



**SmarterTravel**  
from Richard Jackson Limited

## **YEAR 2 RESIDENTIAL TRAVEL PLAN**

Gallions Quarter, Phase 2A, London

Developer: Rendall & Rittner Ltd

August 2025

Project No: 80157

## Document Review Sheet: -

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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 1,568m<sup>2</sup> 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 (LBN) 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, until two years after final occupation, thereby concluding in 2026 following final monitoring.
- 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 within the LBN. 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, until two years after final occupation, therefore expected to conclude in 2026.
  - 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 to reduce traffic and congestion.
  - ii) 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.
  - iii) Help to create local environmental improvements from a reduction in congestion, carbon emissions as well as pollution and noise.
  - iv) 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.
  - v) 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 sqm<sup>2</sup> 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 employees 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. 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.
- 4.6. 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. Travel Plans are included for under Policy T4.

***Local (Borough) Level Planning Policy London Borough of Newham***

- 4.7. 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)***

- 4.8. 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 until two years following final occupation, which was achieved in 2024, thereby concluding in 2026 following the final monitoring period.
- 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.
- 4.4. Contact details are as follows:

##### **Smarter Travel Ltd.**

Elizabeth Evans, Travel Plan Manager

[GallionsPlace@smartertravel.uk.com](mailto:GallionsPlace@smartertravel.uk.com)

847 The Crescent, Colchester, Essex, CO4 9YQ.

##### **Rendall & Rittner Ltd.**

Lymia Akindayini, Senior Property Manager

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13B St George Wharf, London, SW8 2LE

## 5. LOCAL ACCESSIBILITY AUDIT

### **Site Location**

- 5.1. Located within the LBN, 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**



Map data ©2023 Google

- 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 to the A112 to the east. It connects the A13 Alfreds Way/Newham Way and A406 to the north. In the westbound direction, the A13 provides a route through to Poplar, whilst in the eastbound 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 signal controlled pedestrian 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, Beckton DLR and Royal Albert 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 within approximately 600m walking distance. The closest bus stops located along Atlantis Avenue, Gallions Reach Station Stop C and D which are sheltered, further bus stops located along Woolwich Manor Way and Cyprus Place.
- 6.4. The following bus routes are available locally, with details available at: [tfl.gov.uk/maps?Input=Gallions%20Reach%20DLR%20Station&InputGeolocation=51.508941,0.071555](https://tfl.gov.uk/maps?Input=Gallions%20Reach%20DLR%20Station&InputGeolocation=51.508941,0.071555)
  - 129 Gallions Reach, Great Eastern Quay - Lewisham, Shopping Centre
  - 262 Gallions Reach Shopping Park - Stratford
  - 366 Redbridge, Falmouth Gardens - Becton, Bus station
  - 376 East Ham, Newham Town Hall - Becton, Bus Station
  - 474 Canning Town, Hermit Road - Mannor Park
  - 678 Stratford - Becton, Bus Station
  - SL2 Walthamstow Central – North Woolwich
  - N551 Gallions Reach Shopping Park – Trafalgar Square
- 6.5. 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 10 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.
- 6.6. 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.

- 6.7. An alternate 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 (national rail, DLR and LU) station is also only one stop from Canning Town on the Jubilee Line and 2 stops on the DLR, which provides access to District and Hammersmith & City Line services.
- 6.8. Some London tube stations in Zones 1 and 2 are often quicker to walk between, especially during peak times (8am-9am and 5:30pm-6:30pm) which is why TfL put together a plan showing the walking time between stations, a copy of which has been included in **Appendix A**.
- 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. TfL's website [tfl.gov.uk/maps/track](https://tfl.gov.uk/maps/track) displays London's Rail & Tube Map for all key services.
- 6.10. In addition to the above, information on community travel along with public transport discounts, cable car and Uber Boat is available on the TP website.

#### ***Other Sustainable Travel***

- 6.11. Car Club provision along Atlantis Avenue has been provided under Phase 1 S106 obligation, but provision was ceased in February 2024 following consistent misuse of the car club parking bay by non-car club users. As of August 2025, the TPC is liaising with Rendall & Rittner and Enterprise to relaunch the car club bay and implement measures for monitoring usage of the bay. If relaunched, the TPC will notify the council.
- 6.12. A 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 August 2025, this had yet to be operational, but the TPC connected Rendall & Rittner with Enterprise to discuss launching the Phase 2B scheme.
- 6.13. The nearest operational car club bay 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.
- 6.14. 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**

- 6.15. 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 designers should provide for a comfortable speed, typically around 20mph.
- 6.16. 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*".
- 6.17. 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.
- 6.18. 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**

- 6.19. 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 (including DLR and LU).
- 6.20. 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**

- 6.21. 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-site 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**

- 6.22. As of the latest site audit in April 2025, there were no additional issues to report, however, an issue reported to the TPC by the Gallions Place Concierge in 2024 continued to occur where car users drive through Royal Quay Road from Atlantis Avenue, despite the barriers. Concierge stated that people regularly 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 in **Figure 2**. The TPC witnessed a driver turn into Royal Quay Road from Atlantis Avenue and attempt to drive around the barriers, to which a local resident stood in the way and refused to move, so the drive had no choice but to reverse into the main road. The resident stated that this happens all the time and that his wife and child come out of the access and it's not safe, suggesting a fixed bollard needs to be added to the path.

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



### **Off-Site**

- 6.23. As of the site audit in April 2025, it was recorded that the car club bay road markings on Atlantis Avenue were faded and no longer visible, this would need repainting if relaunching the car club for Phase 2A.



## 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 11<sup>th</sup> February 2022, with a closing date of 23<sup>rd</sup> 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 did 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 were not yet occupied and therefore the survey captured 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 travelled to work in 2022.

**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%
<b>Total</b>	<b>100%</b>

- 6.3. Further to this, the 2011 Census Statistics were used to understand the travel modes and typical work destination(s) 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 highlighted that the majority of individuals within the area travelled 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 highlighted that the majority of individuals travelling into this area for work were 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><b>Mode</b></i>	<i><b>Mode Share %</b></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%
<b>Total</b>	<b>100%</b>

- 6.6. **Table 6.2** illustrates that 64% of people are anticipated to take a form of public transport to commute, whilst 8% are expected to travel to work by foot or bicycle and 25% to travel by private vehicle.

### **Objectives**

- 6.7. 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**

- 6.8. 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....).
- 6.9. 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**.
- 6.10. 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.
- 6.11. 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.

6.12. 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.

6.13. 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***

6.14. After each annual monitoring period 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.

6.15. 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 consider implementing additional measures, to encourage residents to travel more sustainably, with a focus on active travel modes to achieve the targets.

6.16. Any remedial measures will be agreed by Rendall & Rittner Ltd and LBN council prior to implementation.

## **7. TRAVEL PLAN MEASURES**

- 7.1. The timescale for the implementation of measures are presented in the TPC action plan with the monitoring data in **Chapter 9** as **Table 9.2**. 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 (including walking health benefits and events such as 'Walk to Work Day' for example). This includes information highlighting walking times between selected London Underground Stations 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 were distributed in the Travel Information Packs promoted to residents upon first occupation. Employees of the commercial units will also be provided with walking route maps.

### ***Cycling***

- 7.11. Provision of cycle parking for each residential unit within dedicated secure cycle storage systems in accessible locations is provided.
- 7.12. 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 consider setting up free cycle training workshops, with the assistance of LBN and TfL.
- 7.13. 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.
- 7.14. 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.
- 7.15. With the aim of increasing modal share of cycling by 5% by Year 3 (2026), 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. This includes for example 'Cycle to Work Week' and promotion of the London Cycling Campaign. The TPC has also been working to launch a micromobility scheme on-site, which is subject to approval

of the landowner. If launched, this will be heavily promoted and may be combined with a free cycle training session.

- 7.16. 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.

