement. The monitoring period is therefore likely to be completed in 2026 with the principal target to have a shift towards sustainable travel with a 5% increase in modal share for cycling across all users and a 5% increase in walking modal share across all users.

1.4. The TP measures outlined in this report will be promoted and highlighted to both residents of the development as well as employees and visitors. There will be a mix of marketing channels for each target audience.

1.5. The development is located to in the northeast of the London Borough of Tower Hamlets. The surrounding areas are predominantly light industrial in nature with a large amount of on-going regeneration in the area. Located to the southwest of the London Olympic Park the development is close to numerous local amenities and public transport services with good pedestrian and cycle infrastructure to support the promotion of sustainable travel. **Figure 1 (Chapter 6)** illustrates the site location within context of the surrounding area.

***Definitions***

1.6. The following definitions are used throughout this document:

i. "**Travel Plan**" means a comprehensive "living" document that includes the sustainable travel objectives, targets, and commitments, which is updated, amended, and supplemented from time to time under the provisions of the conditions / obligations of the planning approval and "Travel Plan Reviews" which are obliged to be undertaken by the Travel Plan Coordinator on behalf of the Developer.

ii. "**Travel Plan Coordinator** (TPC)" shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision and resources to produce and update a "Travel Plan" and manage the continued implementation of the "Travel Plan" including the provision of information to the Local Authority.

iii. "**Travel Survey**" means a standardised travel survey undertaken via postal / online surveys to identify the modes of travel used by the residents and employees. This will be supplemented by a manual count of all pedestrians and vehicles entering and exiting the site over a 12-hour period (7am – 7pm). Parked cars, parked bicycles, and other parked vehicles will be counted and recorded, where appropriate.

iv. "**Annual Travel Plan Review**" means a yearly report including the results and analysis of the "multi-modal survey" if required, indicating how the "Travel Plan" is performing and updating the document as necessary to reflect changes in local area accordingly.

v. "**Monitoring Period**" means the time period that the Developer is committed to fund and manage the "Travel Plan" and "Travel Plan Coordinator" to review travel behaviour to / from Aspext with an aim to reduce the reliance on the public transport network and promote more sustainable modes such as walking and cycling. The time period set out for this is five years after first occupation of the final building.

vi. "**Local Planning Authority**" shall mean the relevant district council or county council required to approve the Travel Plan.

## 2. INTRODUCTION

2.1. This document provides the basis, from which to refine, expand and develop the TP and promote the objectives within it; an updated TP will be submitted to the LPA following the first (2022), third (2024) and fifth (2026) monitoring periods.

2.2. The development is a mix of both residential and commercial spaces and therefore the TP is an important tool in helping to deliver sustainable communities. This will bring a number of benefits into the local area, including:

i) Improved safety on the local roads. This is achieved by promoting alternatives to the car.

ii) Reducing problems linked to highway capacity problems.

iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.

iv) Help to create local environmental improvements from a reduction in congestion, carbon emissions as well as pollution and noise.

v) Residents can enjoy improved health, less stress and better quality of life through the increased use active travel. Financial savings over the ownership and running costs of a private car can also be achieved through providing a greater travel choice.

vi) Increase the opportunities for employers to feed into corporate social responsibility or sustainability initiatives.

2.3. This TP has been prepared in accordance with DfT and TfL guidance documents. **Chapter 4** highlights policy considerations taken into account.

2.4. Overall, this Travel Plan covers both residents of the Aspext development in addition to the employees of the businesses occupying the commercial units.

## 3. DEVELOPMENT OUTLINE

3.1. The development will be mixed-use. **Table 3.1** illustrates the number of units within the development.

| Land Use | GIA ($m^2$) | Number of Units |
|---|---|---|
| 1 bed / Studio | - | 78 |
| 2 bed | - | 84 |
| 3 bed | - | 13 |
| 4 bed+ | - | 0 |
| A1 / A3 | 345 | - |
| B1 | 1,648 | - |
| B2 | 221 | - |
| Ancillary Space | 289 | - |

***Table 3.1 – Development Outline***

3.2. The development is divided into six separate buildings ranging from blocks A to E and G, which are consolidated into three main blocks. **Appendix A** illustrates the location of each building across the site. 'The Yard' space separates blocks one and two, whilst 'Wick Walk' separates blocks two and three.

***Block One – Buildings A, B, C***

3.3. Building A consists of six stories and is located at the north-western corner of the development plot. A flexible commercial unit (A1 / A3 / B1 land uses) is located at ground floor, this is accessed via Wick Lane.

3.4. Building B consists of seven stories and is located to the southeast of building A. Flexible commercial units (A1 / A3 / B1 land uses) will be located at ground floor, accessed via Wick Lane whilst ground floor to provides access to residential units.

3.5. Building C over-sails the ground floor public realm at level one linking Building B to Building D and provides access to four residential dwellings.

3.6. A landscaped podium area at first floor is also provided at the core of block one, providing additional landscaped areas and access to the residential units facing this area.

3.7. Secure and sheltered bicycle parking is provided in buildings A and B for residents of buildings A, B and C.

***Block Two – Building D***

3.8. Building D consists of seven stories, located centrally to the development plot between 'The Yard' and 'Wick Walk'. A flexible retail unit (A1 / A3 land uses) is located on the ground floor and accessed from Wick Lane. The ground floor provides access to five residential units (including three adaptable homes).

3.9. Secure and sheltered bicycle parking for residents of building D is provided in buildings A, B, E and G. Bicycle parking for staff and visitors is provided outside of building D.

***Block Three – Buildings E and G***

3.10. The south-eastern block consists of buildings E and G. Building E consists of seven stories, located along the north-western section of this block running parallel to 'Wick Walk'. Ground floor provides access to residential units (including 15 adaptable homes) and flexible commercial units (A1 / A3 / B1 land uses).

3.11. Building G consists of one level, located along the southern boundary of the block providing two B1 office units and a B2 unit.

3.12. Secure and sheltered bicycle parking is available in buildings E and G for residents.

3.13. Building G accommodates the under-croft car park. This provides 23 parking bays, of which 18 are mobility spaces. From this total, four standard parking bays and one accessible bay are dedicated to the commercial units. There are five spaces available with electric vehicle charging points with an additional five spaces having passive provision. This is in accordance with guidance set out in The London Plan current at the time of construction (see **Chapter 4**).

***Cycle Parking***

3.14. In line with the standards set out in the London Plan current at the time of construction (see **Chapter 4**), the number of bicycle parking spaces are detailed in **Table 3.3**.

| Building | Short Stay | Long Stay |
|---|---|---|
| Commercial | 10 | 20 |
| Residential | 4 | 272 |

***Table 3.3 – Short and long stay bicycle parking spaces***

3.15. Residential cycle parking is located in secure and easily accessible locations throughout the development. A double height stacking system is provided for long stay internal parking areas. Staff and visitors cycle parking spaces are located throughout the development and integrated into the landscaped areas and sheltered, where appropriate.

## 4. POLICY CONSIDERATIONS

### *National Policy*

4.1. The Department for Transport document "*Smarter Choices – Changing the Way We Travel* (2005)" demonstrates the efficacy of measures such as the use of car clubs, car sharing schemes, personalised travel planning, travel awareness publicity, etc… The document sets out that the reduction nationwide could be of around 11% in traffic with appropriate travel plan measures implemented. This figure will vary according to site location and existing travel habits.

4.2. The Government's white paper document "The Future of Transport: a network for 2030 (2004)" sets out the vision for a smarter choice of travel in England. The document has identified that marketing to promote sustainable transport can deliver "reductions in car use of between 7% and 15% in urban areas and 2% to 6% in rural and smaller urban areas".

### *National Planning Policy Framework (NPPF)*

4.3. The NPPF and the government guidance identifies that the provision of a Travel Plan will help to deliver more sustainable transport objectives, including:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
- Reduced traffic speeds and improved road safety and personal security, particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

### *Regional Policy*

### *The London Plan (2021)*

4.4. The London Plan published in 2021 is a shared responsibility between the Mayor of London, 32 London boroughs and the Corporation of the City of London. Local development documents should be in general conformity with the overall London Plan.

4.5. The London Plan is an overall strategic plan setting out an integrated economic, environmental, transport and social framework for the development of London.

4.6. Chapter 10: 'Transport' of the plan sets out policies to support integration of transport and development, connecting London and ensuring better streets. Additionally, it sets out clear car and cycle parking standards.

4.7. Section 10.1 of The London Plan, 'Strategic Approach to Transport', highlights several relevant points which are relevant to this TP. This includes;

- Encouraging patterns and modes of development that reduce the need to travel, especially by car;
- Seek to improve the accessibility of public transport, walking and cycling particularly in areas of great demand.; and
- Supporting measures that encourage shifts towards more sustainable modes and use appropriate demand management.

4.8. Additionally, The London Plan aims for a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities. As well as an efficient and effective transport system which actively encourages more walking and cycling as well as making better use of the Thames as a transport link.

4.9. In policy T1 of the London Plan it states Development Plans and development proposals should support the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.

***Local (Borough) Level Planning Policy***

***Fish Island Area Action Plan (2012)***

4.10. The Fish Island Area Action Plan (AAP) guides regeneration and the redevelopment of Fish Island. It includes the industrial area between the A12 and the River Lea. This delivers the vision set out in the Core Strategy. It also states that improving access from Fish Island to the Greenway will encourage its use and reduce walking times to Pudding Mill Station. AAP policy FI3.4 states that priority should be given and actions taken to enhance access to the Greenway by providing a new pedestrian / cycling connection from Wick Lane (between Crown Close and Riverside Wharf) to the Greenway. It is within the AAP that a new connection to the Greenway was to be created in two locations on Wick Lane.

4.11. Detailed design of the new Greenway access link was approved in writing prior to 50% occupation of the residential units.

***LLDC Local Plan (2020)***

4.12. The LLDC Local Plan sets out policy that new developments require to use Travel Plans in order to promote and encourage smarter travel. The following points from the LLDC Local Plan are considered;

- Introduce measures that actively promote walking and cycling and public transport use (cycle parking, travel and wayfinding information etc);
- Have ambitious targets to achieve such measures, with mechanisms to monitor and review to ensure targets are achieved;

- Promote sustainable car use through initiatives such as car sharing and car clubs; and

- Provide a greater smarter choice offer.

***Mayors Transport Strategy (2018)***

4.13. The Mayors Transport Strategy which has been adopted in 2018 (revised in 2022) sets out a series of transport reduction strategies, this include;

- Improving the effectiveness, sustainability and reliability of alternatives to the car;

- Discouraging unnecessary journeys by car and freight; and

- Road space reallocation and enabling car-free lifestyles.

## 5. EXECUTIVE POLICY STATEMENT

5.1. Taylor Wimpey has agreed to the TP arrangements that demonstrate the importance of the environmental and health benefits of increasing the use of more sustainable modes of travel as an alternative to the private car in addition to decreasing the demand on the public transport network. The Developer is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the monitoring targets whilst supporting change in travel habits of residents of this development.

5.2. The Developer will be responsible for the ownership of the TP for this development for a period of not shorter than five years from the date of the first occupation of the final building. It is therefore expected that the monitoring period is to end no earlier than 2026.

5.3. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details are set out below. Should the contact details of the TPC change at any time during the monitoring period the following details will be amended accordingly and advised to the LPA.

| ***Acceptance and Commitment to the Role of Travel Plan Coordinator*** |
|---|
| Name: Elizabeth Evans<br><br>Company: Smarter Travel Ltd<br><br>Telephone: 01603 230240 (Mon – Fri; 0900-1700)<br><br>Email: Aspext@SmarterTravel.uk.com<br><br>Website: www.SmarterTravel.uk.com/aspext<br><br>Date: October 2024<br><br>On behalf of: Taylor Wimpey East London |

## 6. LOCAL ACCESSIBILITY AUDIT

### *Aspext Location*

6.1. Located in the northeast of the London Borough of Tower Hamlets, the existing site and the surrounding area are predominantly light industrial in nature, with sporadic and recently developed 20th and 21st century high-rise residential apartments located to the southeast of the site. This has been delivered as part of on-going wider regeneration in the area. The site is bound by the Jubilee Greenway Walk to the northeast which provides a cycling and pedestrian route directly to the Queen Elizabeth Olympic Park (the 'Park'). **Figure 1** illustrates the site location within context of the surrounding area.

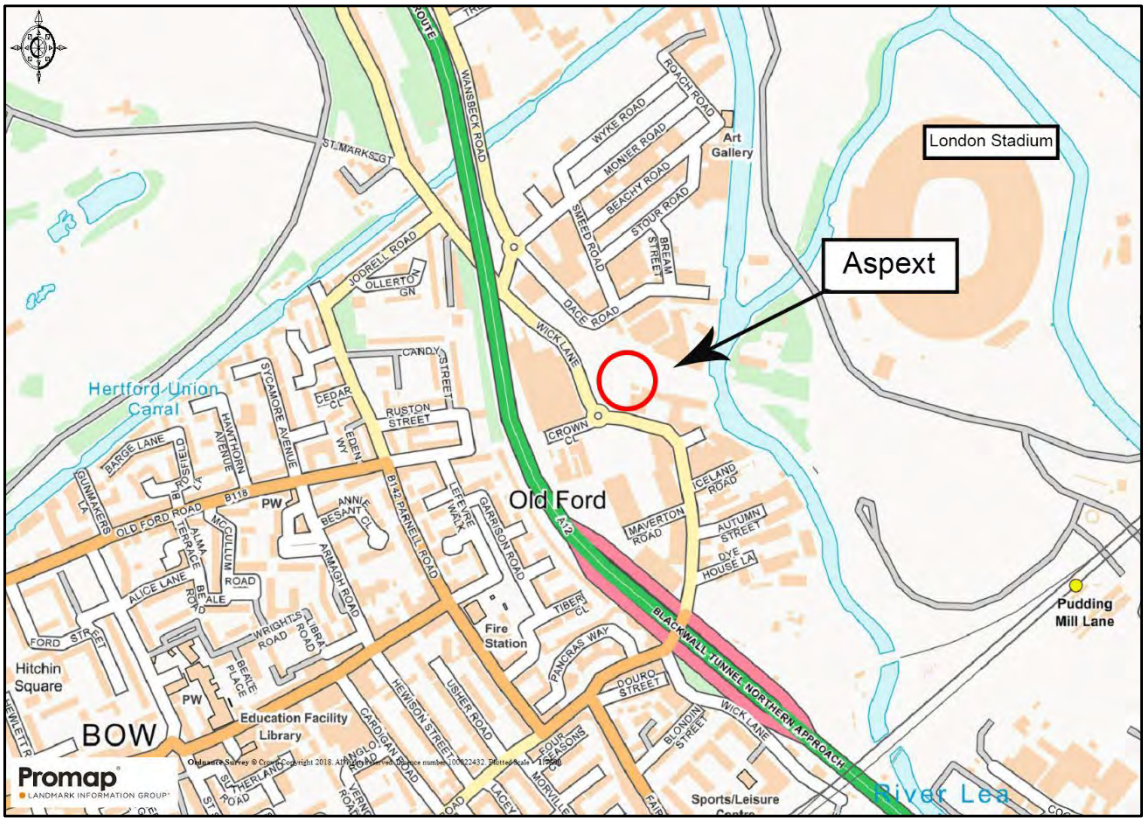



***Figure 1 – Development Location***

6.2. Wick Lane is a two-way single carriageway road, subject to a 20mph, which runs between the Jodrell Road / Cadogan Terrace roundabout in the north and bears in a south-easterly direction, to run parallel with the A12 at the junction with Tredegar Road at which point it forms a dead end. Midway along the southwest boundary of the site Wick Lane forms a roundabout with Crown Close, a two-way single carriageway road which forms a dead end.

6.3. The A12 is located to the west of the site, accessed via the southern end of Wick Lane. It is a three-lane two-way dual carriageway. In the southbound direction, the A12 provides a route through to Poplar, whilst in the northbound direction it provides a route towards outer East London and Essex and further afield to Suffolk and East Anglia.

6.4. An open area at the end of 'The Yard' provides a flexible entertainment space where potential 'pop-up' stalls are occasionally located. 'Wick Walk' is solely pedestrianised, separating blocks two and three, providing a secondary access to building D and primary access to residential units in building E.

6.5. The vehicular access to the under-croft car park is via Wick Lane at the south-eastern end of the site, access is controlled by roller shutters. 'The Yard' and 'Wick Walk' provide primary pedestrianised access, controlled by bollards / retractable bollards where applicable, whilst limited vehicular access is permitted to 'The Yard' for service requirements.

6.6. The site sits within the London Borough of Tower Hamlets Controlled Parking Zone (CPZ) B4. An on-road bus cage is located adjacent to the site, which provides a set-down and boarding facility for northbound bus services. The southbound bus stop is located along the north-western boundary of the site, approximately 40m north of the roundabout junction. The remaining road network in the vicinity of the site is subject to single and double yellow lines with intermittent on-street parking.

***Pedestrian Access***

6.7. The site is highly accessible by foot. Street lit footways ranging from 2.5m to 3.6m in width on the northern side and 1.8m and 3.6m in width on the southern side are provided on Wick Lane which runs along the south and southwestern boundary of the site. The Jubilee Greenway runs to the north of the site, providing a formal walking route between the western end of Victoria Park and eastwards to Brampton, through the 'Park'. Various footway improvements have taken place over the last few years within the vicinity of the site, including improved block paving and carriageway resurfacing works.

6.8. Access from street level is provided via Wick Lane through 'Wick Walk' and 'The Yard', which is pedestrianised to provide a quality environment for pedestrians, as per policy guidance. Separating blocks one and two, 'The Yard' provides a landscaped pedestrian dominated space, but also allows for ad-hoc vehicular servicing and maintenance access to occur as well as providing pedestrian access to buildings B and D.

***Cycle Access***

6.9. The Jubilee Greenway runs to the north of the site, providing a formal cycling route to the Park to the east and Victoria Park to the West. The Greenway connects to the Cycle Superhighway 2, approximately 1.2km (4 minute cycle) from the site which runs along the High Street between Stratford and Aldgate East. **Figure 2** shows the route of Cycle Superhighway 2.

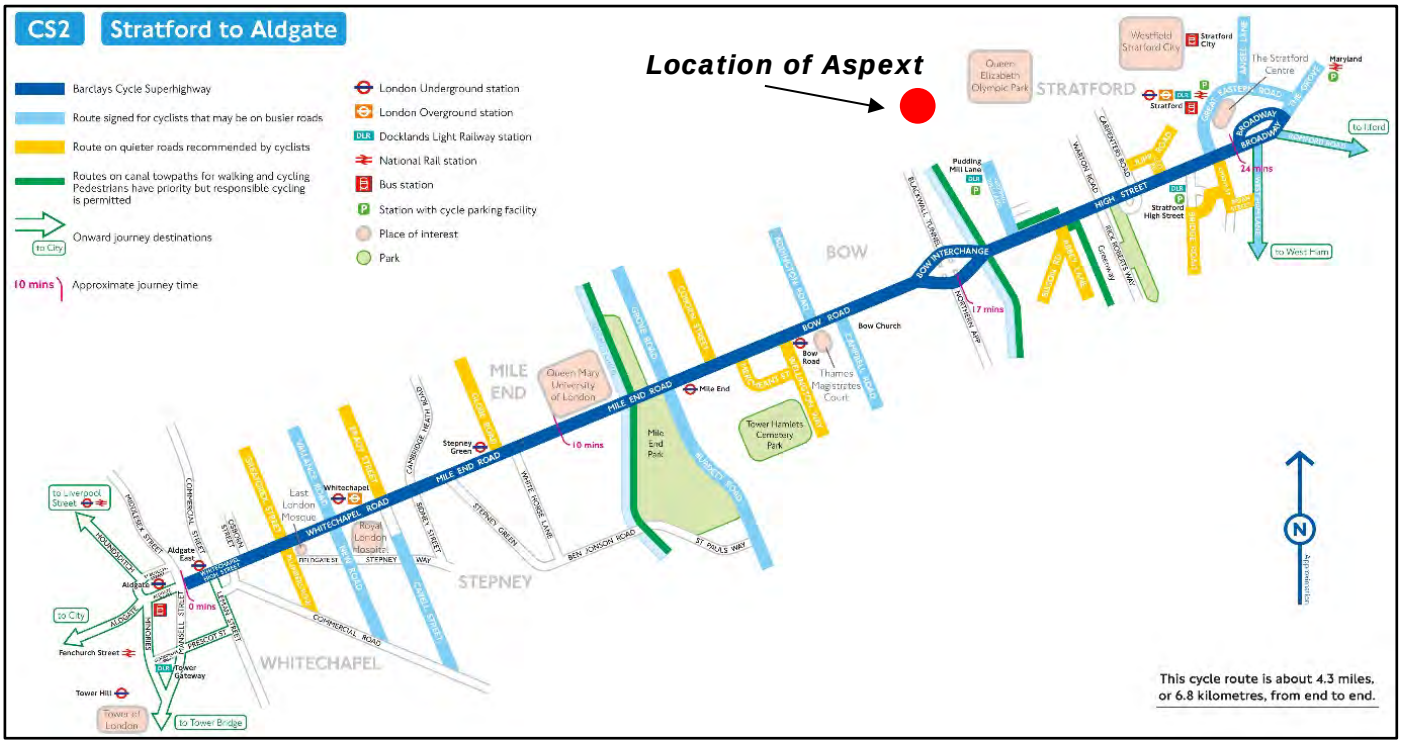



***Figure 2 – Cycle Superhighway 2 Route***

6.10. The northern section of Wick Lane adjacent to the site is identified by TfL as a signed cycle route, which continues west along Crown Close and provides a north-south route along the B142. A segregated pedestrian and cycle bridge is provided over the A12 providing a route to Old Ford Road.

6.11. Residential cycle parking is provided in secure and convenient locations within each building and utilises a double height stacking system. Staff and visitor cycle parking for the commercial uses across the development are integrated into the landscaped areas and covered, where appropriate.

