Interland Group

Panda House,
628–634 Commercial Road
Transport Statement

April 2019

transport planning practice

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1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been appointed by Interland Group to provide transport consultancy services in respect to the proposed redevelopment of Panda House, Commercial Lane.

1.2 Background

1.2.1 The application site comprises a four story building (including lower ground floor), known as Panda House at 628 – 634 Commercial Road, in the London Borough of Tower Hamlets. The site is bound to the north by Commercial Road which forms part of the Transport for London Road Network (i.e. Red Route), Island Row to the east, and Mill Place to the south and west.

1.2.2 The current building use is a hostel operated by Via Hostel aimed at youth and backpackers, which is a sui-generis use class. The existing hostel provides 263 bed spaces in a mixture of 2 / 3 bed rooms or multi-bed dormitories.

1.2.3 The proposal is to demolish the existing hostel and the erection of a 7 storey building to house a mix use accommodation comprising of a 31 bedroom hostel for short term lets and house in multiple occupation (HMO) accommodation consisting of 78 bedrooms. A total of 181 bed spaces will be provided.

1.2.4 A previous application (reference PA/11/02315) was granted for a 5 storey 74 bedroom hostel in 2012 but was not implemented.

1.2.5 The remained of the report will be set out as follows:

- **Chapter 2: Existing transport conditions –** Sets out a summary of the existing transport conditions and local amenities
- **Chapter 3: Policy context –** Provides a summary of the local and national transport policies against which the proposals will be assessed
- **Chapter 4: Proposed development** – Outlines the development proposals including car and cycle parking provision, refuse and servicing arrangements
- **Chapter 5: Trip generation** – Outlines how the trip generation for the existing and proposed development will be assessed.

- **Chapter 6: Summary and conclusions** – Provide a summary and presents the conclusion of the report.

2 EXISTING TRANSPORT CONDITIONS

2.1 Existing site location and use

2.1.1 The existing site comprises of a 4 storey Via Hostel (sui-generis land use) and has a gross internal area (GIA) of 1,596m^2 providing 263 bed spaces in 52 rooms, in a mixture of 2 / 3 bed rooms and multi-bed dormitories. The on-site facilities include secure lockers, a canteen areas which serves a continental breakfast in the morning, and a lounge area with TV.

2.1.2 The site currently does not provide any formal on-site car or cycle parking, although informal parking of one or two vehicles occasionally takes place on the site. The main entrance to the site is located on Island Row.

2.2 Site accessibility

PTAL Assessment

2.2.1 The TfL WebCAT online PTAL assessment tool shows that the site has a PTAL rating of 6a indicating 'excellent' accessibility as the site is located in close proximity to the Limehouse DLR station and bus stops.

2.3 Walking

2.3.1 Pedestrian access to Panda House is from the public footway on Island Row at ground level. A public footway exists around the site, along Commercial Road, Island Row and Mill Place. The footway is of sufficient width and has tactile paving, dropped kerbs and has street lighting to aid pedestrians.

2.3.2 There are three controlled pedestrian crossings in close proximity of the site, being located on Commercial Road, 55m west of the site at the junction with Lowell Street, 310m west of the site at the junction with Branch Road and 180m to the east in close proximity to the junction with Salmon Lane.

2.4 Cycling

2.4.1 The local cycle network can be seen in Figure 1. The site is well connected to planned cycle routes. Cycle Superhighway 3 (CS3) is located in close vicinity to the site on Narrow Street. CS3 runs from Tower Hill to Lancaster Gate and carries on further east via Cable Street.

2.4.2 National Cycle Route 1 (NCN1) is also in close vicinity to the site and runs through Salmon Lane from Canary Wharf to the Olympic Park and Stratford.

2.4.3 There are 2012 Olympic Games Walking and Cycling routes that pass in close proximity to the site and along Regents Canal. The routes connect northwards towards Stratford and Regents Bow and westwards to the Tower of London.

2.4.4 There are two TfL cycle hire docking stations located near the site. The closest is located on Flamborough Street located approximately 3 – 4 minutes walk away (walking speeds calculated by 80/100m per minute) and has 21 bike stands on Salmon Lane located 3 – 4 minutes walk away and has 22 bikes stands.

2.5 Bus Services

2.5.1 The site is serviced by 4 bus routes that are accessible via bus stops located on Commercial Road. A local bus Spider Map can be seen in Figure 2. The closest bus stop to the site is located directly outside the site on Commercial Road. Another stop is located 30m westwards on the opposite side of Commercial Road while Salmon Lane bus stop is located 1 minutes' walk eastwards on the northern side of Commercial Road. Local bus services are summarised in Table 2.1.

Table 2.1 - Summary of local bus services

Service number	Direction	AM Peak (08:00 - 09:00)	PM Peak (17:00 - 18:00)
D3	Bonner Road to Leamouth/Orchard Place	6	6
	Leamouth/Orchard Place to Bonner Road	5	5
15	Blackwall Station to Charing Cross Station	8	8
	Charing Cross Station to Blackwall Station	6	8
115	East Ham to Aldgate Station	7	7
	Aldgate Station to East Ham	7	7
135	Crossharbour Asda to Moorfields Eye Hospital	6	6
	Moorfields Eye Hospital to Crossharbour Asda	5	5

2.6 Docklands Light Railway

2.6.1 The site is situated approximately 5 – 7 minutes walk from Limehouse Dockland Light Railway (DLR) and National Rail Interchange Station. This station is accessible via pedestrian footpaths along Commercial Road. Limehouse Station provides DLR services from Bank, Tower Gateway, Lewisham and Woolwich Arsenal. A summary of DLR services from Limehouse can be seen in Table 2.2.

