



CANARY WHARF  
GROUP PLC

NQ.PA.11

# North Quay Framework Travel Plan

Steer  
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# 1. Introduction

## Background

- 1.1 This Framework Travel Plan (“FTP”), covering the non-residential uses of the North Quay development, has been prepared by Steer on behalf of Canary Wharf (North Quay) Ltd (“the Applicant”) in support of:

*“Application for outline planning permission (all matters reserved) for the redevelopment of the North Quay site for mixed use comprising:*

- *Demolition of existing buildings and structures;*
- *Erection of buildings and construction of basements;*
- *The following uses:*
  - *Business floorspace (B1)*
  - *Hotel/Serviced Apartments (C1)*
  - *Residential (C3)*
  - *Co-Living (C4/Sui Generis)*
  - *Student Housing (Sui Generis)*
  - *Retail (A1-A5)*
  - *Community and Leisure (D1 and D2)*
  - *Other Sui Generis Uses*
- *Associated infrastructure, including a new deck over part of the existing dock;*
- *Creation of streets, open spaces, hard and soft landscaping and public realm;*
- *Creation of new vehicular accesses and associated works to Aspen Way, Upper Bank Street, Hertsmere Road and underneath Delta Junction;*
- *Connections to the Aspen Way Footbridge and Crossrail Place (Canary Wharf Crossrail Station);*
- *Car, motorcycle, bicycle parking spaces, servicing;*
- *Utilities including energy centres and electricity substation(s); and*
- *Other minor works incidental to the proposed development.”*

- 1.2 The full site address is North Quay, Aspen Way, London, E14. The Site is situated in the London Borough of Tower Hamlets (“LBTH”).

- 1.3 The Proposed Development offers an opportunity to make better use of underdeveloped land in an area with excellent public transport accessibility.

- 1.4 At the time of making the OPA, the Applicant is unable to determine exactly how much of the Proposed Development is likely to come forward in which land use. For this reason, the description of development provides the Applicant with flexibility as to the uses that could be undertaken on the Site.
- 1.5 However, in order to ensure that the level of flexibility is appropriately restricted, the OPA seeks approval for three Control Documents which describe the principal components of the Proposed Development, define the parameters for the Proposed Development (the "Specified Parameters") and control how the Proposed Development will come forward in future. They provide the parameters, design principles and controls that will guide future reserved matters applications ("RMAs"). These Control Documents are – (1) the Development Specification; (2) the Parameter Plans; and (3) the Design Guidelines:
- The Development Specification sets out the type and quantity of development that could be provided across the Site (including setting a maximum floorspace across the Site);
  - The Parameter Plans set the parameters associated with the scale, layout, access and circulation and distribution of uses classes and public space for the Proposed Development. They also establish the Development Zones and Development Plots across the Site; and
  - The Design Guidelines set the design principles and controls for future development.
- 1.6 Together, these documents set out the information required to allow the impacts of the Proposed Development to be identified with sufficient certainty as future RMAs will be required to demonstrate compliance with the Specified Parameters and controls in these Control Documents.
- 1.7 In order to test and validate the OPA, an Indicative Scheme showing the potential location of buildings, uses and open spaces has been produced. This scheme provides a vehicle for examining the possible architectural, environmental, operational and social impacts of the project. It remains schematic but it conforms to the development parameters as defined in the Development Specification, Parameter Plans and Design Guidelines. It has been essential in testing these development parameters. The Indicative Scheme is not a design template or submitted for approval; it represents one possible way the principles as defined in the above listed documents could be interpreted/achieved and developed into a design. The Development Specification, land use floorspace ranges and Indicative Scheme schedule are summarised at Table 1.1 and the Indicative Scheme residential unit mix is provided in Table 1.2. This Indicative Scheme and its Development Plots have been used to generate the images and diagrams for the Design Guidelines. In some instances, these Development Plots are used as reference in the Guidelines to help illustrate the point.
- 1.8 The Indicative Scheme demonstrates one interpretation of the Specified Parameters but is used throughout this FTP to illustrate the type of mixed-use development that could come

forward and the associated car and cycle parking, servicing and delivery and waste storage requirements. The Indicative Scheme basement 1/2 and ground level plans can be found at **Appendix 1**.

- 1.9 The maximum site wide total floorspace permitted within the Development Specification is 355,000m<sup>2</sup> (GIA) and the Indicative Scheme floor area totals 354,927m<sup>2</sup> (GIA).

**Table 1.1: Development Specification and Indicative Scheme Area Schedule**

Land Use	Minimum Floorspace (GIA)		Maximum Floorspace (GIA)	Indicative Scheme
A1-A5 Retail	Total 10,000	A1-A5 5,000	20,000	13,681
D1 Community			20,000	-
D2 Leisure			20,000	-
B1 Business	150,000		240,000	174,653
C1 Hotel/Service Apartments	-		150,000	44,081
C3 Residential	-		150,000	84,736
C4 Co-Living	-		150,000	-
Sui Generis: Student Housing	-		150,000	-
Sui Generis: Private Members Clubs, Conference Centres, Theatres, Casinos and Launderettes	-		25,000	-
Below Ground				
A1-A5 Retail	-		5,000	-
B1 Business	-		20,000	-
D1 Community	-		5,000	-
D2 Leisure	-		10,000	-
Ancillary floorspace comprising Business, Back of House, Enclosed Plant, Storage, Servicing, Car and Cycle Parking Areas, Energy Centres, Electricity Sub Stations etc.	-		No maximum	Above ground: 9,730 Below ground: 28,047

**Table 1.2: Indicative Scheme Residential Unit Mix**

Type	Number of Units
Studio	30
1 bed	159
2 bed	316
3 bed	141
4 bed	56
<b>Total</b>	<b>702</b>

### Travel Plan Context and Scope

- 1.10 This FTP has been prepared in accordance with the relevant policy and Transport for London's ("TfL's") latest best practice guidance; published in November 2013. Further guidance is expected to be released by TfL in Autumn 2020 and further updates to this FTP would be prepared in accordance with guidance available at the time.

1.11 The FTP has been produced in conjunction with the following documents:

- Transport Assessment (“TA”) – submitted as a standalone report.
- Residential Travel Plan (“RTP”) – appended to the TA.
- Delivery and Servicing Plan (“DSP”) – appended to the TA.
- Site Waste Management Plan – appended to the TA.
- Parking Design and Management Plan – appended to the TA.
- Environmental Impact Assessment (“EIA”), of which a Transport Chapter forms a part – submitted as a standalone report.

1.12 This FTP considers all aspects of non-residential travel behaviour to, from and within the Site, for:

- Travel to/from places of employment;
- Business travel;
- Visitor travel; and
- Servicing and deliveries (in conjunction with the DSP).

1.13 The Applicant (or successor in title) will nominate a Travel Plan Coordinator (“TPC”) prior to first occupation, who will work with the Site tenants on travel matters. The nominated TPC will work with the Applicant and LBTH to update the interim travel plan targets following the completion of baseline surveys (within six months of full occupation of the first non-residential building). Once the TPC has been appointed, their contact details will be made available to occupiers of the Proposed Development and to LBTH, prior to occupation.

1.14 This FTP includes proposed interim measures which, in accordance with TfL’s current Travel Planning Guidance, will be developed further and updated once a TPC has been appointed, the development has been occupied, and baseline surveys have been undertaken.