6.12. Various Santander Cycle Hire docking stations are located within easily accessible distance to Aspext, where there are conventional and electric bikes available. The nearest being approximately a three minute walk. Bethnal Green, Hackney and Leyton, along with various DLR, London Underground and Overground stations are all accessible within a 10-minute cycle of the site. **Figure 3** illustrates nearby Santander Cycle Hire docking stations.

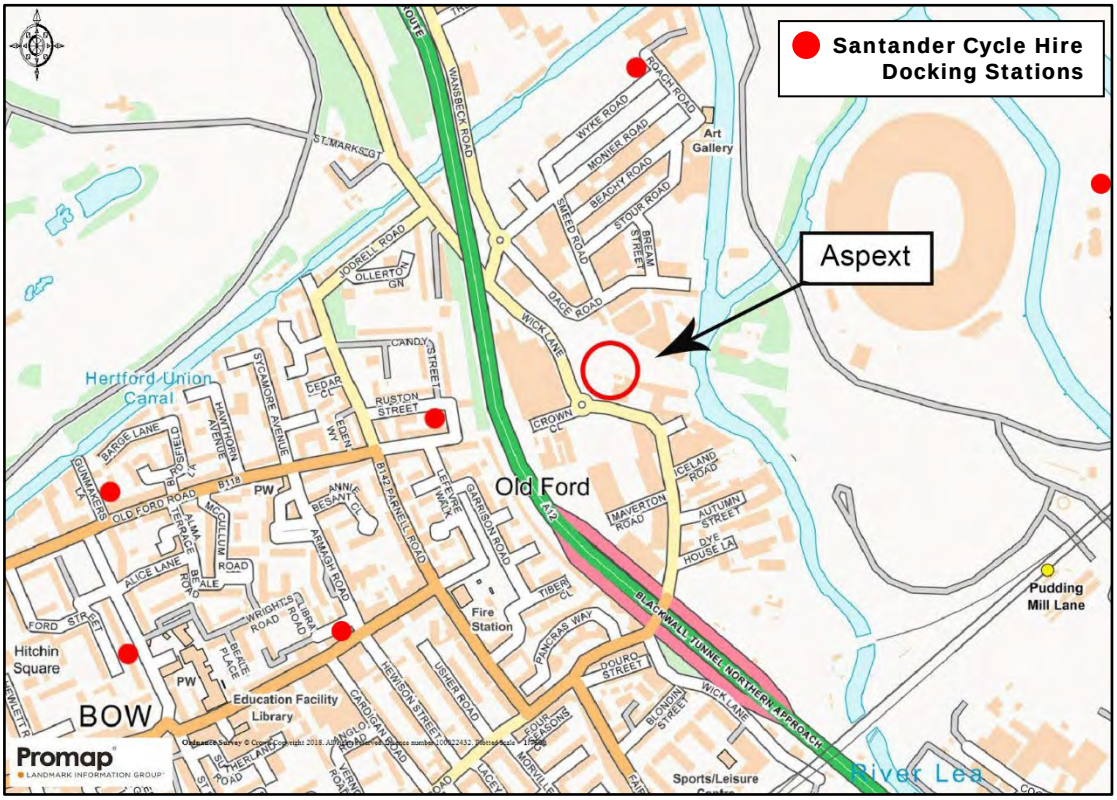



***Figure 3 – Santander Cycle Hire Docking Stations***

### *Public Transport*

6.13. Public Transport Accessibility Level (PTAL) is a tool used to quantify the level of accessibility of locations within London, providing a score of between 1 (poor) and 6 (best). Although, the site only scores a PTAL 2, TfL recognised within their formal post application response to the previously submitted scheme, that this assessment does not include the Greenway nor the bridge over the A12 and therefore accepts that the site should achieve a more realistic score of 3. A copy of the PTAL score can be found in **Appendix B**.

6.14. Aspext is well accessed by bus with six bus stops located within a 400m walking distance from the site, providing access to bus routes 339 (towards Shadwell and Leytonstone) 276 (towards Stoke Newington and Newham) 488 (towards Dalston Junction and Bromley by Bow). The two closest bus stops located along Wick Road are unsheltered, whereas the bus stops located along the junction of Wick Road and Autumn Street are sheltered in both directions. **Figure 4** below shows the nearest bus stops to Aspext.

6.15. Local bus route spider diagrams can be found in **Appendix C**.

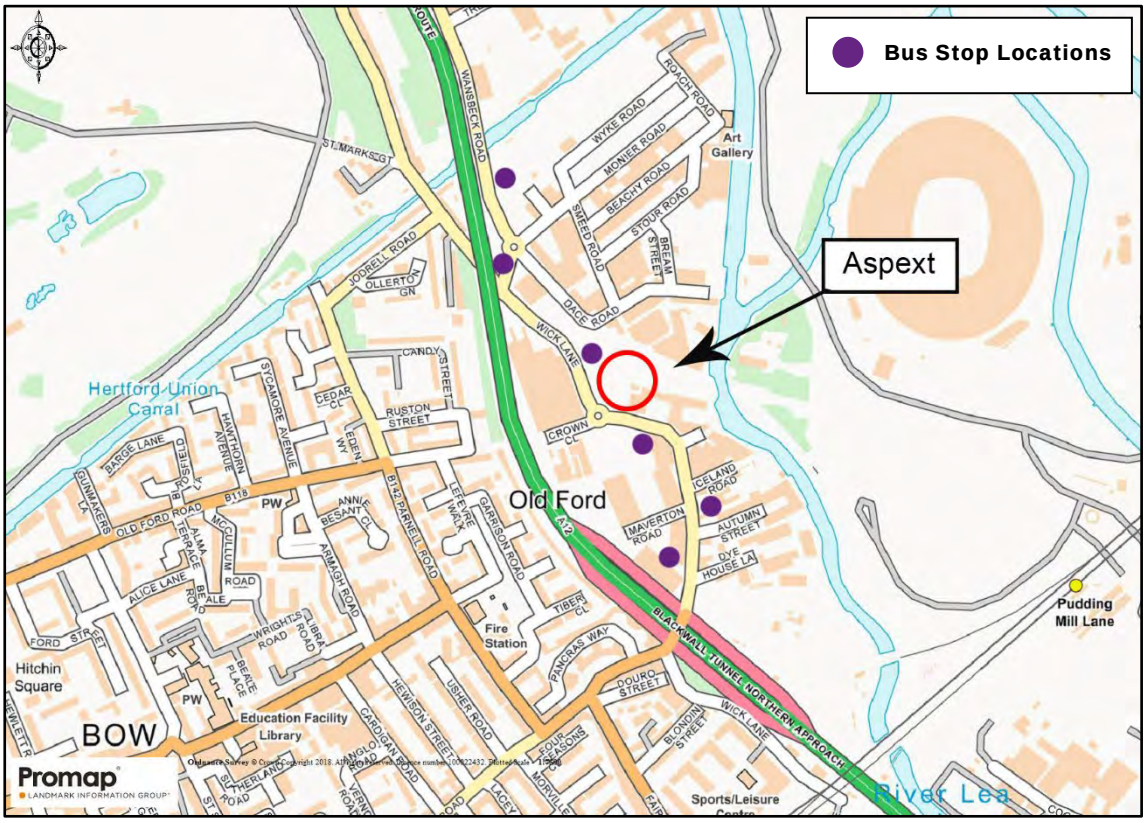



***Figure 4 – Location of Nearest Bus Stops***

6.16. The DLR is accessed from Pudding Mill Station, approximately 960m walking distance, south of the site, whilst London Overground services can be accessed from Hackney Wick Station approximately 1.1km walking distance north of the site. London Underground services can be access at Bow Road located 1.6km south-east of the site and Stratford Station 2km east of the site.

6.17. **Table 6.1** below sets out the frequency of services operating from these stations in the AM and PM peak periods, up to date as of October 2024 unless otherwise stated. 2022 welcomed the start of Crossrail services operating from Stratford Station, providing access to the Elizabeth Line which provides faster connections to Central London, Heathrow Airport and further afield to Reading. This in turn increases the accessibility of the site for both residents and employees.

6.18. **Appendix D** shows DLR, Underground and Overground routes throughout Greater London.

| Line | Station | Direction | Frequency Per Hour AM (08:00 – 09:00) | Frequency Per Hour PM (17:00– 18:00) |
|---|---|---|---|---|
| London Overground | Hackney Wick | Westbound | 10 | 10 |
| | | Eastbound | 10 | 11 |
| DLR | Pudding Lane | Northbound | 15 | 15 |
| | | Southbound | 15 | 15 |
| Hammersmith and City | Bow Road | Westbound | 6 | 6 |
| | | Eastbound | 5 | 6 |
| District | Bow Road | Westbound | 18 | 19 |
| | | Eastbound | 18 | 18 |
| Central | Stratford | Westbound | 21 | 21 |
| | | Eastbound | 21 | 21 |
| Jubilee | Stratford | Westbound | 26 | 27 |
| Elizabeth* | Stratford | Eastbound | 13 | 14 |
| | | Westbound | 13 | 12 |

**Expected frequency from updated timetable, to be published 15 December 2024.*

***Table 6.1 – Frequency of nearest Overground, DLR and London Underground Services (as of October 2024)***

6.19. National Rail Services are accessible via Stratford National Rail Station, located approximately 2.1km from the site. Greater Anglia rail services operate from this station, providing routes to Liverpool Street in a westbound direction and further destinations in East Anglia. South Eastern High Speed rail services between London and Kent are accessible from Stratford International Station. **Table 6.2** illustrates the destinations served by the services operating from these stations and the associated peak hour frequencies, as of October 2024.

| ***Termination Point*** | ***Frequency Per Hour AM (08:00 – 09:00)*** | ***Frequency Per Hour PM (17:00 – 18:00)*** |
|---|---|---|
| ***Stratford National Rail Station*** | | |
| Bishops Stortford | 5 | 5 |
| London Liverpool Street | 13 | 20 |
| Southend Victoria | 4 | 5 |
| Shenfield | 21 | 22 |
| Ipswich | 3 | 4 |
| Colchester | 5 | 5 |
| Clacton-on-Sea | 1 | 2 |
| Braintree | 1 | 1 |
| ***Stratford International Station*** | | |
| London St Pancras | 6 | 4 |
| Ebbsfleet International (on to further destinations in Kent) | 4 | 4 |

***Table 6.2 – Frequency of National Rail Services (as of October 2024)***

***Other Sustainable Travel Options***

6.20. As of October 2024, the nearest car club is operated by Zipcar and the closest vehicles available are an MG Motor ZS, a Nissan Juke and a Citroen Dispatch Cargo Van, located in Bay 48, Big Yellow Self Storage car park off Wick Lane, approximately a 1-minute walk from site. There are a variety of membership options. Business accounts are also available and the first year of membership is free for organisations, then £99 annually.

6.21. The Lee Navigation is a canalised river incorporating the River Lea. It runs from Hertford Castle Weir to the River Thames at Bow Creek. The navigation is predominantly used for leisure activity, however, there are efforts underway to revive commercial traffic on the canal, which could benefit Aspext in the future. To find out more information, visit: waterways.org.uk/waterways/discover-the-waterways/lee-stort-navigations

6.22. For those less able to travel by public transport, there is a community transport service available; Community Transport in Hackney (HCT) services can be booked through their website (www.hackneyct.org) which offer direct transport services via minibus or car.

***Local Amenities***

6.23. The Institution of Highways and Transportation in its publication "Guidelines for Providing for Journeys on Foot (2000)" suggests that an average walking speed of 1.4 m/s can be assumed. The Department for Transport's document LTN 1/20 "Cycle Infrastructure Design" recommends that an average cycling speed of 20mph can be assumed.

6.24. Although now superseded by the National Planning Policy Framework, the Government's document "Planning Policy Guidance 13: Transport" stated that *"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres."* The same document also stated that *"cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport."*

6.25. Due to the location of Aspext on Wick Lane, a wide variety of amenities are within a suitable walking (2km) and cycling (5km) distance. These include: primary education, secondary education, health care facilities, dentists, pharmacy and places of worship.

6.26. Within a 15-minute walk, Roman Road High Street is located. This provides many facilities such as restaurants and cafes.

6.27. The excellent range of amenities provision in the area should influence the residents and staff to use more sustainable modes of transport to travel locally, reducing the impact of the development.

**Barriers to Sustainable Travel and Accessibility**

6.28. The potential issues and barriers to the promotion of sustainable travel in particular cycling and walking in association with Aspext and its locality have been identified as follows:

- Easy access to busy public transport options such as DLR, Underground and Overground stations, meaning walking / cycling is less preferred;
- Perceived accessibility on bicycle to local amenities;
- Lack of knowledge surrounding public transport routes and timetables;
- Cost of public transport and cycling equipment;
- Lack of confidence in cycling abilities; and
- Perceived quality of facilities (shelters/seating etc) at bus stops and train stations.

6.29. The measures and initiatives within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the Developer for the duration of the monitoring period.

***Annual Site Audit***

6.30. During the monitoring period, at least one inspection shall take place annually and be made prior to each TP update by the TPC. The purpose is to review the condition of on- and off-site facilities in the local area, including footways, cycleways, public transport hubs, car club bays and bus shelters, to identify any maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can then be reported to the relevant department at the Local Authority for remediation and be reported in monitoring reports or TP reviews.

6.31. As of the latest site audit in July 2024, no major issues were identified. The TPC noted that there were no car club vehicles available on Wick Lane at the time of the audit, and that the Fish Island bus stop (OU) timetable display unit was partly covered in graffiti (see **Figure 5** below for reference).


**Figure 5 – Fish Island Bus Stop (OU) - Graffiti (July 2024)**

## 7. TRAVEL ASSESSMENT & MONITORING REPORT

7.1. The total all person trip generation set out within the associated TA, derived from trip rates extracted from the TRICS database, which have been used to provide a summary of the likely person trip generation associated with the residential and employment elements of the development and are summarised in **Table 7.1**. For uses considered complimentary, such as the small A1/A2/A3 flexible retail units, zero trip generation has been applied to these units, the trips associated with these would likely be internalised within the development (resident and employment population).

| *Land Use* | *AM* | *PM* | *Daily* |
|---|---|---|---|
| Residential | 181 | 115 | 1163 |
| Employment | 30 | 39 | 404 |

***Table 7.1 – Potential Person Generation***

7.2. In order to demonstrate an appropriate mode share attributed to the development (trips set out in **Table 7.1**) and to reflect current travel demands exhibited by the site, workplace 'Method of Travel to Work' 2011 Census Data has been used for output area E00167188 in which the site is located, which can be found in **Table 7.2**. Importantly the mode share data exhibits high cycling, walking and public transport use with low car mode share, which will clearly be a characteristic attributed by the development.

7.3. Further to this, the 2011 Census Statistics have been used to understand the current travel modes and typical work destination for existing local residents, these have been used to provide an estimate of typical travel modes that would be utilised from the development.

7.4. 2011 Census Data highlights that the majority of individuals within the area travel to the west of the development into the City of London. It is important to establish in the annual surveys, the location of regular destinations of residents. The CS2 cycle route creates easy access into the City of London area making this a suitable sustainable alternative for residents to commute to and from work.

7.5. Alternatively, 2011 Census Data highlights that the majority of individuals travelling into this area for work are residing in the Tower Hamlets area, this would suggest that walking and cycling are suitable viable options for employees of the site.

| Mode | Mode Share % |
|---|---|
| Underground, Metro, Light Rail, Tram | 49% |
| Train | 3% |
| Bus, Minibus or Coach | 8% |
| Taxi | 0% |
| Motorcycle, Scooter or Moped | 1% |
| Driving | 10% |
| Passenger in car or van | 0% |
| Bicycle | 22% |
| On foot | 5% |
| Other method of travel to work | 2% |
| **Total** | **100%** |

***Table 7.2 – Mode share (Workplace 'Method of Travel to Work' 2011 Census Data for output area E00167188)***

7.6. **Table 7.2** illustrates that 60% of people are anticipated to take a form of public transport to commute, whilst 22% may travel to work by bicycle and 10% may travel by private vehicle. The mode share set out in **Table 7.2** has been applied to the daily two-way resident and workplace person trip rates presented in **Table 7.1**. The resident and employment multi modal trip generation is illustrated in **Table 7.3** and **Table 7.4** respectively.

| Mode of transport | AM | PM | Daily |
|---|---|---|---|
| Underground, Metro, Light Rail, Tram | 89 | 56 | 570 |
| Train | 5 | 3 | 35 |
| Bus, minibus or coach | 14 | 9 | 93 |
| Taxi | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 2 | 1 | 12 |
| Driving | 18 | 11 | 116 |
| Passenger in a car or van | 0 | 0 | 0 |
| Bicycle | 40 | 25 | 256 |
| On foot | 9 | 6 | 58 |
| Other method of travelling to work | 4 | 2 | 23 |
| **Total** | **181** | **115** | **1163** |

***Table 7.3 – Residential Peak Hour and Daily Two-way Multi Modal Person Generation***

| Mode of transport | AM | PM | Daily |
|---|---|---|---|
| Underground, Metro, Light Rail, Tram | 15 | 19 | 198 |
| Train | 1 | 1 | 12 |
| Bus, minibus or coach | 2 | 3 | 32 |
| Taxi | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 0 | 0 | 4 |
| Driving | 3 | 4 | 40 |
| Passenger in a car or van | 0 | 0 | 0 |
| Bicycle | 7 | 9 | 89 |
| On foot | 1 | 2 | 20 |
| Other method of travel to work | 1 | 1 | 8 |
| **Total** | **30** | **39** | **404** |

***Table 7.4 – Employment Peak Hour and Daily Two-way Multi Modal Person Generation***

7.7. Given that the development provides limited car parking and the surrounding highway network is under the control of Tower Hamlets Controlled Parking Zone, residents of the development are restricted from obtaining resident parking permits.

7.8. Travel surveys are an important element for the TP. This provides an actual modal share of residents and employees of the development. See **Chapters 10 & 11**.

***Objectives***

7.9. There are a number of objectives that the implementation of a TP is intended to help fulfil. The main 4 objectives of the development are to:

1) To encourage walking as a means of transport in its own right or as part of a journey in conjunction with other modes of transport. In addition to this, promotion of the health benefits of walking;

2) To encourage and promote cycling as a healthy form of private transport;

3) Reduce the emphasis on public transport as the primary mode of travel to and from the development, particularly for journeys of a distance less than 5km. Active travel modes are to be encouraged as an alternative, and;

4) Reduce carbon emissions from the travel associated with the development and minimise the environmental impacts of all aspects of the development's travel activity.

***Targets***

7.10. Targets should be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by….) or 'action' type (e.g. appoint a TPC by….).

7.11. The "aim type" Travel Plan targets are quantifiable within a set time period from the Baseline monitoring. The suggested key targets set to cover residents, visitors and employees are based on the principal objectives of the TP and are set against the current journey to work mode shares set out in **Table 7.2**:

1) By Year 3 (2026) monitoring, achieve a 5% increase in modal share for cycling across all users (from 22% to 27%);

2) By Year 3 (2026) monitoring, achieve a 5% increase in walking modal share across all users (from 5% to 10%);

3) By Year 3 (2026) monitoring, ensure taxi and motorcycle mode shares does not increase above 1% as shown in **Table 7.2** through the promotion of walking and cycling; and

4) By Year 3 (2026), achieve a 7% reduction in private motorised vehicles on a daily basis when compared to **Table 7.3**.

7.12. The above targets are considered to meet the objectives of this TP by promoting active travel such as walking and cycling. The targets have been prepared in line with the latest government and TfL guidance and are considered to be SMART.

7.13. The mode share percentages will be reviewed following travel surveys, where that targets have not been achieved, a plan of action shall be agreed with TfL and LPA that will indicate how, over the duration of the following 12 month period from the date of the relevant report the targets will be met, with a further survey being required 12 months after, to assess the effectiveness of the additional measures.

7.14. Additional "aim-type" targets that are not directly related to travel mode are as follows:

- 25% return rate for postal / online surveys issued to residents.
- 50% of postal / online survey respondents should be aware of the TP and TPC and the services that can be provided.
- 25% of the respondents to the postal / online survey will have obtained a Personal Travel Plan provided by the TPC.

7.15. The "action-type" TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Chapter 8** and therefore aid in meeting the "aim-type" targets and the principal objectives of the TP.

***Remedial Measures and Triggers***

7.16. After each travel survey the TPC will assess if the targets are being achieved for each of the modes of transport. Should the targets not be considered to be to the SMART principles then a review of achievable, realistic targets will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.

7.17. If the agreed targets are not being met after the first and third anniversary year travel surveys the TPC will analyse the situation and may contact residents by issuing a postal / online travel survey before the next monitoring period, to request feedback on what prevents people from using more sustainable modes of transport and in the case of Aspext, what would help them to travel by active modes.

## 8. TRAVEL PLAN MEASURES

8.1. The timescales for the implementation of measures are presented in an action plan included within **Table 10.6** of **Chapter 10** below. The table details when measures will be put in place during the agreed monitoring period.

8.2. A Travel Plan Coordinator was appointed at least six months prior to any occupation of Aspext to manage, review and monitor the TP. The responsibilities and appointment of the TPC are detailed in **Chapter 9** and the TPC contact details are provided in **Chapter 5**.

***On-Site Accessibility***

8.3. It is essential to ensure that pedestrian and cycle routes on-site are safe and accessible. The Aspext layout is designed to respect the permeability for pedestrians and cyclists. Through direct communication channels from residents to the TPC, as well as personal site visits, any maintenance issues identified with constructed pedestrian / cyclist routes within Aspext and the surrounding area shall be identified to the Developer, TfL or LLDC (as applicable) to be rectified.

***Public Transport***

8.4. The TPC provides up to date information about public transport options within the surrounding area of Aspext. Included in this is information on service frequencies and routes. Information has been and will continue to be provided to residents in the form of promotional marketing material, employees will receive this periodically throughout the monitoring period. Services are also promoted through the Smarter Travel social media channels, the Travel Plan webpages and digital newsletters, published annually in Spring.

8.5. The TPC will continue to liaise with bus and train operators, as well as TfL, periodically throughout the monitoring period, to ensure that issues raised regularly by residents and/or employees are considered by the operators.

8.6. Travel related updates will continue to be provided on public transport in the local area, including information about fares, closures, and special offers, if applicable. This information is and will continue to be provided to residents through social media accounts and the annual newsletters. Information was also provided in the Travel Information Packs.