### ***Car Use***

- 7.17. 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.
- 7.18. The TPC will promote the Liftshare public network ([liftshare.com/uk](https://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.
- 7.19. Residents will be made aware of the Liftshare platform via the Travel Information Pack, social media and the Gallions Place TP webpages. Staff of the commercial units will be made aware of the TP measures through promotional flyers, posters and regular newsletters.
- 7.20. 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 CO<sub>2</sub> emissions, and electric vehicles as well as information on Smarter Driving Tips including measures such as regularly checking tyre pressure and driving at lower speeds.

### ***Marketing and Promotion***

- 7.21. 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 in 2023 so that sales staff could visually show the sustainable travel options available to residents and employees on-sites.
- 7.22. 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, the first occupants of each dwelling was provided with a Travel Information Pack directing them to the Gallions Place Travel Plan webpage, where they can also view and download a digital version of the Travel Information Pack. A link to a survey of current intended travel habits was also included within the Travel Information Packs to ascertain very early indications of travel behaviour change.
- 7.23. A travel webpage has been created specifically for the developments' residents and staff via [www.SmarterTravel.uk.com/gallionsplace](https://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;
  - Personal Travel Plan (PTP) 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;
  - Details of how to obtain discounted cycle safety training;
  - 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.
- 7.24. The TPC will utilise social media and other marketing materials for the development to 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.
- 7.25. Bi-Annual newsletters will be sent to residents and employees in Spring and Autumn, promoting relevant sustainable news and information. A copy will also be uploaded to the Gallions Place travel website.
- 7.26. Printed marketing material will be provided to display in public areas throughout the development including residential and workplace noticeboards.
- 7.27. On request, the TPC will provide businesses with assistance in producing content for their website(s) to encourage employees and visitors to use sustainable travel modes to travel to and from the development including reducing the emphasis on public transport.
- 7.28. 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 targets highlighted in **Chapter 6**;

- Third anniversary postal / online survey with prize incentive for respondents to assist in achieving targets 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***

- 7.29. The TPC will provide Personalised Travel Plans (PTPs) 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 4** of this TP.
- 7.30. PTP service will also be available exclusively to all staff of Gallions Place through the initial staff travel leaflets to assist in possible future travel mode decisions. 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.

### ***Other Measures***

- 7.31. 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 annual 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 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.
- 8.5. 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.
- 8.6. 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).
- 8.7. 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***

- 8.8. 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.
- 8.9. In order to identify the travel patterns for the development, a baseline multi-modal travel survey was undertaken in April 2023. This was analyse how the residents and visitors actually travelled from and to Gallions Place when compared to the potential person generation as assessed in the Transport Assessment.
- 8.10. Multi-modal surveys have and 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.

- 8.11. 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.
- 8.12. 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.
- 8.13. 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
- 8.14. 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.
- 8.15. 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.
- 8.16. 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.
- 8.17. 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.
- 8.18. 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.

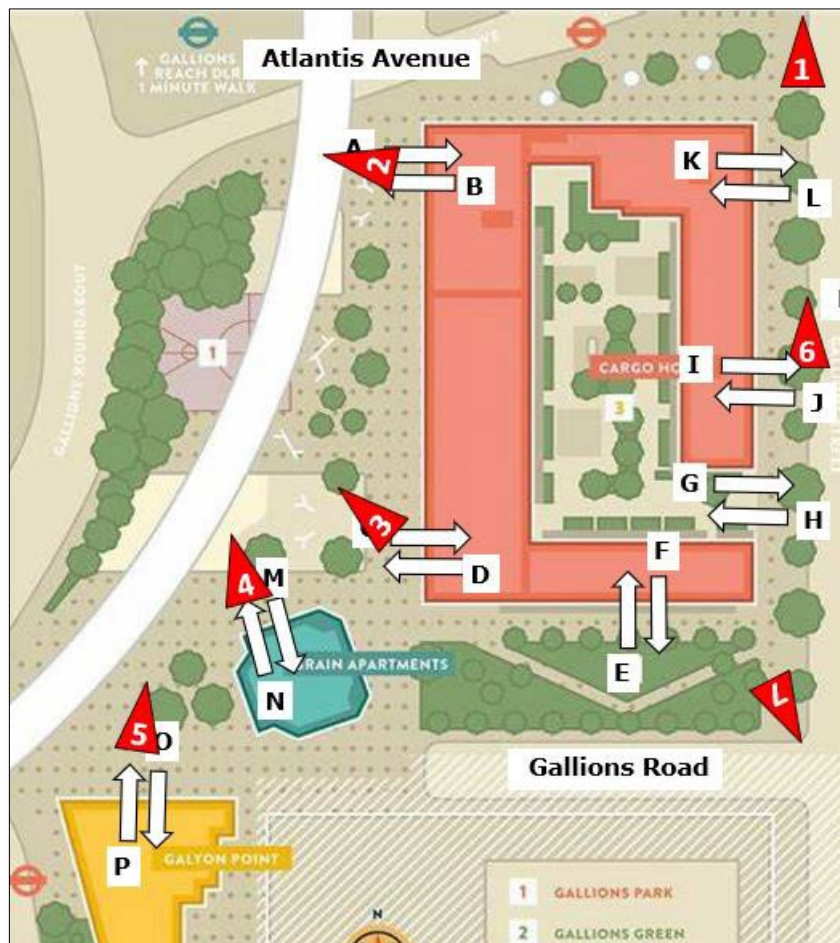
- 8.19. Postal / online surveys will be iTRACE compliant and used to supplement the manual count surveys. The main mode of travel for each individual will be identified in addition to reasons for a particular choice of travel mode and what is likely to encourage a sustainable switch. In addition to this, reasoning for selecting travel modes will be identified.
- 8.20. 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.
- 8.21. A copy of the latest interview questions is contained within **Appendix B**. This survey can be adapted and amended to suit both residents and staff as required.
- 8.22. 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.
- 8.23. 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).
- 8.24. 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. 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 20<sup>th</sup> 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 07:00 to 19:00. **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.
- 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 9<sup>th</sup> 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.

### **Year 2 (2025)**

- 9.15. The 2025 monitoring data was collected using an alternative method in order to capture a more representative dataset of the modal split for Gallions Place Phase 2A. Monitoring was conducted by interviewers on-site at all access points to Gallions Place Phase 2A and questions were asked directly to residents in order to accurately capture the transport they intended to use on their journey. It was therefore expected that the 2025 monitoring dataset would be different from Years 1 (2024) and Baseline (2023), with the aim of providing a more accurate modal split.
- 9.16. As shown in **Table 9.1** below, 34% of respondents used the Underground/DLR/Tube for their journey, significantly lower than in Year 1 (2024) and the 2011 Census. The modal split of bus travel increased by 3% since the 2011 Census data. The modal share of walking was captured at 38% in Year 2 (2025), an increase of 32% when compared to the Census (2011). Driving is significantly lower than the Census (2011), with the Year 2 (2025) monitoring capturing only 4% of the modal share, 21% lower than 2011 Census data and 2% lower than in Year 1 (2024).
- 9.17. Interviewees who did not respond to the question regarding their mode of travel were classified under the category "on foot," as their actual mode of onward travel could not be determined. As a result, it is likely that a portion of the walking mode share includes individuals who used other modes of transport.

**Table 9.1 – Modal Split**

Mode of Transport	Census (2011)	Baseline (2023)	Year 1 (2024)	Year 2 (2025)
<b>Underground / Metro / Light Rail / Tram / DLR</b>	43%	95%*	81%	34%
<b>Bus</b>	10%		6%	13%
<b>Train/ Overground</b>	11%		6%	0%
<b>Taxi</b>	0%		0%	0%
<b>On foot</b>	6%		1%	38%*
<b>Bicycle</b>	2%	0%	0%	2%
<b>Motorcycle / Scooter / Moped</b>	1%	0%	0%	0%
<b>Driving</b>	25%	4%	6%	4%
<b>Passenger in car or van</b>	1%	0%	0%	8%
<b>Others</b>	0%	1%	0%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*Note: Observed departing site on foot, assumed proportion would be accessing public transport and other modes.