#### **Travel Plan Benefits**

1.15 This FTP is a ‘living’ document and, as such, will be actively promoted, reviewed and updated over time. It is envisaged the FTP will be secured via an appropriately worded planning condition or s106 obligation and will provide the basis for sustainable travel prior to and following occupation of the Site.

1.16 The FTP will assist with the long-term management strategy for the sustainable movement of both people and goods to the proposed non-residential uses. A key focus of this will be

to encourage walking, cycling and public transport use as an alternative to car. A separate RTP has been produced for the proposed residential use.

1.17 The TPC will aim to promote the FTP which focuses on:

- Improving the accessibility of the Site for all potential users.
- Increasing travel options to and from the Site and encouraging the use of more sustainable modes of travel such as walking, cycling and public transport (as an alternative to car use).
- Improving the health and well-being of the Site's users through encouraging active travel (walking and cycling) and reducing air and noise pollution.
- Reducing the demand for parking.
- Helping to achieve local and regional policy sustainable transport targets and objectives.

1.18 The Applicant recognises the value of sustainable travel, including deliveries and servicing, and the importance of producing TPs. The Applicant will ensure that the individual tenants will be responsible for producing their own individual Workplace Travel Plans ("WTP") or Travel Plan Statements ("TPS") as necessary by using this FTP as an overarching management tool and a building block for developing tenant-specific measures and targets.

#### **Travel Plan Structure**

1.19 This FTP is divided into eight chapters as follows:

- **Chapter 1:** Introduction
- **Chapter 2:** Policy and Guidance Context
- **Chapter 3:** Existing and Proposed Site Context
- **Chapter 4:** Baseline Travel Surveys
- **Chapter 5:** Objectives and Targets
- **Chapter 6:** Travel Plan Management
- **Chapter 7:** Measures and Action Plan
- **Chapter 8:** Monitoring and Review

## 2. Policy and Guidance

2.1 The following list outlines the transport policies and guidance documents that are relevant to this FTP and the Proposed Development.

### **National Policy and Guidance**

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (2014)
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)
- Smarter Choices - Changing the Way We Travel (2004)

### **Regional Policy and Guidance**

- The London Plan – Consolidated with Alterations since 2011 (2016) (the London Plan)
- The London Plan – Intend to Publish (2019) (the Draft London Plan)
- Mayor's Transport Strategy (2018)
- Travel Planning for New Development in London (2013)

### **Local Policy**

- London Borough of Tower Hamlets Local Plan 2031: Managing growth and sharing the benefits (2020);
- London Borough of Tower Hamlets Planning Obligations Supplementary Planning Document (2016); and
- London Borough of Tower Hamlets Transport Strategy 2019-2041 (2019).



### 3. Existing and Proposed Site Context

#### Site Location

- 3.1 As presented in **Figure 3.1**, the North Quay Site is bounded by Canary Wharf Elizabeth Line (also referred to as Crossrail in other supporting documentation) station to the south, Aspen Way (A1261) to the north, Hertsmere Road to the west and Billingsgate Market to the east. The West India Quay Docklands Light Railway (“DLR”) station and Delta Junction are located on the western side of the Site and the Site also incorporates parts of North Dock, Upper Bank Street and Aspen Way.

**Figure 3.1: Site Location**



### **Pedestrian Accessibility**

- 3.2 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-overlooked part of all longer journeys by public transport.
- 3.3 The Site has good pedestrian accessibility to surrounding retail, employment, leisure and public transport nodes. All public transport nodes in the vicinity feature step-free access, for ease of movement in the area.
- 3.4 The walking times from the Site to local amenities are as follows:
- 1 minute to Canary Wharf Elizabeth Line station (adjacent to the Site)
  - 1 minute to Poplar and West India Quay DLR stations (adjacent to the Site)
  - 2 minutes to shopping and entertainment facilities
  - 5 minutes to Canary Wharf Jubilee Line station
- 3.5 The Aspen Way Footbridge (which the southern approach forms part of the Site boundary) provides an important link to the Site, connecting North Quay to the Poplar DLR station and the wider South Poplar area. Opportunities to improve the footbridge and link to Poplar High Street have been explored to enhance the pedestrian environment and overall movement experience and further details are provided in the Design and Access Statement. Any improvements to Aspen Way Footbridge and, hence, the connection to Poplar High Street are key enhancements for the local community, vital to meeting the objectives of the Local Plan.
- 3.6 To the east is Billingsgate Market, which can be accessed by crossing Upper Bank Street via a staggered pedestrian priority crossing. Immediately to the west of the site is West India Quay DLR station, which can be accessed from the North Dock waterfront by a staircase and a lift.
- 3.7 There is a waterfront promenade – Dockside walkway, which starts at the western Crossrail Place access and continues westwards along the North Dock towards Hertsmere House/Museum of London Docklands.
- 3.8 Significant improvements will be made to the pedestrian network within the Site to encourage active travel to and from the Proposed Development.
- 3.9 All pedestrian crossings in the area are suited for people with mobility impairments; they have lowered kerbs, tactile paving, and where signalling is present, there are rotating cones.

### **Cycle Accessibility**

- 3.10 The Site benefits from being in a close proximity to strategic and advisory cycle routes.
- 3.11 Cycleway 3: Barking to Tower Gateway (previously Cycle Superhighway 3) operates in an east-west direction north of the Isle of Dogs, running along Poplar High Street. Cycleways are cycle routes running from outer London into and across London, providing safer, faster and more direct journeys into the city.
- 3.12 Additional cycle routes, including the National Cycle Network Route 1 and the London Docklands and Lee Valley regional route, can be accessed from Westferry Circus, approximately 500m west of the Site.
- 3.13 In 2019 consultations began to assess cycling and walking improvements between Hackney and Isle of Dogs, a scheme led by TfL in partnership with LBTH and London Borough of Hackney. The proposed Cycleway 37 would connect with Cycleway 3 at West India Dock Road, approx. 400m west of the Site, Cycleway 2 at Mile End Road and former Quietway 2 north of Victoria Park. The route would offer future North Quay users a safe and direct connection across East London.
- 3.14 The Proposed Development will comprise a network of orthogonal cycle routes throughout the Site, allowing for an easy access on the east to west and north to south corridors. The east-west footpath along Aspen Way is proposed to be strengthened with a new cycle route, with a secondary cycling route traversing the Site along North Quay Way.
- 3.15 On the western approach to the Site, a landscaped area – The Delta – an area of open space located under the existing elevated DLR tracks at the western end of the site, between the edge of the Hertsmere Road and Aspen Way, will be enhanced to increase the east-west connectivity of the Site.
- 3.16 These improvements will support active travel amongst employees and visitors, contributing to the mode shift towards more sustainable transport modes advocated by the Mayor of London.

### **Cycle Parking**

- 3.17 Employees and visitors travelling to and from the Proposed Development will benefit from long-stay cycle parking in accordance with the Draft London Plan, comprising a minimum of 2,589 spaces for the Indicative Scheme (excluding residential spaces). Short-stay cycle parking spaces will be provided as per Draft London Plan standards for all land uses, with the exception of retail which will be provided to Adopted London Plan standards initially, monitored in tandem with the travel surveys, and provision increased should the demand arise. This equates to 326 spaces for the Indicative Scheme (excluding residential spaces) and further detail, including the public realm short-stay cycle parking layout is provided in the TA.