Table 2.2 - Summary of DLR services from Limehouse

Destination	AM Peak (08:00 - 09:00)	PM Peak (17:00 - 18:00)
Bank	22	22
Woolwich Arsenal	7	7
Lewisham	15	15
Tower Gateway	8	8

2.7 National rail

2.7.1 Limehouse Station is serviced by c2c National Rail Trains. Limehouse provides services to Southend, Shoeburyness, Grays and London Frenchurch Street. There is approximately 8 services eastwards towards Shoeburyness and 19 services westwards towards London Frenchurch Street in the AM Peak and 19 services towards Shoeburyness and 8 services towards London Frenchurch Street in the PM peak.

2.8 Local Highway Network

2.8.1 Commercial Road (A13) is located to the north of the site and is a two-way single carriage road. The road is approximately 16m wide, lit and is subject to a 30mph speed limit. It forms part of the Transport for London Road Network and is a designated 'Red Route' which enforces a strict no stopping rule at all times in areas with a double red line, which are present outside the site.

2.8.2 Mill Place to the west and south of the site is a 20mph one-way road which is approximately 5m wide. Mill Place joins Island Row to the east of the site and operates a clockwise one-way system with Mill Place to Commercial Road. Island Row is also subject to a 20mph speed limit, well-lit and is approximately 5m wide.

2.8.3 There is on street resident parking bays on both Mill Place and Island Row, including one disabled parking bay on Island Row. The site is located in a

Controlled Parking Zone (CPZ) 'Zone 4' which operates between 08:00 and 17:30 Monday to Friday.

2.9 Parking Stress Surveys

2.9.1 A parking stress survey has previously been carried out by Odyssey Markides LLP (transport planning consultants) on Thursday 29th January 2015 to identify spare on-street waiting capacity. The survey was undertaken at 04:30 when parking is likely to be highest and between 07:00 to 11:00 when servicing is likely to occur.

2.9.2 The results indicated that resident permit parking bays on the road surrounding the site were on average 72% occupied across the study period between 07:00 and 11:00, with 85% occupied at 04:30. The disabled bay on Island Row was unused during the two study periods. The survey also indicated that there is significant scope to load and unload on single yellow lines. This indicates that Mill Place and Island Row are suitable for pick-up/drop-off activity or for servicing and refuse collection.

3 POLICY CONTEXT

3.1 National Policy

National Planning Policy Framework 2019 (NPPF)

3.1.1 The updated NPPF is revised from the original in 2012, was released in 2019. The document focuses on increasing the delivery of new housing and achieving high quality design.

3.1.2 Chapter 9 '*Promoting sustainable transport'* highlights that transport issues should be considered at the earliest stages development proposals, which include:

- The potential development impacts on the transport network
- The opportunities arising from transport infrastructure and ensuring changing transport technology are capitalised on
- Opportunities to promote walking, cycling and public transport are identified and realised
- Identify and take into account the environmental impacts of traffic and transport infrastructure, which includes capitalising on opportunities to avoid and mitigate any adverse effects
- Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality spaces

3.2 The London Plan (2016)

3.2.1 The London Plan provides the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for development in London over the next 20 – 25 years.

3.2.2 Policy 6.1 'Strategic Approach' aims to encourage patterns of transport that reduce the need to travel, especially by car and improve capacity and accessibility of walking, cycling and public transport with emphasis on areas with high demand.

3.2.3 Policy 6.3 'Assessing Effects of Development on Transport Capacity' states that development proposals should ensure impacts on travel capacity and the transport network are fully assessed and cumulative development impacts are taken into account.

3.2.4 Policy 6.7 'Better Streets and Surface Transport' states that developments should ensure good access to and within areas served by networks both now and in the future and ensure direct secure, accessible and pleasant walking routes.

3.2.5 Policy 6.9 'Cycling' sets out that developments should provide secure, integrated and accessible cycle parking in line with minimum standards and provide on-site changing facilities and showers for cyclists.

3.2.6 Policy 6.13 'Parking' sets out the maximum parking standards for developments. In addition developments should ensure parking for disabled people, minimum cycle parking standards are met and provide for the needs of businesses with regards delivery and servicing. Cycle parking for Sui Generis land use is as per most relevant other standard.

3.2.7 For non-residential developments with no car parking, a car parking bay designated for Blue Badge holders should be provided, even if no general parking is provided.

3.3 The Draft London Plan (2018)

3.3.1 The Draft London Plan will be implemented in 2019 and aims to make effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes and ensure that any impacts on London's transport network are mitigated. Most transport policies in the Draft London Plan help reinforce those implemented in the current London Plan.

3.3.2 Policy T2 'Healthy Streets' states that development proposals should demonstrate how they will deliver improvements to support the 10 Health Streets indicators, reduce dominance of vehicles on London's streets whether stationary or moving and be permeable by foot and cycle to connect to local walking, cycling and public transport networks.

3.3.3 Policy T5 'Cycling' states that cycle parking for the land use Sui Generis or propose building share living accommodation should be taken at the same standards for land use C3 studio. Development proposals should also

demonstrate how cycle parking facilities cater for larger and adapted bikes for disabled users.

3.3.4 Policy T6.5 'Non-residential disabled persons parking' states that all non-residential developments should provide one on/off street disabled persons parking bay.

3.4 Local Policy

Core Strategy, Development Plan Document (2010)

3.4.1 The Local Plan consists of the Core Strategy and the Managing Development Document and was adopted in 2010. The key objective is to ensure everyone has safe and convenient access to jobs, services and facilities. Spatial Policy 08 seeks to ensure that capacity of public transport networks can meet current and future demand.