8.7. The TPC promoted bus salary sacrifice schemes / interest free loan bus tickets for staff via the initial Travel Information Packs, as appropriate.

***Walking***

8.8. In order to achieve the walking target of a 5% increase in modal share highlighted in **Chapter 7**, residents, employees and visitors are provided with information about walking routes between the site and key local destinations. These routes are promoted through Smarter Travel social media channels, the Travel Plan webpages (including a map highlighting walking times between London Underground Stations (a copy is contained in **Appendix E**)), printed marketing material and annual newsletters. The purpose is promote active travel modes as an alternative to public transport, as outlined in **Chapter 7**, in addition to the objective of reducing carbon emissions as set in **Chapter 7**.

8.9. A variety of third-party mobile applications and websites relating to walking and route finding are promoted via social media channels and marketing materials throughout the monitoring period.

8.10. The TPC has provided a walking route map, which has been distributed in the Travel Information Packs. Employees of the first occupier of each commercial unit were also provided with walking route maps.

8.11. The TPC will continue to promote and provide information on legible London wayfinding locations.

8.12. Provide TPC contact details on all promotional material in the case of queries or requests for further information and personalised advice from residents / employees.

8.13. To achieve the objective and target highlighted in **Chapter 7**, the TPC will continue to promote and highlight the health benefits of walking compared to less active modes of travel. In addition to this, promotion of national events, such as; 'Walk to Work Day' will take place, as appropriate.

8.14. In order to assist with achieving a 5% increase in modal share for walking, highlighted in **Chapter 7**, all residents and employees will be able to obtain a Personal Travel Plan from the TPC. This is provided to them free of charge either through the Smarter Travel Ltd website, completing the annual postal / online Travel Survey or by contacting the TPC directly.

***Cycling***

8.15. Provision of cycle parking for each residential unit is located within dedicated, secure cycle storage systems within accessible locations in the development.

8.16. With the aim of reducing carbon emissions as set out in **Chapter 7**, the TPC will undertake promotion of the Santander Cycle Hire scheme including the mobile app as an alternative to both public transport and with the aim of reducing carbon emissions. In the event of more cycle hire schemes being implemented in the area, these will also be promoted to both residents and staff through the Travel Plan website, in addition to the annual newsletters.

8.17. With the aim of increasing modal share of cycling by 5% (**Chapter 7**) cycling will be heavily promoted to both residents and employees by offering

promotional cycling equipment such as waterproof seat covers or Santander Cycle Hire Membership keys. (Santander Cycle Hire Membership is only available to employees, not residents).

8.18. To achieve the objective of encouraging and promoting cycling as a healthy and private form of private transport (**Chapter 7**) the TPC will liaise with local cycle shops with the view of securing discounts on bicycles and cycling accessories. In addition to this, tax relief schemes such as 'Cycle to Work' will continue to be promoted to both residents and employees.

8.19. Corporate membership to the Santander Cycle Hire scheme will be promoted and encouraged to all businesses located on the development when applicable, in order to encourage employees to cycle to and from work.

8.20. The TPC will liaise with the relevant authority to ensure that local cycle routes are properly maintained in order to assist with the objective highlighted in **Chapter 7**. The residents will be provided with information and advice concerning highway safety and appropriate cycle routes from Aspext to relevant regular destinations via Personal Travel Planning (**Chapter 8**) and other marketing material, such as the Travel Plan webpages (**Chapter 8**) and appropriate social media channels.

8.21. In order to achieve the Travel Plan objectives set out in **Chapter 7**, residents and employees are provided with links to up to date cycle route maps of the local and connecting areas. This information is also to be accessible through the Smarter Travel social media channels, with the aim of promoting and encouraging cycling as a healthy form of private transport.

8.22. The TPC will promote and organise residents' discounted cycle training, if requested.

8.23. Promote the health benefits of cycling as well as national events, such as, 'Cycle to Work Week' to assist with achieving the objective of encouraging and promoting cycling as a healthy form of private transport (**Chapter 7**). These events will be continually promoted through social media, printed material and newsletters.

8.24. Biennial monitoring in 2022, 2024 and 2026 of cycle parking usage and if necessary, install additional parking or alternatively, promote cycle hire schemes in the area as an alternative to bicycle ownership.

8.25. The TPC will promote awareness and membership of the local branch of the London Cycling Campaign.

8.26. Provide Personal Travel Plans to all employees and residents that request one, aiming to complete within 15-working days from request.

8.27. Provide TPC details on all promotional material in the case of queries or requests for further information and personalised advice from residents / employees.

***Car Use***

8.28. Provide marketing information of car club schemes within the local area. This includes information on how the system works, as well as how to sign up. In addition to this, provide the commercial units with information on how to sign up as an organisation.

8.29. The TPC will continue to promote the Liftshare public network (www.liftshare.com/uk), to provide opportunities to car share with residents from the surrounding areas. Residents and staff will continue to be made aware of the car share website and encouraged to make use of the information it contains from the outset.

8.30. Residents have initially been made aware of the car sharing scheme via the Travel Information Packs, social media channels and the Aspext TP website. Staff of the commercial units will be made aware of the TP measures through promotional flyers, posters and regular newsletters.

8.31. To help achieve the objective of reducing carbon emissions from the travel associated with the development as highlighted in the TP objective in **Chapter 7**, each dwelling will be entitled to free sign up to the Zipcar Club, which is funded by the Developer. It is expected this will encourage lower rates of private car ownership throughout the monitoring period. This measure applies to both residential and commercial properties.

***Marketing and Promotion***

8.32. The TPC provided training to the sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents and occupiers of the commercial units. Posters were also provided so that sales staff could visually show the sustainable travel options available to new/potential residents.

8.33. It is considered that in order to best promote a change in sustainable travel habits of new residents to an area and assist in achieving targets set out in **Chapter 7**, it is key to provide information within the first few weeks of moving in. Therefore, the first occupier of each dwelling has been provided with a Travel Information Pack.

8.34. It is likely that as a high number of the properties are rental, the development could see a high resident turnover, but the annual newsletters and postal / online travel surveys will continue to notify residents of the TP and its purpose.

8.35. A travel website has been created specifically for the development's residents and staff via www.SmarterTravel.uk.com/Aspext which provides a link to the latest TP update, as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provides information set out below and further links to other useful travel related websites:

- Digital version of the Travel Information Pack for residents to view and download;
- Digital version of the employee Travel Information Pack for businesses to view and share with any visitors to the site;
- Information on what a TP is and the benefits of the scheme;
- Local area map indicating local amenities;
- Links to social media pages and relevant news articles;
- Information on car sharing, eco-driving, travel information and community transport availability with the objective of reducing carbon emissions from the travel associated with the development;
- Personal Travel Plan requests including requests for new employees to the commercial units;
- Public transport information including details of the bus text service (explaining what buses and train services, can be taken to access facilities);
- Cycle and pedestrian route maps, including walking times between Underground stations;
- Details of how to obtain discounted cycle safety training;

- Marketing for the Liftshare public network website and app and rail discount card application forms; and

- Contact details of the TPC for the residents and employees to be able to discuss any travel related problem or to receive further information for their personalised trips.

8.36. The TPC will, through the use of social media and other marketing materials for the development, continue to promote the use of sustainable travel and any nationally promoted travel days such as national bike week, etc. This promotion is targeted towards both residents and employees. The use of social media as a communication channel allows for regular updates to ensure all information is current and accurate.

8.37. The TPC will continue to liaise with representatives from businesses located within Aspext in order to create clear communication channels between the TPC and employees, as appropriate.

8.38. Annual newsletters will continue to be shared with residents and employees in Spring, promoting relevant sustainable travel news and information. If a mailing list can be obtained, the newsletters will remain digital, if not, the TPC may consider posting newsletters to all occupied residential and commercial units.

8.39. Printed marketing material have been provided to display in public areas throughout the development, including residential and workplace noticeboards.

8.40. The TPC can provide businesses with assistance in producing content for their website to encourage employees and visitors to use sustainable travel modes to travel to and from the development, upon request.

***Personal Travel Planning***

8.41. The TPC will provide Personalised Travel Planning to residents who request it. Residents will continue to be made aware of this scheme by information provided on the Travel Plan webpages and marketing materials. They can also contact the TPC directly through details provided in **Chapter 5**.

8.42. Personal Travel Planning was also available to all potential purchasers as part of the sales process. Leaflets were provided to sales staff of Aspext to hand out to prospective residents to assist in potential travel planning decisions.

8.43. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC may identify other measures throughout the life of the plan to aid in achieving the set targets and reducing single occupancy car travel as well as reliance on the public transport network.

## 9. MANAGEMENT & MONITORING

9.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and review is the responsibility of the TPC.

***The Travel Plan Coordinator***

9.2. The TPC has been identified and appointed – with the contact details set out in **Chapter 5**. The TPC will be funded by the Developer from appointment until the end of the monitoring period, set to end five years from first occupation of the final building. The TPC responsibilities are therefore expected to conclude no earlier than 2026.

9.3. The TPC takes responsibility for the development and management of the TP and ensure its delivery to its completion of the monitoring period. It is important that the TPC conducts annual site audits and oversees the monitoring and reporting of the TP to the LA.

9.4. The TPC provides Personal Travel Planning (PTP) to residents and employees of this development. This service is provided on demand and will aim to be available within 15-working days of the request.

9.5. The TPC will ensure that structures for the on-going management of the plan are set up and running effectively, and will help to promote individual measures such as bus tickets, car sharing, etc. This can be undertaken through social media / marketing material, PTP and / or via the development TP webpages.

9.6. The TPC will liaise with the public transport operators, highway authority and / or the Developer in order to report any inadequacies in maintenance maximise the potential use of sustainable travel options.

9.7. The TPC will be responsible for setting up and security of the residential travel database which will include the results of the multi-modal traffic surveys as noted in **Chapter 8**. In the interest of confidentiality, the TPC alone will hold the database and be responsible for the release of the results to the Local Authority and to the residents (data should be conveyed in an accessible but secure format).

9.8. A working group between the TPC, residents and representatives from the businesses will be set up. This working group will liaise periodically, as appropriate, where issues and suggestions can be discussed.

9.9. The TP will be reviewed following the first (2022), third (2024) and fifth (2026) monitoring periods, as part of an on-going five-year monitoring process.

***Monitoring***

9.10. To ascertain whether the residents and staff will change their mode of travel as a result of moving to this development from another location, a short survey was provided within the Travel Information Pack that the residents and employees could complete.

9.11. In order to identify the travel patterns for the development, a multi-modal travel survey took place on the first-year anniversary of the baseline survey in 2022. This analysed how the residents and visitors actually travelled from and to Aspext when compared to the potential person generation, as assessed in the Transport Assessment.

9.12. Multi-modal surveys will be repeated on the first (2022), third (2024) and fifth (2026) anniversaries of the baseline survey, to observe how effective the TP is in influencing mode of travel.

9.13. This mode split of travel will then be compared the effectiveness of the TP over the monitoring period. The data should also be used to identify what further measures, if any, are required to further promote the TP and its objectives to achieve the targets set out in **Chapter 7**.

9.14. The results of each survey will be issued to LLDC as part of the TP review identifying the progress against the original objectives and targets. If the set targets have not been reached, the TPC will seek to address and improve use of any mode, which seems to be underrepresented and where greater utilisation could reasonably be achieved and report to LLDC.

9.15. In addition to the multi-modal traffic surveys noted above, the take up of additional TP measures will be monitored to demonstrate the impact of the TP on the residential estate, and to understand which measures are successful. The measures to be monitored throughout the monitoring period are:

- The take up of Personal Travel Planning;
- The level of redemption of cycle vouchers, use of the Zipcar car club and Santander Cycle Hire scheme; and
- The take up of adult bicycle training.

***Multi-Modal Travel Survey***

9.16. In order to identify the travel patterns of the residents and employees located on the development, a multi-modal travel survey took place in September 2022 and again in September 2024. Multi-modal surveys will be repeated at the fifth anniversary (2026) of the original survey. This is to analyse how the residents and visitors actually travel from and to the development and observe how effective the TP is in influencing modes of travel.

9.17. The multi-modal surveys will be undertaken at a cost to the Developer and be at a similar time of the year, where possible, to provide a comparative assessment. It will be ensured prior to each survey being undertaken that the following circumstances will not affect the outcomes of the surveys:

- School / public holidays;
- Highway maintenance;
- Closures on public transport services; and / or
- Any publicised strike action.

9.18. The methodology of undertaking the multi-modal survey is likely to involve manual count surveys at all entry and exit points throughout the development to ensure accurate results. The manual survey will count all people and vehicles entering and leaving the site over a 12-hour period (7am – 7pm). The number of occupants in each vehicle (where applicable) will be recorded, together with the vehicle classification.

9.19. The manual surveys will be supplemented by a postal / online survey to residents. The determined mode split of travel will then be able to be used to compare the effectiveness of the TP over the monitoring period. The data also enables a way to identify any new travel plan measures that could be introduced, to assist in promoting more active travel modes.

9.20. Postal / online surveys will be iTRACE compliant and used to supplement the manual count surveys. The main mode of travel for each individual will be identified in addition to reasons for a particular choice of travel mode and what is likely to encourage a sustainable switch. In addition to this, reasoning for selecting travel modes will be identified.

9.21. Participants will be asked to complete a travel survey to understand their travel behaviours and obtain feedback regarding local travel infrastructure. This may include questions to obtain the following information:

- Time in and out of the development;
- Origin and destination postcodes;
- Main mode of travel – mode used for the greatest amount of time;

- If the person has mobility considerations affecting their ability to travel actively or by public transport;

9.22. A copy of survey questions for the postal / online survey issued to residents in 2024 is contained within **Appendix G**. This survey can be adapted and amended to suit both residents and employees, as will be required in 2026.

9.23. To maximise the potential for return of each postal / online surveys, an incentive will be provided for respondents, such as a shopping voucher. The results of each postal / online survey will be issued to the Local Authority via the TP reviews.

9.24. A minimum response rate of 25% will be sought for any postal / online surveys.

9.25. All online / postal surveys are confidential. No names or addresses shall be passed on to any third party (such as a public transport operator) unless consent has been given by the respondent. The only personal information that may be deemed necessary for the purposes of the TP are as follows:

- Name and address;
- Age;
- Telephone number / email address;
- Whether they are registered disabled; and
- Number and age of any dependants.

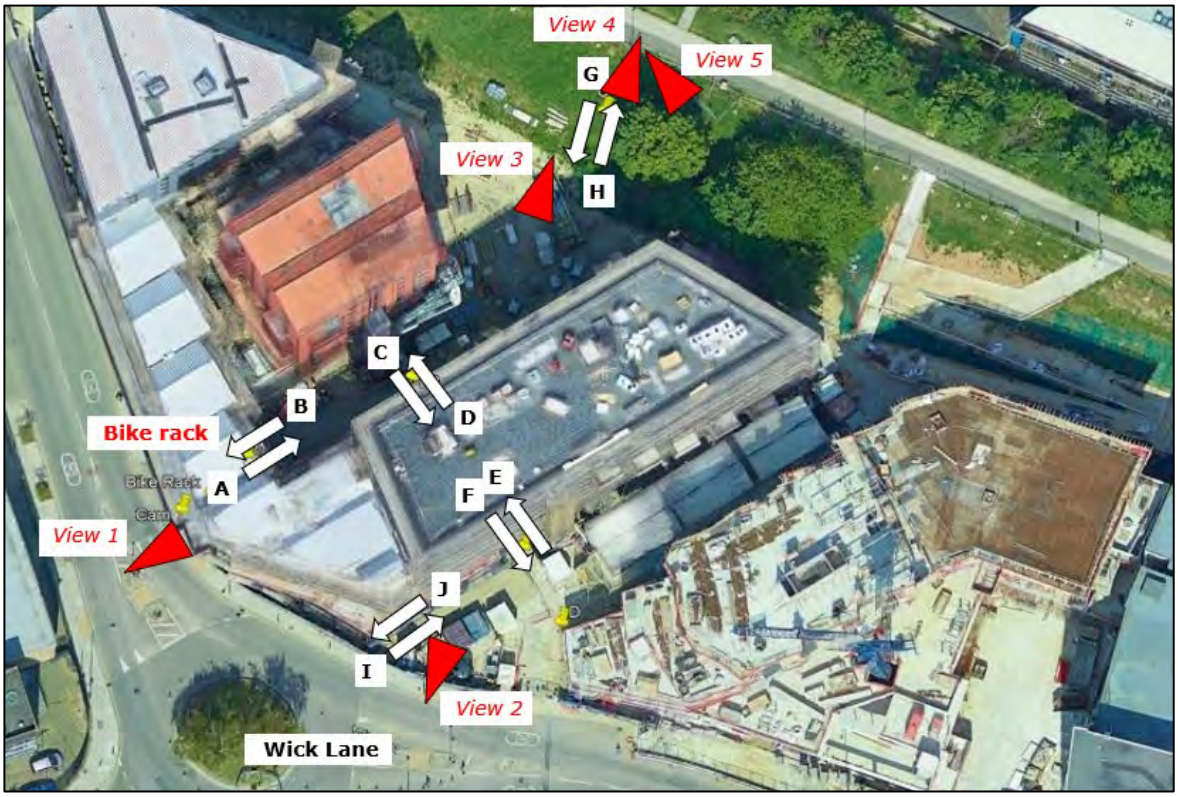
9.26. All survey information shall be kept secure by the TPC. Hard copies of any surveys that have any personal information on shall be kept on file in a lockable cabinet for a period of no more than two years and shall be securely destroyed thereafter. Electronic copies of surveys that hold any personal information shall be saved securely on the local server and the file shall be password protected. Electronic copies shall not be kept longer than a period of two years and shall be securely deleted thereafter.

## 10. MONITORING RESULTS

***Baseline (2021)***

10.1. Baseline monitoring of Aspext was undertaken Thursday 9th September 2021. The weather on the day of monitoring was cloudy but dry. Although at the time of monitoring there were no official Covid-19 restrictions in place, the pandemic was still having an impact on travel choices and behaviours. **Figure 10.1** highlights the points of monitoring for the baseline survey.

**Figure 10.1 - Points of Monitoring 2021**




10.2. All access points were monitored for pedestrian and cyclist movements. At the time of the baseline survey, there was no car parking available within the development for residents or visitors. Where possible, contractor movements were excluded from the survey data.

10.3. At the time of monitoring, one building within the development was occupied (70 dwellings), this was solely residential. No workplace elements of the development were occupied.

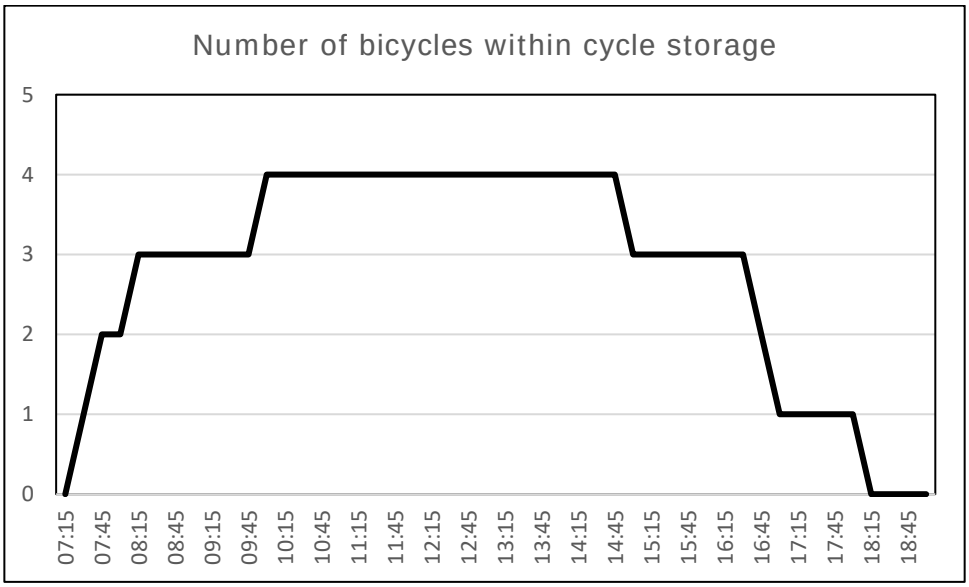
10.4. The footpath/cycle way linking Aspext to the Greenway was not open at the time of monitoring, however, an informal path was used by residents/visitors (seen at monitoring points G and H).

10.5. The number of bicycles parked within the on-site bike racks were recorded throughout the monitoring time (7am-7pm). **Graph 10.1** identifies the

number of bicycles within the bicycle storage spaces at 15-minute intervals throughout the monitoring period.

10.6. It is important to note that as of the 2021 site audit, it was noticed that many residents were using balconies to store their bicycles.

**Graph 10.1 – Bicycles within Aspext cycle racks**




10.7. There were no car movements associated with the baseline monitoring of Aspext. **Table 10.1** identifies the modal split of residents travelling by foot and bicycle on the 9th September 2021.

**Table 10.1 – Modal Split of Pedestrians/Cyclists (2021)**

| ***Modal Split (%)*** | ***AM Peak (08:00-09:00)*** | ***PM Peak (18:00-19:00)*** | ***12-hour (07:00-19:00)*** |
|---|---|---|---|
| **Pedestrians** | 94.59% | 79.31% | 94.41% |
| **Cyclists** | 5.41% | 20.69% | 5.59% |

**Table 10.2 – Residential Peak Hour and Daily Two-way Multi Modal Person Generation (2021)**

| Mode of transport | AM TA Estimate | AM Baseline 2021 | PM TA Estimate | PM Baseline 2021 | 12-Hour TA Estimate | 12-Hour Baseline 2021 |
|---|---|---|---|---|---|---|
| Bicycle | 40 | 4 | 25 | 6 | 256 | 25 |
| On foot | 9 | 70 | 6 | 23 | 58 | 442 |

10.8. **Table 10.2** compares the movements observed in the baseline monitoring when compared to that identified in **Chapter 7**. It can be seen that there are considerably more pedestrians from Aspext than expected. It is possible that some of these pedestrians are walking to nearby public transport links such as Underground/Overground stations or local bus stops.

