

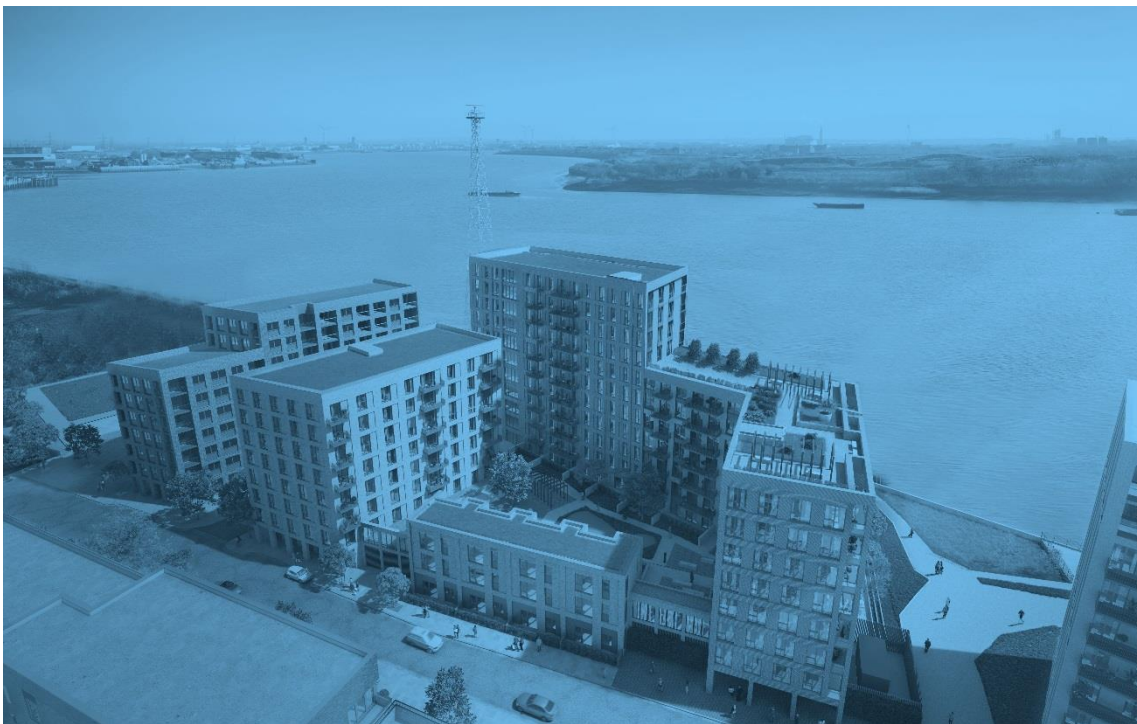
GALLIONS 3B

Gallions 3B
TRAVEL PLAN
February 2017
SWECO

TRAVEL PLAN

119022

GALLIONS 3B



FINAL

12 FEBRUARY 2018

SWECO UK LIMITED

Change List

VER.	DATE	CHANGE CONCERNS	REVIEWED	APPROVED
1.0	24/01/2018	DRAFT FOR CLIENT REVIEW	CW	MF
2.0	29/01/2018	FINAL REVIEW	CW	MF
3.0	12/02/2018	FINAL FOR CLIENT ISSUE	CW	MF

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1 Introduction

1.1 Background

The ‘Gallions 3B’ development, being progressed by Notting Hill Housing, is to provide homes along the northern bank of the River Thames, alongside the Gallions 3A, Gallions Quarter and Great Eastern Quays developments in the Royal Docks area.

The development, located at E16 2FU, is intended to add to the emerging riverside community and to take advantage of the public transport links and transportation infrastructure in place. It comprises 238 homes (use class C3), to be delivered as follows:

- 74 x 1 bedroom units;
- 92 x 2 bedroom units;
- 69 x 3 bedroom units; and
- 3 x 4 bedroom units.

This Framework Travel Plan (FTP) has been prepared by Sweco, in conjunction with the Transport Assessment (TA) and Delivery, Servicing and Waste Management Plan (DSWMP), in order to provide a framework and a mechanism to encourage sustainable travel patterns; monitor travel behaviour; and identify appropriate transportation measures at the Site. It has been written in accordance with Transport for London (TfL) guidance¹.

1.2 Travel Plan Benefits

Travel Plans are management tools designed to enable the users of a site to make more informed decisions about their travel, while minimising the adverse impacts of travel on the environment. This is achieved by setting out a strategy for eliminating the barriers preventing the users of a site from using sustainable travel modes, and by managing single occupancy car use. If well-designed and properly managed, the implementation of a Travel Plan can encourage active healthy travel, including walking and cycling, and reduce the number of car trips to a site. In doing so, Travel Plans can:

- Alleviate pressure on car parking provision;
- Reduce a development’s traffic impact on the surrounding highway network, through reduced congestion and improved safety;
- Reduce the carbon footprint of a development;
- Improve the health and wellbeing of residents, workforce and visitors through the formation of active healthy travel patterns; and
- Improve travel choices, quality and access to services for all users.

¹ TfL (2013) Travel Plans. Available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans> [Accessed 22/01/2017]

1.3 Policy

Travel Plans have become an increasingly important tool in the planning process to ensure that development is sustainable and does not have a negative impact on the local and global environment. This FTP has been produced in accordance with the following policy guidelines:

- National Planning Policy Framework (2012)
- Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009)
- TfL's 'Travel planning for New Development in London: Incorporating Deliveries and Servicing.'(2011)
- The London Plan (2016)
- Mayor's Transport Strategy (2010)
- London Borough of Newham Local Plan Core Strategy (2012)

Appendix A contains a summary of how this FTP supports the above policies.

1.4 Scope of Travel Plan

This Framework Travel Plan is designed to manage transport related to the Gallions 3B development. It has been written to ensure that clear choices exist for travel to the Site for all users, including residents and visitors and those making deliveries or servicing the Site.