3.4.2 The plan also aims to increase sustainable freight and waste transportation by maximising movements away from strategic road networks. This will make it simpler to deliver safe, attractive and accessible network of street and space to make it easier for people to move by foot and bike.

Managing Development Document, Development Plan Document (2013)

3.4.3 The Development Plan compliments the Local Plan in identifying areas in which proposed developments can meet the targets and requirements set out by the Local Plan.

3.4.4 Policy DM20 'Supporting a Sustainable Transport Network' states that developments should demonstrate it is properly integrated with the transport network with no unacceptable impacts on capacity and safety on the transport networks. Developments should be located appropriately depending on size and scale, with developments generating high trips being located in the town centres.

3.4.5 Policy DM21 'Sustainable Transportation of Freight' requires developments that generate a high amount vehicle trips during construction and for servicing to demonstrate how impacts on the transport network and on amenity will be avoided, movement by low-emissions/electric vehicles and bicycles are prioritised and goods vehicles are accommodated on site.

3.4.6 Policy DM22 'Parking' sets out the parking standards for new developments. Due to the car free nature of the site, car parking standards are not relevant. New developments should aim to

- Become permit-free if the development is located with good public transport conditions or the area has good on-street parking stress
- Priorities any sustainable approach to street parking which includes securing provision for electric charging points in parking bays or electric vehicles
- Ensure provision for cyclists by meeting minimum cycle parking standards and where suitable provide land or contributions towards public accessible shared cycle schemes and docking stations
- Minimum cycle parking standards for sui generis uses are considered on a case-by-case basis
- Accessible car parking minimum standards for developments without off-street parking require 1 disabled car parking space on-site or demonstrate how a disabled person can park safely and access the site safely

The New Local Plan (2017)

3.4.7 The Draft Tower Hamlets New Local Plan aims to manage growth to 2031. The plan has been submitted for consultation in 2017 but the date of implementation is currently unknown.

3.4.8 Tower Hamlets is currently well integrated into the sustainable transport system but growing populations will create further pressure on these systems. To help mitigate these challenges the New Local Plan has multiple draft policies that should be considered, many of which reinforce those implemented in the current Local Plan and Managing Development Document. This includes policies TR2 'Assessing the impact on the Transport Network' and policy TR4 'Sustainable Transportation of Freight'.

3.4.9 Draft parking standards outlined in policy TR3 'Parking and Permit-Free' have been repeated from the previous plan. The policy states that developments are required to provide adequate delivery and servicing spaces within the site to encourage shared servicing arrangements and timings of deliveries.

4 PROPOSED DEVELOPMENT

4.1.1 The proposals are to demolish the existing hostel at 628-634 Commercial Road and construct a new 7 storey accommodation to house a mix use accommodation comprising of a 31 bedroom hostel for short term lets and HMO accommodation consisting of 78 bedrooms for residents expected to stay for periods up to three months. A total of 181 bed spaces will be provided in the rooms proposed. Both elements of the scheme are considered to be sui generis class uses.

4.2 Access

4.2.1 The main pedestrian entrance is located at the front of the site off Commercial Road. This entrance is expected to be used as the principle means of access for guest and any staff of the hostel and the HMO uses. The two side entrances located on the eastern side of the building on Island Row and two on the western side on Mill Place are emergency fire escape accesses.

4.3 Cycle Parking

4.3.1 Cycle parking provision for uses considered to be sui generis will be considered on a case-by-case basis according to local policy. The London Plan states standards should be based as per the most relevant other standard. For the hostel and large HMO uses the C1 (hotel) standard is considered appropriate given that the guests will not be long term residents and so they are unlikely to arrive at the development with a bicycle. Notwithstanding this the cycle parking provision is proposed to be uplifted to allow for and encourage visitors with cycles. The proposed cycle parking is set out in Table 4.1. The total minimum cycle parking requirement is 8 spaces, however this provision has been doubled to 16. The secure cycle parking provision will be provided in a store situated in the lower ground floor. Access for bicycles will be via one lift in the central core which will be sized to accommodate bicycles.

Table 4.1 - Cycle parking requirements and provision for the proposed hostel

Land Use (sui generis)	Comparable land use	Long Stay	Short Stay	Bedroom no.	Min. requirement		Provision	
					Long Stay	Short Stay	Long Stay	Short Stay
Hostel and HMO	C1 (hotel)	1 space per 20 bedrooms	1 space per 50 bedrooms	109	6	2	12	4

4.4 Car Parking

4.4.1 The proposed development will provide one disabled parking space located within the site accessed from Mill Place to the south of the site. Based on the experience of the developer in operating hostels, they consider that one disabled parking spaces is adequate to meet the infrequent requirement for disabled parking from guests. The swept path of a large car using the disabled parking space is shown in drawing no. 31143/AC/005.

4.4.2 The overall on-street parking provision will remain as per the existing situation, although as part of the development proposals the parking spaces will be altered to reflect the arrangement shown in drawing no. 31143/AC/004 which is described below:

- one of the three bays on Island Row will be removed to better allow for on-street servicing of the development at the northern end of Island Row;
- the parking bay on Mill Place (western section) will be extended to 20m to facilitate an additional car parking which will offset the remove space on Island Row; and
- the parking bay on Mill Place (southern section) will be moved west to facilitate access to the off-street disabled parking bay.

4.4.3 Guests at the hostel and the HMO accommodation are not expected to be eligible to apply for on-street parking permits, and the nature of the accommodation is unlikely to result in many visitors to the people staying at the accommodation, esp. visitors arriving by car given its excellent access to public transport. Consequently, the development proposal is unlikely to result in an adverse impact on current parking bay use.