10.9. To supplement the manual count survey, an online qualitative survey of residents was undertaken. However, due to Covid-19 guidelines, this was scaled back and unfortunately, door-knocking to encourage a higher response rate could not take place.

10.10. The online survey achieved a 6% response rate which is below the 25% target set out in **Chapter 7**. Prize incentives were offered to encourage responses.

10.11. From the responses, none of the residents were aware of the Aspext Travel Plan or its measures. It is likely that many of the residents are renting and were unlikely to receive the Travel Information Pack distributed upon first occupation.

10.12. Of the responses, none had access to a car or van for work or leisure purposes.

10.13. All respondents suggested their travel habits had changed due to Covid-19, residents were walking/cycling more and working from home more often.

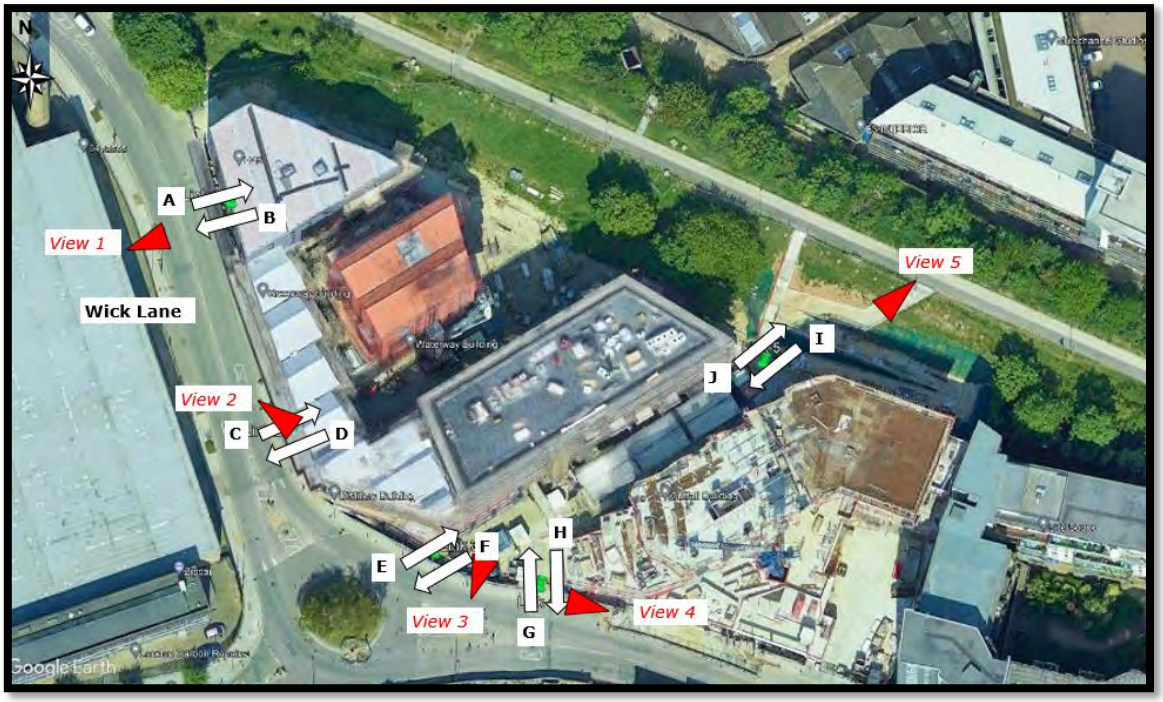
10.14. 6% of dwellings had claimed a Personal Travel Plan. These will be further promoted in Travel Plan marketing including newsletters and social media updates.

10.15. 17% of dwellings have claimed their initial travel incentive (online active travel voucher).

***Year 1 (2022)***

10.16. The first-year anniversary monitoring of Aspext was undertaken on Tuesday 20th September 2022. The weather on the day of monitoring was cloudy but dry. **Figure 10.2** highlights the points of monitoring for the first-year survey, which is monitoring 1 more entrance than the previous year.

**Figure 10.2 - Points of Monitoring 2022**




10.17. All access points were monitored for pedestrian and cyclist movements. There is a small area at 'View 2' **(Figure 10.2)** in which cars can park for a very short time, monitoring identified this as more of a drop off area, car movements here were disregarded. Where possible, contractor movements have been excluded from the survey data.

10.18. At the time of 2022 monitoring, 6 buildings within the development were occupied (175 dwellings), this was solely residential. No workplace elements of the development were occupied.

10.19. **Table 10.3** below compares the 2021 and 2022 modal split for pedestrians and cyclists. The 2022 data findings identified considerably more pedestrians and cyclists travelling in and out of Aspext than were reasonably expected from the development at full occupation. It is likely that some were using the development as a thoroughfare to access nearby public transport links such as Underground/Overground/DLR stations via Jubliee Walk or local bus stops on Wick Lane, but these trips could not be accurately removed from the dataset.

**Table 10.3 – Modal Split of Pedestrians/Cyclists (2021 vs 2022)**

| ***Modal Split (%)*** | *AM Peak 2021 (08:00-09:00)* | ***AM Peak 2022 (08:00-09:00)*** | *PM Peak 2021 (18:00-19:00)* | ***PM Peak 2022 (18:00-19:00)*** | *12-hour 2021 (07:00-19:00)* | ***12-hour 2022 (07:00-19:00)*** |
|---|---|---|---|---|---|---|
| **Pedestrians** | 94.59% | **74.14%** | 79.31% | **80.99%** | 94.41% | **81%** |
| **Cyclists** | 5.41% | **25.86%** | 20.69% | **19.01%** | 5.59% | **19%** |

10.20. **Table 10.4** below compares the movements observed in 2022 to that identified in the TA Estimate, as shown in **Table 7.3** (through movements of pedestrians and cyclists have been removed, where possible). There were considerably more pedestrians from Aspext than expected. It is likely that some of these pedestrians were walking to nearby public transport links such as Underground/Overground stations or local bus stops; in support of this, the annual online survey revealed that the majority of residents most frequent mode of transport was the underground. However, cycling appeared to be increasing in popularity and may perhaps become a primary mode of transport when more security at cycle storage facilities have been put in place. This was reported back to the Developer.

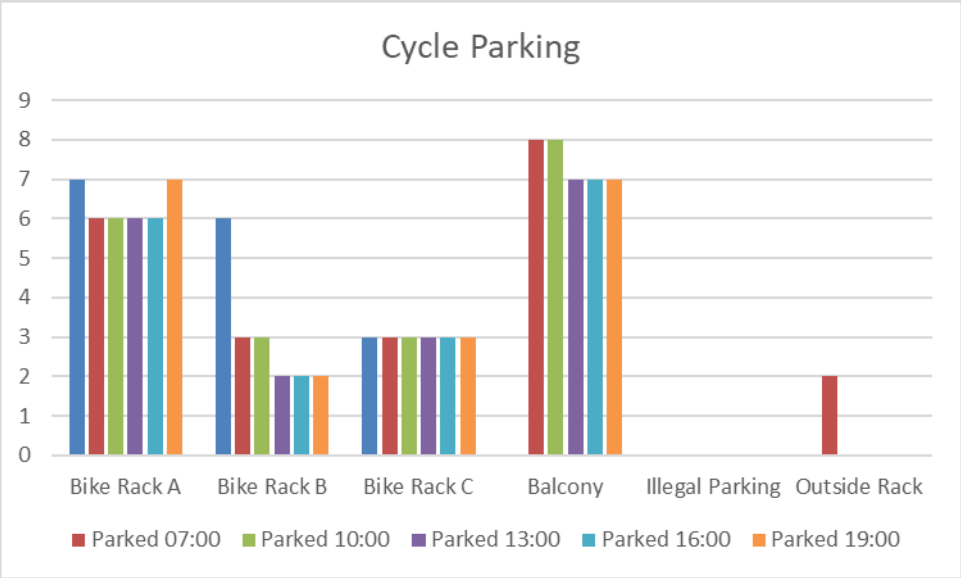
**Table 10.4 –Active Travel Trip Rates (TA vs 2022)**

| ***Mode of transport*** | ***AM TA Estimate*** | ***AM Year 1 2022*** | ***PM TA Estimate*** | ***PM Year 1 2022*** | ***Daily TA Estimate*** | ***Daily Year 1 2022*** |
|---|---|---|---|---|---|---|
| Bicycle | 40 | 90 | 25 | 46 | 256 | 385 |
| On foot | 9 | 258 | 6 | 196 | 58 | 1646 |

10.21. The number of bicycles parked within the on-site bike racks were recorded throughout the monitoring time (7am-7pm). **Graph 10.2** below identifies the number of bicycles within the bicycle storage spaces at 5 different time zones throughout the monitoring period.

10.22. It is important to note that as of all site audits, it was noticed that many residents were using balconies to store their bicycles. The residents using their balcony seems to outweigh using the bike racks made specifically for cycling. This would suggest that due to location, unfortunately residents feel that the bike racks aren't suitable. Over half of residents that completed the survey stated that they would be more inclined to travel sustainably (cycle) if there was more sufficient cycle storage.

**Graph 10.2 – Bicycles within Aspext cycle racks**




10.23. There were no car movements associated with the monitoring of Aspext due to the movements being very short 'drop off' types at 'View 2'.

10.24. E-Scooters were on a nationwide trial at the time of monitoring, which is why in 2022, E-scooters were included in the manual count, but separated from walking/cycling. There were 20 recorded E-Scooter movements in and out of the site, which were likely to be Lime rental scooters.

10.25. To supplement the manual count survey, an online qualitative survey of residents was undertaken, the findings are detailed below. The 2022 online survey achieved a 11% response rate, which is below the 25% target set out in **Chapter 7**. However, this has increased since the baseline survey.

10.26. From the responses, 2 of the residents were aware of the Aspext Travel Plan or its measures. It is likely that many of the residents are renting and were unlikely to receive the Travel Information Pack distributed upon first occupation.

10.27. Of the responses, none had access to a car or van for work or leisure purposes. This factor means that every resident uses at least one active method of transport every day. With the underground a 15-minute walk away, it would suggest that Aspext residents are likely to fit in the 30 minutes required exercise each day by commuting.

10.28. 4.5% of dwellings had claimed a Personal Travel Plan, which does not meet the 25% target set out on **Chapter 7**.

10.29. 13% of dwellings had claimed their initial travel incentive (online active travel voucher).

10.30. In addition, 21.1% of residents that completed the 2022 annual survey have made use of the local car club, of which 1/3$^{rd}$ of respondents had a positive

experience with them. Other comments suggested that there were not enough available in the area. However, this is seen as a positive as it shows the demand, and it's something that can be improved upon.

***2023***

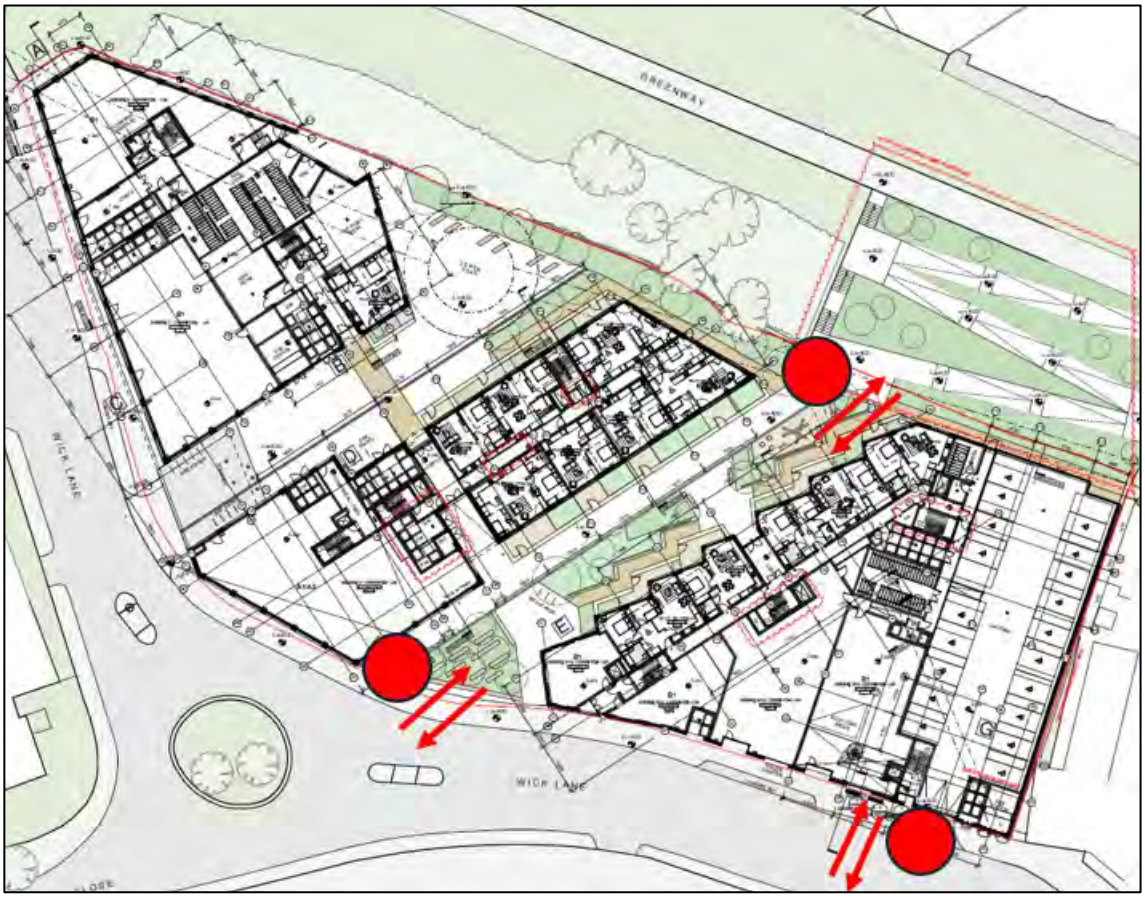
10.31. TP monitoring was not required to be undertaken in 2023 as monitoring is scheduled biennially from Baseline monitoring, which took place in 2022.

10.32. The voucher claim period closed in March 2023, following the 1-year anniversary of final occupation. 27 (15%) households claimed a 2-year free membership to Zipcar and a £50 actiive travel voucher.

***Year 2 (2024)***

10.33. Year 2 manual multi-modal monitoring took place on Tuesday 10th September 2024, supplemented by a 5-weekday manual count on the car park in building E, to determine average weekday usage between Monday 9th – Friday 13th September 2024. The 2024 monitoring locations are identified in **Figure 10.3** below. At the time of 2024 monitoring, the residential units were fully occupied, and all the commercial units appeared to be occupied as of the July 2024 site audit.

**Figure 10.3 – Points of Monitoring 2024**



10.34. 12-hour manual counts were conducted on Bundock Walk at both the Wick Lane access to the south and Jubilee Walk access to the north, to monitor pedestrian movements in and out of centrals building C and (in part) D as well as building E to the east, capturing approximately 125 out of 175 occupied dwellings to provide a representative sample. The vehicular access off Wick Lane leading to Hart Yard was not monitored in 2024, as this was determined as a vehicular drop-off zone in previous years' monitoring and the pedestrian movements at peak times were similar to that observed at the other accesses, so the data could be reasonably generalised across the residential population of Aspext. Additionally, the bike racks were not specifically monitored in 2024, as previous years' monitoring and the annual site audits highlighted that people often preferred to use their balconies to store bicycles.

10.35. Residents travelling south via Wick Lane could be assumed to be travelling either by foot or by public transport, using local bus stops located on Wick Lane. Residents travelling north via Jubilee Walk could be assumed to be travelling by foot or by public transport, as it provides access to Pudding Mill Lane DLR station to the east.

10.36. The car park access had not previously been monitored, but understanding vehicular movements in and out of the development is essential for determining overall modal split for both Aspext residents, employees and visitors of the commercial units. As access and visibility of the parking garage was restricted by shutters, a 5-weekday camera was set up on Wick Lane, to monitor average weekday car park usage for 0700-1900 each day. The peak trip rates recorded against 23 parking spaces were very low, with the AM and PM peak trip rates per parking space at 0.130 and 0.035 respectively, and the 12-hour at 0.609 per parking space.

10.37. **Table 10.5** below identifies the modal split identified from the 12-hour modal split data recorded on Tuesday 10th September 2024 in comparison to the 2011 Census data.

**Table 10.5 – Modal Split (2024)**

| Mode | Census (2011) | Year 2 (2024) |
|---|---|---|
| Underground, Metro, Light Rail, Tram | 49% | 87% |
| Train | 3% | |
| Bus, Minibus or Coach | 8% | |
| On Foot | 5% | |
| Taxi | 0% | |
| Motorcycle, Scooter or Moped | 1% | 1% |
| Taxi | 0% | 0% |
| Driving in a car or van | 10% | 3% |
| Passenger in car or van | 0% | 1% |
| Bicycle | 22% | 7% |
| Other method of travel to work | 2% | 0% |
| **Total** | **100%** | **100%** |

Note: Figures have been rounded to the nearest whole number for reporting purposes.

10.38. As can be seen from **Table 10.5** above, the development appears to have achieved the Year 3 (2026) target ahead of schedule, ensuring the combined modal share of taxis and motorcycles does not exceed 1% from the 2011 Census data. It should be noted that due to the placement of cameras during 2024 monitoring, it was difficult to accurately capture taxis picking up passengers on Wick Lane, but a negligible percentage of those travelling out of the development on foot could be assumed to be travelling by taxi.

10.39. The reliance on private motorised vehicles has also reduced, dropping from 10% to 3% since the 2011 Census data, to achieve the Year 3 (2026) target of a 7%-point reduction ahead of schedule.

10.40. The Year 3 (2026) target for a 5% increase in walking appears to have been achieved ahead of schedule, as can be seen in **Table 10.5**. When combining the 2011 Census data for public transport usage and walking, we see a total modal share of 65%, compared to 87% from the 2024 observed data, indicating a combined total increase for walking and public transport of 34%.

10.41. The Year 3 target for a 5% increase in cycling from 22%, as identified in the 2011 Census, to 27% has not yet been achieved. The 2024 data is similar to that observed in the 2021 monitoring period, observing a 7% modal share for cycling in 2024 compared to 6% in 2021. Cycling will continue to be promoted throughout the monitoring period via the newsletters, travel surveys, Travel Plan webpages and social media, to encourage residents to cycle more frequently.

10.42. The 2024 manual monitoring was supplemented by a postal / online travel survey, in which all 175 occupied households were sent a postal invitation to complete the survey, encouraged by a prize draw with 3 prizes; a £100 Decathlon store voucher, a Fitbit Inspire 3 and a £25 shopping voucher. Reminders were sent out 2-weeks after the initial invitation, to encourage engagement.

10.43. Overall, the survey received 10 responses, totally a 6% response rate, which does not provide a representative dataset, nor does it achieve the 25% response rate target set out in **Chapter 7**. The prizes will be reviewed for the next survey to increase their appeal and encourage more responses, such as offering one higher value prize. Due to the low response rate, alternative data collection methods may be considered, such as face-to-face interviews. This will be determined by the TPC ahead of the next survey period in 2026.

10.44. The 2024 survey findings have been summarised below. A copy of the full survey results can be found in **Appendix G**.

10.45. 3 (30%) respondents selected Cycling as their main mode of travel to/from work, followed by 2 (20%) who regularly travel by Bus and 2 (20%) who travel by the Underground/DLR most frequently. 1 (10%) stated that they Walk regularly and 1 (10%) Work from Home most often.

10.46. 6 (60%) respondents selected Cycling as their main mode of non-work related travel. Similarly, 6 (60%) respondents chose Underground/DLR and 6 (60%) chose Walking as their main modes of leisure travel. Followed by 5 (50%) who chose Bus and 5 (50%) who chose Train/Overground. It should be noted that participants could select multiple modes.

10.47. 5 (50%) of respondents depart for work between 8am-9am, 2 (20%) depart between 7am-8am and 2 (20%) depart between 9am-10am.

10.48. 6 (60%) respondents stated that they work from home 1-2 days per week, followed by 2 (20%) who work from home 3 or more days per week. 1 (10%) respondent stated that they permanently work from home, compared to 1 (10%) who never work from home.

10.49. The typical commuting time was equally divided between 15-30 mins (30%) and 30-45 mins (30%), followed by 20% who travel 45-60 mins to get to work and 1 (10%) who travel for more than 60 minutes. 1 (10%) stated travel time was not applicable to them because they permanently work from home.

10.50. When asked what prevents them from walking regularly, 6 (60%) respondents stated that they already walk regularly. 4 (40%) stated that distance/effort was a consideration, followed by 2 (20%) who voted for personal safety and 2 (20%) who stated walking routes were poor.

10.51. When asked what prevents them from cycling regularly, 5 (50%) respondents stated that they already walk regularly. 2 (20%) stated that

they don't own a bike, 2 (20%) stated they had a fear of theft/vandalism, 2 (20%) admitted they are not confident enough to cycle, 2 (20%) voted for personal safety and 2 (20%) stated that road safety/traffic was a consideration.

10.52. When asked what prevents them from using public transport regularly, 8 (80%) respondents stated that they already using public transport regularly. 7 votes were cast in equal division for the following barriers: costs (i.e. price of season tickets), disability/health conditions, infrequent/unreliable, personal safety, risk of infection (i.e. COVID-19), too far/indirect and travel time is too long.

10.53. Participants were asked when their most frequent car club trip in Tower Hamlets was, to which 8 (80%) stated they had not made a car club trip, compared to 1 (10%) having used a car club in the last 3 months and 1 (10%) within the last week.

10.54. 8 (80%) of participants were not aware of the welcome incentives, which is likely due to the development comprising of rental properties, and the Travel Information Packs were distributed to first occupiers only. Only 2 (20%) confirmed that they had received a pack.

10.55. Participants were asked whether a range of incentives would be of interest to them, to which 2 (20%) voted for a cycle group, 2 (20%) voted for a Cycle to Work Scheme and 2 (20%) voted for a Walking Group. Additional measures that each received 1 (10%) response include: Council cycle loan scheme, Dr Bike sessions, improved/more regular travel information, Personal Travel Planning advice and a resident travel forum.

