



SmarterTravel
from Richard Jackson Limited

YEAR 1 RESIDENTIAL TRAVEL PLAN

Gallions Quarter, Phase 2A, London

Developer: Rendall & Rittner Ltd

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1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) has been appointed by the property management service company – Rendall & Rittner Ltd - to manage, monitor and promote the Travel Plan (TP) for the development of Gallions 2A Developments LLP, Gallions Quarter, on Atlantis Avenue, Beckton, London, E16 2BF, located in Newham. The development Phase 2A is for 241 residential dwellings (100% occupied as of May 2024), including 46 affordable homes and approximately 1,568m² of mixed-use commercial units. The provision of this Residential TP is to oblige the Fourth Schedule of the Section 106 Agreement with the London Borough of Newham for the planning permission 14/00664/OUT.
- 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 will promote, manage and monitor the success of the TP and report to the LPA. The agreed period is from 6 months of occupancy or 50% occupancy as per the approved Interim WSP Travel Plan done for Gallions Place Phase 2A dated March 2022, repeated at years 3 and 5 after the initial baseline survey conducted in 2023.
- 1.4. The TP measures outlined in this report will be promoted and highlighted to both residents of the development as well as staff and visitors. There will be a mix of marketing channels for each target audience.
- 1.5. The development is located within the London Borough of Newham. The surrounding areas are predominantly light industrial in nature with significant on-going regeneration in the area. Located close to the northern bank of the river Thames 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** 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 property management service company 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. **"Multi-modal 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 people and vehicles entering and exiting the site over a 12-hour period (7am – 7pm).
 - 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 Gallions Quarter 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 is from 6 months of occupancy or 50% occupancy as per set out in the approved Interim WSP Travel Plan for Gallions Place Phase 2A dated March 2022.
 - 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; future TP updates will be submitted to the LPA for approval following the completion of annual monitoring.
- 2.2. The TP is an important tool in helping to deliver and maintain a sustainable community, bringing 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 3** highlights policy considerations taken into account.
- 2.4. Gallions Quarter is a residential-led mixed use development, comprising 241 residential units (1 bed – 3 bed), and 1,568 sqm² of non-residential floorspace including uses B1, A1, A2, A3, A4 and D1 throughout the development. The residential units comprise of one-bed, two-bed and three- bed flats of which 10% are accessible for wheelchair users.
- 2.5. The development is made up of three blocks, Block 1 is located at the northern end of the site, Block 2 is at the centre and Block 3 is at the southwestern corner of the site.
- 2.6. Overall, this Travel Plan covers both residents of the Phase 2A Gallions Place development in addition to the staff of Phase 2A Gallions Place.

3. POLICY CONSIDERATION

National Policy

- 3.1. The Department for Transport document "*Smarter Choices – Changing the Way We Travel* (2004)" 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.
- 3.2. 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)

- 3.3. 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

- 4.2. 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.
- 4.3. The London Plan is an overall strategic plan setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 4.4. The specific Transport Section 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.
- 4.5. **Chapter 6** of The London Travel Plan, 'Strategic Approach', 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.
- 4.6. 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.
- 4.7. In policy T1 of the Draft New 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 London Borough of Newham

- 4.8. Adopted in 2018, the Policy INF2 Sustainable Transport includes the strategic principles and spatial strategy and design and technical criteria that will be supported by the borough. The strategic points include measures to secure a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the borough's transport network on foot, cycle and public transport, maximising positive health impacts, and enabling development.

Mayor's Transport Strategy (adopted 2018)

- 4.9. The Mayor's Transport Strategy which has been adopted in 2018 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.

4. EXECUTIVE POLICY STATEMENT

- 4.1. Rendall & Rittner Ltd 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.
- 4.2. The Developer will be responsible for the ownership of the TP for this development for a period of no shorter than five years from 6 months of occupancy or 50% occupancy.
- 4.3. 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.

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5. LOCAL ACCESSIBILITY AUDIT

Site Location

- 5.1. Located within the London Borough Newham, the site is situated to the southeast of Gallions Reach DLR station. The Phase 2A site of the Gallions Quarter development is bound to the north by Atlantis Avenue, to the south by Gallions Road, to the west by Gallions Roundabout and Woolwich Manor Way and to the east by Phase 2B of the overall development.
- 5.2. The site is also located close to the northern bank of the river Thames. Royal Albert Dock is situated to the southeast of the site. The site is approximately 1.7km to the northeast of London City Airport.

Figure 1 Indicative Development Location



- 5.3. The surrounding area has experienced significant regeneration over the past two decades and continues to be targeted for future development. The site is 1.2km to the southeast of Beckton. To the south of the Atlantis Avenue is predominantly residential development, namely Royal Docks. To the North of the site is Phase 1 Gallions quarter. The area to the west of the site holds a mix of functions with retail, universities, schools and parks. To the

Northeast, depots and logistics land uses dominate the area near the railway lines. **Figure 1** illustrates the indicative site location within context of the surrounding area.

- 5.4. Atlantis Avenue is a two-way single carriageway with shared pedestrian/ cycle lanes available on the northern side of the road. The road intersects with Gallions Road and Armada Way at a signalised junction. Atlantis Avenue and Armada Way have a speed limit of 30mph, and there are streetlights provided at regular intervals along all the roads abutting the site.
- 5.5. The A1020 is a dual carriageway with two lanes in each direction located to the west of the site, accessed via Atlantis Avenue. It is the key highway corridor that serves as a major through road connecting A112 and Stansfield Road to the east. It connects Alfreds Way, Newham Way and A406 to the north. In the northbound direction, the A12 provides a route through to Poplar, whilst in the southbound direction it provides a route towards outer East London and Essex and further afield to East Anglia.
- 5.6. The main vehicular access is accessed by Royal Quay Road, comprising a new internal road linking with Atlantis Avenue to the north and Gallions Road to the south. Phase 2A development provides a total of 79 vehicle parking spaces, of which 58 spaces are located under the podium of Block 1, 17 spaces are provided on-street along the eastern frontage of Block 1, and four spaces are located to the rear of Block 3. 15 spaces are accessible for wheelchair users.
- 5.7. 20% of total residential and non-residential parking spaces are fitted with electric charging points for electric vehicles.

Active Travel

- 5.8. The site is highly accessible by foot. Footways are provided on both sides of Atlantis Avenue to the north of the site and on the southern side of Gallions Road. A shared pedestrian/ cycleway is provided along the northern side of Atlantis Avenue, which runs for the entire length of the road. Footways are also provided to the west of the site, at Gallions Roundabout, and along the eastern boundary of the site, an internal access road links Atlantis Avenue in the north to Gallions Road in the south, where a footway is provided on the eastern side.
- 5.9. A pedestrian toucan crossing is provided on Atlantis Avenue, approximately 50m to the east of Gallions Roundabout. This crossing is located to the north of the site and provides a direct pedestrian link to/from the site and Gallions Reach DLR Station.
- 5.10. There are also footways on both sides of Atlantis Avenue providing a direct route towards Gallions Reach DLR Station, with an adequate width for two people to pass with ease with a wider pedestrianised area with seating and trees located directly below the DLR station providing shade and shelter.
- 5.11. There are 459 cycle parking spaces provided as part of the development, located within the podium parking area for Block 1 and internally within Blocks 2 and 3.

- 5.12. Several local cycleways are provided near the site. These include a shared pedestrian/cycle footway on the northern side of Atlantis Avenue, as well as advisory on-carriageway lanes on Woolwich Manor Way and various cycle routes via a mix of quiet and busier roads nearby. Cyclists are also able to access the Gallions Reach DLR station via the toucan crossing at Atlantis Avenue.
- 5.13. The closest cycle hire docking stations are currently located at Gallions Reach, Cyprus and Beckton DLR stations, operated by Brompton Bike Hire. The TPC will continue to monitor for any new developments and future cycle hire docking stations and will update residents accordingly.
- 5.14. There are also cycle routes in the vicinity of the site, including the National Cycle Route 13, LCN Route 16, Cycle Superhighway 3 and Quietway 22 (Q22).

Public Transport

- 6.1. The site benefits from a range of good public transport services and being located close to a range of local amenities.
- 6.2. 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). The site predominately has a PTAL of 3 demonstrating a moderate level of accessibility
- 6.3. Gallions Place is well accessed by bus with five different bus stops located within a 640m walking distance from the site providing access to bus routes 101 (towards Woodbine Place and Beckton Bus Station) 262 (towards Stratford and Gallions Reach Shopping Park) 366 (towards Falmouth Gardens and Beckton Station) and N551 (towards Trafalgar Square and Gallions Reach Shopping Park).
- 6.4. The two closest bus stops located along Atlantis Avenue, Gallions Reach Station Stop C and D are sheltered, other closest bus stops located along Woolwich Manor Way are also sheltered in both directions.
- 6.5. Bus route spider diagrams can be found in **Appendix A**.
- 6.6. Gallions Reach DLR Station is situated approximately 120m to the northwest of the site. The station is on the Beckton to Canning Town/Tower Gateway line, with a daily peak time departure frequency of every 4 minutes and an off-peak frequency of every 8 minutes. The DLR provides direct access to key destinations such as Custom House (for excel centre), the City of London and Poplar. Gallions Reach Station has stairs and lift access to/from both platforms. Station is wheelchair accessible and has cycle parking provisions.
- 6.7. East Ham London Underground (LU) station is the nearest LU station to the site, approximately 4.2km to the north of the site. District and Hammersmith & City Line services can be accessed at this station. The station is accessible by a linked journey using the bus route 474 from the UEL Docklands Campus bus Stop L on Woolwich Manor Way.

- 6.8. Another nearest LU station is Canning Town which is approximately 5.2km to the west of the site. Canning Town can be accessed via the DLR at Gallions Reach, with journey times of 10 minutes to and from Gallions Reach and Canning Town. Canning Town provides access to the Jubilee Line and other DLR lines (towards Stratford and Bank). West Ham Railway and LU station is also only one stop from Canning Town on the Jubilee Line, which provides access to District and Hammersmith & City Line services.
- 6.9. National Rail Services are accessible via Stratford Rail Station, located approximately 7.5km 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. **Appendix B** shows the London's Rail & Tube services.