3.18 As a whole, the Canary Wharf estate provides a large number of private cycle parking spaces. As of 2018, there were 1,134 free cycle parking spaces located at street level across the estate, 208 free cycle parking spaces at basement level, 405 secure cycle parking spaces where a charge is applied, and 3,715 private cycle parking spaces located within tenant buildings.

3.19 Moreover, there are 10 Santander Cycle Hire stations present within a 10 minutes' walk of the Site, with a total capacity of 346 cycles. A new docking station with capacity for 32 cycles is proposed as part of the Proposed Development as agreed with TfL through pre-application discussions. It will be located at Delta Junction.

### Public Transport Accessibility

3.20 A 'Public Transport Accessibility Level' ("PTAL") assessment has been undertaken for the Site. PTAL is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. PTAL is categorised in 6 levels, 1-6 where 6b represents the highest level of accessibility and 1a the lowest level of accessibility.

3.21 The Site's PTAL varies from a 5 ('very good') to a 6a ('excellent'); with improved PTAL closer to Upper Bank Street. The score is expected to improve to 6a across the entire Site by 2021 according to TfL's forecast owing to the planned opening of the Elizabeth Line, immediately south of the Site. The detailed PTAL calculation report is provided at **Appendix 2** and local public transport services are described below.

### London Underground and London Overground

3.22 Canary Wharf underground station is the closest London Underground station and is served by the Jubilee line. The Jubilee Line connects to key destinations across London including London Bridge, Waterloo and Bond Street to the west, and North Greenwich, West Ham and Stratford to the east. The Jubilee line is very accessible for all users; step-free access is provided at Canary Wharf underground station and all stations between Green Park and Stratford. Jubilee line frequencies in trains per hour ("tph") during the busiest periods are shown in **Table 3.1**.

**Table 3.1: Existing Peak Jubilee Line Frequencies (tph)**

AM peak (08:00-09:00)	PM peak (17:00-18:00)
30	30

3.23 The Jubilee Line is a part of the Night Tube network, with 24-hour services running on Friday and Saturday nights. The introduction of 24 hour services on the Jubilee Line increased the public transport accessibility of the Site outside peak hours, and provides night-time connectivity with destinations across London.

**DLR**

- 3.24 West India Quay and Poplar Stations are located within the immediate vicinity of the Site. Line frequencies during the busiest periods are shown in **Table 3.2**. All DLR stations provide step-free access, facilitating public transport accessibility for all users. The DLR provides connections to key London destinations including Bank, Stratford, Canning Town and Lewisham.

**Table 3.2: Existing Peak DLR Frequencies (tph)**

From	To	AM peak (08:00-09:00)	PM peak (17:00-18:00)
West India Quay	Stratford	15	15
	Bank	15	15
	Lewisham	7	-
	Canary Wharf	15	15
Poplar	Stratford	15	15
	Woolwich Arsenal	7	8
	Bank	7	8
	Tower Gateway	8	7
	Beckton	8	7
	Lewisham	8	-
	Canary Wharf	15	15
Stratford	West India Quay	15	15
Bank		-	-
Lewisham		8	-
Canary Wharf		15	15
Stratford	Poplar	15	15
Woolwich Arsenal		8	7
Bank		8	7
Tower Gateway		7	7
Beckton		7	8
Lewisham		8	-
Canary Wharf		15	15

**Elizabeth Line**

- 3.25 Elizabeth Line is expected to open in 2021, before the planned completion of Phase 1 of the Proposed Development. Canary Wharf Elizabeth Line station, located in Crossrail Place is located immediately to the south, within a one-minute walk. Expected line frequencies during the busiest periods are shown in **Table 3.3**. The new service will facilitate connections to key destinations including Paddington and Tottenham Court Road within central London and Reading and Shenfield outside Greater London. All Elizabeth Line station will be accessible for all users, with step-free access.
- 3.26 The Elizabeth Line will cut journey times to key destinations. The journey time between Paddington and Canary Wharf is expected to reduce from 49 minutes to 29 minutes, whilst the journey time to Heathrow Airport (Terminal 4) is expected to reduce from 70 minutes to 45 minutes.

**Table 3.3: Expected Peak Elizabeth Line Frequencies (tph)**

AM peak (08:00-09:00)	PM peak (17:00-18:00)
12	12

**National Rail**

- 3.27 The nearest National Rail station to the Site is Limehouse, which is a 2.2 km walk to the west or an 8-minute DLR journey from the neighbouring DLR stations.
- 3.28 Limehouse station provides access to c2c services to/from London Fenchurch Street and Grays, Pitsea, Southend and Shoeburyness. Step-free access is available via lift to Platform 2 (trains towards Shoeburyness) and via DLR station to Platform 1 (towards London Fenchurch Street). Line frequencies during the busiest periods are shown in **Table 3.4**.

**Table 3.4: Existing Peak National Rail Frequencies (tph)**

From	To	AM peak (08:00-09:00)	PM peak (17:00-18:00)
London Fenchurch Street	Grays	4	8
	Pitsea	6	8
	Southend Central	8	9
	Shoeburyness	6	9
Grays	London Fenchurch Street	8	6
Pitsea		8	8
Southend Central		6	7
Shoeburyness		4	5

**Bus Services**

- 3.29 The Site is located within the vicinity of 8 daytime and 4 dedicated overnight bus routes, connecting North Quay to the wider Canary Wharf area, as well as key locations around London – City of London, the West End and Stratford.
- 3.30 The bus routes and a summary of these services is provided in **Table 3.5**.

**Table 3.5: Local Bus Services**

Bus Route	Route	Nearest Stop	Bus Headway (mins)
135	Old Street – Crossharbour	Canary Wharf Station (Stop F)	9-12
277	Dalston Junction – Mudchute		5-9
D3	Bethnal Green – Leamouth		9-11
D7	Poplar – Mile End		5-7
D8	Stratford – Crossharbour		11-14
N277	Angel – Mudchute		Two to four services per hour between 00:52 and 06:08 (towards Mudchute) and 00:23 and 04:45 (towards Angel)
N550	Trafalgar Square – Canning Town Station	Upper North Street (Stop F Westbound; Stop C Eastbound)	Two to four services per hour between 00:54 and 05:52 (towards Canning Town) and 23:59 and 06:00 (towards Trafalgar Square)
15	Trafalgar Square – Blackwall Station		6-10
115	Aldgate – East Ham		7-11
D6	London Fields – Mudchute		6-8
N15	Oxford Circus – Romford		Four to eight services per hour between 01:04 and 05:48 (towards Romford) and 01:06 and 05:19 (towards Oxford Circus)
N551	Trafalgar Square – Beckton		Two services per hour between 00:38 and 06:04 (towards Beckton) and 23:48 and 06:21 (towards Trafalgar Square)

**Local Highway Network and Car Parking**

- 3.31 The Site is well connected to the local and regional road network and is currently accessed via Hertsmere Road and Upper Bank Street. It is partly bounded by the A1261 Aspen Way to the north, and Hertsmere Road and Upper Bank Street to the west and east respectively.
- 3.32 The A1261, Aspen Way, is an east-west road link forming part of the Transport for London Road Network (“TLRN”). Aspen Way diverges into West India Dock Road and the

Limehouse Link Tunnel in the west. West India Dock Road provides connections with Westferry Road at the junction next to Westferry DLR station, and the east-west A13 East India Dock Road. The A13 is a major London through route connecting central and east London and south Essex. The road is subject to 40mph speed limits.