### **Year 2 (2025) Travel Survey**

- 9.18. To supplement the face-to-face interview data, an online survey was conducted to further understand the residents' travel habits. Travel survey invitations were sent via post to all 241 dwellings on 3<sup>rd</sup> June 2025 and a survey reminder was posted and published on social media two weeks later. The survey was live for 4 weeks and was incentivised with a prize draw where residents could win 3 prizes; a £200 Decathlon store voucher, a Closca foldable helmet worth £99 or a £50 Kind Bag voucher.
- 9.19. Despite promoting the survey by post and digitally via the Concierge mail list, as well as increasing the prize values from 2024, only 5 out of 241 dwellings responded, achieving a 2% response rate. Therefore, the 2025 survey did not meet the 15% response rate target set out in **Chapter 7**.
- 9.20. 2 (40%) respondents claimed a PTP via the 2025 travel survey. A total of 42 residents claimed a PTP in previous years; overall, this meets the target set out in **Chapter 7** to achieve a 25% uptake in PTPs from the travel survey.
- 9.21. 3 (60%) respondents stated that they had not claimed a Travel Voucher, 2 (40%) did not provide a response.

- 9.22. 4 (80%) respondents confirmed they have read the Travel Information Pack, which does achieve the target set out in **Chapter 6**.
- 9.23. The survey enabled respondents to identify which modes of travel they used. Underground/DLR was the main mode of travel among respondents, with 4 (80%) participants, followed by bus, with 3 (60%) respondents choosing it. Riverboat, Car (alone) and taxi each had 1 (20%) respondent select it.
- 9.24. When participants were asked when their last Car Club trip was in Newham, 1 (20%) respondent said it was in the last 3 months and 3 (60%) respondents said they have not used a car club. 1 (20%) respondent said they were not sure. Local car club schemes will continue to be promoted by the TPC to keep residents informed of their options.
- 9.25. A copy of the 2025 Travel Survey questions and results can be found in **Appendix C**. Questions requesting personal or identifiable information have been removed for GDPR purposes.

9.26. 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.	Annual
Gallions Place travel plan website & social media	The Gallions Place travel plan website pages and social media channels (Facebook and X) 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**



# 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](https://tfl.gov.uk/walking).

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

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

© Transport for London

## **Appendix B**

MULTI MODAL SURVEY  
INBOUND DATA

SITE NAME     Gallions Place Phase 2A  
SITE ACCESS 1   Access A - Block 1 - Royal Quay Road  
DATE             24/06/2025  
P/A NUMBER    14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0								0	0
0730-0745								0					0					0	0						1		1	1
0745-0800			1					1			1		0	1				1	1					2			2	3
0800-0815								0					0					0	0								0	0
0815-0830								0					0					0	0				2				2	2
0830-0845								0					0					0	0								0	0
0845-0900	1							1	1				1					0	1		1		1	1			3	4
0900-0915								0					0					0	0				2				2	2
0915-0930								0					0					0	0					1			1	1
0930-0945								0					0					0	0				1				1	1
0945-1000								0					0					0	0								0	0
1000-1015								0					0					0	0								0	0
1015-1030								0					0					0	0				1				1	1
1030-1045			1					1					0	1				1	1								0	1
1045-1100								0					0					0	0				2				2	2
1100-1115								0					0					0	0								0	0
1115-1130			1					1					0	1				1	1				1				1	2
1130-1145								0					0					0	0								0	0
1145-1200								0					0					0	0								0	0
1200-1215								0					0					0	0	1			1		2		4	4
1215-1230	1							1	1				1					0	1								0	1
1230-1245	1							1	1				1					0	1						1		1	2
1245-1300	1							1		1			2					0	2								0	2
1300-1315								0					0					0	0	1			1				2	2
1315-1330								0					0					0	0				1				1	1
1330-1345	1							1	1				1					0	1			1					1	2
1345-1400								0					0					0	0				1				1	1
1400-1415								0					0					0	0					1	3		4	4
1415-1430								0					0					0	0								0	0
1430-1445								0					0					0	0								0	0
1445-1500								0					0					0	0				1				1	1
1500-1515								0					0					0	0								0	0
1515-1530	1							1	1				1					0	1				3	1	1		5	6
1530-1545								0					0					0	0				1	2	1		4	4
1545-1600								0					0					0	0					1			1	1
1600-1615								0					0					0	0					1			1	1
1615-1630								0					0					0	0					1			1	1
1630-1645								0					0					0	0						1		1	1
1645-1700								0					0					0	0								0	0
1700-1715								0					0					0	0						1		1	1
1715-1730								0					0					0	0				1	2	2		5	5
1730-1745								0					0					0	0	1					1		2	2
1745-1800								0					0					0	0								0	0
1800-1818								0					0					0	0								0	0
1818-1830								0					0					0	0								0	0
1830-1845								0					0					0	0								0	0
1845-1900								0					0					0	0					1	1		2	2
TOTALS	6	0	3	0	0	0	0	9	5	1	0	0	7	3	0	0	0	3	10	3	1	0	20	15	15	0	54	64

**MULTI MODAL SURVEY**  
**OUTBOUND DATA**

**SITE NAME** Gallions Place Phase 2A  
**SITE ACCESS 1** Access A - Block 1 - Royal Quay Road  
**DATE** 24/06/2025  
**P/A NUMBER** 14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730	1					1		2	1				1	1				1	2								0	2
0730-0745	3							3			3		9					0	9						2		2	11
0745-0800								0					0					0	0				2		1		3	3
0800-0815								0					0					0	0				2	2			4	4
0815-0830	1							1	1				1					0	1					5			5	6
0830-0845	2							2		2			4					0	4								0	4
0845-0900								0					0					0	0					2			2	2
0900-0915								0					0					0	0						1		1	1
0915-0930								0					0					0	0				3	2			5	5
0930-0945								0					0					0	0		1				1	1	3	3
0945-1000	1							1	1				1					0	1				1				1	2
1000-1015								0					0					0	0				1		1		2	2
1015-1030	1							1	1				1					0	1				1				1	2
1030-1045								0					0					0	0								0	0
1045-1100								0					0					0	0				2	1			3	3
1100-1115	1							1	1				1					0	1								0	1
1115-1130								0					0					0	0				2	1	1		4	4
1130-1145	1							1	1				1					0	1				1				1	2
1145-1200								0					0					0	0				1	1			2	2
1200-1215								0					0					0	0				1	1			2	2
1215-1230								0					0					0	0				1	2			3	3
1230-1245								0					0					0	0								0	0
1245-1300	1							1		1			2					0	2				1				1	3
1300-1315								0					0					0	0				1				1	1
1315-1330			1					1		1			2					0	2				1				1	3
1330-1345	1							1	1				1					0	1					1			1	2
1345-1400								0					0					0	0				1	1			2	2
1400-1415	2							2	1	1			3					0	3					1			1	4
1415-1430	1							1	1				1					0	1				1				1	2
1430-1445	2							2	1	2			5					0	5				1	2			3	8
1445-1500								0					0					0	0					3			3	3
1500-1515								0					0					0	0				1				1	1
1515-1530								0					0					0	0				2				2	2
1530-1545								0					0					0	0								0	0
1545-1600								0					0					0	0								0	0
1600-1615								0					0					0	0								0	0
1615-1630								0					0					0	0								0	0
1630-1645								0					0					0	0								0	0
1645-1700	1							1		1			2					0	2				1				1	3
1700-1715								0					0					0	0				1				1	1
1715-1730	1							1	1				1					0	1		1						0	1
1730-1745								0					0					0	0						1		1	1
1745-1800								0					0					0	0								0	0
1800-1818								0					0					0	0						2		2	2
1818-1830								0					0					0	0					2	1		3	3
1830-1845	1							1	1				1					0	1		1						0	1
1845-1900								0					0					0	0								0	0
TOTALS	21	1	0	0	0	1	0	23	12	8	3	0	37	1	0	0	0	1	38	0	1	0	29	28	11	0	69	107