The remainder of this Framework Travel Plan is structured as follows:

- **Chapter 2** reviews the existing local transport context and describes the existing initiatives and facilities in the development area;
- **Chapter 3** details the development proposals;
- **Chapter 4** outlines the Travel Plan Strategy to be adopted;
- **Chapter 5** identifies the aims, objectives and targets of this Travel Plan;
- **Chapter 6** states the Travel Plan measures to be implemented at the development; and
- **Chapter 7** establishes the commitment to the continual monitoring and reviewing of travel behaviour to the development.

2 Existing Transport Conditions

2.1 The Site

The Site is located on the northern bank of the River Thames, to the south east of Beckton and to the eastern end of the Royal Docks. It lies on the southern side of Magellan Boulevard and benefits from river frontage as shown, in a local context, on **Figure 2.1**.

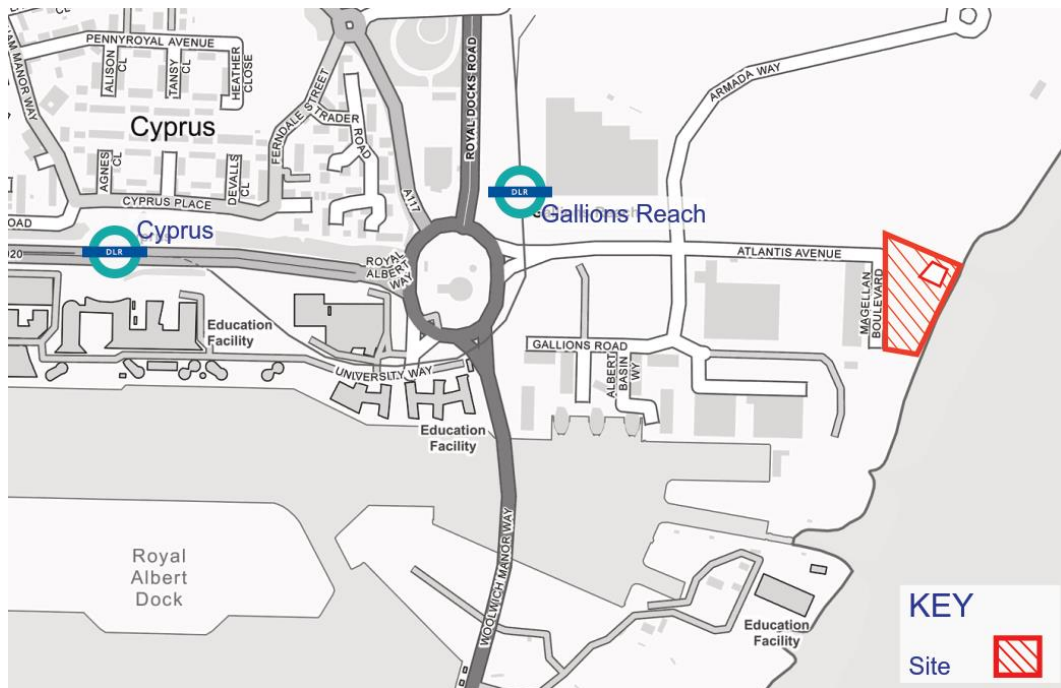


Figure 2.1: Site Location

The Site is not currently occupied, however the Port of London Authority (PLA) retains ownership of an area within the Site boundary upon which a radar mast is located. Access is required to the mast, by both the PLA and Environment Agency (EA), 24 hours a day.

2.2 Walking Accessibility

The Site is accessed on foot from Magellan Boulevard and is approximately a 300m walk from the nearest bus stop on Atlantis Avenue, and 500m from Gallions Reach DLR Station. Gallions Reach Shopping Park is also within walking distance, approximately 1.7km from the Site.

Magellan Boulevard and Atlantis Avenue both provide wide footways for pedestrians and segregated space provided for cyclists. Dropped kerbs and tactile paving are also largely provided. Where Atlantis Avenue meets Armada Way and Gallions Road, to the west of the Site, a signal-controlled junction allows non-motorised users (NMUs) to cross safely.

The Site is also well located in relation to the Walk London routes of 'Capital Ring' (Section 15), which will benefit from an improved pedestrian environment as part of the proposals, and Jubilee Greenway (Section 5). Both routes are specifically designed to be easily accessible by public transport.

2.3 Cycling Accessibility

The Site is accessible by bike, with a number of cycle routes, forming part of the London Cycle Network (LCN), in close proximity. Included are cycle lanes along Atlantis Avenue and Armada Way, designated as quiet routes recommended by cyclists, and links to Woolwich Manor Way which is a route signed or marked for use by cyclists. These routes are highlighted in **Figure 2.2** below.