Other Sustainable Travel

- 6.10. Car Club provision along Atlantis Avenue has been provided under Phase 1 S106 obligation. The second car club space located on Gallions Road as per the S278 agreement is to be constructed as part of the Gallions Phase 2B S78/S106 obligation due to the space being within the site boundary. As of September 2024, this had yet to be operational.
- 6.11. The nearest car club to the site is located at 290m to the east, in Shackleton Way provided by Enterprise Car Club. This bay provides one car. The car club can be accessed from the site using Gallions road and Wallis Walk.
- 6.12. Other car club companies include Blue City, with two car club bays located approximately 2.8km to the south of the site, in Woolwich Arsenal.

Local Amenities

- 6.13. 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.
- 6.14. 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"*.
- 6.15. Due to the location of Gallions Place, a wide variety of amenities are within a suitable walking (2km) and cycling (5km) distance. These include grocery shops, primary education, health care facilities, dentists, pharmacy and places of worship.
- 6.16. 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

- 6.17. The potential issues and barriers to the promotion of sustainable travel in particular cycling and walking in association with Gallions Place 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.
- 6.18. The measures and initiatives proposed 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 monitoring period.

Annual Inspection

- 6.19. 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 the development, including both on- and off-site footways/cycleways, signage, car club provision and public transport facilities, 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.

On-Site

- 6.20. As of the 2024 site audit in July 2024, there was an issue reported to the TPC by the Gallions Place Concierge, who noted that car users frequently drive through Royal Quay Road from Atlantis Avenue to bypass the traffic signals on Atlantis Avenue, despite the barriers, concierge stated that people drive around them on the path, which was evident by the damage to the brick lined pathway, located in front of a pedestrian access point with a dropped kerb, as can be seen below in **Figure 2**.

Figure 2 – Site Audit – Damaged Footway on Royal Quay Road



Off-Site

- 6.21. As of the 2024 site audit in July 2024, there were no issues off-site to be reported.

6. TRAVEL ASSESSMENT AND TRAVEL PLAN OBJECTIVES

- 6.1. The travel characteristics of occupants of the existing development have been monitored with a Travel survey. A survey questionnaire was done and used by the Interim TP set out as the approved WSP report dated March 2022. It was issued to all existing residents on 11th February, with a closing date of 23rd February 2022. The survey has helped establish when residents currently travel to and from work each day and by what mode of transport.
- 6.2. It should be noted that this survey does not account for travel for purposes other than work such as education, leisure, and retail trips, and only accounts for main mode of travel. In addition, the commercial units are not yet occupied and therefore the survey captures residential trips only. Once the commercial units are occupied and the residential units are 75% occupied a more detailed survey will be undertaken. **Table 6.1** summarises the mode choice preferred by the residents. This provides an understanding of how people travel to work.

Table 6.1 Summary of resident's mode choice to work

Main mode of travel	Modal split
Drive alone	14%
Car passenger	2%
Motorbike	0%
Bus	5%
Train/ light rail/ underground	73%
Taxi	0%
Cycle	2%
Walk	3%
Other	3%
Total	100%

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

- 6.4. 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 baseline survey the location of regular destinations of residents. The availability of public transport in the Newham area creates easy access into the City of London area making this a suitable sustainable alternative for residents to commute to and from work.
- 6.5. Alternatively, 2011 Census Data highlights that the majority of individuals travelling into this area for work are residing in the Newham area, this would suggest that walking and cycling are suitable viable options for employees of the site.

Table 6.2 – Modal Split (Workplace 'Method of Travel to Work' 2011 Census Data for output area E02000746)

<i>Mode</i>	<i>Mode Share %</i>
Underground, Metro, Light Rail, Tram	43%
Train	11%
Bus, Minibus or Coach	10%
Taxi	0%
Motorcycle, Scooter or Moped	1%
Driving	25%
Passenger in car or van	1%
Bicycle	2%
On foot	6%
Other method of travel to work	1%
Total	100%

- 6.6. **Table 6.2** illustrates that 64% of people are anticipated to take a form of public transport to commute, whilst 8% will travel to work by foot or bicycle and 25% will travel by private vehicle.
- 6.7. Baseline travel surveys are an important element for the TPC and should be issued to residents and employees six months after first occupation. This provides an actual modal share of residents and employees of the development.

Objectives

- 6.8. There are a number of objectives that the implementation of a TP is intended to help fulfil. The main objectives of the development are 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;
- To encourage and promote cycling as a healthy form of private transport;
 - 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
 - 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

- 6.9. In accordance with TfL's best practice guidance, all targets should be Site-specific, Measurable, Achievable, Realistic and Time-bound (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....).
- 6.10. The "aim type" Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year from the baseline survey) and long-term (within three years from the baseline survey). The suggested key targets 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 6.2**:
- Within three years, achieve a 5% increase in modal share for cycling across all users (from 2% to 7%);
 - Within three years, achieve a 5% increase in walking modal share across all users (from 6% to 11%);
 - Within three years, ensure taxi and motorcycle mode shares does not increase above 1% as shown in **Table 6.2** through the promotion of walking and cycling; and
 - Within three years, achieve a 5% reduction in private motorised vehicles on a daily basis when compared to **Table 6.2**.
- 6.11. The above targets are considered to meet the objectives of this TP by promoting active travel such as walking and cycling. The proposed targets have been prepared in line with the latest government and TfL guidance and are considered to be SMART.
- 6.12. 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 to assess the effectiveness of this plan of action.

- 6.13. Additional “aim-type” targets that are not directly related to travel mode are as follows:
- 15% return rate for postal / online surveys issued to residents.
 - 30% 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.
- 6.14. 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 7** and therefore aid in meeting the “aim-type” targets and the principal objectives of the TP.

Remedial Measures and Triggers

- 6.15. 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.
- 6.16. If the agreed targets are not being met after the first and third anniversary year travel surveys the TPC will analyse the situation, contact residents by issuing a travel questionnaire and request feedback on what prevents people from using more sustainable modes of transport and in the case of Gallions Place, what would help them to travel by active modes.
- 6.17. Any remedial measures on not satisfying TP targets will be agreed upon completion of the first multi-modal survey and submission of the full TP to the Local Authority for approval.

7. TRAVEL PLAN MEASURES

- 7.1. The timescale for the implementation of measures are presented in the TPC action plan in **Table 9.2** below. The table details when measures will be put in place during the agreed monitoring period and an indication of the potential cost of the measure.

On-Site Accessibility

- 7.2. It is essential to ensure that pedestrian and cycle routes on-site are safe and accessible. The Gallions Place 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 Gallions Place and the surrounding area shall be identified to the Developer, TfL or LBN (as applicable) to be rectified.

Public Transport

- 7.3. Provide up to date information about public transport options within the surrounding area of Gallions Place. Include information on service frequencies in addition to route information. Information will be provided to residents and employees in the form of promotional marketing material. Services will also be promoted through site specific social media channels, the development website and regular bi – annual newsletters as mentioned later in this chapter.
- 7.4. The TPC will liaise with bus and train operators as well as TfL to ensure that and issues raised regularly by residents, employees are considered by the operators.
- 7.5. Regular information updates will be provided on public transport in the area, including information about fares, closures and special offers, if applicable. This information will be provided to residents through social media accounts, the Travel Information Packs highlighted later in this chapter and the bi-annual newsletters.
- 7.6. Promote bus salary sacrifice schemes / interest free loan bus tickets for staff where and when possible. Bus travel and train travel information is included in the initial Staff Travel Leaflet that is handed out exclusively to the staff of Gallions Place to assist with their travelling.
- 7.7. The TPC will also liaise with LBN in respect of ways to improve the attractiveness of the bus stops and road that accesses the development. This can range from small measures such as keeping the road free of graffiti and litter, to larger measures such as increased CCTV and lighting and a greater police presence in the area to reduce fears over public safety that may contribute to limited walking and cycling.

Walking

- 7.8. In order to achieve the walking target of a 5% increase in modal share and the objective highlighted in **Chapter 6**, residents, employees and visitors will be provided with information about walking routes between the site and key local destinations. These routes will be promoted through a dedicated social media page in addition to printed marketing material and regular bi-annual newsletters. This includes a map highlighting walking times between London Underground Stations (a copy is contained in **Appendix C**) to promote active travel modes as an alternative to public transport as outlined in **Chapter 6** in addition to the objective of reducing carbon emissions as set in **Chapter 6**.
- 7.9. A variety of third-party mobile applications and websites relating to walking and route finding are promoted in the initial Travel Information Pack and the Staff Travel Leaflet for both residents and staff, and the TPC will continue to do so through newsletters, social media and websites.
- 7.10. To assist with achieving the targets in **Chapter 6**, the TPC has produced and provided walking route maps which are distributed in the Travel Information Packs which will be promoted to residents upon first occupation. Employees of the commercial units will also be provided with walking route maps.
- 7.11. Promote and provide information on legible London wayfinding locations.
- 7.12. Provide TPC contact details on all promotional material in the case of queries or requests for further information and personalised advice from residents / employees.
- 7.13. To achieve the walking objective highlighted in **Chapter 6** and the target of achieving a 5% increase in walking modal share across all users within 3 years, the TPC will 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'.
- 7.14. In order to assist with achieving a 5% increase in modal share for walking as mentioned above, all residents and employees will be able to obtain a Personal Travel Plans. This will be provided to them free of charge either through the Smarter Travel Ltd website or by contacting the TPC directly.

Cycling

- 7.15. Provision of cycle parking for each residential unit within dedicated secure cycle storage systems within accessible locations in the proposed development.
- 7.16. With the aim of reducing carbon emissions as set out in **Chapter 6**, the TPC will provide advice and support in relation to cycling to occupants of the development. This could include, but not be limited to, providing route maps for safe walking and cycling routes in the area, advice on purchasing and maintaining a bicycle and advice on tax free cycle purchase schemes. The TPC will also be responsible for setting up regular free cycle training workshops with the assistance of LBN and TfL.