MULTI MODAL SURVEY  
INBOUND DATA

SITE NAME     Gallions Place Phase 2A  
SITE ACCESS 2   Access B - Block 1 - Silley Weir Promenade (north)  
DATE             24/06/2025  
P/A NUMBER    14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0								0	0
0730-0745								0					0					0	0						2		2	2
0745-0800								0					0					0	0				1		3		4	4
0800-0815								0					0					0	0				1				1	1
0815-0830								0					0					0	0								0	0
0830-0845								0					0					0	0								0	0
0845-0900								0					0					0	0								0	0
0900-0915								0					0					0	0				4		2		6	6
0915-0930								0					0					0	0			1					1	1
0930-0945								0					0					0	0								0	0
0945-1000								0					0					0	0								0	0
1000-1015								0					0					0	0				1				1	1
1015-1030								0					0					0	0				1				1	1
1030-1045								0					0					0	0				1				1	1
1045-1100								0					0					0	0								0	0
1100-1115								0					0					0	0								0	0
1115-1130								0					0					0	0								0	0
1130-1145								0					0					0	0					1			1	1
1145-1200								0					0					0	0								0	0
1200-1215								0					0					0	0								0	0
1215-1230								0					0					0	0				1				1	1
1230-1245								0					0					0	0								0	0
1245-1300								0					0					0	0				2		1		3	3
1300-1315								0					0					0	0				1				1	1
1315-1330								0					0					0	0				1				1	1
1330-1345								0					0					0	0				1		1		2	2
1345-1400								0					0					0	0				2				2	2
1400-1415								0					0					0	0								0	0
1415-1430								0					0					0	0				1				1	1
1430-1445								0					0					0	0								0	0
1445-1500								0					0					0	0						1		1	1
1500-1515								0					0					0	0				1				1	1
1515-1530								0					0					0	0				1				1	1
1530-1545								0					0					0	0								0	0
1545-1600								0					0					0	0								0	0
1600-1615								0					0					0	0								0	0
1615-1630								0					0					0	0					1			1	1
1630-1645								0					0					0	0					1			1	1
1645-1700								0					0					0	0				2				2	2
1700-1715								0					0					0	0				2		1		3	3
1715-1730								0					0					0	0				2		2		4	4
1730-1745								0					0					0	0						4		4	4
1745-1800								0					0					0	0						1		1	1
1800-1818								0					0					0	0				3		3		6	6
1818-1830								0					0					0	0				2		2		4	4
1830-1845								0					0					0	0				2		6		8	8
1845-1900								0					0					0	0								0	0
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	3	29	0	66	66

**MULTI MODAL SURVEY**  
**OUTBOUND DATA**

**SITE NAME** Gallions Place Phase 2A  
**SITE ACCESS 2** Access B - Block 1 - Silley Weir Promenade (north)  
**DATE** 24/06/2025  
**P/A NUMBER** 14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0						1		1	1
0730-0745								0					0					0	0						2		2	2
0745-0800								0					0					0	0				1		2		3	3
0800-0815								0					0					0	0				2		4		6	6
0815-0830								0					0					0	0						3		3	3
0830-0845								0					0					0	0				2		4		6	6
0845-0900								0					0					0	0						4		4	4
0900-0915								0					0					0	0				1		5		6	6
0915-0930								0					0					0	0				1		2		3	3
0930-0945								0					0					0	0						1		1	1
0945-1000								0					0					0	0						1		1	1
1000-1015								0					0					0	0					1	1		2	2
1015-1030								0					0					0	0				2	1	2		5	5
1030-1045								0					0					0	0						1		1	1
1045-1100								0					0					0	0								0	0
1100-1115								0					0					0	0								0	0
1115-1130								0					0					0	0					1	1		2	2
1130-1145								0					0					0	0				3				3	3
1145-1200								0					0					0	0				1		1		2	2
1200-1215								0					0					0	0								0	0
1215-1230								0					0					0	0								0	0
1230-1245								0					0					0	0				1				1	1
1245-1300								0					0					0	0				1				1	1
1300-1315								0					0					0	0				1				1	1
1315-1330								0					0					0	0						1		1	1
1330-1345								0					0					0	0				1		1		2	2
1345-1400								0					0					0	0								0	0
1400-1415								0					0					0	0								0	0
1415-1430								0					0					0	0						1		1	1
1430-1445								0					0					0	0								0	0
1445-1500								0					0					0	0				1				1	1
1500-1515								0					0					0	0				1				1	1
1515-1530								0					0					0	0								0	0
1530-1545								0					0					0	0								0	0
1545-1600								0					0					0	0								0	0
1600-1615								0					0					0	0								0	0
1615-1630								0					0					0	0				1	1			2	2
1630-1645								0					0					0	0					2			2	2
1645-1700								0					0					0	0						1		1	1
1700-1715								0					0					0	0				1	1			2	2
1715-1730								0					0					0	0					1	2		3	3
1730-1745								0					0					0	0								0	0
1745-1800								0					0					0	0								0	0
1800-1818								0					0					0	0				1		4		5	5
1818-1830								0					0					0	0				4	1	2		7	7
1830-1845								0					0					0	0								0	0
1845-1900								0					0					0	0								0	0
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	9	47	0	82	82



MULTI MODAL SURVEY  
INBOUND DATA

SITE NAME     Gallions Place Phase 2A  
SITE ACCESS 3   Access C - Block 1 - Silley Weir Promenade (south)  
DATE             24/06/2025  
P/A NUMBER    14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0				1				1	1
0730-0745								0					0					0	0								0	0
0745-0800								0					0					0	0								0	0
0800-0815								0					0					0	0				1				1	1
0815-0830								0					0					0	0								0	0
0830-0845								0					0					0	0				1				1	1
0845-0900								0					0					0	0				1				1	1
0900-0915								0					0					0	0								0	0
0915-0930								0					0					0	0								0	0
0930-0945								0					0					0	0				1				1	1
0945-1000								0					0					0	0				1				1	1
1000-1015								0					0					0	0		1						1	1
1015-1030								0					0					0	0								0	0
1030-1045								0					0					0	0								0	0
1045-1100								0					0					0	0								0	0
1100-1115								0					0					0	0				2				2	2
1115-1130								0					0					0	0				1				1	1
1130-1145								0					0					0	0								0	0
1145-1200								0					0					0	0								0	0
1200-1215								0					0					0	0								0	0
1215-1230								0					0					0	0						1		1	1
1230-1245								0					0					0	0				3				3	3
1245-1300								0					0					0	0				2		1		3	3
1300-1315								0					0			2		0	0				2				2	2
1315-1330								0					0					0	0				1				1	1
1330-1345								0					0					0	0								0	0
1345-1400								0					0					0	0								0	0
1400-1415								0					0					0	0								0	0
1415-1430								0					0					0	0				2				2	2
1430-1445								0					0					0	0								0	0
1445-1500								0					0					0	0								0	0
1500-1515								0					0					0	0				1				1	1
1515-1530								0					0					0	0				1		1		2	2
1530-1545								0					0					0	0								0	0
1545-1600								0					0					0	0								0	0
1600-1615								0					0					0	0								0	0
1615-1630								0					0					0	0								0	0
1630-1645								0					0					0	0				2				2	2
1645-1700								0					0					0	0								0	0
1700-1715								0					0					0	0				2				2	2
1715-1730								0					0					0	0						1		1	1
1730-1745								0					0					0	0						1		1	1
1745-1800								0					0					0	0								0	0
1800-1818								0					0					0	0				1		2		3	3
1818-1830								0					0					0	0				3		2		5	5
1830-1845								0					0					0	0				1		1		2	2
1845-1900								0					0					0	0				3				3	3
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	33	0	10	0	44	44