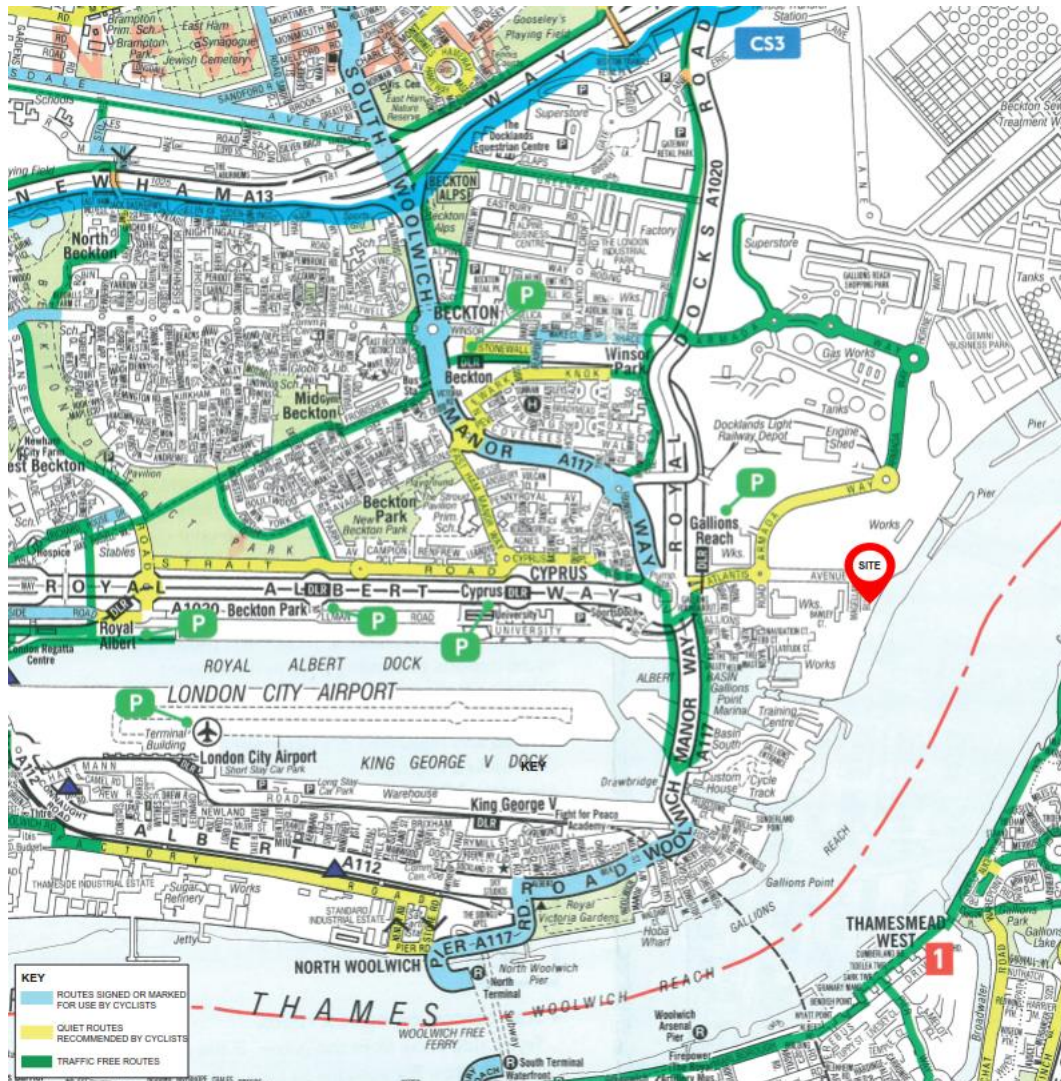


Figure 2.2: Surrounding Cycle Network

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Facilities such as advance stop lines (for example on Atlantis Avenue) and cycle parking (at each nearby DLR Station and London City Airport) are currently provided nearby.

2.4 Public Transport Accessibility

Existing, and future, public transport accessibility can be measured using TfL's PTAL measure, which accounts for the walk access time to a station or stop in addition to the wait time and reliability of local transport services. Points of interest are rated from 1a to 6b, or from very poor to excellent, upon consideration of the most up-to-date public transport timetable data.

Upon undertaking a Site-specific calculation, the Site is shown to have a current PTAL of 2. This rating represents a 'poor' level of accessibility, however it is not truly representative of the range of public transport services available. The Site is within walking distance of 4 bus routes and of Docklands Light Railway (DLR) services from Gallions Reach Station.

The DLR stations and bus stops are shown, in relation to the Site, on **Figure 2.3**.

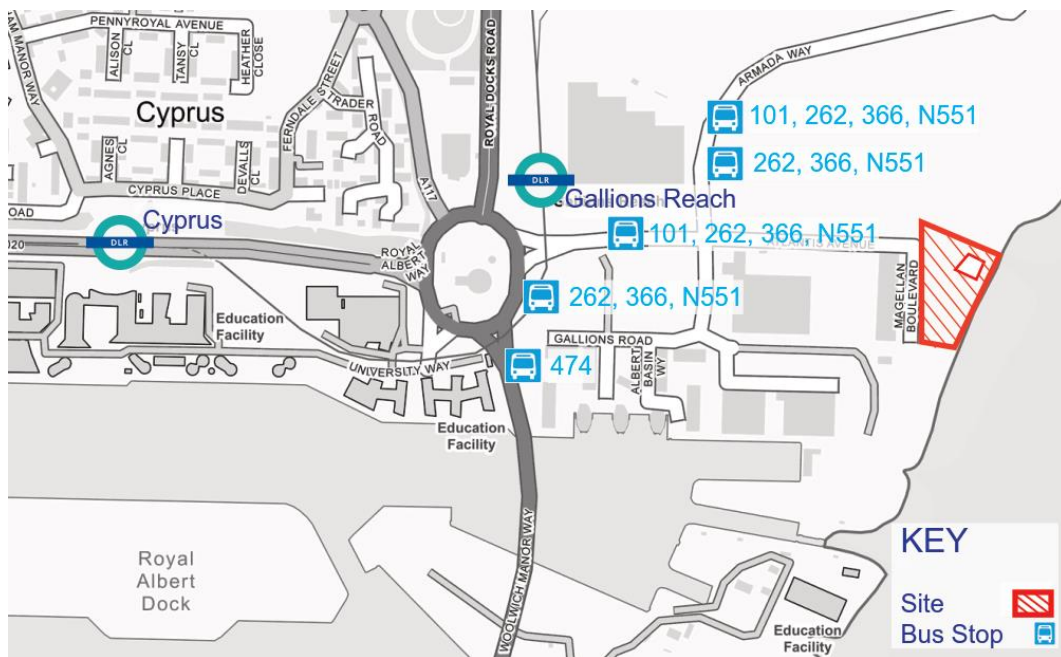


Figure 2.3: Existing Public Transport Provision

2.4.1 Bus Services

The area immediately surrounding the Site is served by 5 bus services, 4 of which are accessible from stop C (Gallions Reach Station) on Atlantis Avenue and stops G and H (Armada Point) on Armada Way. An additional service, number 474, can be accessed from stop L on Woolwich Manor Way.