- 7.17. The TPC will also liaise with LBN's TP officer to affect improvements to the existing external infrastructure of the site and surrounding area for the benefit of pedestrians and cyclists. This could include things such as improved cycle routes, better carriageway surfacing, improved street lighting and better security features such as Closed-Circuit Television (CCTV). The TPC will regularly request and collate comments made by residents of those improvements which would encourage them to walk and cycle.
- 7.18. Currently, the closest bike hire is at Gallions Reach DLR station, operated by Brompton Bike Hire. 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 highlighted later in this chapter in addition to the bi-annual newsletters and Travel Information Packs.
- 7.19. With the aim of increasing modal share of cycling by 5, cycling will be heavily promoted to both residents and employees via other annual promotional material such as newsletters, social media and the Gallions Place travel plan website.
- 7.20. To achieve the objective of encouraging and promoting cycling as a healthy and private form of private transport, 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 be promoted to both residents and employees.
- 7.21. 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 6**. The residents will be provided with information and advice concerning highway safety and appropriate cycle routes from Gallions Quarter to relevant regular destinations via Personal Travel Planning and other marketing material, such as the Travel Plan website and social media accounts.
- 7.22. In order to achieve the Travel Plan objectives set out in **Chapter 6**, residents and employees will be provided with up to date cycle route maps of the local and connecting areas. This information is also to be accessible through the development social media accounts with the aim of promoting and encouraging cycling as a healthy form of private transport.
- 7.23. Promote the health benefits of cycling as well as local and 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. These events will be promoted through social media, printed material and newsletters.
- 7.24. Promote awareness and membership of the local branch of the London Cycling Campaign.
- 7.25. Provide Personal Travel Plans to all employees and residents that request one. As per **Chapter 6**, targets set out that 50% of survey respondents will have obtained a PTP.

- 7.26. 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

- 7.27. Provide marketing information of car club schemes within the local area. This will include 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.
- 7.28. The Travel Plan Coordinator will promote the Liftshare public network (liftshare.com/uk), to provide opportunities for car sharing. Residents and staff will be made aware of the Liftshare website and encouraged to make use of the information it contains from the outset.
- 7.29. Residents will be made aware of the Liftshare platform via the Travel Information Pack, social media and the Gallions Place TP website. Staff of the commercial units will be made aware of the TP measures through promotional flyers, posters and regular newsletters.
- 7.30. To help achieve the objective of reducing carbon emissions from the travel associated with the development as highlighted in the TP objective (Chapter 7), the TPC will also provide information on purchasing cars with lower CO₂ emissions as well as information on Smarter Driving Tips including measures such as regularly checking tyre pressure and driving at lower speeds.

Marketing and Promotion

- 7.31. The TPC will provide 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 will also be provided so that sales staff can visually show the sustainable travel options available to them.
- 7.32. 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 6**, it is key to provide information within the first few weeks of moving in. Therefore, each new dwelling will be provided with a Travel Information Pack directing them to the Gallions Place Travel Plan webpage where they can view and download a digital version of the Travel Information Pack. A link to a survey of current intended travel habits is also be included within the Travel Information Packs to ascertain very early indications of travel behaviour change.
- 7.33. A travel webpage has been created specifically for the developments' residents and staff via www.SmarterTravel.uk.com/gallionsplace which will provide links to this TP and summary reports 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 to assist with achieving the objective in **Chapter 6**;
 - 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 assisting with achieving a target of a 5% increase in modal share for walking and an increase of 5% modal share in cycling as highlighted in **Chapter 6**;
 - Details of how to obtain discounted cycle safety training in order to achieve the objective set out in **Chapter 6**;
 - 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.
- 7.34. The TPC will, through the use of social media and other marketing materials for the development, promote the use of sustainable travel and any nationally promoted travel days such as national bike week, etc. This promotion will be 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.
- 7.35. The TPC will liaise with representatives from each business located within Gallions Place in order to create clear communication channels between the TPC and employees.
- 7.36. Bi-Annual newsletters will be sent to residents and employees in Spring and Autumn, promoting relevant sustainable news and information. Email addresses for this to be sent to will be obtained through initial Travel Surveys. All email addresses collected will be subject to the Smarter Travel Ltd privacy policy.

- 7.37. Printed marketing material will be provided to display in public areas throughout the development including residential and workplace noticeboards.
- 7.38. The TPC will 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 including reducing the emphasis on public transport.
- 7.39. It is recommended that the TPC undertake promotional events at the following times to increase awareness of the Travel Plan. Suggested events are as follows:
- First anniversary postal / online survey with prize incentive for respondents to assist in achieving target highlighted in **Chapter 6**;
 - Third anniversary postal / online survey with prize incentive for respondents to assist in achieving target highlighted in **Chapter 6**; and
 - General small social media promotional events to engage with residents and provide information directly on sustainable travel.

Personal Travel Planning

- 7.40. The TPC will provide Personalised Travel Planning to residents who request it. They will be made aware of this scheme by information provided on the website, promotional events and via marketing media issued to them. They can also contact directly the TPC through details given in Chapter 5 of this TP.
- 7.41. Personal Travel Planning service will also be available exclusively to all staffs of Gallions Place through the initial staff travel leaflets to assist in possible future travel mode decisions.
- 7.42. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC will 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.

8. MANAGEMENT AND MONITORING

- 8.1. 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 will be the responsibility of the TPC.

The Travel Plan Coordinator

- 8.2. The TPC has been identified and appointed – with the contact details set out in **Chapter 4**. The TP will be managed from the agreed monitoring period starting from 6 months of occupancy or 50% occupancy as set out in the approved Interim WSP TP for Gallions Place Phase 2A dated in March 2022. The TPC will be funded by the Developer from appointment.
- 8.3. The TPC will take 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 makes biannual visits to Gallions Place and presents the ideals of the TP to the residents and staff and oversees the monitoring and reporting of the TP to the LPA.
- 8.4. The TPC will be able to provide Personal Travel Planning (PTP) to residents and staff of this development. This service will be provided on demand and be available within ten working days of the request. A follow up survey of the PTP will be provided accordingly to ascertain if it has assisted in changing their travel habits.
- 8.5. 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 website.
- 8.6. 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.
- 8.7. The TPC will be responsible for setting up and security of the residential travel data, which will include the results of the multi-modal traffic surveys. 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).
- 8.8. The TP will be reviewed at every completion of the biennial multi modal travel survey, as part of an on-going five-year monitoring process. The TPC will submit details of each review to LBN each year, following monitoring.

Monitoring

- 8.9. 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 will be provided within the Travel Information Pack that the residents and staff will be asked to complete.

- 8.10. In order to identify the travel patterns for the development, a multi-modal travel survey will be undertaken at six months after first occupation. This is to analyse how the residents and visitors actually travel from and to Gallions Place when compared to the potential person generation as assessed in the Transport Assessment.
- 8.11. Multi-modal surveys will be repeated on the first, third and fifth anniversaries of the baseline survey. This is to observe how effective the TP is in influencing mode of travel.
- 8.12. This mode split of travel will then be able to be used to compare 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.
- 8.13. The results of the survey will be issued to LBN 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 LBN.
- 8.14. 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 are:
- The take up of Personal Travel Planning and response to follow up surveys;
 - The take up of adult bicycle training.
 - Multi-Modal Travel Survey
- 8.15. In order to identify the travel patterns of the residents and staff located on the development, a multi-modal travel survey has taken place in April 2023. This will then be repeated at the third and fifth anniversary, expected to be in 2025 and 2027. 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.
- 8.16. The multi-modal survey will be undertaken at a cost to the Developer and be at a similar time of the year to provide a comparative assessment. It will be ensured prior to the 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.

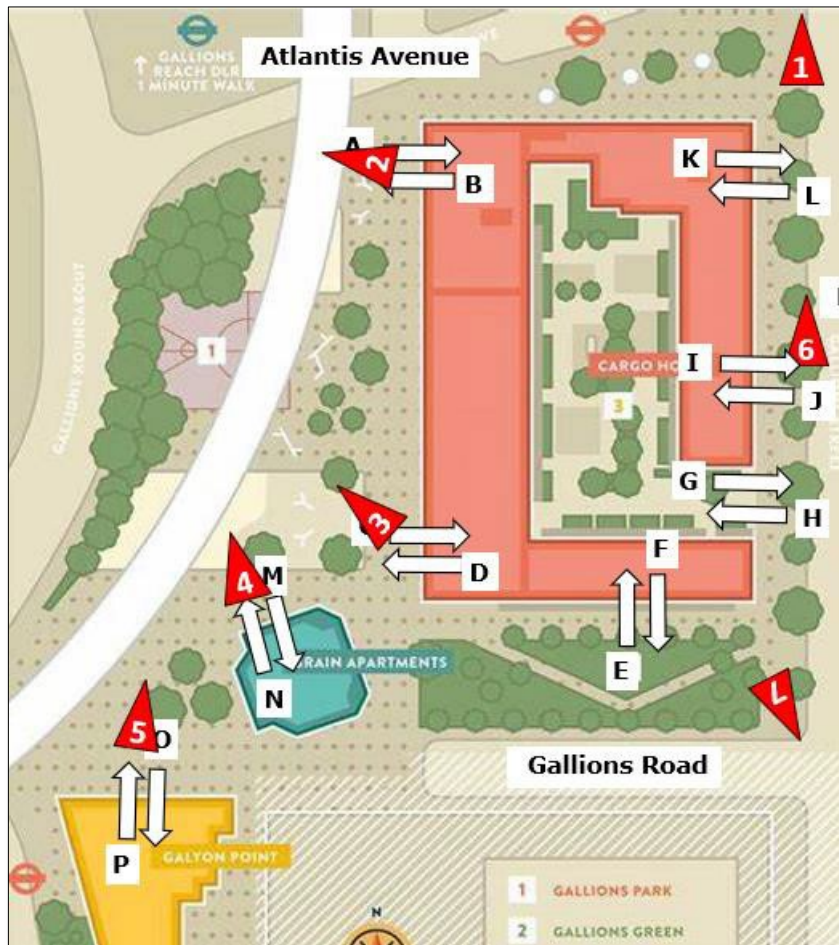
- 8.17. The TPC will liaise with the site management / employers and undertake a site management questionnaire. This questionnaire will record factual travel-related information including, number of parking spaces, number of staff and number of deliveries to the development.
- 8.18. The methodology of 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, vehicles and deliveries entering and leaving the site over a 12-hour period (7am – 7pm). The number of occupants in each vehicle will be recorded, together with the vehicle classification.
- 8.19. Before the start of the manual count survey, numbers of parked cars, bicycles and other vehicles will be recorded. This will be repeated and recorded every three hours over the survey period.
- 8.20. This manual survey will be supplemented by postal / online surveys to both residents and staff. 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.
- 8.21. 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.
- 8.22. Residents will be asked to complete a questionnaire, which will include questions on the following information:
- Time in and out of the development;
 - Origin and destination postcodes;
 - Main mode to work – form of travel used for the greatest amount of time;
 - Final mode into work – the last form of travel before arrival at the site;
 - Time to walk to the building (if applicable);
 - First mode out – the first form of travel used when leaving work;
 - Main mode out – form of travel used for the greatest amount of time;
 - Car parking location (if applicable); and
 - If the employee has a disability affecting their travel to work.
- 8.23. A copy of the latest interview questions is contained within **Appendix E**. This survey can be adapted and amended to suit both residents and staff as required.