4.5 Deliveries and Servicing

4.5.1 The existing hostel is serviced on-street for both deliveries and refuse collections. A log of existing deliveries was undertaken at the Via Hostel over a 5 day period in February 2019. This indicated that typically there were 2 - 3 deliveries per day with the majority of these being take-away food or linen deliveries (i.e. for the collection of used linen and delivery of clean linen). The delivery log indicated that the linen deliveries took place in vans, rather than

large lorries, and similar arrangement will be agreed for the proposed development to avoid large lorries using the narrow roads around the site.

4.5.2 The delivery pattern of the existing hostel is likely to be similar to that of the proposed development. As such to assess the likely future demand the existing no. of deliveries could be pro-ratad based on the no. of beds, which decreases from 263 to 181 i.e. 31%. However, to be robust, it will be presumed the number of delivery trips will remain as per the existing situation, rather than decreasing.

4.5.3 Deliveries would take place on-street as per the existing situation with the most likely area where vehicles unload being the northern end of Island Row, where a vehicle bay has been relocated to better facilitate deliveries by a range of delivery vehicles. This is shown in drawing no. 31143/AC/004.

4.5.4 Given the roads are relatively narrow the management of the hostel and HMO will be required to liaise with suppliers to ensure that appropriately sized vehicles (i.e. up to 8m long) are used when undertaking regular deliveries such as linen laundry services, cleaning supplies and vending machine supplies.

4.6 Refuse Collection

4.6.1 Access to the basement refuse store is provided by a platform lift provided externally along the eastern wall of the proposed building. The platform lift will be used to transfer the waste bins between ground level and the basement bin store where the platform lift is located.

4.6.2 Refuse vehicles will park along at the northern end of Island Row with the rear of the vehicle being within 10m from the platform lift.

5 TRIP GENERATION

5.1.1 This section sets out the trip generation assessment of the existing and proposed use at the site:

5.2 Existing trip generation

5.2.1 In order to establish the likely level of trips associated with the sites permitted use, the TRICS database has been reviewed for comparable sites for the Institutional Hostel land use. The site that has been selected as comparable is displayed in Table 5.1.

Table 5.1 - Selected hostel site

Site reference	Site Name	Site location	Survey date	Number of residence
ME-03-E-01	YMCA Hostel	Leeds Street, Merseyside	09/09/2010	70

5.2.2 The site has been used to calculate the total person trips per bed space which has then been used Table 5.2 to assess the total person trips during the weekday morning and evening peak hour periods. The existing hostel provides 263 bed spaces in 52 rooms/dormitories. The TRICS data output is provided in Appendix A.

Table 5.2 - Existing 263 bed space hostel - Total people trips

Period	Arrivals		Departures		Total	
	Trip rate per bedspace	Total Trips	Trip rates per bedspace	Total Trips	Trip rates per bedspace	Total Trips
Weekday AM Peak	0.229	60	0.243	64	0.472	124
Weekday PM Peak	0.171	45	0.243	64	0.414	109

5.2.3 The existing Via Hostel currently generates a total of 124 and 109 total people trips in the weekday AM and PM peak hour periods, respectively.

5.3 Proposed trip generation

5.3.1 The same survey site from TRICS has been used to generate the total people trip rates per bed space for the proposed hostel and HMO accommodation. Table 5.3 sets out the total person trips during the weekday AM and PM peak hour periods

for the new hostel and HMO accommodation, which provide a total of 181 bed spaces.

Table 5.3 - Proposed 181 bed space hostel and HMO accommodation - total people trips

Period	Arrivals		Departures		Total	
	Trip rate per bed space	Total Trips	Trip rates per bed space	Total Trips	Trip rates per bed space	Total Trips
Weekday AM Peak	0.229	41	0.243	42	0.472	85
Weekday PM Peak	0.171	31	0.243	44	0.414	75

5.3.2 The proposed hostel is expected to generate approximately 85 and 75 total people trips in the weekday AM and PM peak hours, respectively.

5.4 Impact Assessment

5.4.1 Based on the trip generation assessment above, the proposed hostel and HMO accommodation would be expected to generate significantly less trips than the existing hostel due to the decrease in the total number of bed spaces. However, in practice the new development is expected to provide modern facilities in less cramped sleeping arrangements (i.e. no bunk beds) and as such is hoped to have a high occupancy rates. Hence, the occupancy rates of the new facilities are expected to be typically higher than the existing facility and so the difference in potential total trips is likely to be small.

5.4.2 This means that the development proposal will not lead to a significant change in person trips and any arising adverse impact on the local transport network. As with the existing hostel, trips to and from the site will largely be via sustainable modes.

5.4.3 Unlike the existing hostel, the proposed development will provide secure and covered cycle parking for guests and staff, as well as visitor cycle parking. These facilities will be promoted in the hostel and HMO's marketing material which will encourage guests to make use of the storage facilities and therefore travel sustainably.

6 SUMMARY AND CONCLUSION

6.1.1 Transport Planning Practice (TPP) has been commissioned by Interland Group to provide transport planning advice in support of the proposed redevelopment of the Via Hostel at Panda House, 628 – 634 Commercial Road.

6.1.2 The site is located along Commercial Road, and is comprised of a four storey Via Hostel which provides 263 bed spaces in 52 rooms. The proposal is to demolish the existing hostel and construct a seven story building with a single story basement to provide 181 bed spaces in a 31 room hostel and 78 room HMO accommodation.