All of these stops fall within TfL’s recommended maximum walk distance to an accessible bus service of 640m, as defined in the PTAL methodology.

Details of all these services and their frequencies are summarised in **Table 2.1**.

Route Number	Locations on Route	Frequency (one way, bus every...)		
		Weekday	Saturday	Sunday
101	Manor Park Station; East Ham Station; and Gallions Reach Shopping Park.	10–14 mins	10–13 mins	15 mins
262	Newham University Hospital; Plaistow Station; and Stratford Bus Station.	9–13 mins	9–11 mins	15 mins
366	Ilford Station; Barking Station; and Gallions Reach Shopping Park.	8-10 mins	9-11 mins	15-30 mins
474	Canning Town Bus Station; London City Airport; and North Woolwich Ferry.	10–13 mins	11–13 mins	20 mins
N551	Canning Town Bus Station; Bank Station; and Trafalgar Square/ Charing Cross Station.	30 mins	30 mins	30 mins

Table 2.1: Accessible Bus Services

2.4.2 DLR Services

Gallions Reach Station lies on the Beckton to Tower Gateway branch of the DLR, within Zone 3, and provides direct access to Canning Town Station, an intermodal interchange station. Services operate with a one-way frequency of approximately 8 trains per hour.

2.5 Surrounding Highway Network

The Site is located on Magellan Boulevard, with access gained via Atlantis Avenue. Atlantis Avenue, as part of the planning application for the Gallions Quarter development, is planned to be downgraded, in addition to Gallions Road, in order to create a safer environment for new residents and visitors to the area.

Delivery and servicing vehicles can access the Site via Atlantis Avenue.

Atlantis Avenue meets the A1020 Royal Docks Road and Woolwich Manor Way at the Gallions Roundabout, adjacent to Gallions Reach DLR Station, providing routes northwards to Newham; south to the Woolwich Ferry Pier; and west to destinations including the University of East London’s Docklands Campus and ExCel London.

Notably, the A1020 Royal Docks Road and Woolwich Manor Way are 'Red Routes', forming part of the Transport for London Route Network (TLRN).

2.6 Car Clubs

There are currently two car club operators licenced to operate within Newham. These are Zipcar and Enterprise.

Within a reasonable walk of the Site, on Shackleton Way, there is currently one single car club space operated by Enterprise.

2.7 Committed Public Transport Improvements

There are a number of proposals that would directly improve the accessibility of the site, to a PTAL of 3, namely:

- Extended river bus services from the jetty safeguarded within the Site boundary;
- The introduction of a new bus service from Barking to Canning Town; and
- A DLR river crossing to Thamesmead/ Plumstead.

With regards to increased river bus services, the addition of a new Albert Basin Pier was set out in the planning application for the Great Eastern Quays development. As such two locations for a River Ferry Pier have been safeguarded, one within the Great Eastern Quays scheme proposals and the other at the south-east corner of the Site, to allow for the future extension of the Thames Clipper Service. This extension will be appropriate once the Albert Basin and surrounding areas develop and generate a critical mass in terms of patronage levels.

Sweco understand that the above proposals have been discussed with the Port of London Authority (PLA). The first location, near to the north-east corner of the Site at Magellan Boulevard, is thought to minimise the risk of navigational clashes by river boats/ barges requiring access to the lock entrance. The second location, at the south-east corner of the Site, has been safeguarded in response to discussion with the Royal Docks Management Authority Limited ('RoDMA') who have suggested this may be the preferred location to complement their proposals to regenerate the Marina to the south.

A location for a potential future water taxi landing point has also been safeguarded into the Great Eastern Quays scheme at the most westerly point of the Lockside, in order to provide water taxi services across the Royal Docks to key trip attractors such as the Excel Centre and London City Airport.

3 Development Proposals

3.1 Proposed Development

The Site forms part of the Gallions development area and, as outlined in **Section 1.1**, is proposed to be entirely residential. The final development proposals for the planning application are set out in **Table 3.1**.

Use (Use Class)	Indicative Quantum (Units/ GIA)
Residential:	
One Bed	74
Two Bed	92
Three Bed	69
Four Bed	3
Total Residential Units	238

Table 3.1: Gallions 3B Development Proposals

3.2 Pedestrian and Cycle Access

The Site is proposed to be highly accessible to pedestrians and cyclists with an excellent level of permeability.

It is accessed immediately from Magellan Boulevard via two roads, designated as shared space, while access to each of the residential blocks is clearly identified through changes in paving material from the pedestrian routes and publicly accessible squares.

A central space has been designed to further ensure permeability and access, through the site, to the riverside.

All existing cycle routes, as outlined at **Section 2.3**, will be maintained.

3.2.1 Cycle Parking

Standards for cycle parking meet those stipulated in the London Plan for both short and long stay needs. The long-stay parking is provided within the residential buildings where dedicated storage areas are located within easy access of the building cores they serve. Each cycle store has its own dedicated external entrance, of a minimum width of 1.5m, while the parking itself is formed of predominantly Josta two-tier type stands, with some wall hanging spaces where space is restricted.

Short-stay visitor cycle parking is accommodated at convenient and secure ground floor locations within the Site.

3.3 Vehicular Site Access

Vehicular access is taken from Magellan Boulevard. Car parking is to be provided across the Site, and corresponds with the minimum level of provision stipulated by the London Plan.