- 8.24. To maximise the potential for return of postal / online surveys, an incentive shall be provided for respondents such as a voucher to a local restaurant or equivalent. The result of each postal / online survey will be issued to the residents in the form of a summary report (via the development TP website) and to the Local Authority via the TP reviews.
- 8.25. All online / postal surveys are to be confidential, and no names or addresses shall be passed on to any third party (such as a public transport operator) unless prior approval has been given by the respondent. The only personal information deemed necessary for the purposes of the TP are as follows:
- Name and address;
 - Age;
 - Telephone number / email address;
 - Whether they are registered disabled;
 - Number and age of any dependants; and
 - Proof of address (if claiming an incentive).
- 8.26. 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.

9. MONITORING DATA

- 9.1. **Figure 3** indicates the 3 blocks that make up of Gallions Place Phase 2A. The red block to the north with 5 main entrances is Cargo House, the turquoise blue is Grain Apartments and the yellow triangular block at the bottom is Gaylon Point, each with one entrance. All access points are to be monitored for pedestrian and cyclist movements.

Figure 3 – Monitoring Points



- 9.2. The car park entrance is situated between point 6 and 7, has 55 bays inside the car park. At the time of 2024 monitoring, there were also 20 car parking spaces completed on Road Quay Road, which is situated opposite points 1, 6 and 7, indicated as red triangles in **Figure 3**.

Baseline (2023)

- 9.3. Baseline monitoring of Gallions Place was undertaken on 20th April 2023. The weather on the day was cloudy and dry, with showers in the late PM. The manual count was taken over a period of 12 hours, from 07:00am to 19:00om. **Figure 3** highlights the points of monitoring for the baseline survey.
- 9.4. At the time of the baseline survey in 2023, there were 218 occupied units out of 241. No commercial units were occupied.
- 9.5. To supplement the manual count survey, an online qualitative survey of residents was undertaken. The 2023 online survey achieved a 19% response rate which is above the 15% target set out in **Chapter 6**. Prize incentives were offered to encourage responses. Prizes will be reviewed prior to commencement of any survey, to ensure incentives remain appealing to encourage uptake.
- 9.6. From the responses, 52.5% of the residents travelled by DLR or the underground and 25% of the residents travelled by train or the overground regularly. 7.5% of the residents travelled by bus and 7.5% of the residents travelled by foot. Only one resident claimed to travel by driving a single occupancy vehicle. **Table 9.1** shows the results of the modal split.

Year 1 (2024)

- 9.7. Year 1 monitoring of Gallions Place was conducted using a 5-weekday manual count on the car park entrance, to monitor vehicular movements. A copy of the manual count data which observed the car park can be found in **Appendix D**.
- 9.8. At the time of 2024 monitoring, all 241 dwellings were occupied. No commercial units were monitored.
- 9.9. The manual count was supplemented by face-to-face interviews, to understand how and why residents were travelling. A total of 89 residents were interviewed on 9th July 2024 between 07:00-19:00 from a survey sample of 241 dwellings, providing a response rate of 37%. The weather reported was sporadic rainfall and interviewers reported very low footfall. It can be assumed that a proportion of residents were working from home, given London's adoption of hybrid working patterns. In fact, 40% of respondents stated that they work from home 1-3 days per week, whilst 16% work from home more than 3 days per week and 6% permanently work from home, compared to 24% who never work from home.
- 9.10. The 2024 data indicated that 81% of respondents were using the DLR/Underground/Tube to travel, similar to the 2023 findings, given the close proximity to Gallions Reach DLR station, this was to be expected as the main mode of travel. Some residents provided comments in relation to the DLR; *"More tap in and tap outs for oyster at station"*, *"Too many steps at dlr station and don't feel safe in the lift"* and *"The train stops too early in the day"*.

- 9.11. The average journey time for 46% of respondents to travel to work was 30-45 minutes, followed by 20% who stated they travel 45-60 minutes to work and 18% who travel for 15-30 minutes.
- 9.12. The number of cyclists remained lower than the 2011 Census data, likely caused by residents' reliance on public transport and potential risks of bike theft and road safety acting as considerable deterrents. However, cycling will continue to be promoted to residents throughout the monitoring period and the TPC will assess what measures could be considered to boost cycling in the local area to achieve the Year 3 target set out in **Chapter 6**.
- 9.13. The collective mode share for taxis and motorcycles remains below 1% which therefore achieves the Year 3 target ahead of schedule. The TPC will monitor to ensure they do not exceed a total of 1% by 2026.
- 9.14. **Table 9.1** below provides a breakdown of the modal split compared to the 2023 baseline monitoring and the 2011 Census data.

Table 9.1 – Modal Split

Mode of Transport	Census (2011)	Baseline (2023)	Year 1 (2024)
Underground / Metro / Light Rail / Tram / DLR	43%	95%*	81%
Bus	10%		6%
Train/ Overground	11%		6%
Taxi	0%		0%
On foot	6%		1%
Bicycle	2%	0%	0%
Motorcycle / Scooter / Moped	1%	0%	0%
Driving	25%	4%	6%
Passenger in car or van	1%	0%	0%
Others	0%	1%	0%
Total	100%	100%	100%

*Note: Observed departing site on foot, assumed access to public transport and other modes.

- 9.15. 20% of respondents had read the Travel Information Pack and found it helpful, whilst 5% read it but did not find it helpful. Comparatively, 75% stated that they had not receive a Travel Information Pack, likely due to the fact that Smarter Travel was appointed late as the Travel Plan Coordinator for the site, therefore not a lot of residents are aware in the earlier stages.
- 9.16. Since delivering the Travel Information Packs throughout May 2023, 15 dwellings have claimed their initial incentive. 10 residents have also requested a Personal Travel Plan to date. The TPC will continue to promote the bespoke Personal Travel Planning service to residents via any newsletters and travel surveys.
- 9.17. A copy of the interview questions responses can be found in **Appendix E**.
- 9.18. A postal / online travel survey was also conducted in June 2024. Postal invitations were sent to all 241 occupied dwellings and followed up with a postal reminder two weeks later. The survey included a prize draw in which there were 3 prizes available, but unfortunately the survey received 0 responses. This is likely due to the length, complexity and personal nature of the survey, as required by Newham Council, deterring people from completing the survey, as there were 18 click-throughs and 11 starts but 0 completions. The TPC will review the survey content and prizes available ahead of the next travel survey, due 2026, to encourage higher engagement.

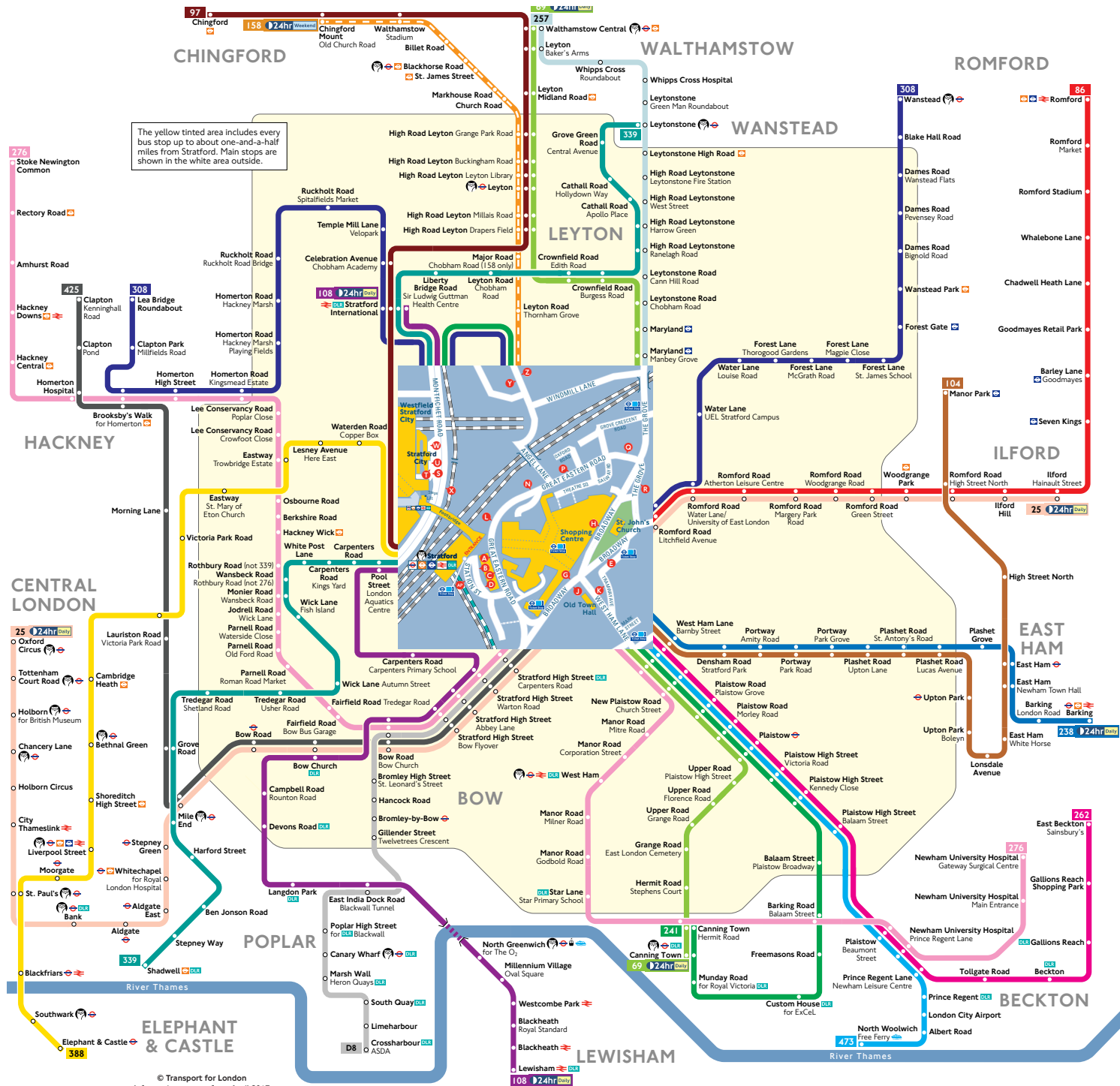
9.19. The measures detailed below in **Table 9.2** are suggested for the remaining monitoring period.