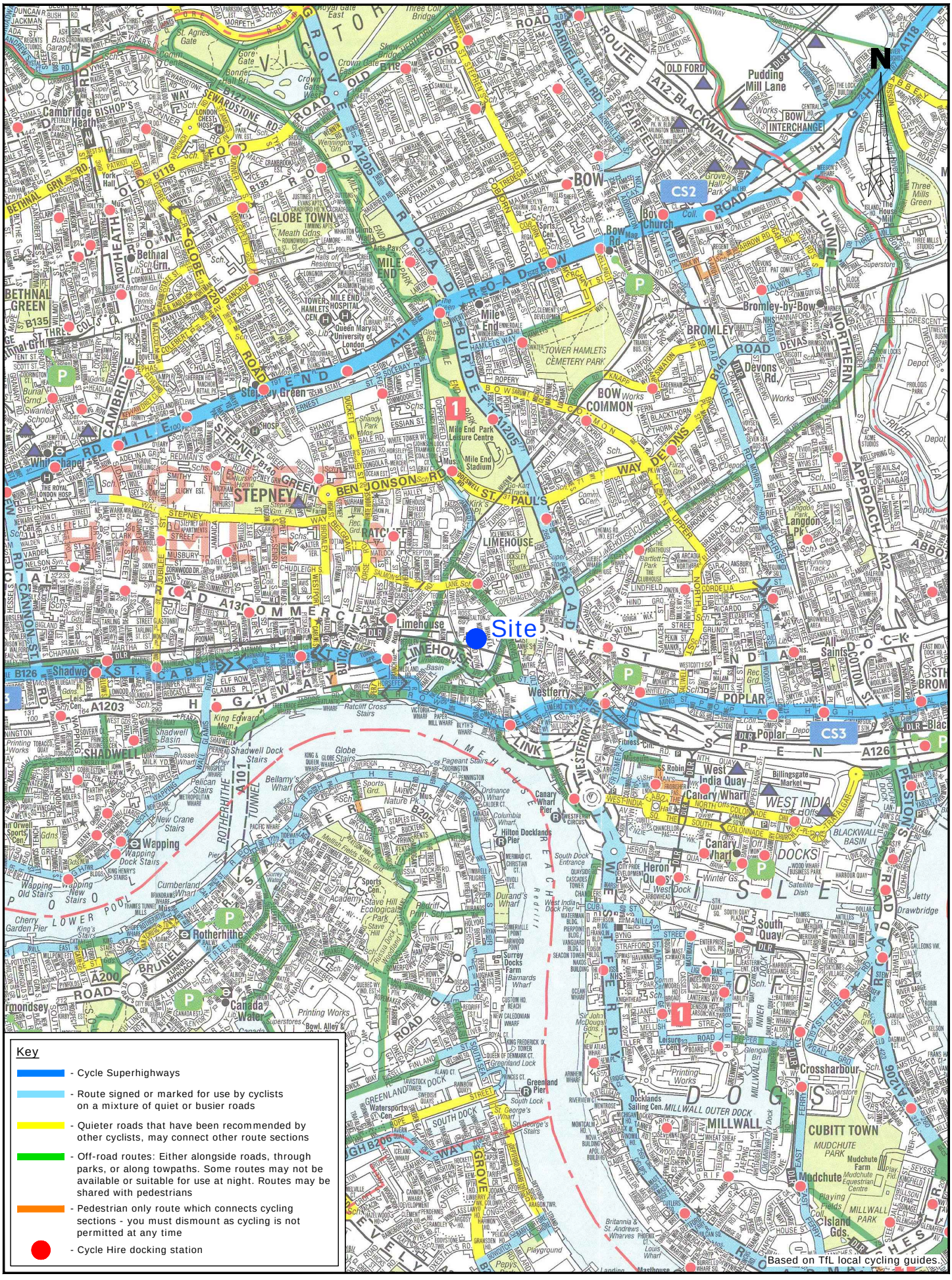
6.1.3 The PTAL assessment indicates that the site has a PTAL rating of 6a. This indicates that the site has excellent level of accessibility to public transport.

6.1.4 The development will provide 12 secure and covered long stay cycle parking spaces for guests and staff, together with four visitor spaces. In the absence of specific cycle parking standards for the proposed sui genius uses, the standards for the closest comparable uses have been considered and in this case a C3 - hotel use is very similar. However, the minimum provision for a hotel use has in the case of this proposal been doubled i.e. a total of 16 spaces are provided rather than the minimum of 8 spaces.

6.1.5 A Delivery and Servicing Management Plan has been prepared for the proposed development which sets out how delivery and servicing activities will be accommodated and the mitigation measures which will limit the impacts on the local highway network. The number of deliveries to the proposed development is expected to be similar to that of the existing hostel, with the main deliveries being associated with linen, vending machine supplies and deliveries ordered by residents e.g. take away meals.

6.1.6 The trip generation assessment demonstrates that the larger development may not generate any increase in trips from the site above the existing hostel. This is due to the lower number of bed spaces at the proposed hostel. As such the development proposals are not considered to have an impact on the local transport network.