3.3.1 Servicing

Servicing of the site will take place from Magellan Boulevard and the new streets running across the site. These streets will include turning heads to allow access to bin stores and the residential cores. This will allow for refuse collections without the need for expensive management systems and meet the dragging distances accepted by Newham Council.

Emergency access is to use the same routes, ensuring there is no need to access the riverfront.

A detailed delivery and servicing strategy for the proposed development is outlined in the Delivery, Servicing and Waste Management Plan, which also accompanies the planning application.

3.4 Car Parking

The proposals provide a total of 84 car parking spaces, at approximately 0.35 spaces per dwelling. This low level of car parking provision reflects the aims of the London Plan, falling within the Plan's maximum car parking standards, and will be supported with Travel Plan measures in order to encourage the use of sustainable travel modes. Furthermore, it is important to note the presence of parking controls (in the form of double yellow lines) on both Magellan Boulevard and Atlantis Avenue.

With regards to the provision of disabled parking, 1 space for every other wheelchair accessible unit, or 5% of the total number of dwellings, is proposed. Accessibility for disabled residents is not expected to be negatively affected by this proposed amount, with the provision of accessible bus routes and DLR close to hand; good facilities for pick up and drop off; and the availability of services such as Dial-a-ride and Taxicard.

Monitoring will however take place to ensure the suitability of this proposal, with the potential to increase disabled parking provision to 10% of the total number of dwellings should demand require so. Further details are provided in the Transport Assessment, which also accompanies the planning application.

Electric vehicle charging points will provided in accordance with the current London Plan. 1 in 5 spaces therefore have electric connections to encourage the uptake of electric vehicles by residents of the Gallions 3B development,

4 Travel Plan Strategy

4.1 Context

A Travel Plan is an active, dynamic document that requires a detailed strategy for its implementation. It also requires continued updating throughout its life as aspects of the development and surrounding transportation links change and evolve.

This chapter details the parties responsible for the management of the plan; how the Travel Plan will successfully achieve its targets; and how it shall be implemented across the development.

4.2 Management

The Travel Plan, will be managed by an overarching Travel Plan Coordinator (TPC), as appointed by Notting Hill Housing. Upon appointment of the TPC, the Local Authority will be made aware, and will continue to be made aware of any subsequent staffing changes. The role will be supported by Notting Hill Housing, guided by TfL guidance and overseen by the London Borough of Newham.

The management structure is illustrated in **Figure 4.1** below.

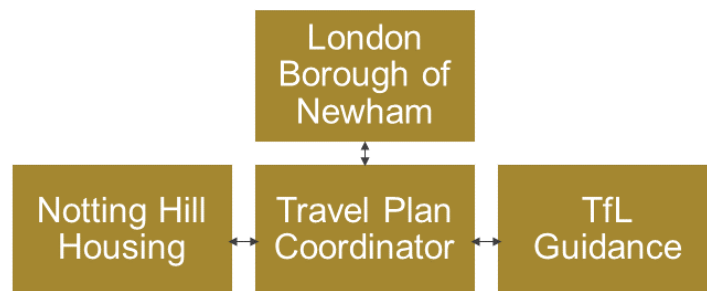


Figure 4.1: Travel Plan Management Structure

The TPC will be in place prior to first occupation of the Site in order to begin with the following duties:

- Responsibility for the overall management, development and implementation of the Travel Plan;
- Overseeing the marketing and consultation of the Travel Plan;
- Liaising with stakeholders including Notting Hill Housing, the Local Authority, and residents;
- Acting as a focal point for external stakeholders;
- Attending meetings as and when required with stakeholders and the London Borough of Newham;

- Maintaining an awareness of current and proposed legislation regarding transport opportunities and constraints;
- Seeking funding opportunities to assist with the implementation of new measures across the Site;
- Monitoring progress against Travel Plan targets; and
- Actively market and encourage active healthy travel to the Site.

The performance of the Travel Plan against its aims and objectives, to be outlined in **Chapter 5**, will be reviewed by the TPC against a series of targets. Such review will aid the identification of areas which require additional services in order to achieve the targets set.

4.3 Timeline for Implementation

The Travel Plan will come into effect from first occupation of the development. Each of the key milestones in relation to sustainable travel, from both before and after the publication of the Travel Plan document, are listed in **Table 4.1** below.

Action	Responsibility	Target Date for Completion
Production of Framework Travel Plan	Notting Hill Housing/ Sweco	Planning Submission (February 2018)
Appointment of TPC	Notting Hill Housing	One month prior to occupation
Implementation of infrastructure measures	Notting Hill Housing	Prior to initial occupation
Travel Plan Live		
Production of marketing material	TPC	Prior to initial occupation
Launch of measures	TPC	Upon occupation
Conduct travel surveys	TPC	Within 3 months of final occupation
Annual monitoring	TPC	Every year after baseline survey
Full review of Travel Plan	TPC/ London Borough of Newham	5 years after commencement of Travel Plan following occupation

Table 4.1: Travel Plan Implementation Strategy

The measures proposed as part of this Travel Plan are described in greater detail in **Chapter 6**.

4.4 Funding

This Framework Travel Plan will be secured through a Section 106 agreement with the London Borough of Newham, the planning authority for this application. The Section 106 agreement shall include a timetable for each stage of the Travel Plan, the appointment and funding of a Travel Plan Coordinator (TPC), the measures to be implemented and a monitoring and review programme, amongst other aspects.

5 Aims, Objectives and Targets

5.1 Context

This Travel Plan is based around core aims, objectives and targets which have been established for the development. Combined, they represent the aspirations of the proposed redevelopment to establish and maintain a sustainable travel practice.

5.2 Aim

The aim of this Travel Plan is to act as a tool for residents and visitors of the proposed development to help them make sustainable travel choices, and to reduce overall travel to and from the Site. As such, it should improve the travel options for residents and visitors and limit the number of single occupancy vehicle trips, undertaken by residents and visitors, to and from the Site.