Table 9.2 - TPC Action Plan

Measure	Action	Timescales
Travel Plan Newsletters	A biannual update to all households and staffs on relevant travel information and news. Information will also include reminders of the travel incentives available.	Annual (Spring and Autumn)
Bicycle Servicing Event	An on-site bicycle surgery will be considered (or voucher equivalent).	Annual (Spring/Summer)
Postal / online survey	A survey including prize draw and promotional material to all residents / staff.	To be undertaken on the 1 st and 3 rd anniversary after the initial survey has been completed. (2024 and 2026).
Gallions Place travel plan website & social media	The Gallions Place travel plan website pages and social media channels (Facebook and Twitter) will be regularly reviewed and updated with useful information.	Social media channels are updated frequently with relevant news and events. Gallions Place travel plan webpages to be updated as required.
Multi Modal Survey	Data collection for each access point to understand travel behaviour and monitor modal shift.	Required at 50% occupation and annually thereafter.
Car Club Promotion	Promotion of car club benefits to all residents via social media channels, newsletters and Travel Plan webpages.	Annual (as appropriate)

Appendix A

Buses from Stratford



Route finder

Bus route	Towards	Bus stops
25 24hr Daily	Ilford	A B H
	Oxford Circus	E I
69 24hr Daily	Canning Town	E R
	Walthamstow	A K P O
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 O
262	East Beckton	D G
276	Newham University Hospital	D G
	Stoke Newington	I
308	Lea Bridge Roundabout	A N T Y
	Wanstead	P R W Z
339	Leytonstone	S
	Shadwell	X
388	Elephant & Castle	W
425	Clapton	C E I
473	North Woolwich	D G
D8	Crossharbour	C E I

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

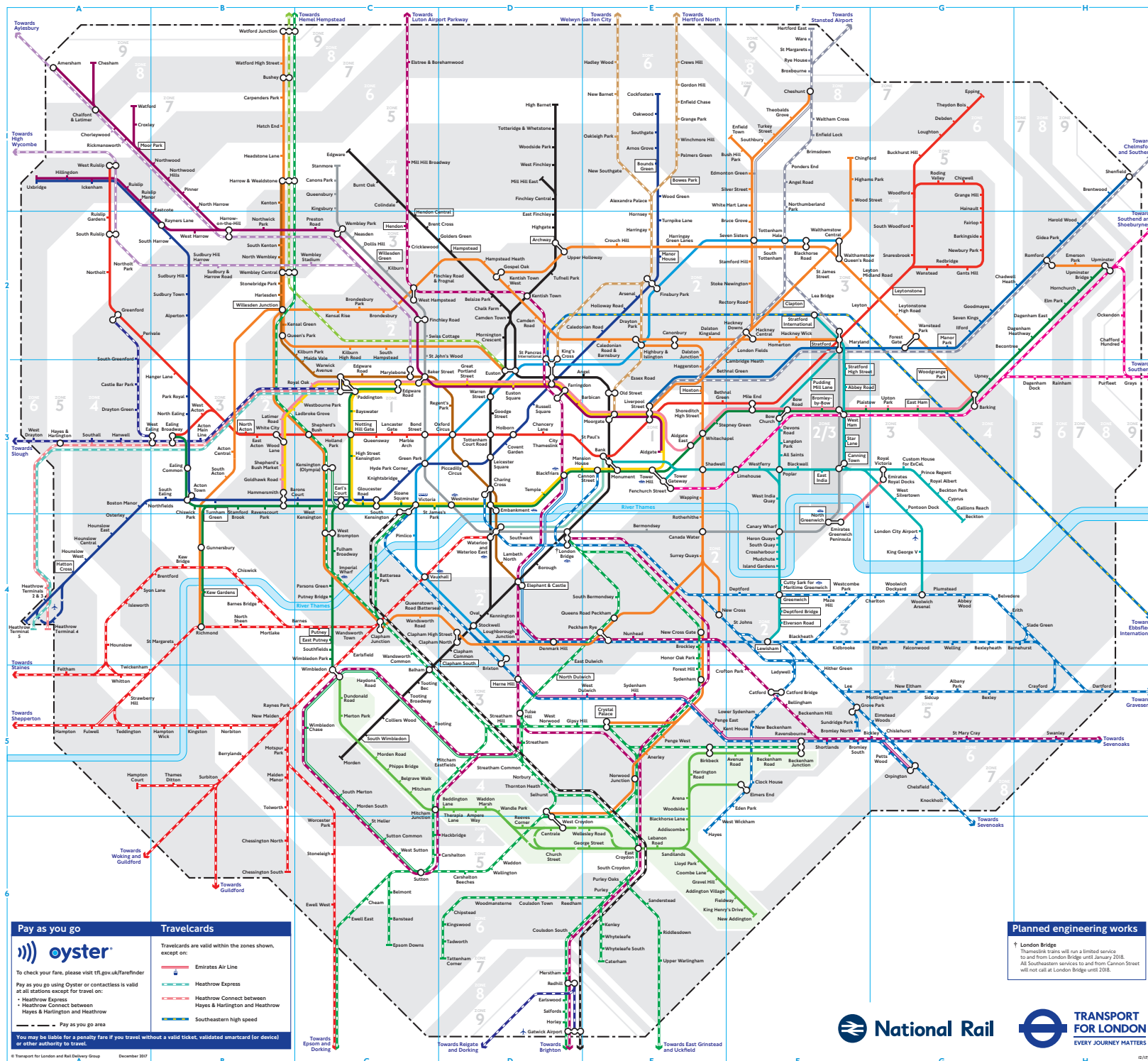
Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Appendix B

London's Rail & Tube services

Key to lines and symbols

- Bakerloo
- Central
- Circle
- District
- 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
- Greater Anglia
- Heathrow Connect
- Heathrow Express
- Southern
- Southeastern
- Southeastern high speed
- South Western Railway
- Thameslink
- West Midlands Trains
- London Trams fare zone
- Station in both fare zones
- Interchange stations
- Airport
- Riverboat services
- Victoria Coach Station