- 3.33 In the Proposed Development, North Quay Way will form the key spine route running through the Site in an east-west orientation, providing vehicular and pedestrian access and connectivity between Upper Bank Street and Hertsmere Road. Its eastern end will be a secondary entry point into North Quay and will also help connect the Masterplan to Billingsgate in the future. The street will act as a spine of the Proposed Development connecting all of the building plots and open spaces together.
- 3.34 North Quay Way will provide access for taxis, servicing and emergency vehicles, with three bays provided on-street. However, the vehicular traffic volume on the road is expected to be low, maintaining the road as a key pedestrian route.
- 3.35 The Site is situated within a Controlled Parking Zone (“CPZ”) “D”. The CPZ restrictions apply Monday to Friday, between 8.30AM and 5.30PM.
- 3.36 The Site is not located within the Congestion Charge Zone. The Site will be included within the expanded Ultra-Low Emission Zone, which the Mayor proposes to expand to cover all areas contained within the North Circular and South Circular by October 2021.
- 3.37 The Proposed Development will be car-free, apart from accessible car parking spaces provided for commercial and residential uses.



## 4. Baseline Travel Data

### Baseline Travel Surveys

- 4.1 As the occupiers of the Proposed Development are unknown at this stage, no baseline surveys have been undertaken to determine travel patterns at the Site. A robust trip generation assessment has been carried out as part of the Transport Assessment work. This information forms the interim baseline mode share figures.
- 4.2 Future year person trips by mode have been assessed for the non-residential element of the Proposed Development Indicative Scheme.
- 4.3 Further details of how the trips have been calculated are provided in the Transport Assessment.
- 4.4 A full travel survey is proposed to be undertaken within six months of full occupation of the first non-residential building. The baseline surveys will include multi-modal counts including delivery and servicing data together with resident and visitor questionnaires.
- 4.5 This comprehensive baseline survey will inform the development of this FTP and assist in the determining site-specific measures to encourage sustainable travel. It will comprise a count survey and questionnaire. These will be undertaken during the Site's main operational hours on a single day during school term-time.
- 4.6 The travel surveys will be undertaken in accordance with best practice at the time.
- 4.7 The results of the survey will help to determine why people travel a certain way and will identify potential additional measures that will encourage increases in walking and cycling.
- 4.8 To gain an insight into travel characteristics and attitudes, the survey will identify the following key topics:
  - Mode of travel, reasons why and emissions data analysis
  - Where staff travel from
  - Flexible working arrangements
  - What improvements can be made to the current main mode of travel
  - What would encourage people to walk/cycle to work
  - What prevents people walking/cycling to work
  - What facilities/initiatives are people aware of.

- 4.9 Results of the travel surveys will be collated and analysed to identify relevant measures for the development. Mode share information derived from the surveys will be used to review and set targets for the future.

#### Forecast Non-Residential Mode Share and Trip Generation

- 4.10 The forecast non-residential mode share is set out in **Table 4.1**. Further detail on how this has been derived is provided in the Transport Assessment.

**Table 4.1: Forecast Non-Residential Mode Share**

Mode	Commercial*	Retail	Serviced Apartments
London Underground	46%	29%	19%
DLR	20%	13%	19%
Elizabeth Line	19%	22%	19%
Bus	3%	8%	4%
Taxi	1%	3%	1%
Motorcycle	1%	0%	0%
Car Driver + Passenger	0.5%	1%	3%
Cycle	5%	3%	2%
Walk	4%	21%	31%
Other (inc. Riverbus)	0.3%	0%	2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*May not sum due to rounding.

- 4.11 The forecast trip generation for the non-residential element of the Proposed Development's Indicative Scheme is provided within **Table 4.2**. **Tables 4.3 to 4.5** detail the retail, office and serviced apartments' trip generation.

**Table 4.2: Forecast Non-Residential Trip Generation (Indicative Scheme)**

Mode	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
London Underground	2,572	497	3,069	441	1,995	2,437	10,858	10,734	21,592
DLR	1,182	269	1,450	224	924	1,149	5,140	5,093	10,233
Elizabeth Line	1,168	281	1,449	237	909	1,147	5,435	5,345	10,779
Train	0	0	0	0	0	0	0	0	0
Bus	196	57	255	50	151	201	1,093	1,057	2,150
Taxi	40	15	55	13	31	44	279	266	545
Motorcycle	26	4	30	4	21	24	97	97	194
Car	6	14	22	9	7	16	111	109	220
Cycle	226	46	272	40	176	216	977	965	1,942
Walk	329	204	533	147	266	412	2,506	2,429	4,935
Other (inc. Riverbus)	55	16	71	11	44	55	232	234	466
<b>Total</b>	<b>5,800</b>	<b>1,403</b>	<b>7,206</b>	<b>1,176</b>	<b>4,524</b>	<b>5,701</b>	<b>26,728</b>	<b>26,329</b>	<b>53,056</b>

*\*May not sum due to rounding.*

**Table 4.3: Forecast Retail Trip Generation (Indicative Scheme, 13,681 sqm GIA)**

Mode	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
London Underground	127	63	190	67	83	151	1,575	1,436	3,011
DLR	57	28	85	30	37	68	706	644	1,350
Elizabeth Line	96	48	144	51	63	114	1,195	1,090	2,284
Train	0	0	0	0	0	0	0	0	0
Bus	35	18	53	19	23	42	435	396	831
Taxi	13	7	20	7	9	16	163	149	312
Motorcycle	0	0	0	0	0	0	0	0	0
Car	4	2	7	2	3	5	54	50	104
Cycle	13	7	20	7	9	16	163	149	312
Walk	92	46	138	49	60	109	1,141	1,040	2,181
Other (inc. Riverbus)	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>438</b>	<b>219</b>	<b>657</b>	<b>233</b>	<b>287</b>	<b>520</b>	<b>5,431</b>	<b>4,953</b>	<b>10,384</b>

*\*May not sum due to rounding.*

**Table 4.4: Forecast Office Trip Generation (Indicative Scheme, 176,004 sqm GIA)**

Mode	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
London Underground	2,429	356	2,785	332	1,886	2,218	8,922	8,922	17,844
DLR	1,109	163	1,271	152	861	1,013	4,073	4,073	8,146
Elizabeth Line	1,056	155	1,211	144	820	965	3,879	3,879	7,758
Train	0	0	0	0	0	0	0	0	0
Bus	158	23	182	22	123	145	582	582	1,164
Taxi	26	4	30	4	21	24	97	97	194
Motorcycle	26	4	30	4	21	24	97	97	194
Car	0	0	0	0	0	0	0	0	0
Cycle	211	31	242	29	164	193	776	776	1,552
Walk	211	31	242	29	164	193	776	776	1,552
Other (inc. Riverbus)	53	8	61	7	41	48	194	194	388
<b>Total</b>	<b>5,280</b>	<b>774</b>	<b>6,055</b>	<b>722</b>	<b>4,101</b>	<b>4,823</b>	<b>19,396</b>	<b>19,396</b>	<b>38,791</b>