5.3 Objectives

The objectives of this Travel Plan, which must be achieved in order to fulfil the above aim, are as follows:

- To ensure awareness of the Travel Plan and its purpose;
- To establish sustainable travel principles;
- To enable and encourage greater use of sustainable transport options over the use of a private car; and
- To promote and raise awareness of the benefits of healthier and more environmentally-friendly travel.

These objectives are achievable by the introduction of targets and measures related to the promotion of sustainable travel to and from the Site. Such promotion will encourage the consideration and use of sustainable modes of transport as an attractive alternative to trips by private car.

5.4 Targets

Targets are essential for monitoring the progress and success of the Travel Plan, and should be **'SMART'** – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.

Indicative Mode Share Targets

Mode share targets, which are intended to guide the delivery of an appropriate non-car mode share in respect of access to the proposed development, have been set through to a final target in the 5th year following implementation of the Travel Plan.

The mode share targets for the Site, are based on calculated mode shares for the development Site. The initial Year 1 mode share is based on Census 2011 data gathered for the Super Output Area containing the site.

The mode share targets, as outlined in **Table 5.1** below, are primarily focused on limiting the level of single occupancy car trips over the Travel Plan's five year period and beyond.

Mode	Year 1 Mode Share	Year 3 Target	Year 5 Target
Train incl. DLR & Underground	67%	65%	64%
Bus	5%	6%	6%
Motorcycle	2%	2%	2%
Car – driver	19%	17%	16%
Car – passenger	2%	2%	2%
Bicycle	1%	2%	3%
On foot	4%	5%	6%
Other	1%	1%	1%

Table 5.1: Residential Indicative Mode Share Targets

6 Travel Plan Measures

6.1 Context

In order to support the aims, objectives and targets outlined in **Chapter 5**, a number of potential measures have been identified for implementation. These measures are intended to create a focus on sustainable travel by Site users and to facilitate sustained change.

All measures designed for the development are outlined below, grouped together by the mode of sustainable transport which they will serve to encourage.

6.2 Walking

Walking is a cost-effective, reliable and environmentally friendly mode of transport and, if undertaken regularly, can lead to a healthier lifestyle. Proven health benefits of walking, and increased activity levels in general, include lowering the risk of major diseases such as coronary heart disease, and mental health problems. Sustrans, the UK sustainable transport charity, state that incorporating physical activity into the daily routine can help towards prevention and recovery from ill health.

Further benefits associated with walking include:

- Convenience and reliability, saving time through relieving traffic congestion;
- Financial savings; and
- Environmental benefits, including zero emissions of carbon dioxide.

Key to ensuring a high walking mode share amongst residents is the provision of appropriate and attractive infrastructure. As such, the development provides two pedestrian routes which link to the path network on Magellan Boulevard and to the riverside path. Providing both increased permeability of the development and easy access to transport links should encourage travel on foot.

Upon occupation of the development, the TPC will begin to raise awareness of useful tools to encourage walking, such as the walking route planner available at walkit.com, and to promote local walking groups and regional and national events centred on walking.

6.3 Cycling

The health, environmental and economic benefits of walking, as listed above, are also applicable to cycling. Furthermore, and as a more intense form of exercise, cycling can yield much the same improvements in physical performance as specific fitness training programmes.

Cyclists and future cyclists will be well catered for on the development, with sufficient shared space to accommodate those on bikes alongside pedestrians and vehicles. Most significantly, however, and in order to ensure travel by bike to and from other destinations is easy and efficient; fit-for-purpose, secure and well-located cycle parking will be provided within the residential cores. This parking will be located at ground floor level and will take

the form of Josta two-tier type stands, with some wall hanging spaces provided where space is restricted.

6.4 Public Transport

In order to maintain and build upon the positive public transport mode share currently seen in the area surrounding the Site, residents and visitors will be updated with any change in service that may impact on their journey time and experience. The TPC will assume responsibility for such updates, and communicate them via the notice boards on Site.

6.5 Private Car Use

While it is acknowledged that some residents, including wheelchair users and the disabled, may require to own and utilise a car, a number of measures will be put in place to reduce unnecessary vehicle trips to and from the development.

Primarily, parking provision is proposed in limited amounts, in accordance with the London Plan, in order to avoid undermining walking, cycling and public transport use. A total of 84 spaces, including 12 disabled spaces, are featured as part of the development which comprises 238 units.

Electric vehicle charging capacity will also be added to a number of parking spaces. It is anticipated, however, that further measures will be necessary to combat the reliance on travel by private car. Options to make use of car club schemes, lift share opportunities and personalised travel planning (delivered by the TPC) will therefore be promoted.

6.6 Marketing and Promotion

Marketing and promotional measures are also to be employed by the TPC and can be expected to play a critical role in ensuring awareness and engagement in travel planning activities.

6.6.1 Noticeboards

The building cores will feature noticeboards in a prominent and visible location. The noticeboards will serve to provide a focal point for the Travel Plan and feature up to date information on local public transport services and news on upcoming travel-related events.

The noticeboards will also advertise the health, financial and environmental benefits of active travel, with the information changed regularly in order to maintain engagement. The TPC should ensure hard copies of all information provided are available for residents, staff and visitors to take away.

6.6.2 Online Travel Information

The redevelopment website will be updated with sustainable travel opportunities for residents and prospective commercial occupiers to raise awareness of the potential to travel sustainably to and from the development, and to help promote the Travel Plan.

Specific information, including local public transport timetables, links to the appropriate car club websites, electric vehicle charging point information and the contact details of the TPC will be updated regularly.

Notting Hill Housing will continue to be responsible for funding and maintaining the website.