tfl.gov.uk

nationalrail.co.uk

National Rail

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

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

Appendix C

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

© Transport for London

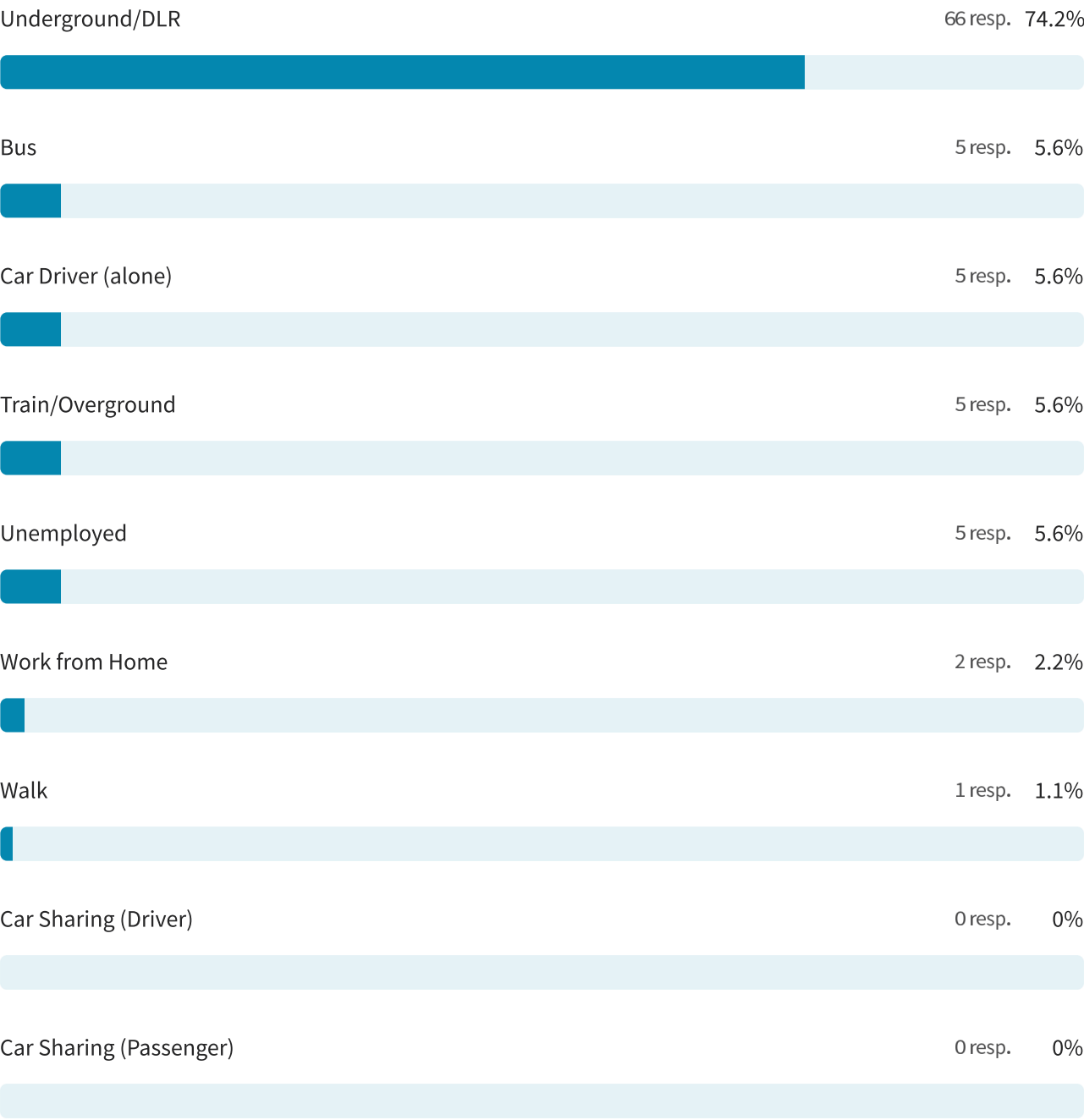
Appendix D

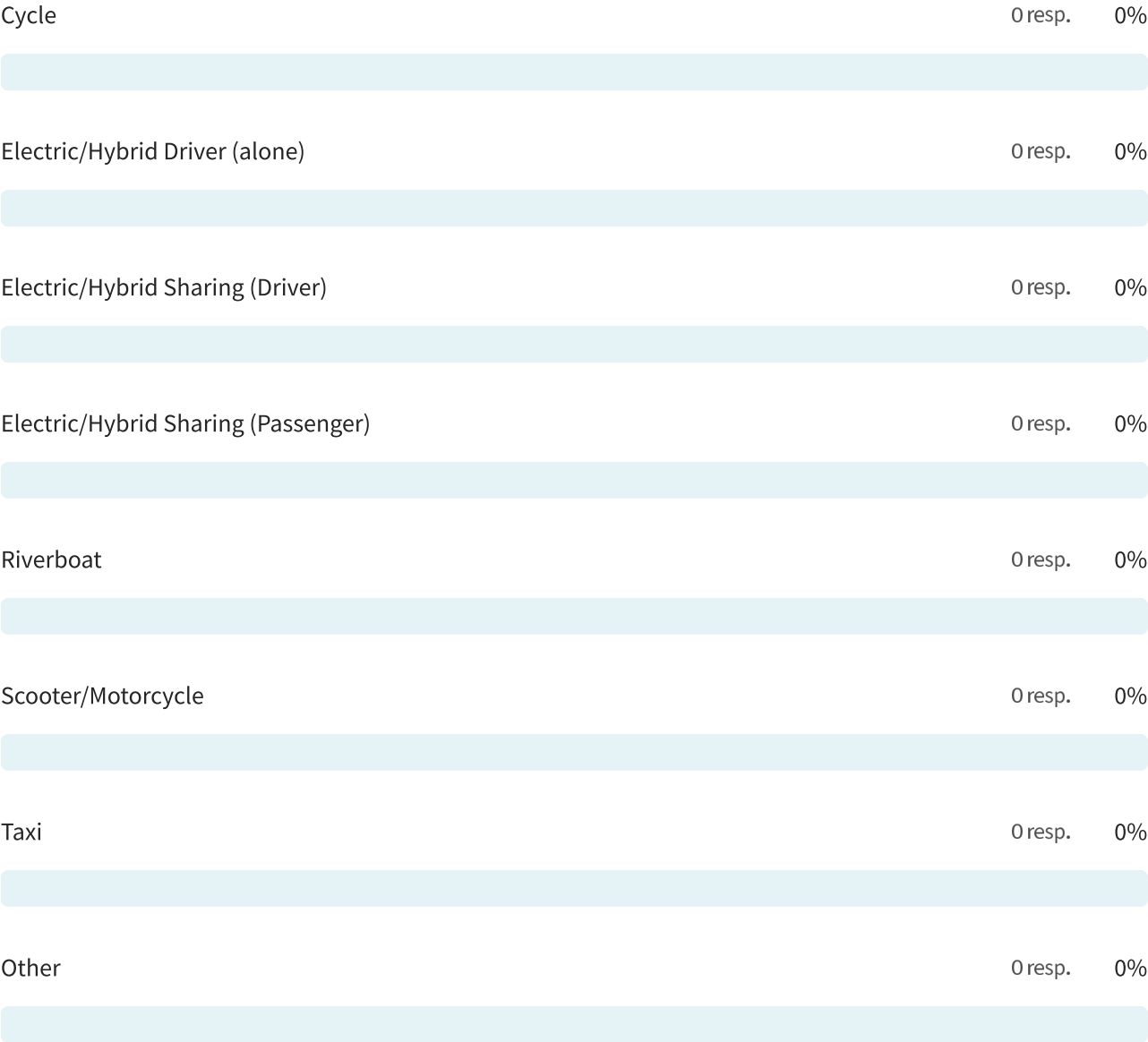
Gallions Place Interview Survey July 2024

89 responses

How do you typically get to **work**?

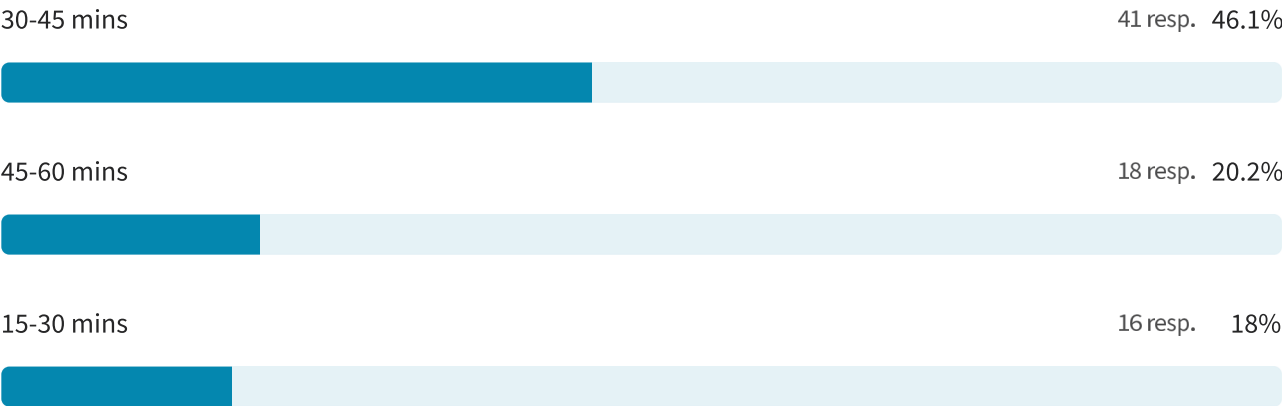
89 out of 89 answered





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

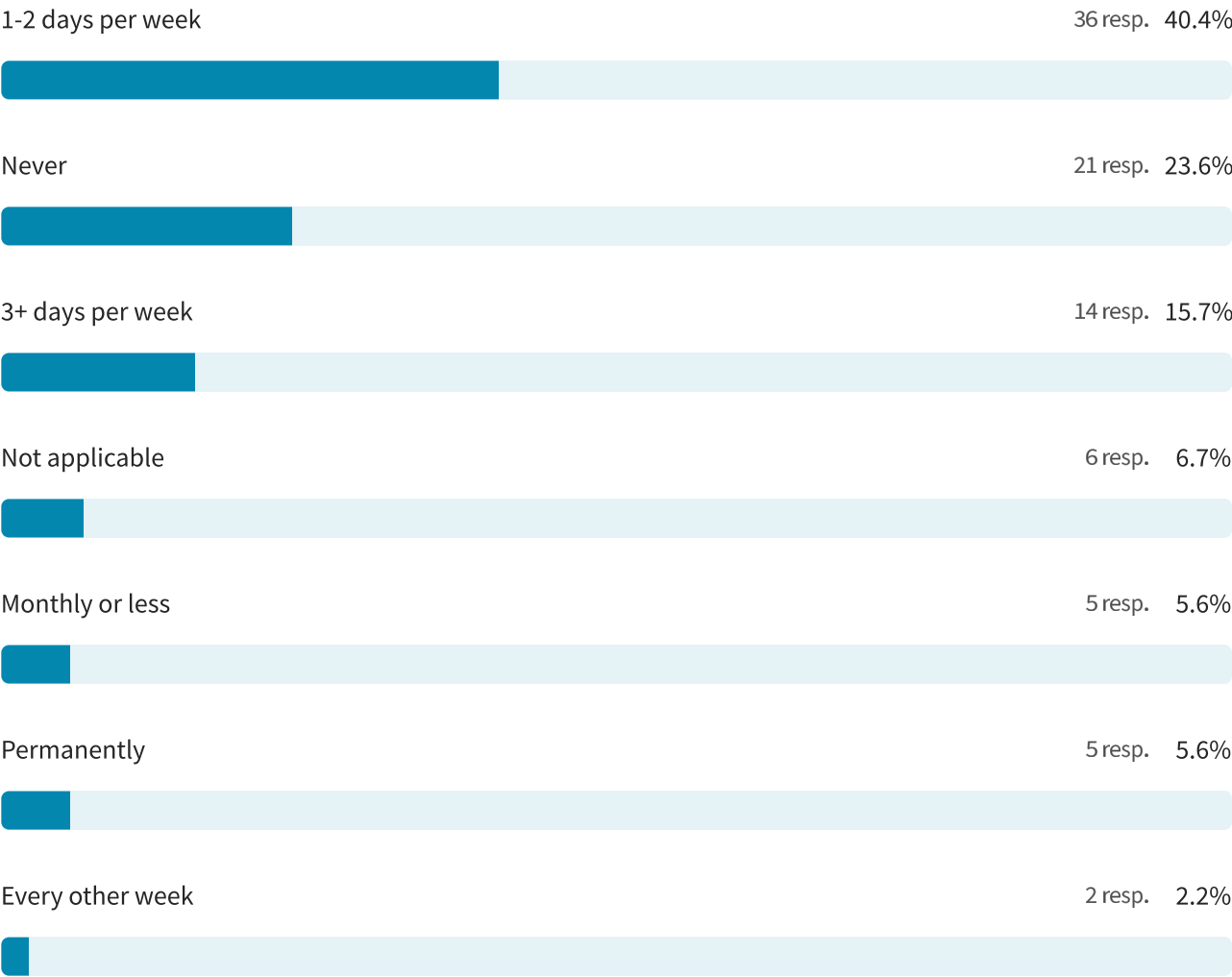
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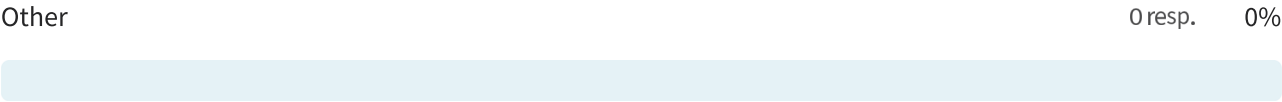




How often do you **work from home**?