**MULTI MODAL SURVEY**  
**OUTBOUND DATA**

**SITE NAME** Gallions Place Phase 2A  
**SITE ACCESS 3** Access C - Block 1 - Silley Weir Promenade (south)  
**DATE** 24/06/2025  
**P/A NUMBER** 14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0						1		1	1
0730-0745								0					0					0	0						4		4	4
0745-0800								0					0					0	0					1			1	1
0800-0815								0					0					0	0				3		2		5	5
0815-0830								0					0					0	0				1		5		6	6
0830-0845								0					0					0	0						4		4	4
0845-0900								0					0					0	0						2		2	2
0900-0915								0					0					0	0						2		2	2
0915-0930								0					0					0	0				1		2		3	3
0930-0945								0					0					0	0								0	0
0945-1000								0					0					0	0								0	0
1000-1015								0					0					0	0						1		1	1
1015-1030								0					0					0	0				2		1		3	3
1030-1045								0					0					0	0						1		1	1
1045-1100								0					0					0	0								0	0
1100-1115								0					0					0	0								0	0
1115-1130								0					0					0	0								0	0
1130-1145								0					0					0	0								0	0
1145-1200								0					0					0	0								0	0
1200-1215								0					0					0	0			1					1	1
1215-1230								0					0					0	0				2				2	2
1230-1245								0					0					0	0				3				3	3
1245-1300								0					0					0	0				1				1	1
1300-1315								0					0					0	0						1		1	1
1315-1330								0					0					0	0				1				1	1
1330-1345								0					0					0	0				1				1	1
1345-1400								0					0					0	0								0	0
1400-1415								0					0					0	0								0	0
1415-1430								0					0					0	0								0	0
1430-1445								0					0					0	0				1				1	1
1445-1500								0					0					0	0								0	0
1500-1515								0					0					0	0					1			1	1
1515-1530								0					0					0	0								0	0
1530-1545								0					0					0	0								0	0
1545-1600								0					0					0	0								0	0
1600-1615								0					0					0	0								0	0
1615-1630								0					0					0	0					1			1	1
1630-1645								0					0					0	0				1				1	1
1645-1700								0					0					0	0								0	0
1700-1715								0					0					0	0				6		1		7	7
1715-1730								0					0					0	0								0	0
1730-1745								0					0					0	0				3		1		4	4
1745-1800								0					0					0	0				6				6	6
1800-1818								0					0					0	0				1				1	1
1818-1830								0					0					0	0				1				1	1
1830-1845								0					0					0	0				3		2		5	5
1845-1900								0					0					0	0								0	0
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	37	2	31	0	71	71

MULTI MODAL SURVEY  
INBOUND DATA

SITE NAME     Gallions Place Phase 2A  
SITE ACCESS 3   Access D - Block 2 - Grain Apartments  
DATE            24/06/2025  
P/A NUMBER   14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0								0	0
0730-0745								0					0					0	0								0	0
0745-0800								0					0					0	0								0	0
0800-0815								0					0					0	0								0	0
0815-0830								0					0					0	0								0	0
0830-0845								0					0					0	0								0	0
0845-0900								0					0					0	0				1				1	1
0900-0915								0					0					0	0								0	0
0915-0930								0					0					0	0								0	0
0930-0945								0					0					0	0								0	0
0945-1000								0					0					0	0						1		1	1
1000-1015								0					0					0	0								0	0
1015-1030								0					0					0	0								0	0
1030-1045								0					0					0	0				2				2	2
1045-1100								0					0					0	0								0	0
1100-1115								0					0					0	0				1				1	1
1115-1130								0					0					0	0								0	0
1130-1145								0					0					0	0				1				1	1
1145-1200								0					0					0	0				1				1	1
1200-1215								0					0					0	0								0	0
1215-1230								0					0					0	0								0	0
1230-1245								0					0					0	0								0	0
1245-1300								0					0					0	0								0	0
1300-1315								0					0					0	0								0	0
1315-1330								0					0					0	0				1				1	1
1330-1345								0					0					0	0				1				1	1
1345-1400								0					0					0	0				1				1	1
1400-1415								0					0					0	0								0	0
1415-1430								0					0					0	0								0	0
1430-1445								0					0					0	0								0	0
1445-1500								0					0					0	0								0	0
1500-1515								0					0					0	0								0	0
1515-1530								0					0					0	0								0	0
1530-1545								0					0					0	0				1				1	1
1545-1600								0					0					0	0								0	0
1600-1615								0					0					0	0								0	0
1615-1630								0					0					0	0								0	0
1630-1645								0					0					0	0								0	0
1645-1700								0					0					0	0				1				1	1
1700-1715								0					0					0	0								0	0
1715-1730								0					0					0	0								0	0
1730-1745								0					0					0	0				1				1	1
1745-1800								0					0					0	0								0	0
1800-1818								0					0					0	0								0	0
1818-1830								0					0					0	0						2		2	2
1830-1845								0					0					0	0				1				1	1
1845-1900								0					0					0	0								0	0
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	3	0	16	16

MULTI MODAL SURVEY  
OUTBOUND DATA

SITE NAME     Gallions Place Phase 2A  
SITE ACCESS 3     Access D - Block 2 - Grain Apartments  
DATE     24/06/2025  
P/A NUMBER     14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0								0	0
0730-0745								0					0					0	0								1	1
0745-0800								0					0					0	0						1	1	1	1
0800-0815								0					0					0	0						1		1	1
0815-0830								0					0					0	0								0	0
0830-0845								0					0					0	0				1				1	1
0845-0900								0					0					0	0						1		1	1
0900-0915								0					0					0	0						2		2	2
0915-0930								0					0					0	0					1	4		5	5
0930-0945								0					0					0	0								0	0
0945-1000								0					0					0	0								0	0
1000-1015								0					0					0	0								0	0
1015-1030								0					0					0	0				1		1		2	2
1030-1045								0					0					0	0								0	0
1045-1100								0					0					0	0								0	0
1100-1115								0					0					0	0				1		1		2	2
1115-1130								0					0					0	0				1				1	1
1130-1145								0					0					0	0								0	0
1145-1200								0					0					0	0								0	0
1200-1215								0					0					0	0				2				2	2
1215-1230								0					0					0	0								0	0
1230-1245								0					0					0	0								0	0
1245-1300								0					0					0	0								0	0
1300-1315								0					0					0	0								0	0
1315-1330								0					0					0	0						1		1	1
1330-1345								0					0					0	0				1				1	1
1345-1400								0					0					0	0								0	0
1400-1415								0					0					0	0						1		1	1
1415-1430								0					0					0	0								0	0
1430-1445								0					0					0	0								0	0
1445-1500								0					0					0	0								0	0
1500-1515								0					0					0	0								0	0
1515-1530								0					0					0	0								0	0
1530-1545								0					0					0	0								0	0
1545-1600								0					0					0	0								0	0
1600-1615								0					0					0	0								0	0
1615-1630								0					0					0	0								0	0
1630-1645								0					0					0	0				2				2	2
1645-1700								0					0					0	0								0	0
1700-1715								0					0					0	0								0	0
1715-1730								0					0					0	0				1				1	1
1730-1745								0					0					0	0								0	0
1745-1800								0					0					0	0								0	0
1800-1818								0					0					0	0						1		1	1
1818-1830								0					0					0	0				1				1	1
1830-1845								0					0					0	0						2		2	2
1845-1900								0					0					0	0								0	0
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	17	0	29	29

**MULTI MODAL SURVEY**  
**OUTBOUND DATA**

**SITE NAME** Gallions Place Phase 2A  
**SITE ACCESS 3** Access E - Block 3 - Gaylon Point  
**DATE** 24/06/2025  
**P/A NUMBER** 14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0						1		1	1
0730-0745								0					0					0	0		3				1		4	4
0745-0800								0					0					0	0		1				3		4	4
0800-0815								0					0					0	0						2		2	2
0815-0830								0					0					0	0				2	5	3		10	10
0830-0845								0					0					0	0						4		4	4
0845-0900								0					0					0	0					1			1	1
0900-0915								0					0					0	0								0	0
0915-0930								0					0					0	0								0	0
0930-0945								0					0					0	0						1		1	1
0945-1000								0					0					0	0						2		2	2
1000-1015								0					0					0	0				1				1	1
1015-1030								0					0					0	0								0	0
1030-1045								0					0					0	0				1				1	1
1045-1100								0					0					0	0								0	0
1100-1115								0					0					0	0								0	0
1115-1130								0					0					0	0				2		1		3	3
1130-1145								0					0					0	0								0	0
1145-1200								0					0					0	0						2		2	2
1200-1215								0					0					0	0								0	0
1215-1230								0					0					0	0								0	0
1230-1245								0					0					0	0					1			1	1
1245-1300								0					0					0	0				1	3			4	4
1300-1315								0					0					0	0				1				1	1
1315-1330								0					0					0	0								0	0
1330-1345								0					0					0	0								0	0
1345-1400								0					0					0	0								0	0
1400-1415								0					0					0	0				1				1	1
1415-1430								0					0					0	0								0	0
1430-1445								0					0					0	0				2				2	2
1445-1500								0					0					0	0					2			2	2
1500-1515								0					0					0	0								0	0
1515-1530								0					0					0	0								0	0
1530-1545								0					0					0	0								0	0
1545-1600								0					0					0	0								0	0
1600-1615								0					0					0	0				1				1	1
1615-1630								0					0					0	0						1		1	1
1630-1645								0					0					0	0								0	0
1645-1700								0					0					0	0					1			1	1
1700-1715								0					0					0	0					2			2	2
1715-1730								0					0					0	0				1				1	1
1730-1745								0					0					0	0				1				1	1
1745-1800								0					0					0	0						1		1	1
1800-1818								0					0					0	0				3		4		7	7
1818-1830								0					0					0	0					2	2		4	4
1830-1845								0					0					0	0				1				1	1
1845-1900								0					0					0	0								0	0
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	18	17	28	0	67	67