Figures



T:\30000_Projects\31143 Panda House, Commercial Road\ACAD\003.dwg

Local cycle network

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
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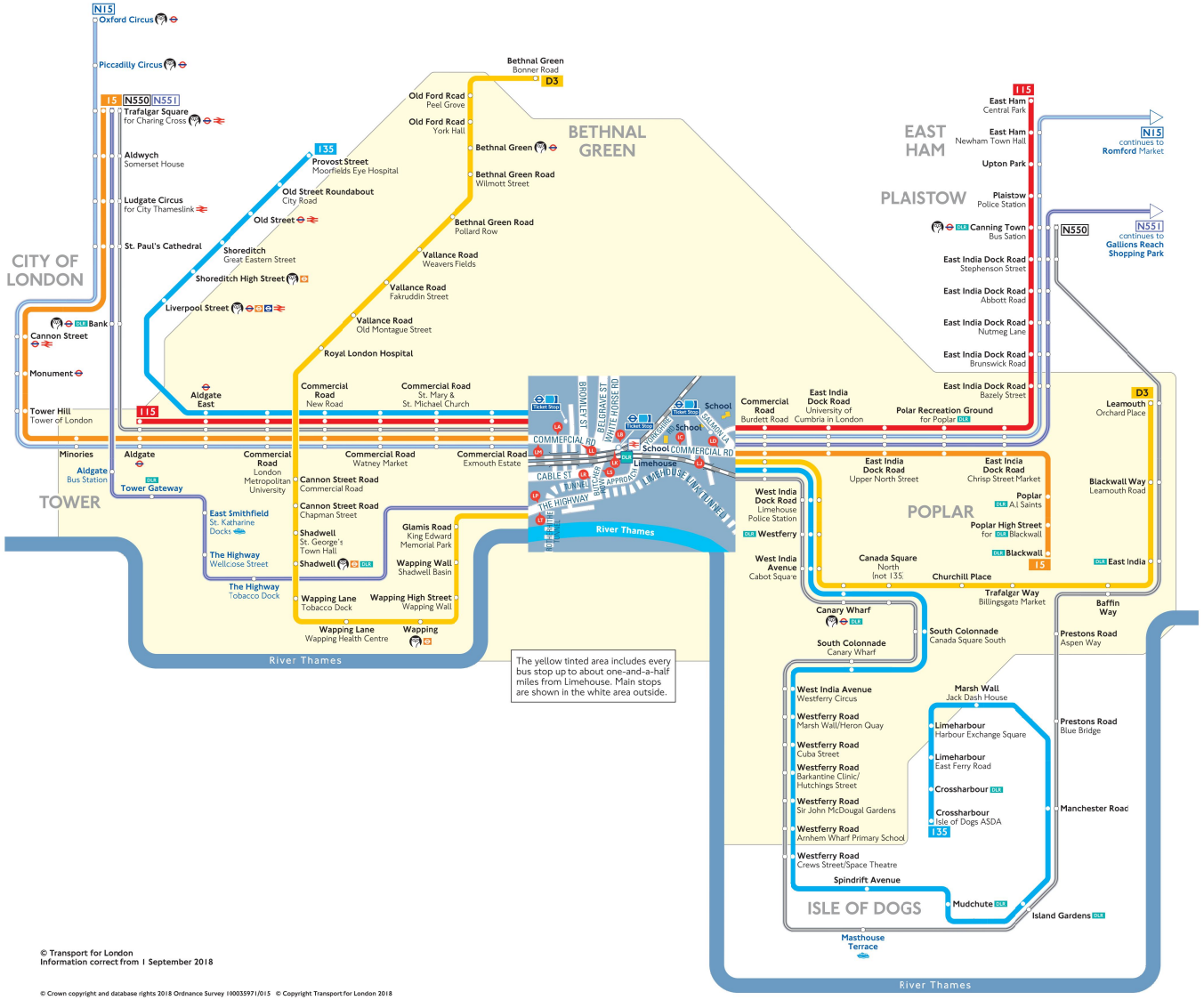
w: www.tppweb.co.uk

Figure 1

Buses from Limehouse



Route finder

Bus route	Towards	Bus stops
15	Blackwall	LA LB LC LD
	Trafalgar Square	LJ LK LL LN
115	Aldgate	LJ LK LL LN
	East Ham	LA LB LC LD
135	Crossharbour	LA LB LC LD
	Old Street	LJ LK LL LN
D3	Bethnal Green	LJ LK LS LT
	Leamouth	LB LC LD LP LR

Night buses

Bus route	Towards	Bus stops
N15	Oxford Circus	LJ LK LL LN
	Romford	LA LB LC LD
N550	Canning Town	LA LB LC LD
	Trafalgar Square	LJ LK LL LN
N551	Gallions Reach	LB LC LD LP LR
	Trafalgar Square	LJ LK LS LT

Key

15	Day buses in black
N15	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
DLR	Connections with DLR
	Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

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

Sign up for an online account to top up online and see your travel history and spending.

Based on TfL bus route maps.