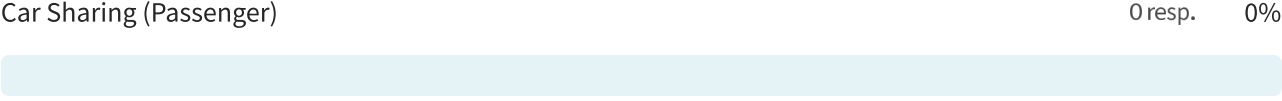
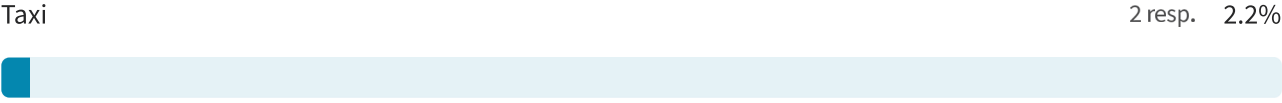
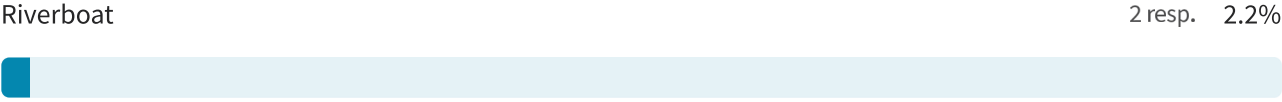
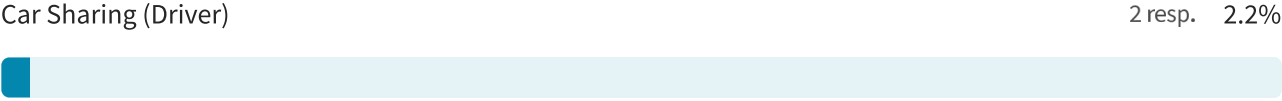
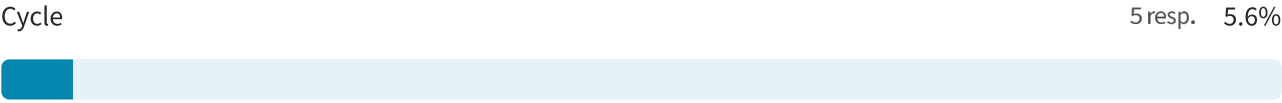
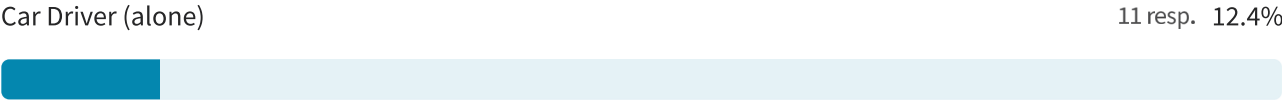
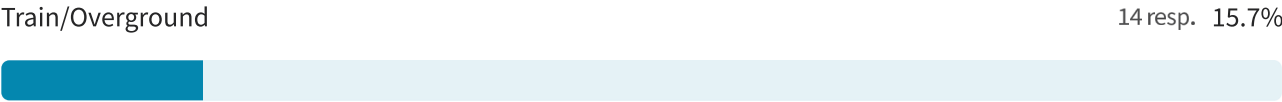
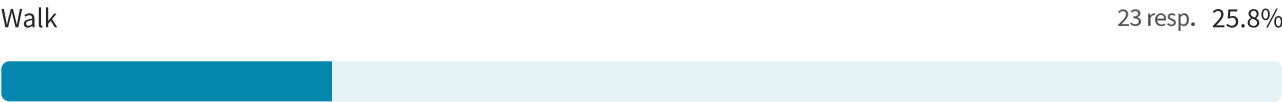
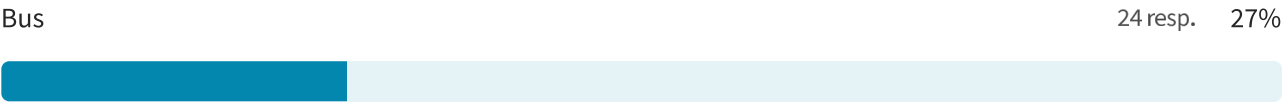
89 out of 89 answered

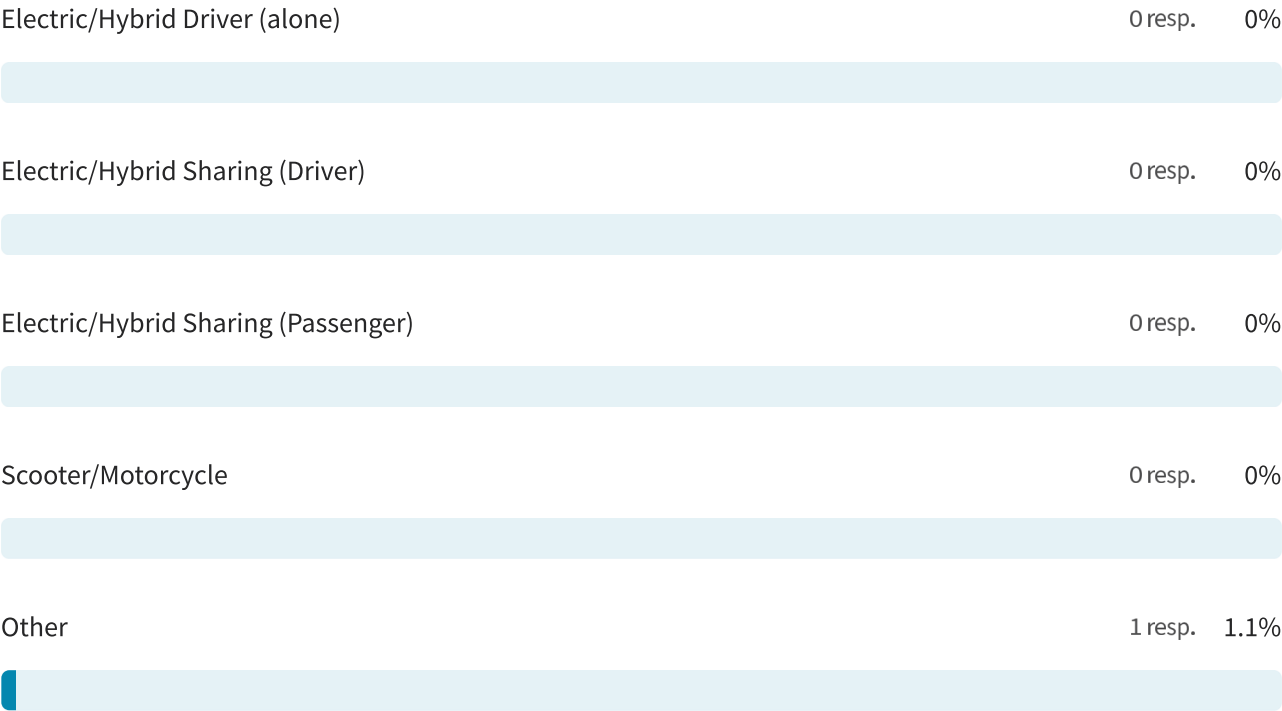




What mode(s) of travel do you usually use for local **leisure travel**?

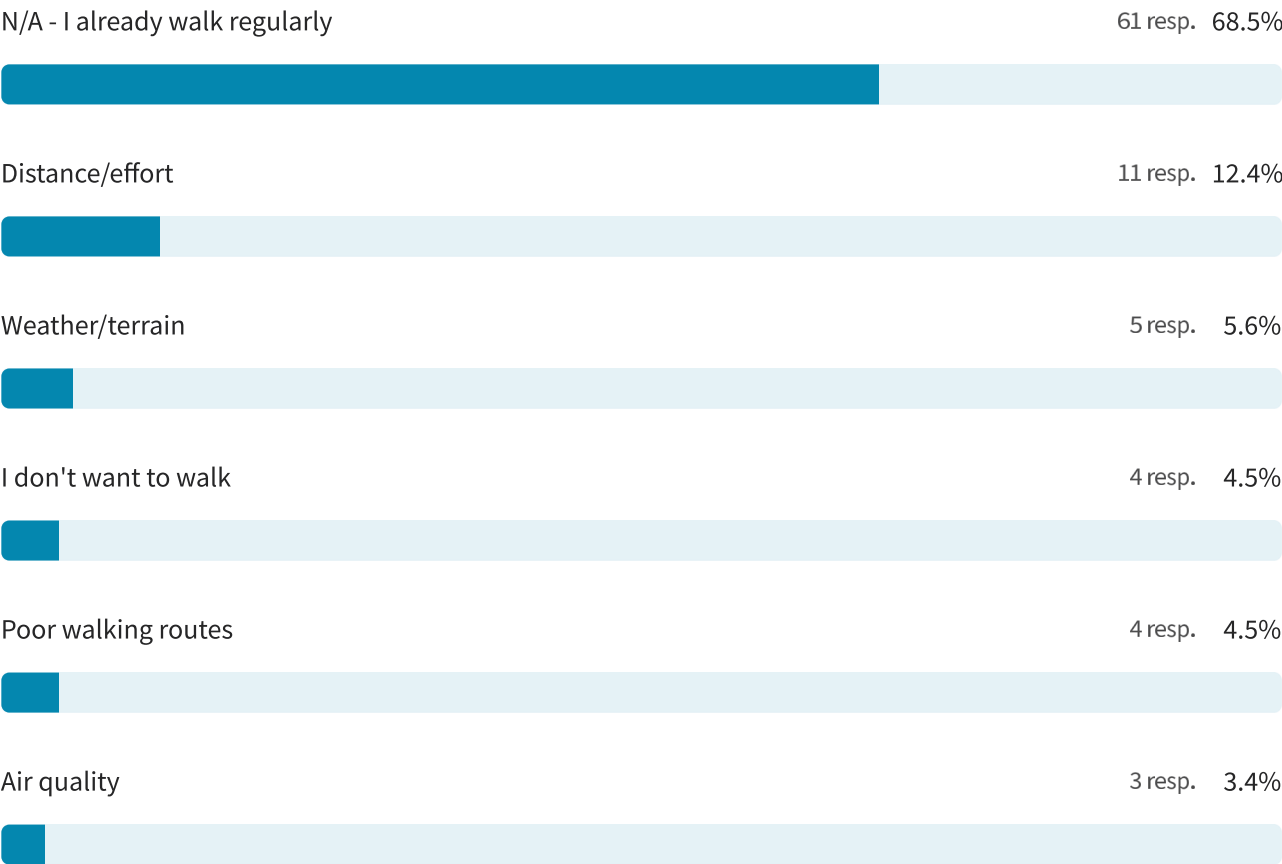
89 out of 89 answered





Which of the following prevents you from **walking** regularly?