10.56. Additional feedback provided included: "*Better connected bus routes. Mainly Number 30 to go through Hackney Wick*" and "*More secure bike storage to prevent my bike being stolen again*".

***TPC Action Plan***

10.57. **Table 10.6** below identifies the primary measures to be delivered throughout the monitoring period.

**Table 10.6 – TPC Action Plan**

| Measure | Action | Timescales |
|---|---|---|
| Manual Monitoring | A 12-hour manual count of all movements in and out of the development, including cycle and vehicle parking, where appropriate. | Biennially (2022, 2024 & 2026) |
| Online/Postal Survey | Qualitative survey of residents to be undertaken to further understand travel choices. | Biennially (2022, 2024 & 2026) |
| Digital Newsletters | An annual update to all households on relevant travel information and news. Information will also include reminders of the travel incentives available. | Annual (Spring) |
| Personal Travel Plans (PTPs) | PTPs created for residents containing their sustainable travel options and useful information. | Ongoing (upon request) |
| Aspext travel plan webpages & social media | The Aspext travel plan webpages and social media channels (Facebook and Instagram) will be regularly reviewed and updated with useful information. | Ongoing (as required) |
| Cycling Promotion | Cycling related Travel Plan measures will be promoted to all residents to encourage a greater modal split. Measures include discounted cycle training, Bicycle Register Kits and promotional items. | Ongoing (seasonal) |
| Working Group | A working group managed by the TPC to include the residents and on-site business representatives, providing opportunity to share feedback. | Ongoing (1 meeting annually, if required) |

**APPENDIX A**

THE SIZING OF ALL STRUCTURAL & SERVICE ELEMENTS MUST ALWAYS BE CHECKED AGAINST THE RELEVANT ENGINEERS DRAWINGS. ANY OMISSIONS OR DISCREPANCIES BETWEEN DRAWING INFORMATION SHOULD BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR.

CDM REGISTER: FLAGGED H&S ISSUES RELATING TO CONSTRUCTION (DESIGN AND MANAGEMENT) TO BE ADDRESSED DURING DESIGN DEVELOPMENT. TO BE READ IN CONJUNCTION WITH DESIGN RISK REGISTER AND RESIDUAL RISK REGISTER.

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND RELEVANT CONSULTANT REPORTS / INFORMATION.

FOR CDP PACKAGES DRAWINGS REPRESENT DESIGN INTENT ONLY. DETAILED DESIGN RESPONSIBILITY LIES WITH SPECIALIST SUB-CONTRACTOR.
FOR EXTENT OF CDP PACKAGES REFER TO ARCHITECTURAL SPECIFICATIONS

PRELIMINARY DRAWINGS NOT FOR CONSTRUCTION

NOTES :

LANDSCAPE ELEMENTS SHOWN INDICATIVELY. PLEASE REFER TO LANDSCAPE ARCHITECTS INFORMATION.

SURROUNDING BASED ON TOPOGRAPHICAL SURVEY '16932se-01RevB' BY SURVEY SOLUTIONS.

- SITE BOUNDARY (SITE FENCE)
- BELOW GROUND SEWERS SHOWN DASHED
- R.W RESIDENTIAL WASTE
- C.W COMMERCIAL WASTE
- B.W BULKY WASTE
- DRI DRY RISER INLET
- EXISTING TREES
- PROPOSED TREES

24.10.17
SECTION LINES ADDED

| REV | DATE | DR | REV DESCRIPTION | CHK QA |
|---|---|---|---|---|
| T 3 | 24.10.17 | WH | INDICATIVE CLADDING / BRICK SETTING OUT | WH |
| T 2 | 29.09.17 | ALL | ENVELOPE TENDER ISSUE | WH, JSt, SL |
| T 1 | 07.07.17 | RB | GROUNDWORKS TENDER ISSUE | JSt |

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Magdalen House
148 Tooley Street
London SE1 2TU
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KEY

PROJECT
415 Wick Lane

TITLE
GROUND FLOOR PLAN

Kings House
101 -135 Kings Road
Brentwood
Essex
CM14 4DR
Tel:- 01277 236800
Fax:- 01277 236834

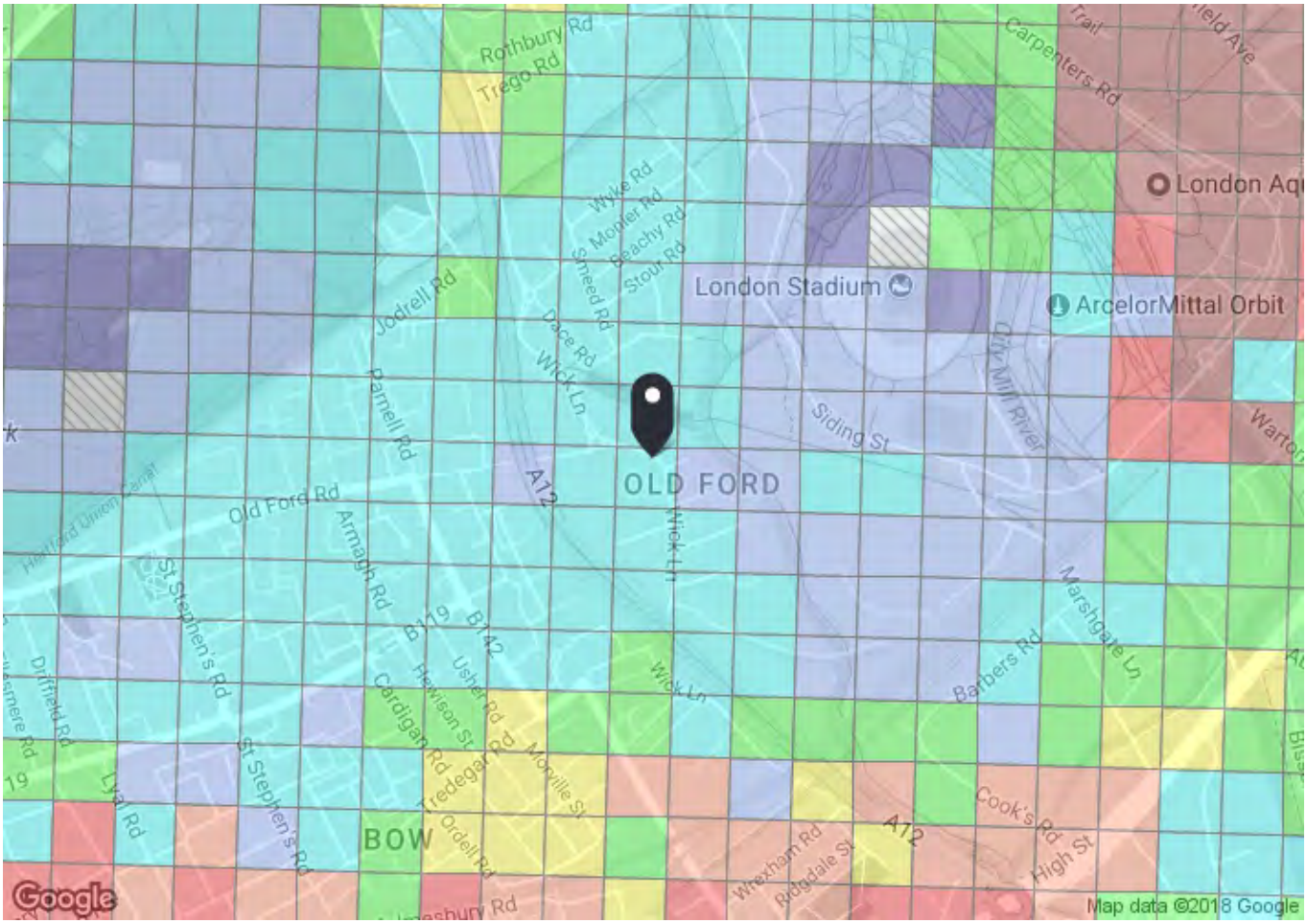
Taylor Wimpey

| CHECKED BY | DATE | APPROVED BY | DATE |
|---|---|---|---|
| WH | 05.05.17 | JSt | 05.05.17 |

| DRN BY | SCALE | DRAWING NUMBER | REV |
|---|---|---|---|
| JB | A1 1 : 200 | 20898/ARC/3200 | T 3 |

**APPENDIX B**

TRANSPORT FOR LONDON




**PTAL output for Base Year**
2

E3 2JG
Wick Ln, London E3 2JG, UK
Easting: 537257, Northing: 183770

Grid Cell: 97268

Report generated: 31/01/2018

**Map key - PTAL**

| | |
|---|---|
| 0 (Worst) | 1a |
| 1b | 2 |
| 3 | 4 |
| 5 | 6a |
| 6b (Best) | |

**Map layers**

PTAL (cell size: 100m)

Calculation Parameters

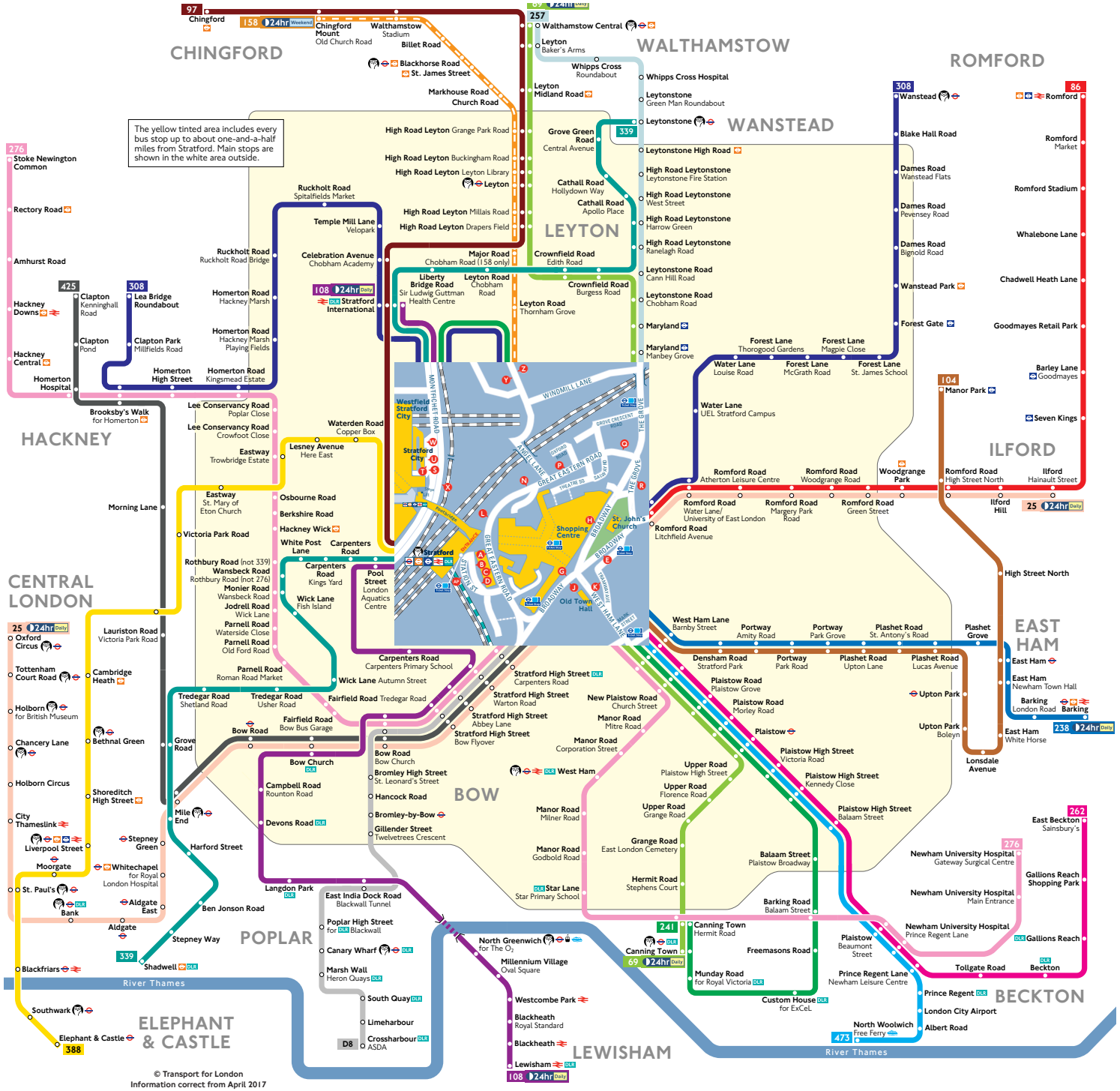
| | |
|---|---|
| **Day of Week** | M-F |
| **Time Period** | AM Peak |
| **Walk Speed** | 4.8 kph |
| **Bus Node Max. Walk Access Time (mins)** | 8 |
| **Bus Reliability Factor** | 2.0 |
| **LU Station Max. Walk Access Time (mins)** | 12 |
| **LU Reliability Factor** | 0.75 |
| **National Rail Station 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 | OLD FORD PARNELL ROAD | 8 | 514.72 | 10 | 6.43 | 5 | 11.43 | 2.62 | 0.5 | 1.31 |
| Bus | JODRELL ROAD WICK LA | 276 | 487.81 | 6 | 6.1 | 7 | 13.1 | 2.29 | 0.5 | 1.15 |
| Bus | JODRELL ROAD WICK LA | 488 | 487.81 | 5 | 6.1 | 8 | 14.1 | 2.13 | 0.5 | 1.06 |
| Bus | Bow Fish Island | 339 | 64.9 | 4 | 0.81 | 9.5 | 10.31 | 2.91 | 1 | 2.91 |
| | | | | | | | | | **Total Grid Cell AI:** | **6.43** |

**APPENDIX C**

# Buses from Stratford




## Route finder

| Bus route | Towards | Bus stops |
|---|---|---|
| 25 24hr Daily | Ilford | AM B H |
| | Oxford Circus | E J |
| 69 24hr Daily | Canning Town | E R |
| | Walthamstow | A K P Q |
| 86 | Romford | B H |
| 97 | Chingford | W |
| 104 | Manor Park | D G |
| 108 24hr Daily | Lewisham | X |
| | Stratford International | S |
| 158 24hr Weekend | Chingford Mount | A N Y |
| 238 24hr Daily | Barking | D G |
| 241 | Canning Town | E R W Z |
| 257 | Walthamstow | A P Q |
| 262 | East Beckton | D G |
| 276 | Newham University Hospital | D G |
| | Stoke Newington | J |
| 308 | Lea Bridge Roundabout | A E N T Y |
| | Wanstead | P R W Z |
| 339 | Leytonstone | S |
| | Shadwell | X |
| 388 | Elephant & Castle | W |
| 425 | Clapton | C E J |
| 473 | North Woolwich | D G |
| D8 | Crossharbour | C E J |

## National Express coaches

| Coach route | Towards | Bus stops |
|---|---|---|
| 010 | Cambridge | C |
| A9 24hr Daily | Stansted Airport | L |

## Key

- Connections with London Underground
- Connections with London Overground
- Connections with TfL Rail
- Connections with National Rail
- Connections with Docklands Light Railway
- Connections with Emirates Air Line
- Connections with river boats
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights

## Ways to pay

Ticket Stop

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

TFL32906.04.17 (P)

**APPENDIX D**

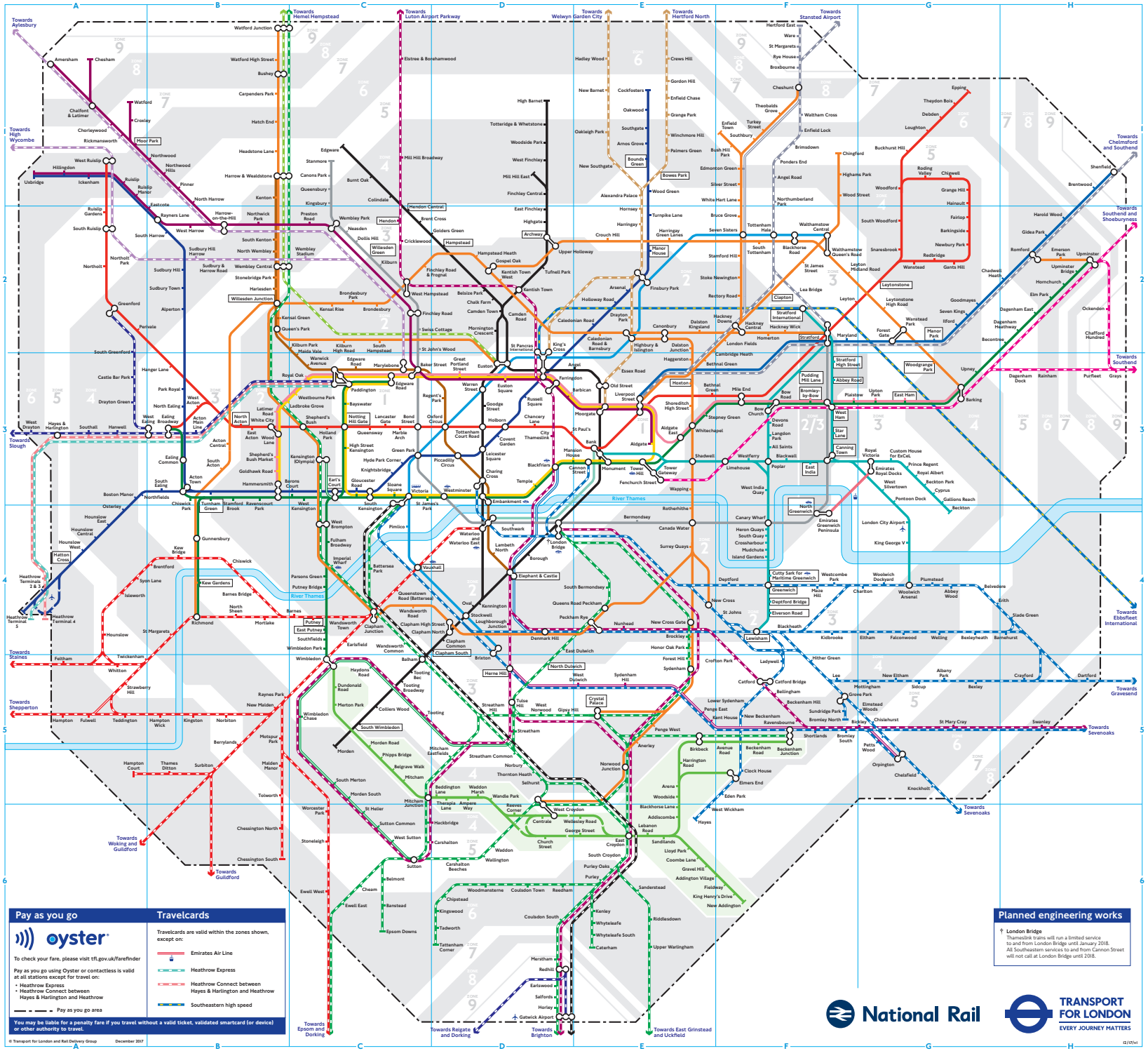
# London's Rail & Tube services

## Key to lines and symbols

- Bakerloo
- Central
- Circle
- District (limited service)
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- London Overground
- London Trams
- TfL Rail
- Emirates Air Line cable car

- Chiltern Railways
- c2c
- Gatwick Express
- Great Northern
- Great Western Railway (peak hours only)
- Greater Anglia
- Heathrow Connect
- Heathrow Express
- Southern (peak hours only)
- Southeastern (peak hours only)
- Southeastern high speed
- South Western Railway (peak hours only)
- Thameslink
- West Midlands Trains

- London Trams fare zone
- Stratford — Station in both fare zones
- Interchange stations
- Airport
- Riverboat services
- Victoria Coach Station




## Pay as you go

oyster

To check your fare, please visit tfl.gov.uk/farefinder

Pay as you go using Oyster or contactless is valid at all stations except for travel on:

- Heathrow Express
- Heathrow Connect between Hayes & Harlington and Heathrow

## Travelcards

Travelcards are valid within the zones shown, except on:

- Emirates Air Line
- Heathrow Express
- Heathrow Connect between Hayes & Harlington and Heathrow
- Southeastern high speed

**You may be liable for a penalty fare if you travel without a valid ticket, validated smartcard (or device) or other authority to travel.**

 December 2017

## Planned engineering works

† **London Bridge**
Thameslink trains will run a limited service to and from London Bridge until January 2018. All Southeastern services to and from Cannon Street will not call at London Bridge until 2018.