6.6.3 Travel Information Leaflet

A travel information leaflet, compiled by the TPC, will be circulated to all new residents and members of staff on site. The aim of such a leaflet is to provide sufficient information on sustainable travel options direct to individuals, to allow the relevant parties to make informed travel choices, and be given the incentive to try new modes of travel.

The leaflet will communicate information on walking and cycling routes, the health benefits of active travel, site specific public transport information, car sharing scheme information, upcoming sustainable travel events and on any sustainable travel related discounts/ vouchers available at the time, in a positive and informal tone.

7 Monitoring and Review

7.1 Context

Travel planning is an ongoing process and a Travel Plan is an evolving document which needs to be monitored and reviewed on a frequent basis. Such monitoring will ensure that this Travel Plan continues to meet the needs of all residents and their visitors, and be flexible to internal and external influences.

7.2 Travel Surveys

Travel surveys form the core part of the monitoring and review process and, if conducted frequently can provide an insight into travel trends and ensure progress is being made towards reaching the final mode share targets.

Beginning with the travel survey planned upon complete occupation of the development, surveys will occur each year until a fifth and final survey is undertaken in 2022.

The Travel Plan Coordinator will be responsible for creating and issuing travel surveys to residents, and for collating and analysing the results. The results will be shared with the London Borough of Newham, within a month of all surveys being returned. This will allow for a review of the travel data gathered and, if appropriate, a revision of the mode share targets. Borough Officers, in a combined effort with TfL and the Travel Plan Coordinator, will undertake this work which will be included in subsequent revisions of this Travel Plan.

7.3 Action Plan

The Action Plan associated with this Travel Plan, found at **Appendix B**, will also be reviewed annually, in accordance with the travel survey results. This will ensure the measures proving most effective in encouraging sustainable travel patterns are intensively promoted, and that opportunities to adopt new and emerging best practice in travel planning can be actively sought and considered.

7.4 Further Measures

To complement future monitoring and review, the following will also be undertaken:

- Cycle parking counts;
- Car parking counts; and
- Count of the uptake on various financial measures.

The results of the above counts will also be detailed in a report to the London Borough of Newham for consideration.

APPENDIX A

Policy Review

Introduction

A detailed planning policy review is provided within the Planning Statement accompanying the planning application submission. This appendix, however provides an examination of the current transportation and accessibility policy guidance that the proposed development has been assessed against, including national, regional and local policy. The results of this review are set out in the preceding sections.

National Policy

National Planning Policy Framework (NPPF)

The NPPF, published in March 2012, sets out national planning policies and supersedes/ replaces almost all previous national planning policy statements (PPS) and planning policy guidance notes (PPG), including the former PPG 13 - Transport.

The purpose of the NPPF is to achieve sustainable development, with a presumption that it should be allowed to proceed without delay if it meets the criteria under the roles of delivering economic, social and environmental objectives. In addition, the NPPF states that proposals according with an up to date development plan should also be approved.

At its core, the NPPF requires the planning system to:

‘...actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable..’

In terms of the promotion of sustainable transport, the NPPF promotes transport modes balanced in favour of sustainable methods of transport with the aim of reducing the need to travel and promoting mode choice. It does, however, recognise that differing applications of both transport policies and sustainable travel measures will be applicable on a case by case basis reflecting individual development characteristics.

The NPPF specifies that proposals which potentially generate a ‘significant’ number of movements should be supported by a Transport Assessment (TA) or Transport Statement (TS) and decisions should take account of:

- The opportunities for the use of sustainable travel modes and reduction therefore for the need for significant infrastructure requirements;
- Accessibility and safe access provided for all users; and
- Improvements within the transport network that can be delivered cost effectively to mitigate the significant impacts arising from the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF states that developments generating significant movements should be located to minimise the need to travel and maximise sustainable transport opportunities. It further states that developments should be located and designed to protect and promote the use of sustainable transport modes to:

- Accommodate the efficient delivery of goods and supplies;

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflict between traffic and cyclists or pedestrians; and
- Consider the needs of people with disabilities by all modes of transport.

To achieve the above, all developments which generate a significant amount of trips should provide a Travel Plan. Furthermore, the minimisation of journey lengths for employment, shopping, leisure, education and other activities should be informed by planning policies which balance land uses within an area.

Regional Policy

The London Plan

The London Plan (2016) is the Mayor of London's spatial development strategy (SDS). It provides the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.

Each boroughs' local development documents have to be 'in general conformity' with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

Chapter 6 'London's Transport' sets out the transport objective:

'A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all the objectives of this Plan.'

Policy 6.1 stresses the important of closer integration of transport and development and seeks to achieve this by (inter alia):

- Encouraging patterns of development that reduce the need to travel, especially by car;
- Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;
- Supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements;
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management;
- Promoting walking by ensuring an improved public realm; and
- Seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners.

Other policies particularly relevant to the development proposals include:

- Policy 6.2 - Providing Public Transport Capacity. The Mayor aims to "improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system".
- Policy 6.3 - Assessing Effects of Development on Transport Capacity. Development proposals should assess traffic generation and ensure the local transport networks capacity is not adversely affected.
- Policy 6.9 - Cycling. A goal of increasing cycling so that it accounts for 5% of modal split by 2020. This will be achieved through strategic cycle infrastructure in the form of cycle super highways and cycle hire schemes and through new developments providing 'Secure, integrated and convenient access to cycle parking" and provide "on site changing facilities and showers'.
- Policy 6.10 - Walking. The Mayor aims to increase walking in London through 'emphasizing the quality of the pedestrian and street environment' and states that development proposals should ensure high quality pedestrian environments by referring to TfL's Pedestrian Design Guidance.

Car parking policy is set out in Policy 6.13, which discusses the need to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. The maximum parking standards are set out in Table 6.2 of the London Plan. In addition to these, development in all parts of London must:

- Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles.
- Provide parking for disabled people in line with Table 6.2.
- Meet the minimum cycle parking standards set out in Table 6.3.
- Provide for the needs of businesses for delivery and servicing.