*\*May not sum due to rounding.*

**Table 4.5: Forecast Serviced Apartments Trip Generation (Indicative Scheme, 750 units)**

Mode	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
London Underground	16	78	94	42	26	68	361	376	737
DLR	16	78	94	42	26	68	361	376	737
Elizabeth Line	16	78	94	42	26	68	361	376	737
Train	0	0	0	0	0	0	0	0	0
Bus	3	16	20	9	5	14	76	79	155
Taxi	1	4	5	2	1	4	19	20	39
Motorcycle	0	0	0	0	0	0	0	0	0
Car	2	12	15	7	4	11	57	59	116
Cycle	2	8	10	4	3	7	38	40	78
Walk	26	127	153	69	42	110	589	613	1,202
Other (inc. Riverbus)	2	8	10	4	3	7	38	40	78
<b>Total</b>	<b>83</b>	<b>410</b>	<b>493</b>	<b>221</b>	<b>134</b>	<b>356</b>	<b>1,901</b>	<b>1,978</b>	<b>3,878</b>

*\*May not sum due to rounding.*

- 4.12 Regarding delivery and servicing trips, further detail is provided in the TA and DSP, however it is expected that the non-residential component of the Proposed Development will generate 1,124 two-way trips per day on average.

## 5. Objectives and Targets

- 5.1 This chapter outlines the overarching ‘Objectives’ and ‘Targets’ of the FTP. The objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic, and Time-bound) targets so that progress towards achieving them can be measured.

### Objectives

- 5.2 The objective of this FTP is:

---

*“To facilitate the sustainable movement of staff, visitors and goods to and from the office use of the Proposed Development.”*

---

- 5.3 To support the realisation of this overarching objective, several sub-objectives have been set:

- Ensure the Site is accessible to all and that the needs of vulnerable groups, e.g. those with mobility impairments.
- Promote walking and cycling as an alternative to public transport use.
- Increase awareness of FTP, its constituent measures and tenant obligations.
- Encourage the most efficient use of servicing vehicles.
- Promote smarter working and living practices that reduce the need to travel overall or in the peak periods.
- Encourage visitors to use sustainable transport modes to access the Site, particularly walking and cycling.
- Encourage the use of cycle parking and associated facilities on Site.
- Improve the safety of persons travelling to and from the Proposed Development on foot or by cycle.
- Improve the health of employees and minimise the impacts on the environment.

- 5.4 These objectives support the principles of the adopted London Plan (2016), the Draft London Plan (2019) and the Mayor’s Transport Strategy (2018) to reduce vehicle emissions and increase walking and cycling trips.

### Targets

- 5.5 A comprehensive travel survey will be conducted within six months of full occupation of the first non-residential building at the Proposed Development. The survey will allow a better

understanding to be developed of the specific travel characteristics for employees and visitors, together with servicing movements.

- 5.6 The results of the baseline surveys will be used to set specific targets as a means of measuring the achievement of the objectives. It is envisaged the full TP will be completed following the completion of the baseline surveys.
- 5.7 Interim mode share targets for the office use have been identified for the 3<sup>rd</sup> and 5<sup>th</sup> years in **Tables 5.1 – 5.3** based on the expected mode share data as set out within the previous chapter. The initial targets have been developed to encourage sustainable modes of transport. Following the baseline surveys, the targets will be re-assessed in discussion with LBTH.

**Table 5.1: Interim Commercial Mode Share Targets**

Mode	Proposed Mode Share	3rd Year Target	5th Year Target
London Underground	46%	45%	44%
DLR	20%	19.5%	19%
Elizabeth Line	19%	19%	19%
Bus	3%	3%	3%
Taxi	1%	0.5%	0.5%
Motorcycle	1%	1%	1%
Car Driver + Passenger	0.5%	0.5%	0.5%
Cycle	5%	6%	7%
Walk	4%	5%	6%
Other (inc. Riverbus)	0.3%	0.3%	0.3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 5.2: Interim Retail Mode Share Targets**

Mode	Proposed Mode Share	3rd Year Target	5th Year Target
London Underground	29%	28%	27%
DLR	13%	13%	13%
Elizabeth Line	22%	21%	20%
Bus	8%	8%	8%
Taxi	3%	3%	3%
Motorcycle	0%	0%	0%
Car Driver + Passenger	1%	1%	1%
Cycle	3%	4%	5%
Walk	21%	22%	23%
Other (inc. Riverbus)	0%	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 5.3: Interim Serviced Apartments' Mode Share Targets**

Mode	Proposed Mode Share	3rd Year Target	5th Year Target
London Underground	19%	18%	17.5%
DLR	19%	18%	17.5%
Elizabeth Line	19%	19%	18%
Bus	4%	4%	4%
Taxi	1%	1%	1%
Motorcycle	0%	0%	0%
Car Driver + Passenger	3%	3%	3%
Cycle	2%	3%	4%
Walk	31%	32%	33%
Other (inc. Riverbus)	2%	2%	2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

- 5.8 The interim mode share targets set out in the tables above encourage a shift towards walking and cycling.

#### Other Targets

- 5.9 Beyond the proposed mode share targets above, a number of additional preliminary targets that could be implemented by the individual tenants are outlined in **Table 5.4**.

**Table 5.4: Other Potential Travel Plan Targets**

Target	3 <sup>rd</sup> Year Target	5 <sup>th</sup> Year Target
Percentage of employees given the opportunity to take part in cycle training	100%	All new employees
Staff to have access to the Government's Cycle to Work Scheme	100%	100%
Reduction in business mileage	Reduction of 5%	Reduction of 10%
Offices to be equipped with facilities for telephone and business conferencing	100%	100%
Employers providing the opportunity for public transport season ticket loans	90%	100%

## **6. Travel Plan Management**

### **Travel Plan Delivery**

- 6.1 Effective management of the FTP and the full TP, combined with clearly defined roles and responsibilities, is recognised as being fundamental to achieving the overarching and tenant-specific objectives.

### **Framework Travel Plan**

- 6.2 This FTP has been produced as not all of the tenants or phasing of the development is known. Therefore, this document has been prepared to provide, in principle, the measures, strategies and targets that will be required for individual tenant WTP or TPS once the occupiers are known.
- 6.3 The Applicant will manage this overarching FTP and will appoint a Site-Wide TPC to oversee the development and integration of various travel plans, including the RTP. Until such time, Steer will be responsible for the FTP.

### **Tenant Specific Travel Plans**

- 6.4 Where appropriate, tenants will be required to produce an individual WTP or a TPS for their organisation, the scope of this will be agreed with LBTH and TfL post occupation.
- 6.5 Prospective tenants will be expected to make a commitment to this FTP and deliver measures to support it.
- 6.6 The Site-Wide TPC will be expected to liaise with each individual tenant to ensure that the WTP or TPS remain consistent with the FTP. To ensure that the WTPs or TPSs are effective, and that each individual tenant takes ownership for their commitments, each tenant will be expected to appoint a TPC.
- 6.7 The TPCs will be expected to be proactive in promoting the use of active travel and public transport and contribute towards the success of the FTP. The TPCs will be expected to liaise with LBTH's Travel Plan Coordinator to agree specific targets, measures and incentives as part of the production of their WTP or TPS.

### **Travel Plan Coordinator**

- 6.8 The TPC's responsibilities will include:
- Obtaining and maintaining commitment and support from staff.
  - Implementing an effective marketing campaign of the WTP or TPS and its measures.