tfl.gov.uk

nationalrail.co.uk

National Rail

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

12/17/v1

# Find your station

| Station Name | Grid Square |
|---|---|
| **A** | |
| Abbey Road | F3 |
| Abbey Wood | G4 |
| Acton Central | B3 |
| Acton Main Line | B3 |
| Acton Town | B3 |
| Addington Village | E6 |
| Addiscombe | E6 |
| Albany Park | G5 |
| Aldgate | E3 |
| Aldgate East | E3 |
| Alexandra Palace | E1 |
| All Saints | F3 |
| Alperton | B2 |
| Amersham | A1 |
| Ampere Way | D5 |
| Anerley | E5 |
| Angel | E3 |
| Angel Road | F1 |
| Archway | D2 |
| Arena | E5 |
| Arnos Grove | E1 |
| Arsenal | E2 |
| Avenue Road | F5 |
| **B** | |
| Baker Street | C3 |
| Balham | C5 |
| Bank | E3 |
| Banstead | C6 |
| Barbican | D3 |
| Barking | G3 |
| Barkingside | G2 |
| Barnehurst | H4 |
| Barnes | C4 |
| Barnes Bridge | B4 |
| Barons Court | C3 |
| Battersea Park | C4 |
| Bayswater | C3 |
| Beckenham Hill | F5 |
| Beckenham Junction | F5 |
| Beckenham Road | F5 |
| Beckton | G4 |
| Beckton Park | G3 |
| Becontree | H2 |
| Beddington Lane | D5 |
| Belgrave Walk | C5 |
| Bellingham | F5 |
| Belmont | C6 |
| Belsize Park | D2 |
| Belvedere | G4 |
| Bermondsey | E4 |
| Berrylands | B5 |
| Bethnal Green (LU) | E3 |
| Bethnal Green | E3 |
| Bexley | G5 |
| Bexleyheath | G4 |
| Bickley | G5 |
| Birkbeck | E5 |
| Blackfriars | D3 |
| Blackheath | F4 |
| Blackhorse Lane | E6 |
| Blackhorse Road | F2 |
| Blackwall | F3 |
| Bond Street | C3 |
| Borough | D4 |
| Boston Manor | A3 |
| Bounds Green | E1 |
| Bow Church | F3 |
| Bowes Park | E1 |
| Bow Road | F3 |
| Brent Cross | C2 |
| Brentford | B4 |
| Brentwood | H1 |
| Brimsdown | F1 |
| Brixton | D4 |
| Brockley | E4 |
| Bromley-by-Bow | F3 |
| **B** *continued* | |
| Bromley North | F5 |
| Bromley South | F5 |
| Brondesbury | C2 |
| Brondesbury Park | C2 |
| Broxbourne | F1 |
| Bruce Grove | F2 |
| Buckhurst Hill | G1 |
| Burnt Oak | C1 |
| Bushey | B1 |
| Bush Hill Park | F1 |
| **C** | |
| Caledonian Road | E2 |
| Caledonian Road & Barnsbury | E2 |
| Cambridge Heath | E2 |
| Camden Road | D2 |
| Camden Town | D2 |
| Canada Water | E4 |
| Canary Wharf | F4 |
| Canning Town | F3 |
| Cannon Street | E3 |
| Canonbury | E2 |
| Canons Park | C1 |
| Carpenders Park | B1 |
| Carshalton | D6 |
| Carshalton Beeches | D6 |
| Castle Bar Park | A3 |
| Caterham | E6 |
| Catford | F5 |
| Catford Bridge | F5 |
| Centrale | D6 |
| Chadwell Heath | H2 |
| Chafford Hundred | H2 |
| Chalfont & Latimer | A1 |
| Chalk Farm | D2 |
| Chancery Lane | D3 |
| Charing Cross | D3 |
| Charlton | G4 |
| Cheam | C6 |
| Chelsfield | G5 |
| Chesham | A1 |
| Cheshunt | F1 |
| Chessington North | B6 |
| Chessington South | B6 |
| Chigwell | G1 |
| Chingford | F1 |
| Chipstead | D6 |
| Chislehurst | G5 |
| Chiswick | B4 |
| Chiswick Park | B3 |
| Chorleywood | A1 |
| Church Street | D6 |
| City Thameslink | D3 |
| Clapham Common | D4 |
| Clapham High Street | D4 |
| Clapham Junction | C4 |
| Clapham North | D4 |
| Clapham South | D4 |
| Clapton | F2 |
| Clock House | F5 |
| Cockfosters | E1 |
| Colindale | C1 |
| Colliers Wood | C5 |
| Coombe Lane | E6 |
| Coulsdon South | D6 |
| Coulsdon Town | D6 |
| Covent Garden | D3 |
| Crayford | H5 |
| Crews Hill | E1 |
| Cricklewood | C2 |
| Crofton Park | F5 |
| Crossharbour | F4 |
| Crouch Hill | E2 |
| Croxley | A1 |
| Crystal Palace | E5 |
| Custom House for ExCeL | G3 |
| Cutty Sark for Maritime Greenwich | F4 |
| Cyprus | G3 |
| **D** | |
| Dagenham Dock | H3 |
| Dagenham East | H2 |
| Dagenham Heathway | H2 |
| Dalston Junction | E2 |
| Dalston Kingsland | E2 |
| Dartford | H5 |
| Debden | G1 |
| Denmark Hill | D4 |
| Deptford | F4 |
| Deptford Bridge | F4 |
| Devons Road | F3 |
| Dollis Hill | C2 |
| Drayton Green | A3 |
| Drayton Park | E2 |
| Dundonald Road | C5 |
| **E** | |
| Ealing Broadway | B3 |
| Ealing Common | B3 |
| Earl's Court | C3 |
| Earlsfield | C4 |
| Earlswood | D6 |
| East Acton | B3 |
| Eastcote | B2 |
| East Croydon | E6 |
| East Dulwich | D4 |
| East Finchley | D2 |
| East Ham | G3 |
| East India | F3 |
| East Putney | C4 |
| Eden Park | F5 |
| Edgware | C1 |
| Edgware Road | C3 |
| Edmonton Green | F1 |
| Elephant & Castle | D4 |
| Elmers End | F5 |
| Elm Park | H2 |
| Elmstead Woods | G5 |
| Elstree & Borehamwood | C1 |
| Eltham | G4 |
| Elverson Road | F4 |
| Embankment | D3 |
| Emerson Park | H2 |
| Emirates Greenwich Peninsula | F4 |
| Emirates Royal Docks | G3 |
| Enfield Chase | E1 |
| Enfield Lock | F1 |
| Enfield Town | F1 |
| Epping | G1 |
| Epsom Downs | C6 |
| Erith | H4 |
| Essex Road | E3 |
| Euston | D3 |
| Euston Square | D3 |
| Ewell East | C6 |
| Ewell West | C6 |
| **F** | |
| Fairlop | G2 |
| Falconwood | G4 |
| Farringdon | D3 |
| Feltham | A5 |
| Fenchurch Street | E3 |
| Fieldway | F6 |
| Finchley Central | D1 |
| Finchley Road | C2 |
| Finchley Road & Frognal | C2 |
| Finsbury Park | E2 |
| Forest Gate | G2 |
| Forest Hill | E5 |
| Fulham Broadway | C4 |
| Fulwell | A5 |
| **G** | |
| Gallions Reach | G3 |
| Gants Hill | G2 |
| Gatwick Airport | D6 |
| George Street | E6 |
| **G** *continued* | |
| Gidea Park | H2 |
| Gipsy Hill | D5 |
| Gloucester Road | C3 |
| Golders Green | D2 |
| Goldhawk Road | B3 |
| Goodge Street | D3 |
| Goodmayes | G2 |
| Gordon Hill | E1 |
| Gospel Oak | D2 |
| Grange Hill | G1 |
| Grange Park | E1 |
| Gravel Hill | E6 |
| Grays | H3 |
| Great Portland Street | D3 |
| Greenford | A2 |
| Green Park | C3 |
| Greenwich | F4 |
| Grove Park | F5 |
| Gunnersbury | B4 |
| **H** | |
| Hackbridge | D6 |
| Hackney Central | F2 |
| Hackney Downs | F2 |
| Hackney Wick | F2 |
| Hadley Wood | E1 |
| Haggerston | E3 |
| Hainault | G1 |
| Hammersmith | B3 |
| Hampstead | D2 |
| Hampstead Heath | D2 |
| Hampton | A5 |
| Hampton Court | A5 |
| Hampton Wick | B5 |
| Hanger Lane | B3 |
| Hanwell | A3 |
| Harlesden | B2 |
| Harold Wood | H2 |
| Harringay | E2 |
| Harringay Green Lanes | E2 |
| Harrington Road | E5 |
| Harrow & Wealdstone | B1 |
| Harrow-on-the-Hill | B2 |
| Hatch End | B1 |
| Hatton Cross | A4 |
| Haydons Road | C5 |
| Hayes | E6 |
| Hayes & Harlington | A3 |
| Headstone Lane | B1 |
| Heathrow Terminals 2 & 3 | A4 |
| Heathrow Terminal 4 | A4 |
| Heathrow Terminal 5 | A4 |
| Hendon | C2 |
| Hendon Central | C2 |
| Herne Hill | D5 |
| Heron Quays | F4 |
| Hertford East | F1 |
| Highams Park | F1 |
| High Barnet | D1 |
| Highbury & Islington | E2 |
| Highgate | D2 |
| High Street Kensington | C3 |
| Hillingdon | A1 |
| Hither Green | F5 |
| Holborn | D3 |
| Holland Park | C3 |
| Holloway Road | E2 |
| Homerton | F2 |
| Honor Oak Park | E4 |
| Horley | D6 |
| Hornchurch | H2 |
| Hornsey | E2 |
| Hounslow | A4 |
| Hounslow Central | A4 |
| Hounslow East | A4 |
| Hounslow West | A4 |
| Hoxton | E3 |
| Hyde Park Corner | C3 |
| **I** | |
| Ickenham | A1 |
| Ilford | G2 |
| Imperial Wharf | C4 |
| Island Gardens | F4 |
| Isleworth | A4 |
| **K** | |
| Kenley | E6 |
| Kennington | D4 |
| Kensal Green | B2 |
| Kensal Rise | C2 |
| Kensington (Olympia) | C3 |
| Kent House | E5 |
| Kentish Town | D2 |
| Kentish Town West | D2 |
| Kenton | B1 |
| Kew Bridge | B4 |
| Kew Gardens | B4 |
| Kidbrooke | F4 |
| Kilburn | C2 |
| Kilburn High Road | C2 |
| Kilburn Park | C2 |
| King George V | G4 |
| King Henry's Drive | F6 |
| King's Cross | D3 |
| Kingsbury | C1 |
| Kingston | B5 |
| Kingswood | D6 |
| Knightsbridge | C3 |
| Knockholt | G5 |
| **L** | |
| Ladbroke Grove | C3 |
| Ladywell | F5 |
| Lambeth North | D4 |
| Lancaster Gate | C3 |
| Langdon Park | F3 |
| Latimer Road | B3 |
| Lea Bridge | F2 |
| Lebanon Road | E6 |
| Lee | F5 |
| Leicester Square | D3 |
| Lewisham | F4 |
| Leyton | F2 |
| Leyton Midland Road | F2 |
| Leytonstone | G2 |
| Leytonstone High Road | G2 |
| Limehouse | F3 |
| Liverpool Street | E3 |
| Lloyd Bridge | E6 |
| London Bridge † | D4 |
| London City Airport | G4 |
| London Fields | F2 |
| Loughborough Station | D4 |
| Loughton | G1 |
| Lower Sydenham | F5 |
| **M** | |
| Maida Vale | C2 |
| Malden Manor | B5 |
| Manor House | E2 |
| Manor Park | G2 |
| Mansion House | D3 |
| Marble Arch | C3 |
| Maryland | F2 |
| Marylebone | C3 |
| Maze Hill | F4 |
| Merstham | D6 |
| Merton Park | C5 |
| Mile End | F3 |
| Mill Hill Broadway | C1 |
| Mill Hill East | D1 |
| Mitcham | C5 |
| Mitcham Eastfields | D5 |
| Mitcham Junction | C5 |
| Monument | E3 |
| Moor Park | A1 |
| Moorgate | E3 |
| **M** *continued* | |
| Morden | C5 |
| Morden Road | C5 |
| Morden South | C5 |
| Mornington Crescent | D2 |
| Mortlake | B4 |
| Motspur Street | B5 |
| Mottingham | G5 |
| Mudchute | F4 |
| **N** | |
| Neasden | C2 |
| New Addington | F6 |
| New Barnet | E1 |
| New Beckenham | F5 |
| Newbury Park | G2 |
| New Cross | E4 |
| New Cross Gate | E4 |
| New Eltham | G5 |
| New Malden | B5 |
| New Southgate | E1 |
| Norbiton | B5 |
| Norbury | D5 |
| North Acton | B3 |
| North Dulwich | D5 |
| North Ealing | B3 |
| Northfields | A3 |
| North Greenwich | F4 |
| North Harrow | B1 |
| Northolt | A2 |
| Northolt Park | A2 |
| North Sheen | B4 |
| Northumberland Park | F1 |
| North Wembley | B2 |
| Northwick Park | B2 |
| Northwood | B1 |
| Northwood Hills | B1 |
| Northwood Junction | E5 |
| Notting Hill Gate | C3 |
| Nunhead | E4 |
| **O** | |
| Oakleigh Park | E1 |
| Oakwood | E1 |
| Ockendon | H2 |
| Old Street | E3 |
| Orpington | G5 |
| Osterley | A4 |
| Oval | D4 |
| Oxford Circus | D3 |
| **P** | |
| Paddington | C3 |
| Palmers Green | E1 |
| Park Royal | B3 |
| Parsons Green | C4 |
| Peckham Rye | E4 |
| Penge East | E5 |
| Penge West | E5 |
| Perivale | A2 |
| Petts Wood | G5 |
| Phipps Bridge | C5 |
| Piccadilly Circus | D3 |
| Pimlico | C4 |
| Pinner | B1 |
| Plaistow | F3 |
| Plumstead | G4 |
| Ponders End | F1 |
| Pontoon Dock | G3 |
| Poplar | F3 |
| Preston Road | C2 |
| Prince Regent | G3 |
| Pudding Mill Lane | F3 |
| Purfleet | H3 |
| Purley | E6 |
| Purley Oaks | E6 |
| Putney | C4 |
| Putney Bridge | C4 |
| **Q** | |
| Queensbury | C1 |
| Queen's Park | B2 |
| Queens Road Peckham | E4 |
| Queenstown Road (Battersea) | C4 |
| Queensway | C3 |
| **R** | |
| Rainham | H3 |
| Ravensbourne | F5 |
| Ravenscourt Park | B3 |
| Rayners Lane | B2 |
| Raynes Park | B5 |
| Rectory Road | F2 |
| Redbridge | G2 |
| Reedham | D6 |
| Redhill | D6 |
| Reeves Corner | D6 |
| Regent's Park | D3 |
| Richmond | B4 |
| Rickmansworth | A1 |
| Riddlesdown | E6 |
| Roding Valley | G1 |
| Romford | H2 |
| Rotherhithe | E4 |
| Royal Albert | G3 |
| Royal Oak | C3 |
| Royal Victoria | G3 |
| Ruislip | A1 |
| Ruislip Gardens | A2 |
| Ruislip Manor | A1 |
| Russell Square | D3 |
| Rye House | F1 |
| **S** | |
| St Helier | C6 |
| St James Street | F2 |
| St James's Park | C3 |
| St Johns | F4 |
| St John's Wood | C2 |
| St Margarets (London) | B4 |
| St Margarets (Herts) | F1 |
| St Mary Cray | G5 |
| St Pancras International | D2 |
| St Paul's | D3 |
| Salfords | D6 |
| Sanderstead | E6 |
| Sandilands | E6 |
| Selhurst | D5 |
| Seven Kings | G2 |
| Seven Sisters | F2 |
| Shadwell | E3 |
| Shenfield | H1 |
| Shepherd's Bush | C3 |
| Shepherd's Bush Market | B3 |
| Shoreditch High Street | E3 |
| Shortlands | F5 |
| Sidcup | G5 |
| Silver Street | F1 |
| Slade Green | H4 |
| Sloane Square | C3 |
| Snaresbrook | G2 |
| South Acton | B3 |
| Southall | A3 |
| South Bermondsey | E4 |
| Southbury | F1 |
| South Croydon | E6 |
| South Ealing | B3 |
| Southfields | C4 |
| South Greenford | A2 |
| South Hampstead | C2 |
| South Harrow | B2 |
| Southgate | E1 |
| South Kensington | C3 |
| South Kenton | B2 |
| South Merton | C5 |
| South Quay | F4 |
| South Ruislip | A2 |
| South Tottenham | F2 |
| **S** *continued* | |
| Southwark | D4 |
| South Wimbledon | C5 |
| South Woodford | G2 |
| Stamford Brook | B3 |
| Stanford Hill | F2 |
| Stanmore | C1 |
| Star Lane | F3 |
| Stepney Green | E3 |
| Stockwell | D4 |
| Stoke Newington | F2 |
| Stonebridge Park | B2 |
| Stoneleigh | C6 |
| Stratford | F2 |
| Stratford High Street | F3 |
| Stratford International | F2 |
| Strawberry Hill | A5 |
| Streatham | D5 |
| Streatham Common | D5 |
| Streatham Hill | D5 |
| Sudbury & Harrow Road | B2 |
| Sudbury Hill | B2 |
| Sudbury Hill Harrow | B2 |
| Sudbury Town | B2 |
| Sundridge Park | F5 |
| Surbiton | B5 |
| Surrey Quays | E4 |
| Sutton | C6 |
| Sutton Common | C6 |
| Swanley | H5 |
| Swiss Cottage | C2 |
| Sydenham | E5 |
| Sydenham Hill | E5 |
| Syon Lane | A4 |
| **T** | |
| Tadworth | D6 |
| Tattenham Corner | D6 |
| Teddington | A5 |
| Temple | D3 |
| Thames Ditton | B5 |
| Theobalds Grove | F1 |
| Therapia Lane | D5 |
| Theydon Bois | G1 |
| Thornton Heath | D5 |
| Tolworth | B5 |
| Tooting | C5 |
| Tooting Bec | C5 |
| Tooting Broadway | C5 |
| Tottenham Court Road | D3 |
| Tottenham Hale | F2 |
| Totteridge & Whetstone | D1 |
| Tower Gateway | E3 |
| Tower Hill | E3 |
| Tufnell Park | D2 |
| Tulse Hill | D5 |
| Turkey Street | F1 |
| Turnham Green | B3 |
| Turnpike Lane | E2 |
| Twickenham | A5 |
| **U** | |
| Upminster | H2 |
| Upminster Bridge | H2 |
| Upney | G3 |
| Upper Holloway | D2 |
| Upper Warlingham | E6 |
| Upton Park | G3 |
| Uxbridge | A1 |
| **V** | |
| Vauxhall | C4 |
| Victoria | C3 |
| **W** | |
| Waddon | D6 |
| Waddon Marsh | D5 |
| Wallington | D6 |
| Waltham Cross | F1 |
| Walthamstow Central | F2 |
| Walthamstow Queen's Road | F2 |
| Wandle Park | D5 |
| Wandsworth Common | C4 |
| Wandsworth Road | C4 |
| Wandsworth Town | C4 |
| Wanstead | G2 |
| Wanstead Park | G2 |
| Wapping | E3 |
| Ware | F1 |
| Warren Street | D3 |
| Warwick Avenue | C3 |
| Waterloo | D4 |
| Watford | A1 |
| Watford High Street | B1 |
| Watford Junction | B1 |
| Welling | G4 |
| Wellesley Road | E6 |
| Wembley Park | C2 |
| Wembley Stadium | C2 |
| West Acton | B3 |
| Wembley Central | B2 |
| Westbourne Park | C3 |
| West Brompton | C4 |
| Westcombe Park | F4 |
| West Croydon | D6 |
| West Drayton | A3 |
| West Dulwich | E5 |
| West Ealing | B3 |
| Westferry | F3 |
| West Finchley | D1 |
| West Ham | F3 |
| West Hampstead | C2 |
| West Harrow | B2 |
| West India Quay | F3 |
| Westminster | D3 |
| West Norwood | D5 |
| West Ruislip | A1 |
| West Kensington | C3 |
| West Silvertown | G3 |
| West Sutton | C6 |
| West Wickham | E6 |
| White City | B3 |
| Whitechapel | E3 |
| White Hart Lane | F1 |
| Whitton | A5 |
| Whyteleafe | E6 |
| Whyteleafe South | E6 |
| Willesden Green | C2 |
| Willesden Junction | B2 |
| Wimbledon | C5 |
| Wimbledon Chase | C5 |
| Wimbledon Park | C4 |
| Winchmore Hill | E1 |
| Woodford | G1 |
| Woodgrange Park | G3 |
| Wood Green | E1 |
| Wood Lane | B3 |
| Woodmansterne | D6 |
| Woodside | E5 |
| Woodside Park | D1 |
| Wood Street | F1 |
| Woolwich Arsenal | G4 |
| Woolwich Dockyard | G4 |
| Worcester Park | C6 |