The minimum cycle parking standards are set out in Table 6.3 of Chapter 6 of the 2016 London Plan. The standards applicable to the proposed land uses are set out in Table 2.2 below.

Land Use		Long Stay	Short Stay
C3-C4	Residential	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units
A1	Food Retail	From a threshold of 100sqm: 1 space per 175sqm	From a threshold of 100sqm: 1 space per 40sqm Thereafter: 1 space per 300sqm
	Non-Food Retail	From a threshold of 100sqm: first 1000sqm: 1 space per 250sqm Thereafter: 1 space per 175sqm	From a threshold of 100sqm: first 1000sqm: 1 space per 125sqm Thereafter: 1 space per 100sqm

A2-A5	Cafes & Restaurants/ Drinking Establishments/ Takeaways	From a threshold of 100sqm: 1 space per 175sqm	From a threshold of 100sqm: 1 space per 40sqm
B1	Business Offices	Inner London – 1 space per 90sqm	First 5000sqm: 1 space per 500sqm Thereafter: 1 space per 5000sqm
D1	Nurseries/ Schools	1 space per 8 staff + 1 space per 8 students	1 space per 100 students
D2	Cinema	1 space per 8 staff	1 per 30 seats
	Sports, (e.g. gymnasium)	1 space per 8 staff	1 space per 100sqm

Table 2.2 – London Plan Minimum Cycle Parking Standards

The Mayor’s Transport Strategy, 2010

The London Plan states the principle source of transport policy in London is the Mayor’s Transport Strategy 2010, which features six key themes;

- Support economic development and population growth;
- Enhance the quality of life for all Londoners;
- Improve the safety and security of all Londoners;
- Improve transport opportunities for all Londoners;
- Reduce transport’s contribution to climate change, and improving its resilience; and
- Supporting the legacy of the London 2012 Olympic and Paralympic Games.

On the 21st June 2017 the Mayor’s Transport Strategy 2017, ‘Draft for public consultation’ was published. Sadiq Kahn’s key themes include;

- Streets and Cars - reducing the use of a space-inefficient, accident and ill-health causing mode of transport;
- Public Transport and Quality of Life - Improving the experience on public transport and providing seamless connectivity between modes; and
- Future Growth - Using transport to unlock future housing potential.

Woolwich falls within the identified area for the Bus Priority Strategy. This Strategy includes a number of new express routes to care for changing patterns in demand, provide additional infrastructure for bus priority, and additional promotion strategies to encourage bus use.

Local Policy

Newham’s Local Plan – The Core Strategy

The London Borough of Newham sets out its aims relating to sustainable transport in The Core Strategy. The key objective 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 in order to reduce congestion, enable development, improve the health, fitness and well-being of residents and make necessary car journeys easier” is supported by a number of policies also outlined in the document. Travel Plans, specifically, are supported by the following policy:

- Development proposals will not be supported where they would have an unacceptable adverse impact on the capacity or environment of the highway network. Where applicable proposals must be accompanied by Transport Assessments and monitored Travel Plans which show the likely impacts of trip generation, and which include: acceptable, robust, monitored, proposals to counter or minimise the potential impacts identified, to include ‘smarter travel’ strategies and plans; and proposed measures to facilitate and encourage more widespread walking, cycling and public transport use

The desire to increase the proportion of sustainable trips undertaken in Newham is further supported by the following policies:

- Reviewing, completing, adding, maintaining and improving defined routes for walking, horse riding and cycling including the LCN+ and Cycling Superhighways, and green and blue ribbon networks including the Capital Ring, the Roding Valley Way, the Lea River Park, the Olympic Cycling and Walking Network (OCWRE) and the Greenway and their access points;
- Providing safe, high quality measures to encourage and facilitate cycling as an increasingly popular mode of transport, including, as appropriate, the provision of high quality, continuous dedicated infrastructure, general public realm interventions that benefit cyclists and public cycle parking, both on street and in secure, covered facilities;
- Supporting improvements to local public transport services by continuing to invest in infrastructure and network enhancement, including new bus stops and bus priority measures and service enhancements;
- Maintaining careful management of the supply of routes, capacity and parking for motor traffic in order to reduce or minimise congestion and the dominance of motor-vehicular traffic in the public realm and to make space for other modes;
- Major development proposals that generate or attract large numbers of trips, including higher density residential and commercial development, should be located in areas with good public transport accessibility and demonstrate the existence of, or propose new safe, attractive walking and cycling routes to public transport nodes; and
- The incorporation of appropriate cycle and car parking standards, as set out in the London Plan. These standards are subject to a local review in the forthcoming Detailed Sites and Policies DPD in line with the potential for Newham to realise a substantial increase in cycling.

APPENDIX B

Action Plan

ACTION PLAN

February 2018

Action	Responsibility	Timescale
Production of Framework Travel Plan	Sweco/ Notting Hill Housing	February 2018
Appointment of Travel Plan Coordinator	Notting Hill Housing	1 month prior to occupation
Production of residential travel options leaflet	Travel Plan Coordinator	Upon occupation
Update development webpage to include travel planning details	Travel Plan Coordinator	Upon Phase 1 build completion
Installation of infrastructure measures	Notting Hill Housing	Upon Phase 1 build completion
Installation of notice boards in building cores	Notting Hill Housing	Upon Phase 1 build completion
Undertake baseline travel survey	Travel Plan Coordinator	Upon occupation
Distribution of residential travel options leaflet	Travel Plan Coordinator	Upon occupation
Offer Personalised Travel Planning	Travel Plan Coordinator	Upon occupation
Promote car sharing	Travel Plan Coordinator	Upon occupation
Undertake monitoring travel survey and counts to complete twice yearly Travel Plan review	Travel Plan Coordinator	Upon occupation