- Liaising with parties within the organisation (e.g. different departments), other occupiers on-site and stakeholder (e.g. LBTH officers, TfL, public transport operators) (see below).
- Liaison with LBTH's Travel Plan officer.
- Giving advice and information on transport-related subjects to staff and visitors.
- Setting up and facilitating internal meetings.
- Coordinating the necessary data collection exercises and monitoring the programme of the WTP or TPS.

### **Securing and Funding the Travel Plan**

- 6.9 It is envisaged that this FTP will be secured via an appropriately worded planning condition or s106 obligation. A series of sustainable transport measures will be implemented as part of the Proposed Development, demonstrating the commitment to this FTP by the Applicant.
- 6.10 The Applicant will ensure that suitable funding and a sufficient budget for the FTP is provided. This will ensure future commitment and on-going monitoring and review.

### **Partnership and Collaborative Working**

- 6.11 The Site-Wide TPC will take the lead in the delivery of the FTP and will also be responsible for ensuring coordination with other key stakeholders.

### **Travel Plan Awareness and Monitoring**

- 6.12 The success of the FTP is dependent on implementation of an effective marketing strategy which will be progressed by the TPC with help from the Applicant. The tenants (once identified), will continue to manage this on behalf of their organisation.
- 6.13 To increase awareness of the WTPs and TPSs, staff and visitors will be given information on the sustainable ways to travel to and from the site within the local area.
- 6.14 The travel surveys and pre-survey marketing will contribute towards raising awareness at the outset.
- 6.15 The Tenant TPCs will work to progress a marketing strategy. Whilst this will be subject to further discussions and agreement with LBTH, this is likely to include:
- the provision of local transport information on a website.
  - the information on the car club locations in the vicinity of the site.
  - an annual review of all marketing information will be undertaken, and material updated as appropriate.

### **Initiatives to Encourage Sustainable Travel**

- 6.16 The Action Plan in **Chapter 7** details the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater use of cycling, walking, public transport.

### **Efficient Use of Private Vehicles**

- 6.17 The development is car-free in nature and on-street parking is controlled as a part of CPZ. However, this FTP recognises that the use of private cars varies and that whilst this can be reduced, it cannot be totally eradicated for various reasons such as shift patterns, mobility issues, children, etc.
- 6.18 The FTP will therefore encourage tenants, staff and visitors to make informed decisions about how they travel and will discourage the use of private cars. In addition, this FTP advocates good access for servicing and deliveries, to avoid congestion in and around the development.

### **Smarter Working Practices**

- 6.19 This FTP advocates the use of 'smarter working practices' as a means of reducing the total number of trips made, including:
- Use of technology in place of face-to-face meetings (i.e. tele- and video conferencing) that might occur during the working day.
  - Use of technology to enable staff to work from home/remotely and have access to the same information as in the office (i.e. remote access to the necessary computer networks).
  - Implementation of more flexible working hours, with shift patterns co-ordinated to public transport operating times.

### **Visitor Travel**

- 6.20 The FTP aims to reduce the number of visitors and to encourage essential journeys to be made by sustainable modes of transport. Visitors will be advised on how to reach the Site, so that they can make an informed decision. It will be clear that car parking is limited on-street.

### **Management Challenges**

- 6.21 The various tenants will likely have different types of employees, visitors and servicing requirements. Times of operation will vary as will potential shift patterns.
- 6.22 It is important that the TPCs recognise these challenges and adapt measures to suit individual organisations. For example, where possible, shifts should be formalised and

those working outside normal working hours are still well informed on travel options and safe walking and cycling routes.

## 7. Measures and Action Plan

- 7.1 This chapter details the measures that have been set for the FTP. These measures relate to initiatives that will be introduced to achieve the targets set. At this stage, some measures are proposed as ‘interim’ as the Tenant TPCs will need to develop and prioritise their own measures which relate directly to the needs of their organisations.

### Action Plan

- 7.2 An action plan is provided in **Table 7.1** overleaf, which lists potential measures that could be implemented depending on the outcome of the baseline travel survey, including a timescale and responsibility.

Table 7.1: Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
<b>Managing the on-going development and delivery of the FTP</b>			
Appoint Site-Wide Travel Plan Coordinator (“TPC”)	A Site-Wide TPC will be responsible for managing the on-going development, delivery and promotion of the Travel Plan. The TPC will liaise with individual tenant TPCs.	Prior to occupation	The Applicant/Building Management
Produce WTPs for tenants that meet the threshold requirements	Ensure tenants produce individual WTPs.	Establish prior to occupation with full adoption following occupation.	The Applicant and Tenant TPCs
Employee Travel Surveys	Monitor effect of FTP on mode of travel to work and revise to ensure effective on-going results for future surveys.	Upon occupation and on-going	TPC
<b>Increasing awareness of the FTP and Full FTPs</b>			
Site information	TPCs to provide information to employees on access arrangements, walking, cycling and public transport services. This should include maps and website links to real-time journey information.	Upon occupation of each tenant	TPC
TPC to attend Canary Wharf Transport Forum Meetings	Existing Forum for Canary Wharf, Tower Hamlets, Transport for London, Transport Operators and Tenants.	Quarterly from occupation	TPC
Health and financial benefits	Inform employees and visitors of the health and financial benefits of walking and cycling through company websites and intranets or with promotional material. Information will include the location of safe walking and cycling routes, walk and cycle distances, and times and tax-efficient cycle purchase schemes.	From the date of first occupation and on-going for following five-year period.	TPC
Induction / Welcome Packs	Provision of induction/ welcome packs to tenants and to individual employees.	Following occupation of the tenant and on staff induction days	TPC
Personalised Journey Planning	The TPC to promote sustainable travel to occupiers	Following occupation of the tenant and on staff induction days	TPC

Measure	Initiative	Timescale for Implementation	Responsibility
Travel information boards	To provide travel information boards within the site to include up-to-date transport information on walking, cycling, public transport including maps, website links, real-time journey information, etc.	Upon occupation of each tenant	TPC
<b>Encouraging walking and cycling</b>			
Cycle parking and facilities	To provide secure long-stay cycle parking spaces, showers, lockers and short-stay visitor spaces in accordance with the Draft London Plan (2019) minimum standards (except Retail as agreed with TfL).	Before occupation	The Applicant
Monitoring of cycle parking	Monitor the use of the cycle parking to ensure there is sufficient provision to meet demand.	Annually	TPC
Information about local facilities	Information relating to local shops, restaurants, community and leisure facilities to reduce the need for travel by car and/or public transport.	Prior to first occupation	TPC
TfL Cycle Hire	To promote and encourage the usage of TfL Cycle Hire scheme within close proximity of or on site.	Following occupation of each tenant	TPC
Cycle training	TPC to inform and encourage the occupiers to attend cycle training courses and distribute information on cycle maintenance training courses. Cycle training is provided free of charge by LBTH to anyone who lives, works or studies within the borough. LBTH offers courses for all types of cyclists – <i>Family cycle training course</i> , <i>Cycle skills for adults</i> and <i>Cycle commuter training</i> .	Within first 2 years of occupation	TPC
<b>Encouraging the best use of cars and sustainable freight travel</b>			
Car Parking	Provision of accessible car parking.	Upon occupation	The Applicant
Car Club	Provide information on the car clubs operating in the area and their locations.	Upon occupation and ongoing	Tenant TPCs
Annual/regular promotional events	TPC to hold promotional events that coincide with other events such as Car Free Day.	From the date of first occupation and on-going for following five-year period	TPC