**APPENDIX E**

# Central London journeys that could be quicker to walk

Walking can be a quick and easy way to get around, particularly when travelling during the busiest times, which are 08:00-09:00 and 17:30-18:30 Monday to Friday. The table below shows some popular journeys within zones 1 and 2 that are quicker to walk. For more walking maps, visit **tfl.gov.uk/walking.**

| | | |
|---|---|---|
| All Saints (DLR) | 8 minutes 800 steps | Blackwall (DLR) |
| Bank (Central, Northern, Waterloo & City) (DLR) | 5 minutes 500 steps | Mansion House (Circle, District) |
| Bank (Central, Northern, Waterloo & City) (DLR) | 4 minutes 400 steps | Cannon Street (Circle, District) |
| Barbican (Circle, Hammersmith & City, Metropolitan) | 8 minutes 800 steps | St. Paul's (Central) |
| Barbican (Circle, Hammersmith & City, Metropolitan) | 12 minutes 1,200 steps | Chancery Lane (Central) |
| Bayswater (Circle, District) | 5 minutes 500 steps | Queensway (Central) |
| Bethnal Green (London Overground) | 8 minutes 800 steps | Whitechapel (District, Hammersmith & City) |
| Bethnal Green (London Overground) | 8 minutes 800 steps | Stepney Green (District, Hammersmith & City) |
| Blackfriars (Circle, District) | 9 minutes 900 steps | St. Paul's (Central) |
| Blackfriars (Circle, District) | 12 minutes 1,200 steps | Chancery Lane (Central) |
| Blackfriars (Circle, District) | 11 minutes 1,100 steps | Southwark (Jubilee) |
| Borough (Northern) | 12 minutes 1,200 steps | Southwark (Jubilee) |
| Camden Road (London Overground) | 11 minutes 1,100 steps | Mornington Crescent (Northern) |
| Cannon Street (Circle, District) | 8 minutes 800 steps | St. Paul's (Central) |
| Chancery Lane (Central) | 8 minutes 800 steps | Farringdon (Circle, Hammersmith & City, Metropolitan) |
| Chancery Lane (Central) | 14 minutes 1,400 steps | Temple (Circle, District) |
| Charing Cross (Bakerloo, Northern) | 9 minutes 900 steps | Westminster (Circle, District, Jubilee) |
| Clapham High Street (London Overground) | 8 minutes 800 steps | Clapham Common (Northern) |
| Covent Garden (Piccadilly) | 11 minutes 1,100 steps | Temple (Circle, District) |
| Covent Garden (Piccadilly) | 8 minutes 800 steps | Tottenham Court Road (Central, Northern) |
| Edgware Road (Bakerloo line) (Bakerloo) | 13 minutes 1,300 steps | Marble Arch (Central) |
| Edgware Road (Circle line) (Circle, District, Hammersmith & City) | 12 minutes 1,200 steps | Marble Arch (Central) |
| Edgware Road (Circle line) (Circle, District, Hammersmith & City) | 14 minutes 1,400 steps | Lancaster Gate (Central) |
| Euston Square (Circle, Hammersmith & City, Metropolitan) | 12 minutes 1,200 steps | Goodge Street (Northern) |
| Farringdon (Circle, Hammersmith & City, Metropolitan) | 11 minutes 1,100 steps | St. Paul's (Central) |
| Finchley Road & Frognal (London Overground) | 11 minutes 1,100 steps | Hampstead (Northern) |
| Goldhawk Road (Circle, Hammersmith & City) | 8 minutes 800 steps | Shepherd's Bush (Central line) (Central) |
| Goodge Street (Northern) | 11 minutes 1,100 steps | Great Portland Street (Circle, Hammersmith & City, Metropolitan) |
| Goodge Street (Northern) | 13 minutes 1,300 steps | Regent's Park (Bakerloo) |
| Goodge Street (Northern) | 12 minutes 1,200 steps | Russell Square (Piccadilly) |
| Great Portland Street (Circle, Hammersmith & City, Metropolitan) | 2 minutes 200 steps | Regent's Park (Bakerloo) |
| Great Portland Street (Circle, Hammersmith & City, Metropolitan) | 5 minutes 500 steps | Warren Street (Northern, Victoria) |
| Great Portland Street (Circle, Hammersmith & City, Metropolitan) | 12 minutes 1,200 steps | Oxford Circus (Bakerloo, Central, Victoria) |
| Hackney Central (London Overground) | 10 minutes 1,000 steps | London Fields (London Overground) |
| Hampstead Heath (London Overground) | 8 minutes 800 steps | Belsize Park (Northern) |
| Holborn (Central, Piccadilly) | 11 minutes 1,100 steps | Temple (Circle, District) |
| Kentish Town West (London Overground) | 8 minutes 800 steps | Chalk Farm (Northern) |
| Kentish Town West (London Overground) | 12 minutes 1,200 steps | Camden Town (Northern) |
| Lambeth North (Bakerloo) | 10 minutes 1,000 steps | Southwark (Jubilee) |
| Latimer Road (Circle, Hammersmith & City) | 14 minutes 1,400 steps | Shepherd's Bush (Central line) (Central) |
| New Cross (London Overground) | 8 minutes 800 steps | Deptford Bridge (DLR) |
| Queensway (Central) | 12 minutes 1,200 steps | Royal Oak (Circle, Hammersmith & City) |
| Rectory Road (London Overground) | 11 minutes 1,100 steps | Clapton (London Overground) |
| Regent's Park (Bakerloo) | 7 minutes 700 steps | Warren Street (Northern, Victoria) |
| Royal Oak (Circle, Hammersmith & City) | 10 minutes 1,000 steps | Warwick Avenue (Bakerloo) |
| Shepherd's Bush (Central line) (Central) | 10 minutes 1,000 steps | Wood Lane (Circle, Hammersmith & City) |
| Shoreditch High Street (London Overground) | 12 minutes 1,200 steps | Old Street (Northern) |
| Shoreditch High Street (London Overground) | 12 minutes 1,200 steps | Liverpool Street (Central, Circle, Hammersmith & City, Metropolitan) |
| South Hampstead (London Overground) | 8 minutes 800 steps | Finchley Road (Jubilee, Metropolitan) |
| South Hampstead (London Overground) | 12 mins 1,200 steps | St. John's Wood (Jubilee) |

Approximate times, in minutes, based on a moderate walking speed.
Journeys involve at least one station interchange.



MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

**APPENDIX F**

Version 1.01 07.01.22

**Smarter Travel - Travel Plan Multi-Modal Monitoring**

**PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE**

| | | | |
|---|---|---|---|
| Weather Condition AM: | DRY | Weather Condition PM: | SHOWERS |
| Location: | ASPEXT, OLD FORD | | |
| Date: | 10/09/2024 | | |
| No. of Vehs on site at Start: | 0 | | |
| No. of Vehs on site at End: | 0 | | |

Notes about unusual issues with survey:

# MANUAL SURVEY COUNT **(INBOUND)**

## INDIVIDUAL INBOUND COUNTS

**Access Point** BUNDOCKS WALK

**Date** 10/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | | BUS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 3 | 0 | 0 | 3 | **3** | 0 | **0** | 3 | **3** |
| 0730-0800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0800-0830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 2 | **2** | 0 | **0** | 2 | **2** |
| 0830-0900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0900-0930 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **2** | 0 | **0** | 1 | **2** |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | | 1 | |
| 1000-1030 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 2 | 0 | 0 | 2 | **3** | 0 | **0** | 3 | **4** |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | | 1 | |
| 1100-1130 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **2** | 0 | **0** | 0 | **2** |
| 1130-1200 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 2 | 0 | 0 | 2 | | 0 | | 2 | |
| 1200-1230 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 2 | **4** | 0 | **0** | 2 | **4** |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 2 | 0 | 0 | 2 | | 0 | | 2 | |
| 1300-1330 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 2 | **3** | 0 | **0** | 2 | **3** |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | | 1 | |
| 1400-1430 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **2** | 1 | 0 | 0 | 1 | **2** | 0 | **0** | 2 | **4** |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 1 | 0 | 0 | 1 | | 0 | | 2 | |
| 1500-1530 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 3 | 1 | 2 | 6 | **13** | 0 | **0** | 6 | **13** |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 1 | 5 | 7 | | 0 | | 7 | |
| 1600-1630 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 2 | 3 | **8** | 0 | **0** | 3 | **9** |
| 1630-1700 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | | 4 | 1 | 0 | 5 | | 0 | | 6 | |
| 1700-1730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **3** | 0 | **0** | 1 | **4** |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 2 | 0 | 0 | 2 | | 0 | | 3 | |
| 1800-1830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 5 | 0 | 0 | 5 | **13** | 0 | **0** | 5 | **13** |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 7 | 1 | 0 | 8 | | 0 | | 8 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 4 | 1 | 0 | 5 | **5** | 45 | 4 | 9 | 58 | **58** | 0 | **0** | 63 | **63** |

# MANUAL SURVEY COUNT **(OUTBOUND)**

## INDIVIDUAL OUTBOUND COUNTS

**Access Point** BUNDOCKS WALK

**Date** 10/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | | BUS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 6 | 0 | 0 | 6 | **14** | 0 | **0** | 7 | **15** |
| 0730-0800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 6 | 2 | 0 | 8 | | 0 | | 8 | |
| 0800-0830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 8 | 2 | 3 | 13 | **16** | 0 | **0** | 14 | **17** |
| 0830-0900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 2 | 3 | | 0 | | 3 | |
| 0900-0930 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 2 | 0 | 0 | 2 | **2** | 0 | **0** | 3 | **3** |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1000-1030 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **4** | 0 | **0** | 1 | **4** |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 3 | 0 | 0 | 3 | | 0 | | 3 | |
| 1100-1130 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **2** | 0 | **0** | 1 | **2** |
| 1130-1200 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | | 1 | |
| 1200-1230 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 2 | **4** | 0 | **0** | 2 | **4** |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 2 | 0 | 0 | 2 | | 0 | | 2 | |
| 1300-1330 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **1** | 0 | **0** | 0 | **1** |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | | 1 | |
| 1400-1430 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **2** | 0 | **0** | 0 | **2** |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 2 | 0 | 0 | 2 | | 0 | | 2 | |
| 1500-1530 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **4** | 0 | **0** | 1 | **4** |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 3 | 0 | 0 | 3 | | 0 | | 3 | |
| 1600-1630 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 2 | **7** | 0 | **0** | 2 | **7** |
| 1630-1700 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 3 | 0 | 2 | 5 | | 0 | | 5 | |
| 1700-1730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **3** | 0 | **0** | 1 | **3** |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 2 | 0 | 0 | 2 | | 0 | | 2 | |
| 1800-1830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 2 | **2** | 4 | 0 | 0 | 4 | **12** | 0 | **0** | 6 | **14** |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 5 | 0 | 3 | 8 | | 0 | | 8 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 5 | 0 | 0 | 5 | **5** | 57 | 4 | 10 | 71 | **71** | 0 | **0** | 76 | **76** |

Version 1.01 07.01.22

**Smarter Travel - Travel Plan Multi-Modal Monitoring**

**PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE**

| | | | |
|---|---|---|---|
| Weather Condition AM: | DRY | Weather Condition PM: | DRY |
| Location: | ASPEXT, OLD FORD | | |
| Date: | 09/09/2024 | | |
| No. of Vehs on site at Start: | 0 | | |
| No. of Vehs on site at End: | 0 | | |

Notes about unusual issues with survey:

# MANUAL SURVEY COUNT **(INBOUND)**

## INDIVIDUAL INBOUND COUNTS

**Access Point** WICK LANE

**Date** 09/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0730-0800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0800-0830 | 0 | **2** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **2** |
| 0830-0900 | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 2 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 2 | |
| 0900-0930 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **1** |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1000-1030 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1100-1130 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1130-1200 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1200-1230 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1300-1330 | 1 | **2** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **2** | 1 | 0 | 0 | 1 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 2 | **4** |
| 1330-1400 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 2 | |
| 1400-1430 | 1 | **2** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **2** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **3** |
| 1430-1500 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 2 | |
| 1500-1530 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1600-1630 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1630-1700 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1700-1730 | 0 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **1** |
| 1730-1800 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1800-1830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 8 | **8** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 8 | **8** | 3 | 0 | 0 | 3 | **3** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 12 | **12** |

# MANUAL SURVEY COUNT **(OUTBOUND)**

## INDIVIDUAL OUTBOUND COUNTS

**Access Point** WICK LANE

**Date** 09/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730-0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800-0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830-0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0900-0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0930-1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000-1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030-1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100-1130 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1130-1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200-1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230-1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300-1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330-1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400-1430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1430-1500 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1500-1530 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1530-1600 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1600-1630 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 1630-1700 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1700-1730 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1730-1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800-1830 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1830-1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 3 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 |

Version 1.01 07.01.22

**Smarter Travel - Travel Plan Multi-Modal Monitoring**

**PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE**

| | | | |
|---|---|---|---|
| Weather Condition AM: | DRY | Weather Condition PM: | DRY |
| Location: | ASPEXT, OLD FORD | | |
| Date: | 10/09/2024 | | |
| No. of Vehs on site at Start: | 0 | | |
| No. of Vehs on site at End: | 0 | | |

Notes about unusual issues with survey:

# MANUAL SURVEY COUNT **(INBOUND)**

## INDIVIDUAL INBOUND COUNTS

**Access Point** WICK LANE

**Date** 10/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730-0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800-0830 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 0830-0900 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 0900-0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1000-1030 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1030-1100 | 0 | | 0 | | 1 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1100-1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130-1200 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1200-1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1300-1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1400-1430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1500-1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1600-1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630-1700 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1700-1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1800-1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |

# MANUAL SURVEY COUNT **(OUTBOUND)**

## INDIVIDUAL OUTBOUND COUNTS

**Access Point** WICK LANE

**Date** 10/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 2 | **2** |
| 0730-0800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0800-0830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 0830-0900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0900-0930 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1000-1030 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1100-1130 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1130-1200 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1200-1230 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1300-1330 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1400-1430 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1500-1530 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1600-1630 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1630-1700 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1700-1730 | 1 | **1** | 0 | **0** | 1 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 2 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 2 | **2** |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1800-1830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 3 | **3** | 0 | **0** | 1 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 4 | **4** | 1 | 0 | 0 | 1 | **1** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 6 | **6** |

Version 1.01 07.01.22

**Smarter Travel - Travel Plan Multi-Modal Monitoring**

**PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE**

| | | | |
|---|---|---|---|
| Weather Condition AM: | DRY | Weather Condition PM: | DRY |
| Location: | ASPEXT, OLD FORD | | |
| Date: | 11/09/2024 | | |
| No. of Vehs on site at Start: | 0 | | |
| No. of Vehs on site at End: | 0 | | |

Notes about unusual issues with survey:

# MANUAL SURVEY COUNT **(INBOUND)**

## INDIVIDUAL INBOUND COUNTS

**Access Point** WICK LANE

**Date** 11/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0730-0800 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 2 | |
| 0800-0830 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 0830-0900 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | | 2 | |
| 0900-0930 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0930-1000 | 0 | | 0 | | 1 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1000-1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1100-1130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1130-1200 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1200-1230 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1300-1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1400-1430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1500-1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1600-1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630-1700 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1700-1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1800-1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 5 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |

# MANUAL SURVEY COUNT **(OUTBOUND)**

## INDIVIDUAL OUTBOUND COUNTS

**Access Point** WICK LANE

**Date** 11/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0730-0800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0800-0830 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 1 | 0 | 0 | 1 | **1** | 1 | 0 | 0 | 1 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 3 | **4** |
| 0830-0900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 0900-0930 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1000-1030 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1100-1130 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1130-1200 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1200-1230 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1300-1330 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1400-1430 | 2 | **2** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 2 | **2** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 3 | **3** |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1500-1530 | 0 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **1** |
| 1530-1600 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1600-1630 | 1 | **2** | 0 | **0** | 0 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **3** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **4** |
| 1630-1700 | 1 | | 0 | | 1 | | 0 | | 0 | | 0 | 0 | 0 | | 2 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 3 | |
| 1700-1730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1800-1830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 6 | **6** | 0 | **0** | 1 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 7 | **7** | 3 | 0 | 0 | 3 | **3** | 2 | 0 | 0 | 2 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 12 | **12** |

Version 1.01 07.01.22

**Smarter Travel - Travel Plan Multi-Modal Monitoring**

**PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE**

| | | | |
|---|---|---|---|
| Weather Condition AM: | DRY | Weather Condition PM: | DRY |
| Location: | ASPEXT, OLD FORD | | |
| Date: | 12/09/2024 | | |
| No. of Vehs on site at Start: | 0 | | |
| No. of Vehs on site at End: | 0 | | |

Notes about unusual issues with survey:

# MANUAL SURVEY COUNT **(INBOUND)**

## INDIVIDUAL INBOUND COUNTS

**Access Point** WICK LANE

**Date** 12/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0730-0800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0800-0830 | 1 | **3** | 0 | **0** | 0 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **4** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **4** |
| 0830-0900 | 2 | | 0 | | 1 | | 0 | | 0 | | 0 | 0 | 0 | | 3 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 3 | |
| 0900-0930 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | **0** | 2 | **2** |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1000-1030 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1100-1130 | 2 | **3** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 2 | **3** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 2 | **3** |
| 1130-1200 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1200-1230 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1300-1330 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1400-1430 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1500-1530 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1600-1630 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1630-1700 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1700-1730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1800-1830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 9 | **9** | 0 | **0** | 1 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 10 | **10** | 0 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | 2 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 12 | **12** |

# MANUAL SURVEY COUNT **(OUTBOUND)**

## INDIVIDUAL OUTBOUND COUNTS

**Access Point** WICK LANE

**Date** 12/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0730-0800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0800-0830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0830-0900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 0900-0930 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1000-1030 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1100-1130 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1130-1200 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1200-1230 | 0 | **2** | 0 | **0** | 1 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **3** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **4** |
| 1230-1300 | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 2 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 3 | |
| 1300-1330 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1400-1430 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1500-1530 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1600-1630 | 2 | **5** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 2 | **5** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 2 | **6** |
| 1630-1700 | 3 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 3 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 4 | |
| 1700-1730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1800-1830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 8 | **8** | 0 | **0** | 1 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 9 | **9** | 2 | 0 | 0 | 2 | **2** | 3 | 0 | 0 | 3 | **3** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 14 | **14** |

Version 1.01 07.01.22

**Smarter Travel - Travel Plan Multi-Modal Monitoring**

**PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE**

| | | | |
|---|---|---|---|
| Weather Condition AM: | DRY | Weather Condition PM: | DRY |
| Location: | ASPEXT, OLD FORD | | |
| Date: | 13/09/2024 | | |
| No. of Vehs on site at Start: | 0 | | |
| No. of Vehs on site at End: | 0 | | |

Notes about unusual issues with survey:

# MANUAL SURVEY COUNT **(INBOUND)**

## INDIVIDUAL INBOUND COUNTS

**Access Point** WICK LANE

**Date** 13/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0730-0800 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 0800-0830 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0830-0900 | 2 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 2 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 2 | |
| 0900-0930 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 0930-1000 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1000-1030 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1100-1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130-1200 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1200-1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1300-1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1400-1430 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1430-1500 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1500-1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1600-1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630-1700 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1700-1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1800-1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 7 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |

# MANUAL SURVEY COUNT **(OUTBOUND)**

## INDIVIDUAL OUTBOUND COUNTS

**Access Point** WICK LANE

**Date** 13/09/2024

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**

SmarterTravel from Richard Jackson Limited

Countsequential SURVEYS

| | VEHICLES | | | | | | | | | | | | | | PASSENGERS | | | | CYCLISTS | | | | PEDESTRIANS | | | | BUS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| 0700-0730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0730-0800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0800-0830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 0830-0900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 0900-0930 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 0930-1000 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1000-1030 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1030-1100 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1100-1130 | 0 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **1** |
| 1130-1200 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | |
| 1200-1230 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1230-1300 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1300-1330 | 2 | **2** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 2 | **2** | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 3 | **3** |
| 1330-1400 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1400-1430 | 1 | **1** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1430-1500 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1500-1530 | 0 | **0** | 0 | **0** | 1 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 1 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 1 | **1** |
| 1530-1600 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1600-1630 | 2 | **3** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 2 | **3** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | **0** | 2 | **4** |
| 1630-1700 | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 1 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | 0 | | 2 | |
| 1700-1730 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1730-1800 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| 1800-1830 | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **0** |
| 1830-1900 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| TIME | CARS / VANS | | TAXIS | | M/C | | LGV | | PSV | | OGV1 | OGV2 | OGVs | | TOTAL VEHICLES | | VEH + 1 PASS | VEH + 2 PASS | VEH + 3+ PASS | TOTAL PASS | | ADULT P/C | CHILD P/C | ACCOM CHILD P/C | TOTAL P/C | | ADULT PEDS | CHILD PEDS | ACCOM CHILD PED | TOTAL PEDS | | BUS USER | | TOTAL PEOPLE | |
| TOTALS | 7 | **7** | 0 | **0** | 1 | **1** | 0 | **0** | 0 | **0** | 0 | 0 | 0 | **0** | 8 | **8** | 1 | 0 | 0 | 1 | **1** | 2 | 0 | 0 | 2 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | **0** | 11 | **11** |

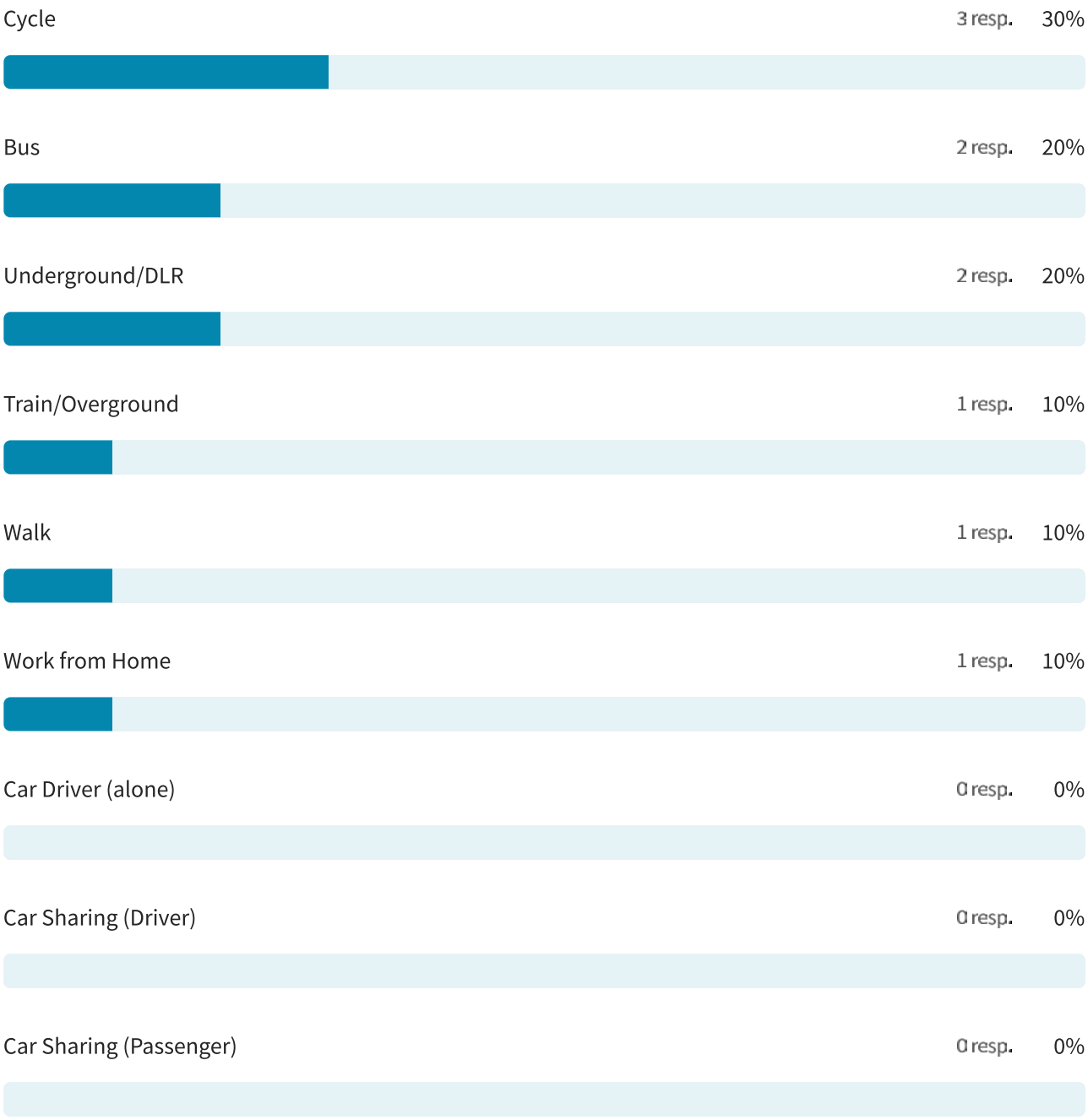
**APPENDIX G**

# Aspext Travel Survey Aug 2024

10 responses

What is your usual main mode of travel to/from work?