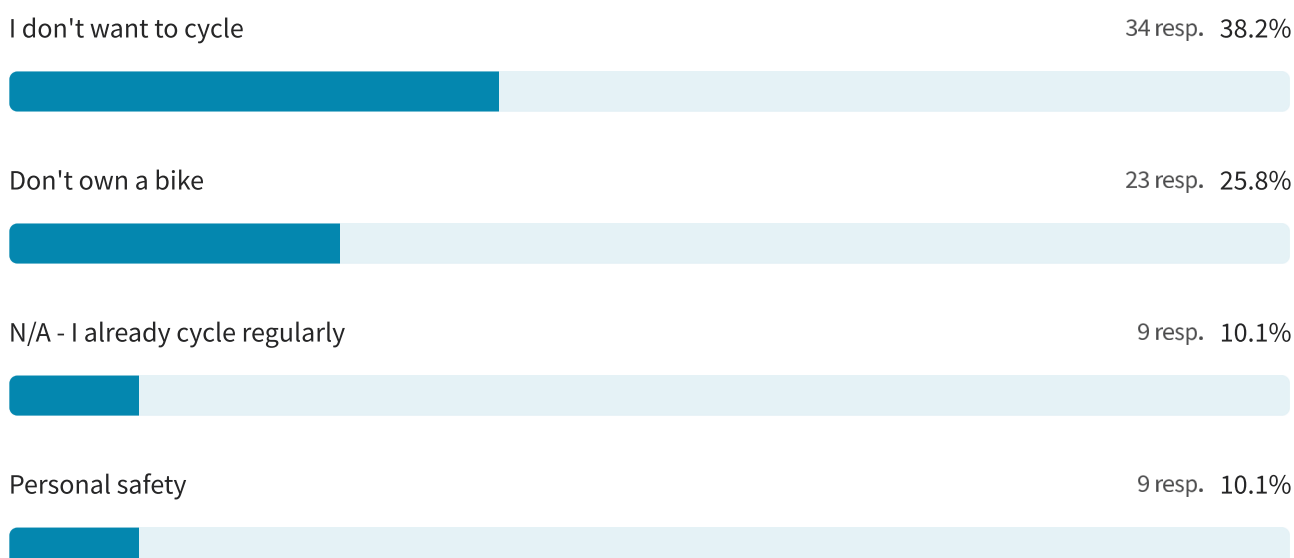
89 out of 89 answered

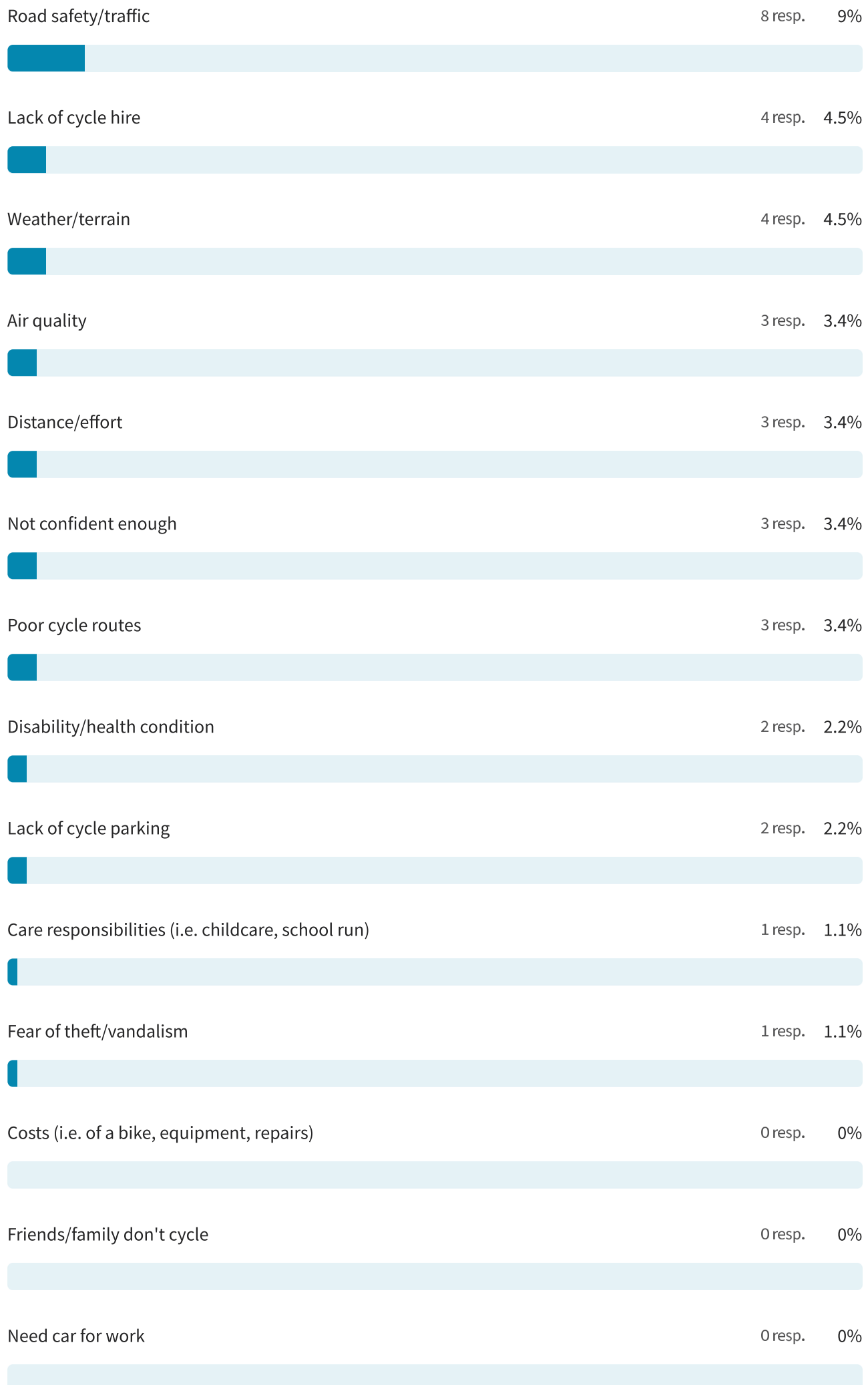


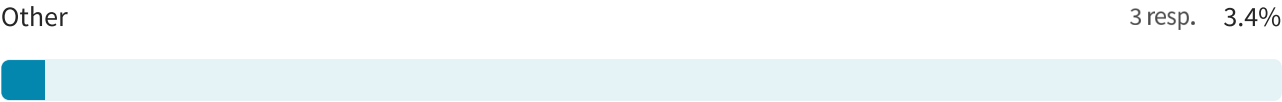


Which of the following prevents you from **cycling** regularly?

89 out of 89 answered







What prevents you from using **public transport** regularly?

89 out of 89 answered

N/A - I already use public transport regularly

82 resp. 92.1%



Infrequent/unreliable

3 resp. 3.4%



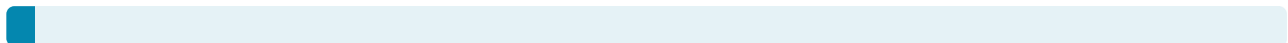
I don't want to use public transport

2 resp. 2.2%



Need car for work

2 resp. 2.2%



Disability/health conditions

1 resp. 1.1%



Limited operating hours

1 resp. 1.1%



Personal safety

1 resp. 1.1%



Too far/indirect

1 resp. 1.1%



Travel time is too long

1 resp. 1.1%



Care responsibilities (i.e. childcare, school run)

0 resp. 0%



Costs (i.e. price of season tickets)

0 resp. 0%



Risk of infection (i.e. COVID-19)

0 resp. 0%



Road safety/traffic

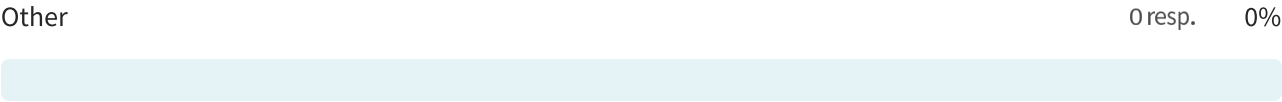
0 resp. 0%



Too busy

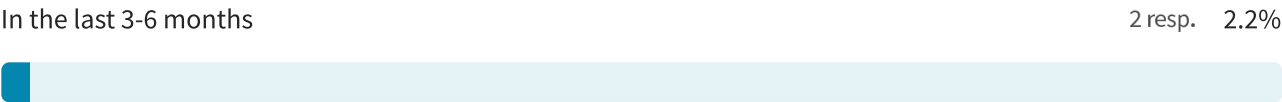
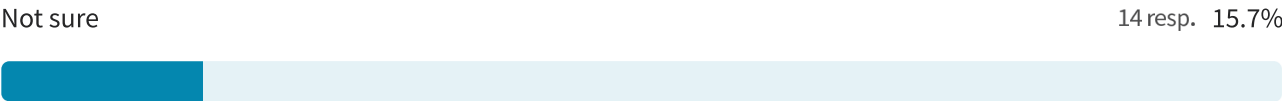
0 resp. 0%





When was your most recent **car club** trip in Newham?

89 out of 89 answered



Have you received a **Travel Information Pack**?

89 out of 89 answered

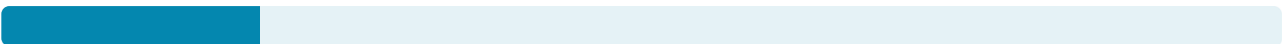
No

67 resp. 75.3%



Yes, I found it helpful

18 resp. 20.2%



Yes, but I did not find it helpful

4 resp. 4.5%



Did you claim a **£100 active travel voucher**?

89 out of 89 answered

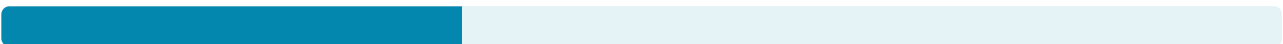
No

54 resp. 60.7%



I was not aware of a voucher

32 resp. 36%



Yes

3 resp. 3.4%



Are you aware of your entitlement to a free **car club** membership and driver credit?

0 out of 89 answered

Nobody answered this question yet

Would any of the following be of **interest to you**?

0 out of 89 answered

Nobody answered this question yet

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Appendix E