T:\30000_Projects\31143 Panda House, Commercial Road\ACAD\006.dwg

Local bus network

Figure 2

TPP transport planning practice
70 Cowcross Street
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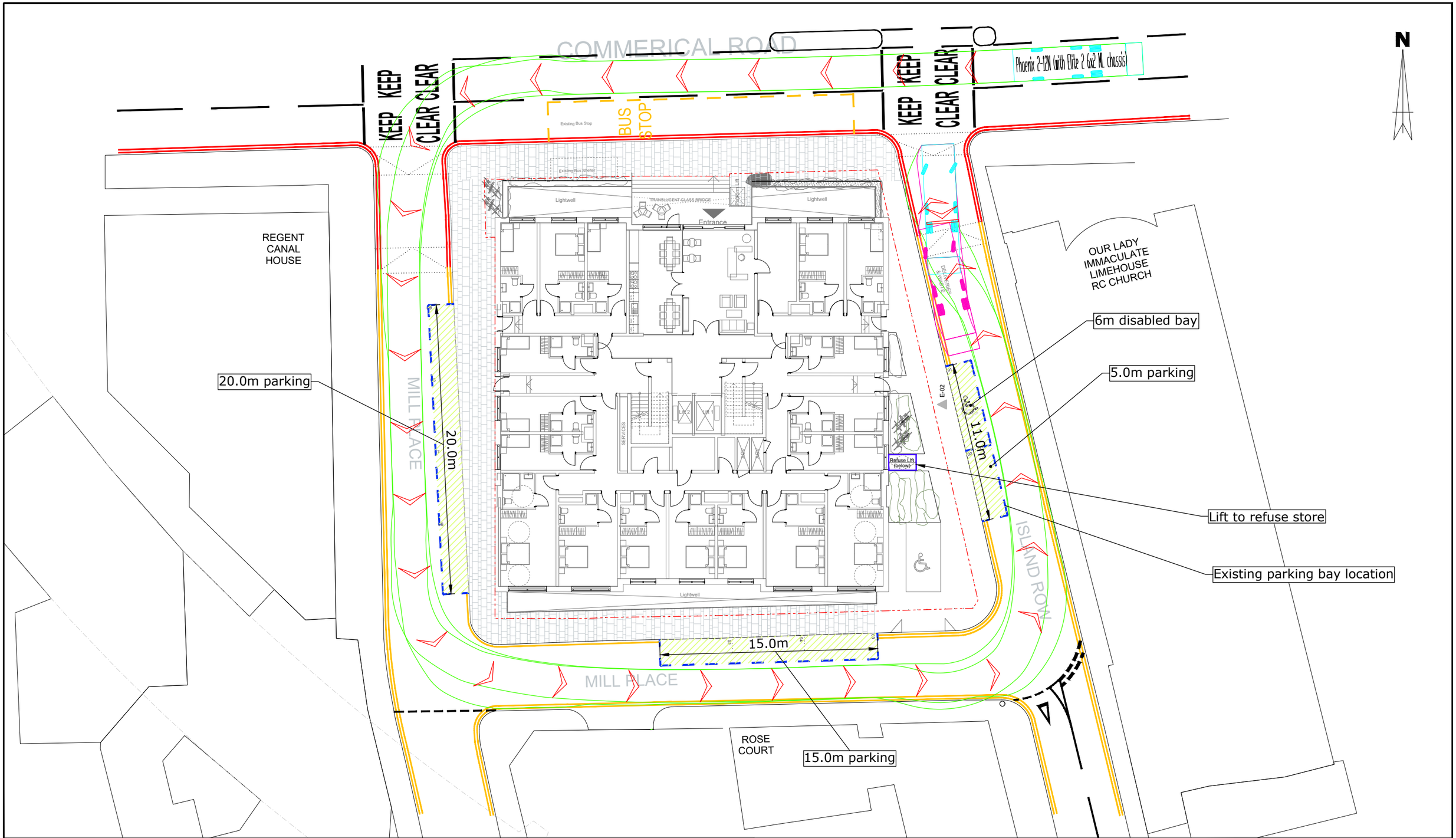
Drawings



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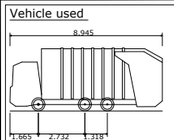
Vehicle used



Phoenix 2-12N (with Elite 2 6x2 ML chassis)	
Overall Length	8.945m
Overall Width	2.230m
Overall Body Height	3.699m
Min Body Ground Clearance	0.251m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

This drawing has been prepared for planning purposes and should not be used for construction.

Based on drawing number 189-CDA-A2-00-DR-A-05-0100-REV 04-GROUND FLOOR PLAN. TPP REF - IN_15.