MULTI MODAL SURVEY  
INBOUND DATA

SITE NAME     Gallions Place Phase 2A  
SITE ACCESS 3   Access E - Block 3 - Gaylon Point  
DATE            24/06/2025  
P/A NUMBER    14/00664/OUT

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715								0					0					0	0								0	0
0715-0730								0					0					0	0								0	0
0730-0745								0					0					0	0								0	0
0745-0800								0					0					0	0								0	0
0800-0815								0					0					0	0								0	0
0815-0830								0					0					0	0								0	0
0830-0845								0					0					0	0								0	0
0845-0900								0					0					0	0				2				2	2
0900-0915								0					0					0	0								0	0
0915-0930								0					0					0	0								0	0
0930-0945								0					0					0	0								0	0
0945-1000								0					0					0	0								0	0
1000-1015								0					0					0	0				1				1	1
1015-1030								0					0					0	0				1				1	1
1030-1045								0					0					0	0								0	0
1045-1100								0					0					0	0								0	0
1100-1115								0					0					0	0								0	0
1115-1130								0					0					0	0								0	0
1130-1145								0					0					0	0								0	0
1145-1200								0					0					0	0								0	0
1200-1215								0					0					0	0								0	0
1215-1230								0					0					0	0								0	0
1230-1245								0					0					0	0								0	0
1245-1300								0					0					0	0								0	0
1300-1315								0					0					0	0								0	0
1315-1330								0					0					0	0				1	1	1		3	3
1330-1345								0					0					0	0						2		2	2
1345-1400								0					0					0	0				2		1		3	3
1400-1415								0					0					0	0				1				1	1
1415-1430								0					0					0	0								0	0
1430-1445								0					0					0	0								0	0
1445-1500								0					0					0	0								0	0
1500-1515								0					0					0	0								0	0
1515-1530								0					0					0	0								0	0
1530-1545								0					0					0	0				1	3			4	4
1545-1600								0					0					0	0						1		1	1
1600-1615								0					0					0	0								0	0
1615-1630								0					0					0	0					1			1	1
1630-1645								0					0					0	0								0	0
1645-1700								0					0					0	0				1		1		2	2
1700-1715								0					0					0	0						1		1	1
1715-1730								0					0					0	0				1				1	1
1730-1745								0					0					0	0				1				1	1
1745-1800								0					0					0	0				2		4		6	6
1800-1818								0					0					0	0						1		1	1
1818-1830								0					0					0	0						1		1	1
1830-1845								0					0					0	0						2		2	2
1845-1900								0					0					0	0								0	0
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	5	15	0	34	34