Measure	Initiative	Timescale for Implementation	Responsibility
Delivery and Servicing Plan	Ensure the DSP and FTPs work together to achieve common targets for reducing and managing deliveries/ servicing efficiently.	Prior to occupation and ongoing	Site management and Tenant TPCs
Out-of-Hours Servicing and Deliveries	Encourage servicing and deliveries to take place outside of network peak periods.	Following occupation of each tenant	TPC
Couriers	Encourage use of servicing and delivery companies who are FORS members or provide cycle couriers where/when possible.	Following occupation of each tenant	TPC
Tenant Handbooks	Ensure all tenants are provided with a 'Tenant Handbook', which will set out the policies and procedures for the site and will include details of servicing and delivery processes and procedures that must be adhered to.	Prior to occupation of each tenant /once tenants are known	TPC
Use of local sources/suppliers	Encourage tenants to source items locally, or from the same supplier, to reduce the number of delivery vehicle trips.	Within 1 year of occupation of each tenant	TPC
Vehicle Booking and Management System	Produce a delivery and servicing schedule to outline the most appropriate times for servicing vehicle movements. This is to ensure efficiency of the loading bay operations and ensure multiple vehicles do not arrive at the same time.	Start to develop once tenants are known. To be operational from occupation.	TPC
<b>Promoting smarter working and living practices</b>			
Tele- and Video Conferencing	Promote the use of tele- and video conferencing in place of face-to-face meetings.	Upon occupation and ongoing	Tenant TPCs
Working from home/ remote working	Enable staff to work from home/remotely and have access to the same information as in the office.	Upon occupation and ongoing	Tenant TPCs
Flexible working	Implement flexible working hours, with shift patterns coordinated to public transport operating times.	Upon occupation and ongoing	Tenant TPCs

## 8. Monitoring and Review

### Monitoring Programme

- 8.1 This FTP is part of a continuous process requiring monitoring, reviewing and revising to ensure it remains relevant. This chapter sets out the proposals for monitoring and reviewing the FTP.
- 8.2 The Applicant will identify a Site-Wide TPC prior to occupation to ensure, where appropriate, tenants develop their own WTP or TPS depending on whether they meet the required TfL thresholds. Each tenant will have their own TPC who will liaise with the Site-Wide TPC.
- 8.3 The TPCs will oversee the monitoring and review of their own WTP or TPS. The Site-Wide TPC will ensure that the tenants include arrangements for review and monitoring on a regular basis.
- 8.4 The purpose of the monitoring and review process is to assess the overall progress in achieving objectives and targets but also, if possible, to see the impact of measures and thus decide whether to continue them. Monitoring can also prove a useful way to raise awareness.
- 8.5 It is acknowledged that it will be appropriate for tenants to amend their WTP or TPS in response to changing circumstances and that a TPS may not always include targets, with its content to be agreed with LBTH.
- 8.6 **Table 8.1** provides an indicative programme and timescale for the development, monitoring and review of the WTPs or TPSs. On the basis that this is an OPA and further Reserved Matters Applications (RMAs) will be required, the precise timescales for monitoring and review may change due to the phased nature of the scheme. This will be discussed and agreed with LBTH during the RMAs for the respective development plots.

**Table 8.1: Plans and Timescales for TP Monitoring**

Action	Timescale
Baseline employee travel survey	Within six months of full occupation of the first non-residential building.
Tenants to produce WTP or TPS using the most recent travel survey data available	Following baseline surveys.
Future travel surveys	On 3rd and 5th year anniversaries from the date of full occupation of the first non-residential building.
Feedback to employees	Every six months
Undertake comprehensive strategic review of all aspects of the FTP (objectives, targets, action plan and monitoring programme) and make relevant updates.	Following six month, 3rd and 5th year travel surveys.

### Travel Surveys

- 8.7 The monitoring programme will begin with a baseline survey, to be undertaken within six months of full occupation of the first non-residential building. As discussed in **Chapter 4**, this will be



undertaken during the main operation hours of the Site on a single typical day during school term-time. The surveys will be promoted by the TPC to encourage a high response rate.

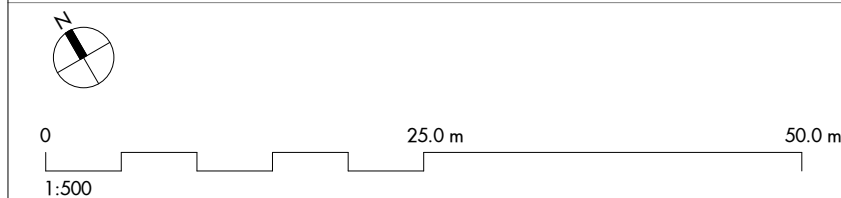
8.8 Following the baseline surveys, the targets will be reviewed and updated to reflect the actual mode splits. In the 3<sup>rd</sup> and 5<sup>th</sup> year, targets will then be reviewed against new surveys.

8.9 If the results of these surveys were to identify that any targets were not being met, a review of the outcomes will be discussed with LBTH. Following this process mitigation measures may be identified that will be implemented by the TPCs.

8.10 The surveys will consist of the following elements:

- **Site Management Questionnaire** – a self-completion questionnaire that will be issued to the site manager. It will request information regarding floor area, site area, number of deliveries and travel measures already in place.
- **Multi-modal count of all trips to and from the site** – a count of all people, vehicles and deliveries entering and leaving the site on a single day covering all entrances/exits.
- **Parking Counts** – record the number of parked cars, cycles and other vehicles on-site before the start, at the end and at regular intervals throughout the survey period.
- **Visitor surveys** – visitors to the site, including visitors to the serviced apartments, will be asked to give a brief interview of how they travelled to the site, including their home postcode.
- **Employee questionnaire** – employees will be asked to complete a questionnaire to show a one-day record of their journeys to and from work and any other trips undertaken during the day. The questions could include:
  - Time in and out of the site
  - Origin and destination postcodes
  - Main mode to work
  - Final mode to work
  - First mode out
  - Main mode out
  - Car parking location (if applicable, e.g. as part of a multi-modal journey)
  - Trips made during working hours including mode and timings.