628 - 634 COMMERCIAL ROAD

Swept path analysis of 9m refuse vehicle circulating Mill Place and Island Row

TRANSPORT PLANNING PRACTICE

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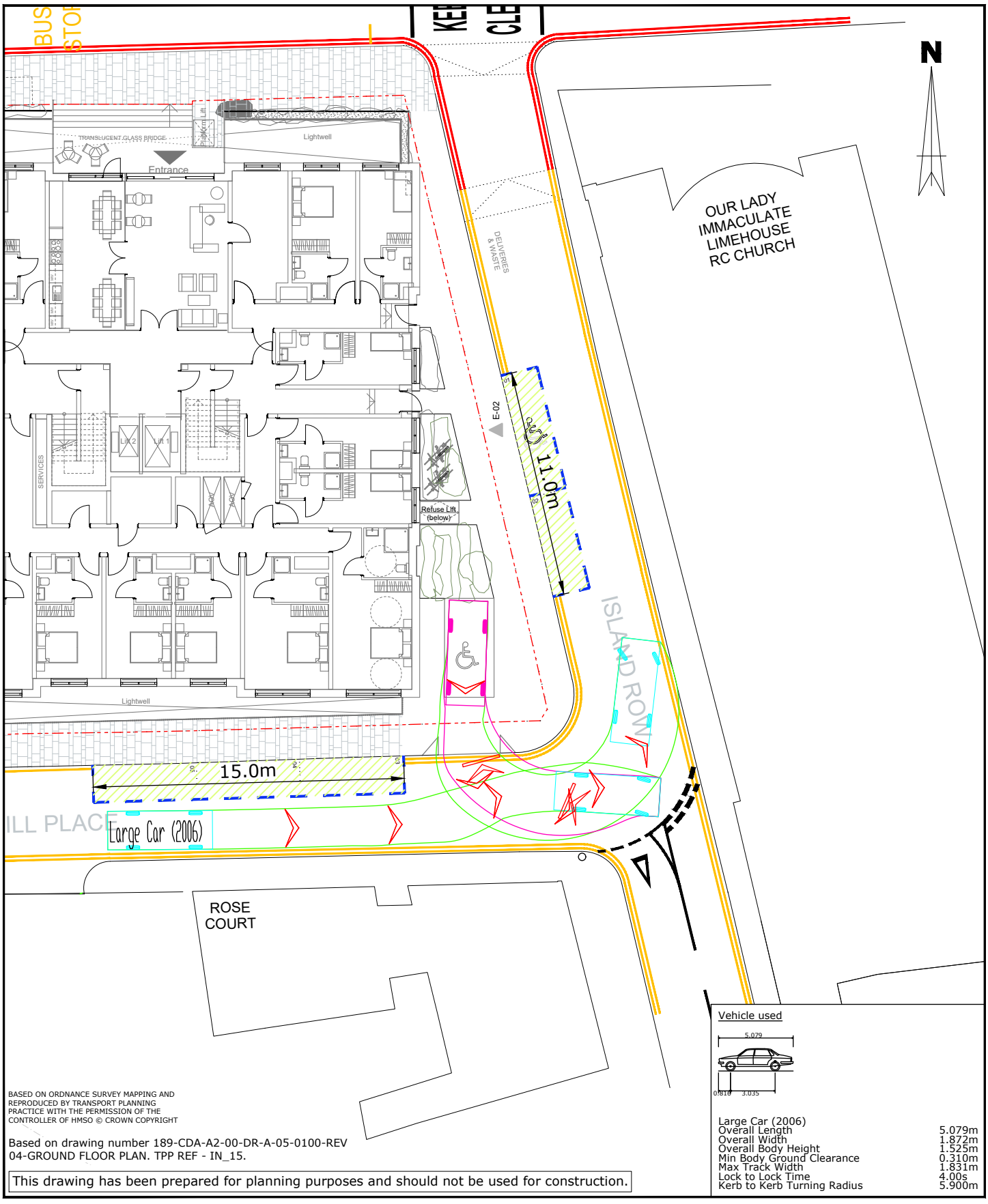
TPP transport planning practice

SCALE @ A3	DATE	DRAWN BY	CHECKED	DRAWING NUMBER	REV
1:250 (0 2.5 5m)	12/03/19	LD	REV	31143/AC/004	-



BASED ON ORDNANCE SURVEY MAPPING AND REPRODUCED BY TRANSPORT PLANNING PRACTICE WITH THE PERMISSION OF THE CONTROLLER OF HMSO © CROWN COPYRIGHT

Based on drawing number 189-CDA-A2-00-DR-A-05-0100-REV 04-GROUND FLOOR PLAN. TPP REF - IN_15.

This drawing has been prepared for planning purposes and should not be used for construction.

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

628 - 634 COMMERCIAL ROAD

Swept path analysis of large car accessing disabled parking bay

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
London, EC1M 6EL

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TPP transport planning practice

SCALE @ A4	DATE	DRAWN BY	CHECKED	DRAWING NUMBER	REV
1:250 (0 2.5 5m)	12/03/19	LD	CVR	31143/AC/005	-

T:\30000_Projects\31143 Panda House, Commercial Road\ACAD\004 - 005.dwg

Appendix A

TRICS Output

TRICS 7.5.4
Trip Rate P Number of residents

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category E - INSTITUTIONAL HOSTELS
MULTI-MODAL VEHICLES

Selected regions and areas:
8 NORTH WEST
MS MERSEYSIC 1 days
This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter: Number of residents
Actual Ran 70 to 70 (units:)
Range Sele 70 to 105 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/10 to 09/09/10

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Thursday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 1 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 1
Suburban A 0
Edge of To 0
Neighbourl 0
Free Stand 0
Not Known 0
This data d Edge of To Suburban , Neighbourhood Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 1
Developme 0
Residential 0
Retail Zone 0
Built-Up Zc 0
Village 0
Out of Tow 0
High Street 0
No Sub Cat 0
This data d Industrial ; Developm Residential Zon Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
Sui Generis 1 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
20,001 to 2 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
500,001 or 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
No 1 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Pr 1 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters
1 MS-03-E-0: YMCA MERSEYSIDE
LEEDS STREET

LIVERPOOL
Edge of Town Centre
Commercial Zone
Total Number of reside 70
Survey dat THURSDAY 09/09/2010 Survey Typ MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/E - INSTITUTIONAL HOSTELS
Calculation Factor: 1 RESIDE
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	70	0.229	1	70	0.1	1	70	0.329
08:00-09:0	1	70	0.229	1	70	0.243	1	70	0.472
09:00-10:0	1	70	0.271	1	70	0.1	1	70	0.371
10:00-11:0	1	70	0.286	1	70	0.214	1	70	0.5
11:00-12:0	1	70	0.214	1	70	0.114	1	70	0.328
12:00-13:0	1	70	0.329	1	70	0.257	1	70	0.586
13:00-14:0	1	70	0.143	1	70	0.214	1	70	0.357
14:00-15:0	1	70	0.171	1	70	0.257	1	70	0.428
15:00-16:0	1	70	0.143	1	70	0.271	1	70	0.414
16:00-17:0	1	70	0.3	1	70	0.414	1	70	0.714
17:00-18:0	1	70	0.171	1	70	0.243	1	70	0.414
18:00-19:0	1	70	0.1	1	70	0.029	1	70	0.129
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.586			2.456			5.042

Parameter summary

Trip rate pa 70 - 70 (units:)
Survey dat 01/01/10 - 09/09/10
Number of 1
Number of 0
Number of 0
Surveys au 0
Surveys ma 0
This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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