10 out of 10 answered



Electric/Hybrid Driver (alone) 0 resp. 0%

Electric/Hybrid Sharing (Driver) 0 resp. 0%

Electric/Hybrid Sharing (Passenger) 0 resp. 0%

Riverboat 0 resp. 0%

Scooter/Motorcycle 0 resp. 0%

Taxi 0 resp. 0%

Unemployed 0 resp. 0%

Other 0 resp. 0%

What mode(s) of travel do you usually use for local non-work related journeys?

10 out of 10 answered

Cycle 6 resp. 60%

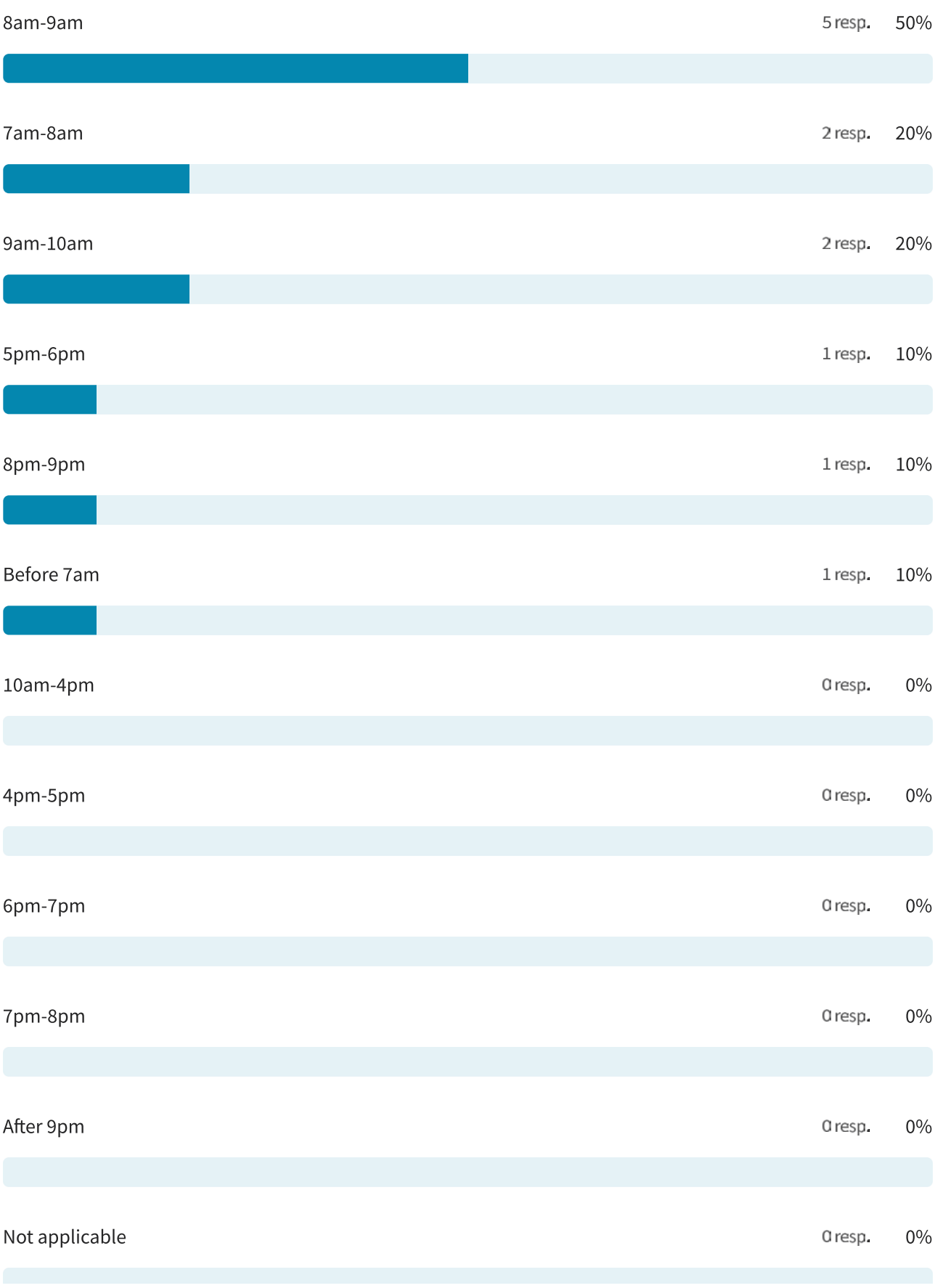
Underground/DLR 6 resp. 60%

Walk 6 resp. 60%

| | | |
|---|---|---|
| Bus | 5 resp. | 50% |
| Train/Overground | 5 resp. | 50% |
| Car Driver (alone) | 0 resp. | 0% |
| Car Sharing (Driver) | 0 resp. | 0% |
| Car Sharing (Passenger) | 0 resp. | 0% |
| Electric/Hybrid Driver (alone) | 0 resp. | 0% |
| Electric/Hybrid Sharing (Driver) | 0 resp. | 0% |
| Electric/Hybrid Sharing (Passenger) | 0 resp. | 0% |
| Riverboat | 0 resp. | 0% |
| Scooter/Motorcycle | 0 resp. | 0% |
| Taxi | 0 resp. | 0% |
| Unemployed | 0 resp. | 0% |
| Work from Home | 0 resp. | 0% |
| Other | 0 resp. | 0% |

What time do you typically depart your home and workplace for work related journeys?

10 out of 10 answered



Other 0 resp. 0%

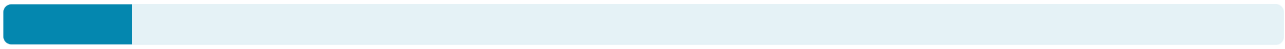
How often do you work from home?

10 out of 10 answered

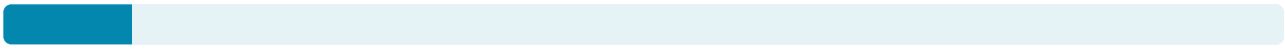
1-2 days per week 6 resp. 60%

3+ days per week 2 resp. 20%

Never 1 resp. 10%



Permanently 1 resp. 10%



Every other week 0 resp. 0%

Monthly or less 0 resp. 0%

Not applicable 0 resp. 0%

Other 0 resp. 0%

What is your typical journey time from home to your place of work?

10 out of 10 answered

15-30 mins 3 resp. 30%

30-45 mins 3 resp. 30%

45-60 mins 2 resp. 20%

60+ mins 1 resp. 10%

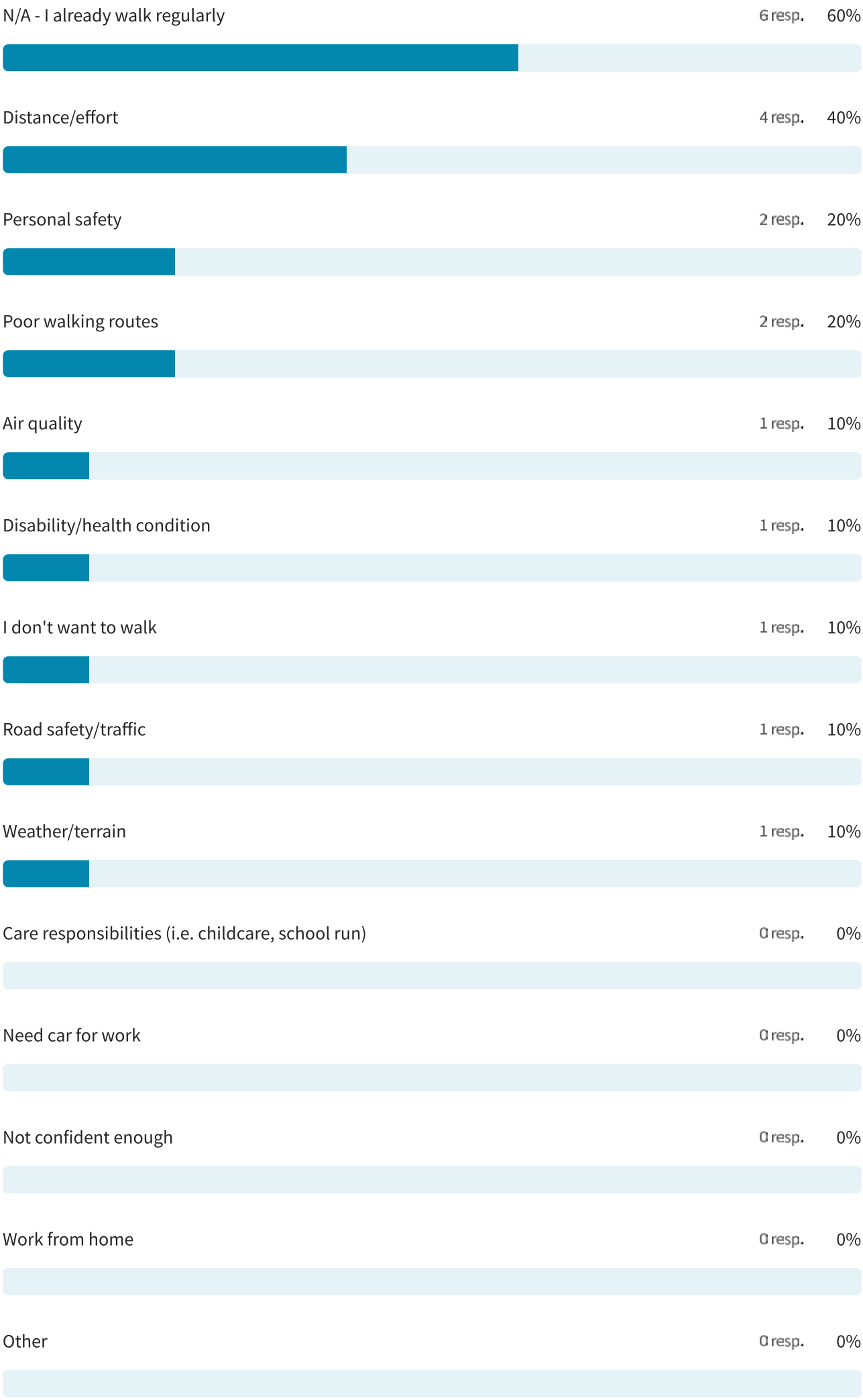
Not applicable 1 resp. 10%

Less than 15 mins 0 resp. 0%

Other 0 resp. 0%

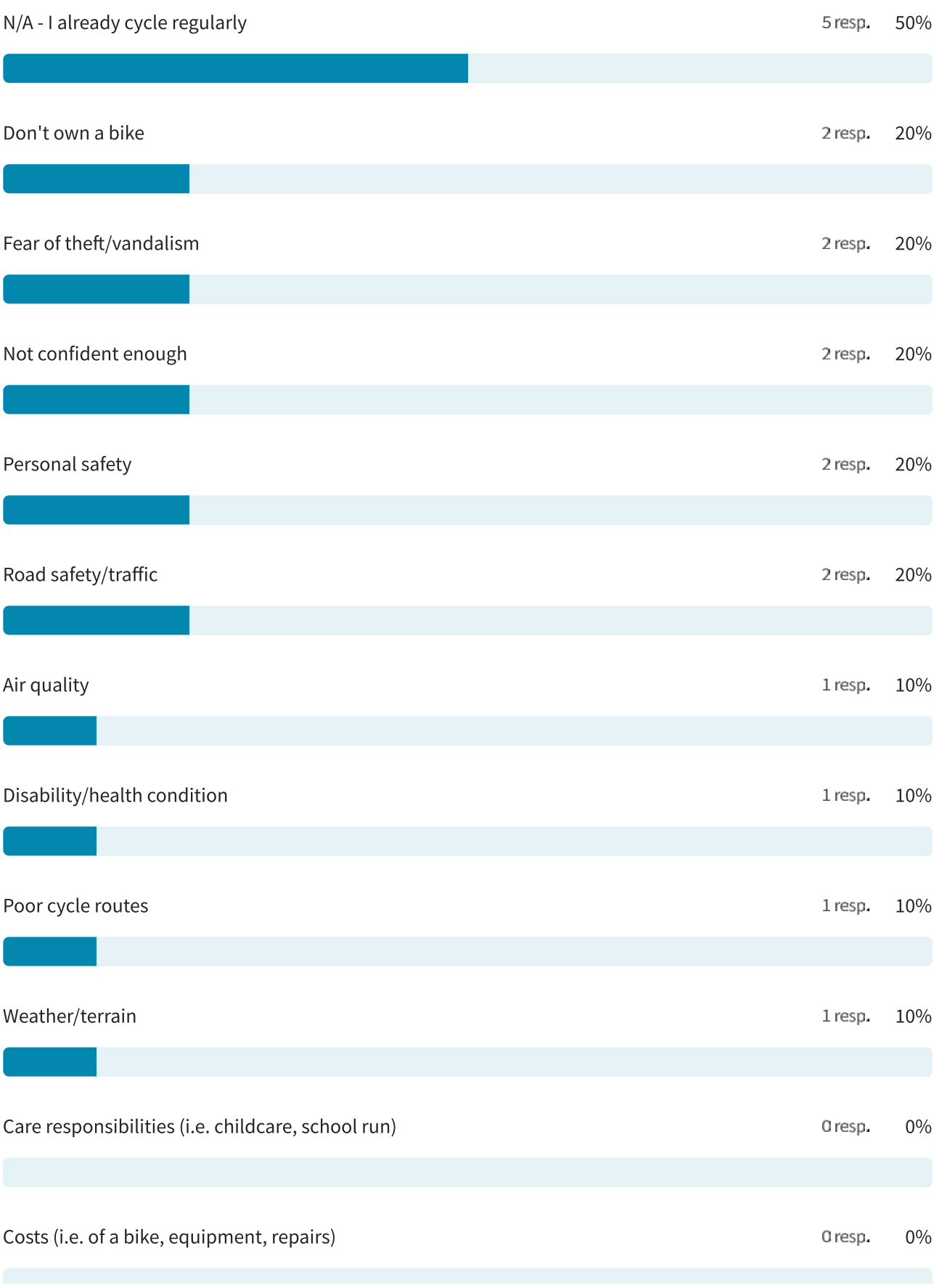
Which of the following prevents you from walking regularly?

10 out of 10 answered


N/A - I already walk regularly 6 resp. 60%
Distance/effort 4 resp. 40%
Personal safety 2 resp. 20%
Poor walking routes 2 resp. 20%
Air quality 1 resp. 10%
Disability/health condition 1 resp. 10%
I don't want to walk 1 resp. 10%
Road safety/traffic 1 resp. 10%
Weather/terrain 1 resp. 10%
Care responsibilities (i.e. childcare, school run) 0 resp. 0%
Need car for work 0 resp. 0%
Not confident enough 0 resp. 0%
Work from home 0 resp. 0%
Other 0 resp. 0%

Which of the following prevents you from cycling regularly?

10 out of 10 answered



| | | |
|---|---|---|
| Distance/effort | 0 resp. | 0% |
| Friends/family don't cycle | 0 resp. | 0% |
| I don't want to cycle | 0 resp. | 0% |
| Lack of cycle hire | 0 resp. | 0% |
| Lack of cycle parking | 0 resp. | 0% |
| Need car for work | 0 resp. | 0% |
| Work from home | 0 resp. | 0% |
| Other | 0 resp. | 0% |

What prevents you from using public transport regularly?

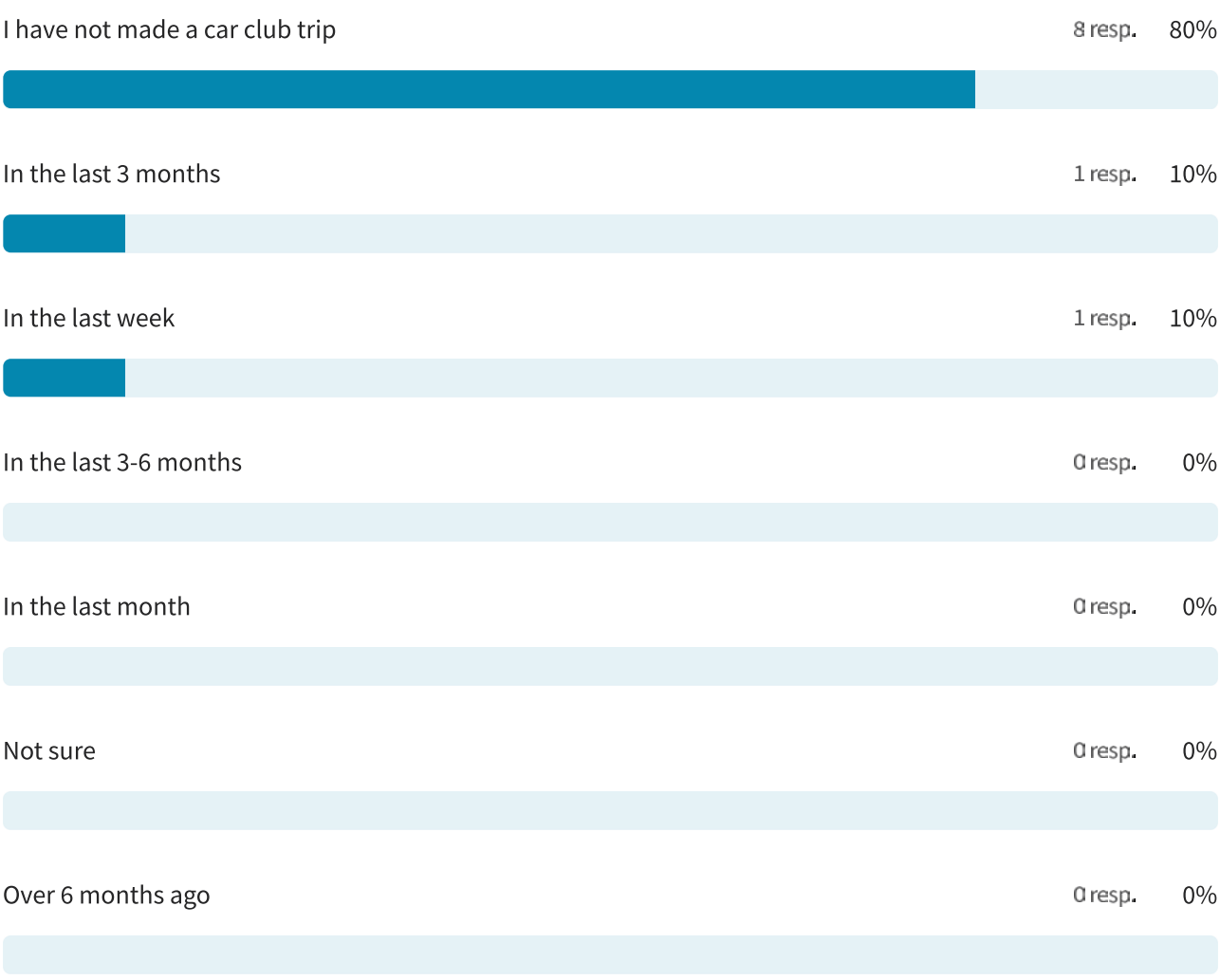
10 out of 10 answered

| | | |
|---|---|---|
| N/A - I already use public transport regularly | 8 resp. | 80% |
| Costs (i.e. price of season tickets) | 1 resp. | 10% |
| Disability/health conditions | 1 resp. | 10% |

| | | |
|---|---|---|
| Infrequent/unreliable | 1 resp. | 10% |
| Personal safety | 1 resp. | 10% |
| Risk of infection (i.e. COVID-19) | 1 resp. | 10% |
| Too far/indirect | 1 resp. | 10% |
| Travel time is too long | 1 resp. | 10% |
| Care responsibilities (i.e. childcare, school run) | 0 resp. | 0% |
| I don't want to use public transport | 0 resp. | 0% |
| Limited operating hours | 0 resp. | 0% |
| Need car for work | 0 resp. | 0% |
| Road safety/traffic | 0 resp. | 0% |
| Too busy | 0 resp. | 0% |
| Work from home | 0 resp. | 0% |
| Other | 1 resp. | 10% |

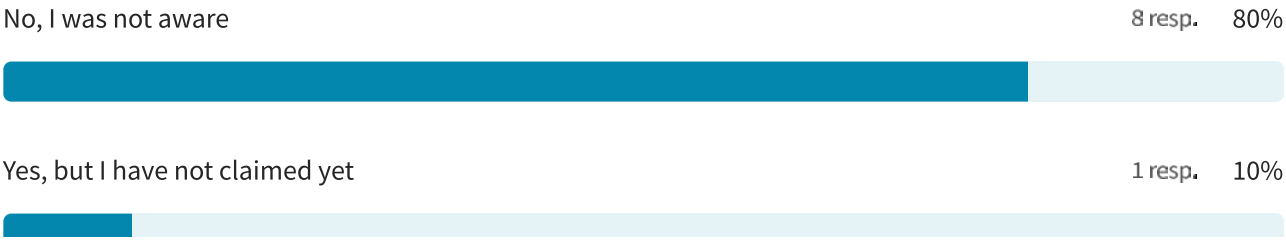
When was your most recent car club trip in Tower Hamlets?

10 out of 10 answered




Are you aware of your entitlement to a £50 active travel voucher and 2-years FREE car club membership with Zipcar?

10 out of 10 answered



| | | |
|---|---|---|
| Yes, I have claimed | 1 resp. | 10% |
| I am not the first occupier of my property. | 0 resp. | 0% |
| Other | 0 resp. | 0% |

Have you received a Travel Information Pack?

10 out of 10 answered

| | | |
|---|---|---|
| No | 4 resp. | 40% |
| Not sure | 4 resp. | 40% |
| Yes | 2 resp. | 20% |

Would any of the following be of interest to you?

10 out of 10 answered