## **Appendix C**

# Gallions Place Travel Survey June 2025

5 responses

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

5 out of 5 answered

Underground/DLR 4 resp. 80%



Bus 1 resp. 20%



Car Driver (alone) 0 resp. 0%



Car Sharing (Driver) 0 resp. 0%



Car Sharing (Passenger) 0 resp. 0%



Cycle 0 resp. 0%



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

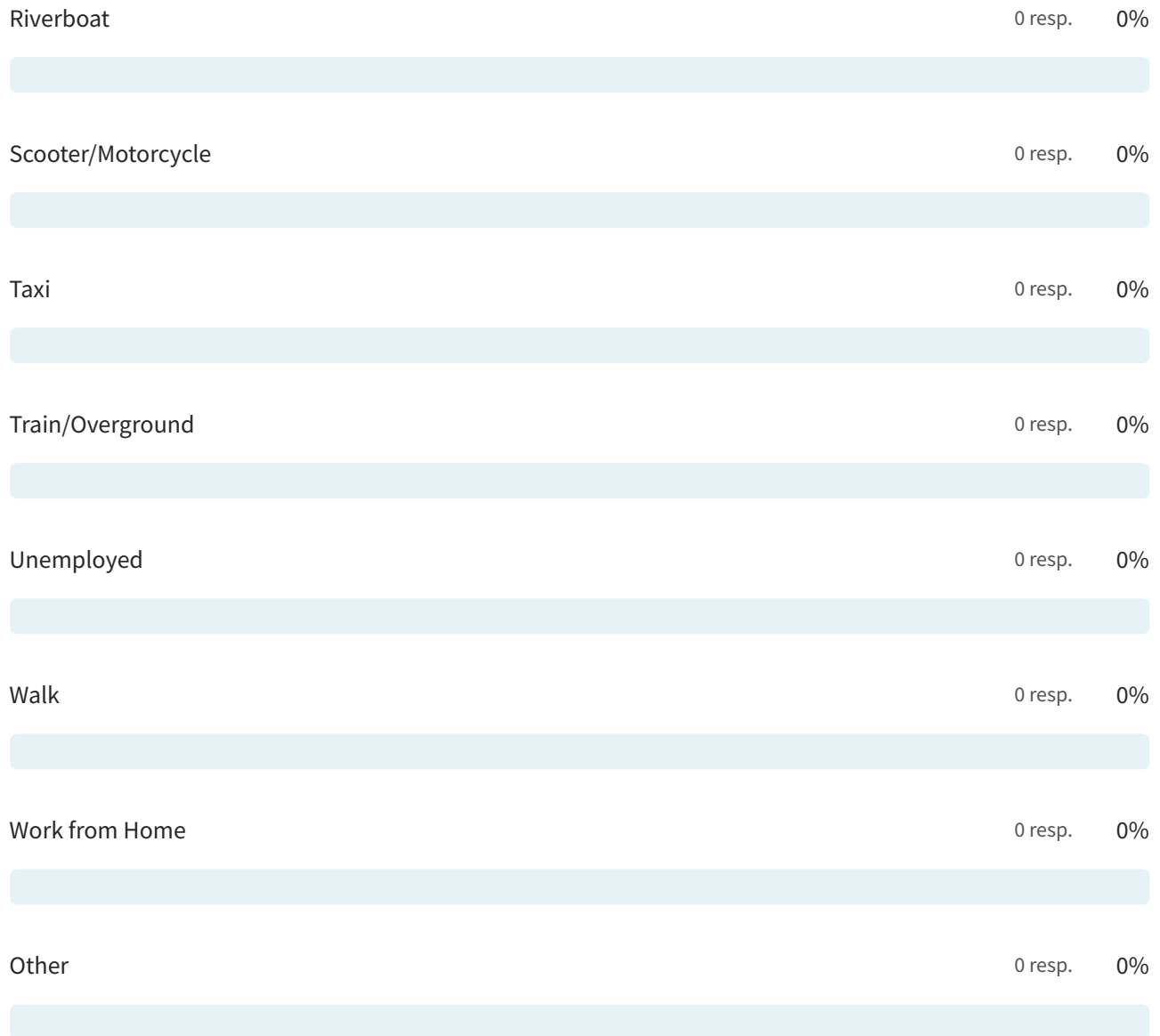


Electric/Hybrid Sharing (Driver) 0 resp. 0%



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

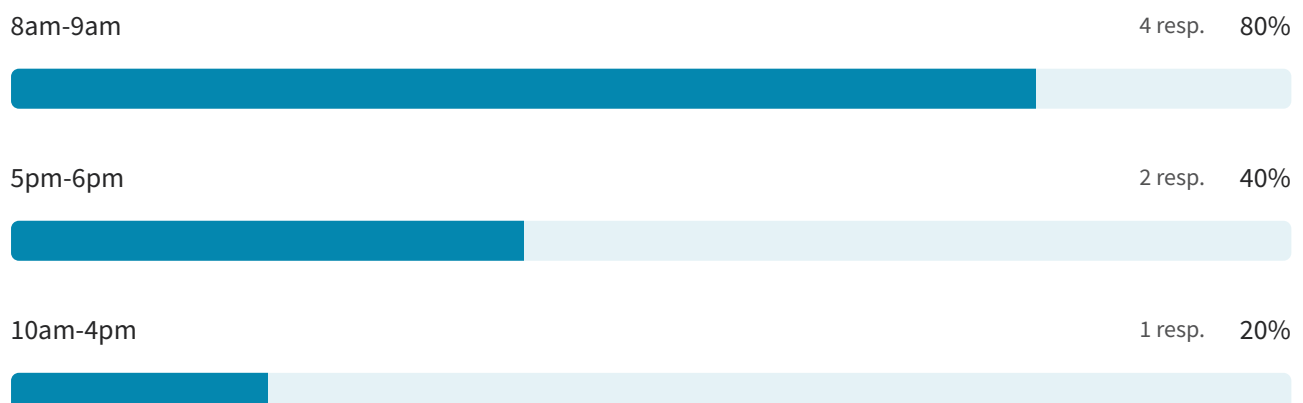




---

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

5 out of 5 answered



6pm-7pm 1 resp. 20%



4pm-5pm 0 resp. 0%



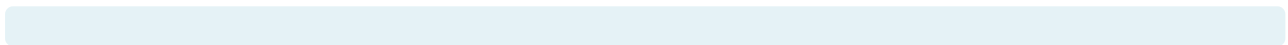
7am-8am 0 resp. 0%



7pm-8pm 0 resp. 0%



8pm-9pm 0 resp. 0%



9am-10am 0 resp. 0%



After 9pm 0 resp. 0%



Before 7am 0 resp. 0%



Not applicable 0 resp. 0%



Other 0 resp. 0%



---

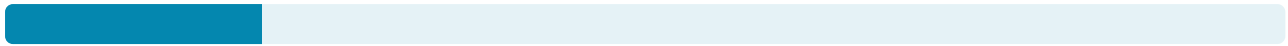
How often do you work from home?

5 out of 5 answered

1-2 days per week 4 resp. 80%



3+ days per week 1 resp. 20%



Every other week 0 resp. 0%



Monthly or less 0 resp. 0%



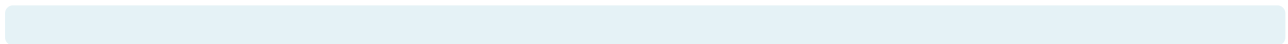
Never 0 resp. 0%



Not applicable 0 resp. 0%



Permanently 0 resp. 0%



Other 0 resp. 0%

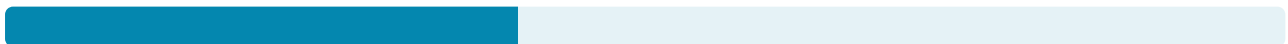


---

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

5 out of 5 answered

15-30 mins 2 resp. 40%



30-45 mins 2 resp. 40%



45-60 mins 1 resp. 20%



60+ mins 0 resp. 0%



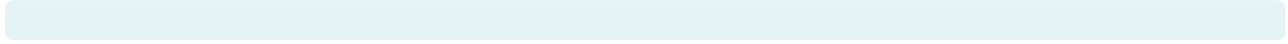
Less than 15 mins 0 resp. 0%



Not applicable 0 resp. 0%



Other 0 resp. 0%



Approximately how far away is your place of work from your home?

5 out of 5 answered

10-20 km 2 resp. 40%



5-10 km 2 resp. 40%



2-5 km 1 resp. 20%



0-2 km 0 resp. 0%



20-30 km 0 resp. 0%



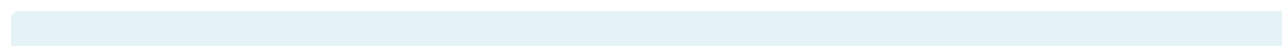
30+ km 0 resp. 0%





Not applicable

0 resp. 0%



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

5 out of 5 answered

Underground/DLR

4 resp. 80%



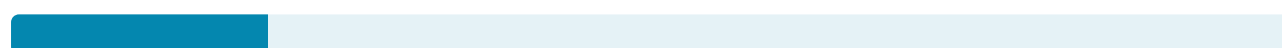
Bus

3 resp. 60%



Car Driver (alone)

1 resp. 20%



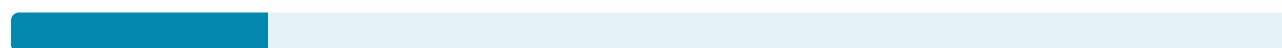
Riverboat

1 resp. 20%



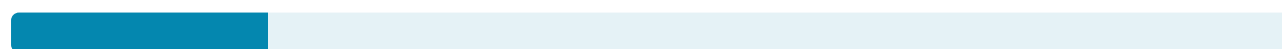
Taxi

1 resp. 20%



Train/Overground

1 resp. 20%



Walk

1 resp. 20%



Car Sharing (Driver)

0 resp. 0%



Car Sharing (Passenger)

0 resp. 0%



Cycle

0 resp. 0%

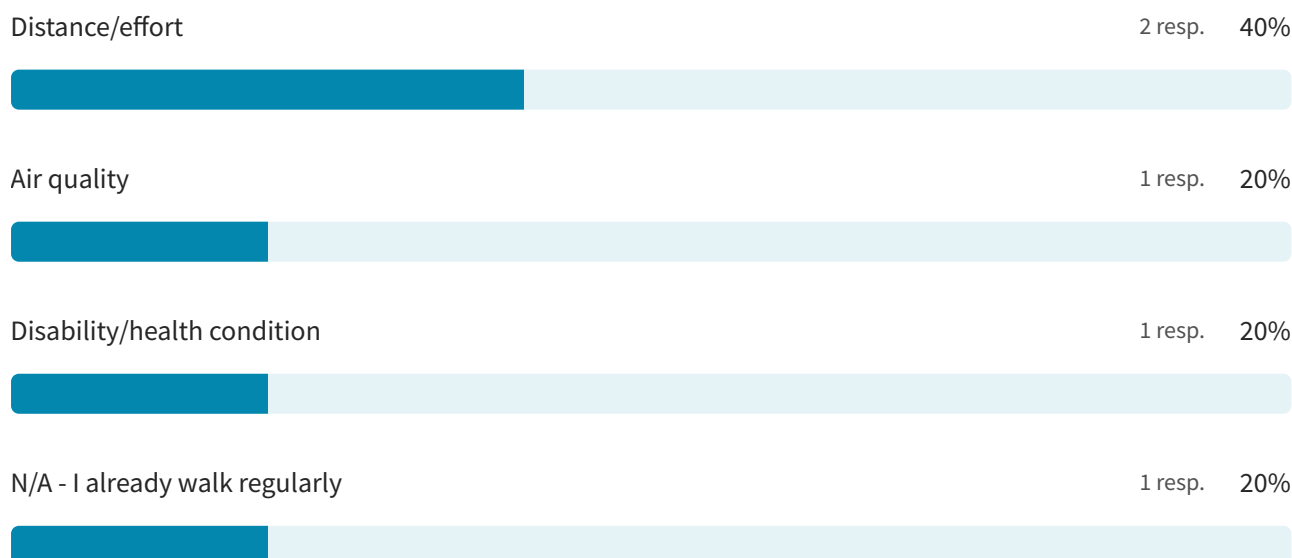




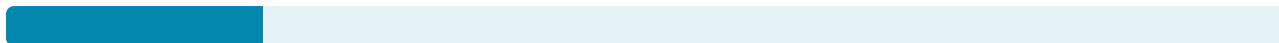
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Which of the following prevents you from walking regularly?