## **Appendix 1 - Proposed Plans**



**Allies and Morrison LLP** North Quay Masterplan

85 Southwark Street  
London SE1 0XH

telephone 020 7921 0100  
facsimile 020 7921 0101  
email [studio@alliesandmorrison.com](mailto:studio@alliesandmorrison.com)

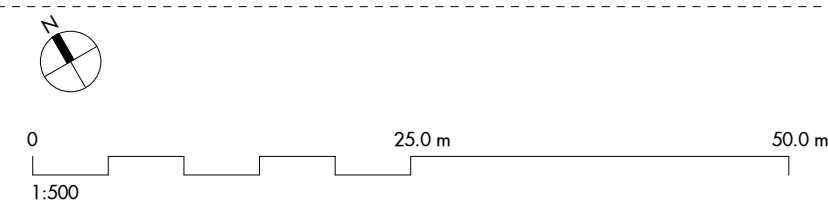
**INDICATIVE SCHEME GROUND FLOOR LEVEL  
GENERAL ARRANGEMENT**

19141-00-07-100

SCALE 1 : 500 @A1 1 : 1000 @A3

**PO**  
  
Revision





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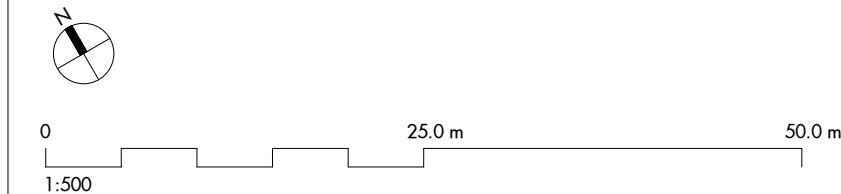
North Quay Masterplan

INDICATIVE SCHEME BASEMENT 1 LEVEL  
 GENERAL ARRANGEMENT  
 19141-00-07-099

SCALE: 1:500 @A1, 1:1000 @A3

Revision

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**Allies and Morrison LLP** North Quay Masterplan

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**INDICATIVE SCHEME BASEMENT 2 LEVEL  
GENERAL ARRANGEMENT**

19141-00-07-098

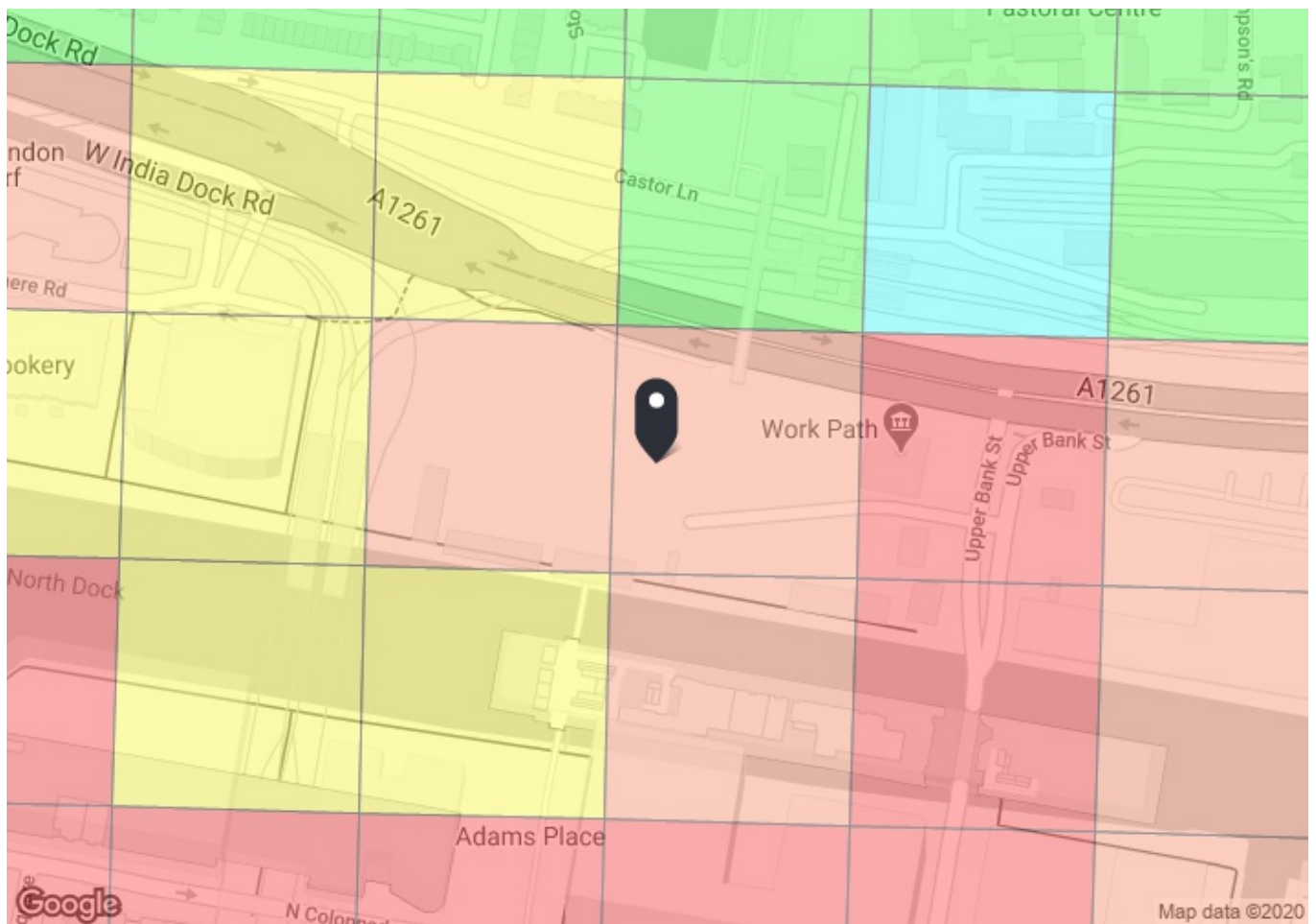
SCALE 1 : 500 @A1 1 : 1000 @A3

**PO**

Revision



## **Appendix 2 - PTAL Report**



### PTAL output for Base Year 5

Poplar, Poplar, London E14 0AF, UK  
Easting: 537615, Northing: 180539

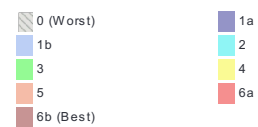
Grid Cell: 80889

Report generated: 12/03/2020

#### Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

#### Map key - PTAL



#### Map layers

 PTAL (cell size: 100m)

# Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	Canada Square Canary Wharf	D7	410.03	9	5.13	5.33	10.46	2.87	0.5	1.43
Bus	Canada Square Canary Wharf	135	410.03	6	5.13	7	12.13	2.47	0.5	1.24
Bus	Canada Square Canary Wharf	D8	410.03	5	5.13	8	13.13	2.29	0.5	1.14
Bus	Canada Square Canary Wharf	D3	410.03	6	5.13	7	12.13	2.47	0.5	1.24
Bus	Canada Square Canary Wharf	277	410.03	9	5.13	5.33	10.46	2.87	1	2.87
LUL	Poplar	'WWARSL-BANK'	250.48	7.5	3.13	4.75	7.88	3.81	1	3.81
LUL	Poplar	'BECKTON-TWRGWAY'	250.48	7.5	3.13	4.75	7.88	3.81	0.5	1.9
LUL	Poplar	'STRATF-LEWMSHAM'	250.48	5	3.13	6.75	9.88	3.04	0.5	1.52
LUL	Poplar	'CNRYWH-STRATF'	250.48	5	3.13	6.75	9.88	3.04	0.5	1.52
LUL	Canary Wharf	'LEWMSHAM-BANK'	503.47	15	6.29	2.75	9.04	3.32	0.5	1.66
LUL	Canary Wharf	'WembleyPark-Stratfo'	503.47	3.67	6.29	8.92	15.22	1.97	0.5	0.99
LUL	Canary Wharf	'Stratford-Willesden'	503.47	4.33	6.29	7.68	13.97	2.15	0.5	1.07
LUL	Canary Wharf	'Stanmore-Stratford'	503.47	17.65	6.29	2.45	8.74	3.43	0.5	1.72
Total Grid Cell AI:										22.11