5 out of 5 answered



Personal safety 1 resp. 20%



Road safety/traffic 1 resp. 20%



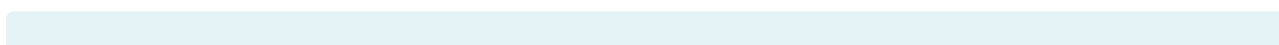
Work from home 1 resp. 20%



Care responsibilities (i.e. childcare, school run) 0 resp. 0%



I don't want to walk 0 resp. 0%



Need car for work 0 resp. 0%



Not confident enough 0 resp. 0%



Poor walking routes 0 resp. 0%



Weather/terrain 0 resp. 0%



Other 0 resp. 0%



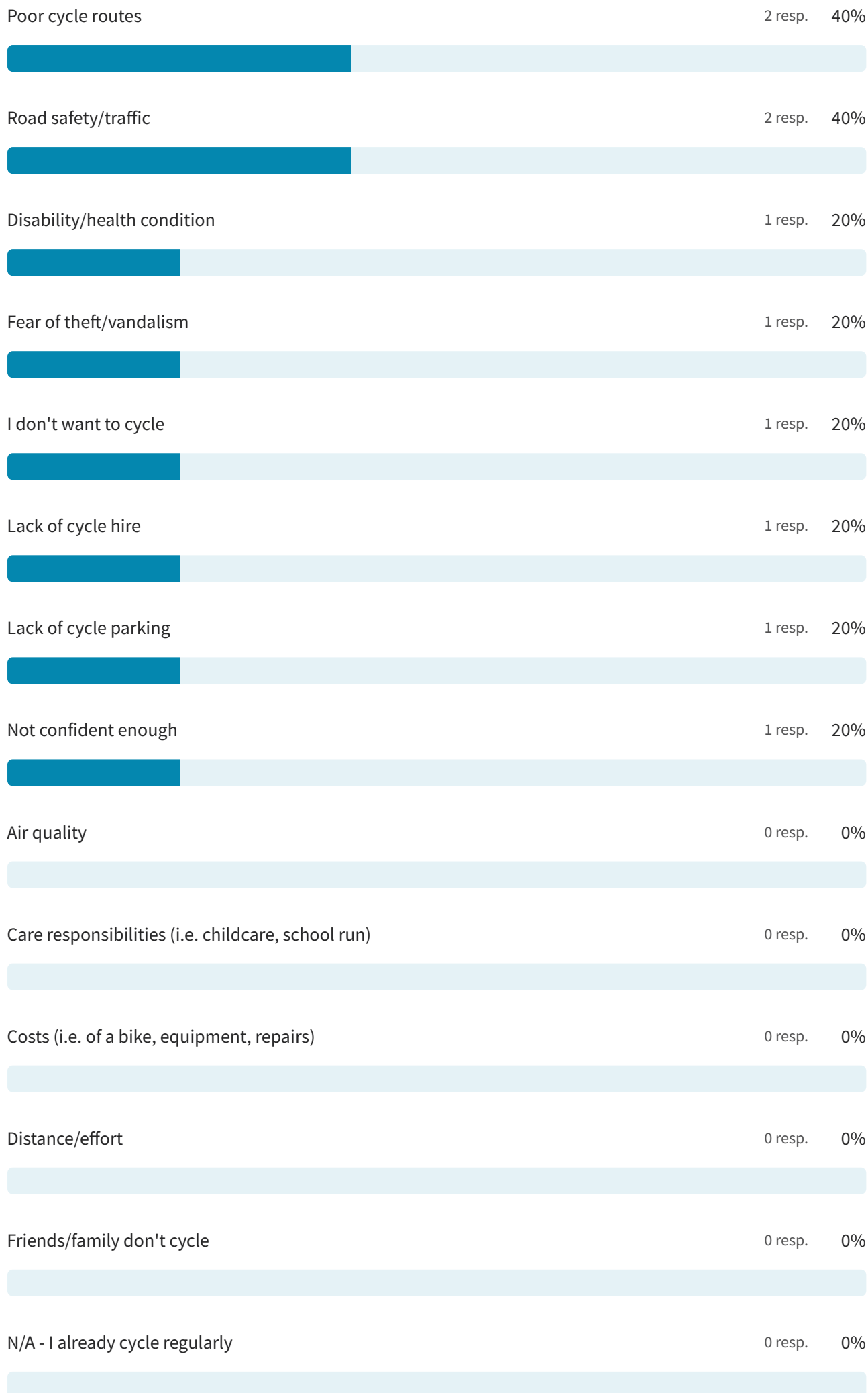
---

Which of the following prevents you from cycling regularly?

5 out of 5 answered

Don't own a bike 2 resp. 40%





Need car for work 0 resp. 0%



Personal safety 0 resp. 0%



Weather/terrain 0 resp. 0%



Work from home 0 resp. 0%



Other 0 resp. 0%



---

What prevents you from using public transport regularly?

5 out of 5 answered

N/A - I already use public transport regularly

4 resp. 80%



Disability/health conditions

1 resp. 20%



Travel time is too long

1 resp. 20%



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

0 resp. 0%



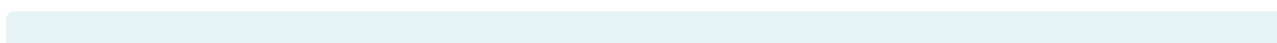
Costs (i.e. price of season tickets)

0 resp. 0%



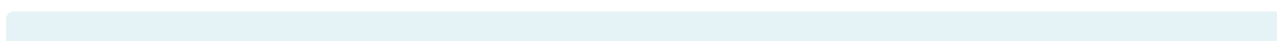
I don't want to use public transport

0 resp. 0%



Infrequent/unreliable

0 resp. 0%



Limited operating hours

0 resp. 0%



Need car for work

0 resp. 0%



Personal safety

0 resp. 0%



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

0 resp. 0%



Road safety/traffic

0 resp. 0%



Too busy

0 resp. 0%



Too far/indirect

0 resp. 0%



Work from home 0 resp. 0%



Other 0 resp. 0%



---

When was your most recent car club trip in Newham?

5 out of 5 answered

I have not made a car club trip 3 resp. 60%



In the last 3 months 1 resp. 20%



Not sure 1 resp. 20%



In the last 3-6 months 0 resp. 0%



In the last month 0 resp. 0%



In the last week 0 resp. 0%



Over 6 months ago 0 resp. 0%



---

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

5 out of 5 answered

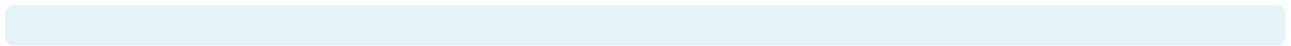
No 5 resp. 100%



Yes 0 resp. 0%



Other 0 resp. 0%



Did you make a claim?

3 out of 5 answered

No 3 resp. 100%



Yes 0 resp. 0%



Other 0 resp. 0%



Have you received a Travel Information Pack?

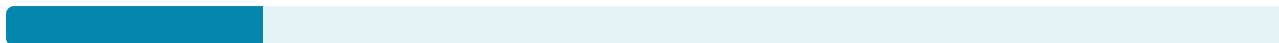
5 out of 5 answered

Yes 4 resp. 80%





No 1 resp. 20%



Not sure 0 resp. 0%



Would any of the following be of interest to you?

5 out of 5 answered

Improved/more regular travel info 3 resp. 60%



Newham Street Tag 3 resp. 60%



Personal Travel Planning advice 2 resp. 40%



Walking Group 2 resp. 40%



Council cycle loan scheme 1 resp. 20%



Cycle group 1 resp. 20%



Cycle to Work scheme 1 resp. 20%



Resident Travel Forum 1 resp. 20%



Cycle training 0 resp. 0%



Dr Bike session

0 resp.

0%



Other

0 resp.

0%



Did you claim your travel voucher?

5 out of 5 answered

I claimed a £100 active travel voucher

4 resp.

80%



I have not claimed a voucher

1 resp.

20%



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