

Interland Group

Panda House,
628–634 Commercial Road
Travel Plan

April 2019

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1 INTRODUCTION

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

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 This Travel Plan has been prepared in accordance with Transport for London's (TfL) Travel Plan guidance to support the development proposals. The remainder of this report comprises of the following structure:

- **Section 2: Site accessibility** – Describes the accessibility of the site by range of different transport modes.
- **Section 3: Travel Plan Aims and Objectives** – Outlines how travel planning for the site will be managed by the Sustainable Travel Manager and Travel Plan Coordinators and how the Travel Plan will be secured.
- **Section 4: Travel Plan Measures** – Sets out the proposed measures to encourage future occupants and delivery companies servicing the site to travel using sustainable modes.
- **Section 5: Indicative Travel Mode Split** – Sets out the proposed modal split for the site.

- **Section 6: Targeting and Monitoring** – Outlines the method for setting targets and monitoring the progress of the Travel Plan.
- **Section 7: Securing the Travel Plan and Funding** – Sets out how the Travel Plan will be secured and funded.
- **Section 6: Action Plan** – Provides an action plan for implementing a Travel Plan.

2 SITE ACCESSIBILITY

2.1 Pedestrian access

- 2.1.1 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.
- 2.1.2 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.

2.2 Cycling

- 2.2.1 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.
- 2.2.2 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.
- 2.2.3 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.
- 2.2.4 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.

2.3 Public Transport

Public Transport Accessibility Level (PTAL)

- 2.3.1 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.

Bus Services

2.3.2 The site is serviced by 4 bus routes that are accessible via bus stops located on Commercial Road. A local bus 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

Docklands Light Railway

2.3.3 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

National Rail

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

2.4 Local Highway Network

2.4.1 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.

2.4.2 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.

2.4.3 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.

2.5 Parking Stress Survey

2.5.1 A parking stress survey was 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.

2.5.2 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 TRAVEL PLAN AIMS AND OBJECTIVES

3.1.1 The purpose of this Travel Plan is to encourage more sustainable travel patterns of all staff and guests of the proposed development. The main objective is to reduce the reliance of those travelling to and from the site by the forms of travel that have the highest environmental impact.

3.1.2 The main objectives of this Travel Plan are set out below based on current guidance on Travel Plans (TfL Travel Plan guidance content).

- Increase the mode share of staff cycling to work
- Ensure the development does not lead to excessive on-street parking or servicing
- Promote the health benefits of walking and cycling when travelling to and from the site
- Monitor travel Patterns and identify opportunities to encourage travel by walking and cycling to further reduce car driver mode share

4 TRAVEL PLAN MEASURES

4.1.1 A number of measures will be implemented to influence employee and guest travel patterns. This includes design measures, policies and the provision of information with the aim of achieving the targets set out by the plan.

4.2 Travel Plan Coordinator

4.2.1 To ensure the delivery and on-going management of the Travel Plan, the development will appoint a Travel Plan Coordinator (TPC). The TPC role will be funded by the occupiers of the development. It will be their role to promote the Travel Plan and ensure that key stakeholders are aware of the Travel Plans purpose and objectives. The TPC's responsibilities include:

- Encourage staff and guests to discuss travel issues
- Actively encourage travel by walking and cycling and provide appropriate up to date public transport travel information
- Monitor travel patterns and periodically review the Travel Plans measures and targets
- Ensure the Hostel and HMO accommodation websites are up to date with travel information
- Ongoing liaison with London Borough of Tower Hamlets as required

4.3 Provision of Travel Information

4.3.1 Informing future staff and guests of the range of travel choices available to them as well as the Travel Plan measures which will be implemented at the development will be key for its success. The way in which travel information will be provided is detailed below:

Guidance on journey planning

4.3.2 Staff and guests will be informed by TfL's journey planner and its useful functions and travel apps such as City Mapper. This can ensure all site users are aware of all travel choices available to them.

4.3.3 Information on how to get to the site will be provided on the sites website. There will be particular emphasis on promoting sustainable travel.

Travel Information Packs

4.3.4 Staff will be provided with Travel Information Packs upon occupation. Electronic versions could be made available. The Travel Pack will contain information on travel and the facilities within the development and could contain the following information:

- Provides an explanation of the Travel Plan, its purpose, aims, objectives and measures
- Contact details of the TPC
- Information on the health benefits of walking and cycling
- Information on planning journeys by foot, cycle and public transport
- Information on local car clubs
- Bus network maps and timetable information
- Rail network maps and timetables
- Links to TfL's journey planner website and National Rail website which provides journey planning and live departure information.

Notice Boards

4.3.5 It is important to provide up-to-date and accessible information about travel options available for the development guests. Travel information will be displayed on noticeboards within the reception which will be kept up to date by the TPC. This information will include:

- Pedestrian and cycling route maps
- Bus maps and timetables
- Rail maps and timetables
- Information on any major changes to public transport services

4.4 Reduction of car use

- 4.4.1 The site will be 'car-free' with the only parking provision being provided for disabled users located on the south-eastern edge of the site. On-street parking exists on Mill Place and Island Row but parking here is restricted to resident permits. The site is located in Controlled Parking Zone (CPZ) 'Zone 4' which operates between 08:00 and 17:30 Monday to Friday.
- 4.4.2 Awareness of road safety issues will be highlighted by the TPC in the surrounding area.

4.5 Promotion of sustainable travel methods

- 4.5.1 The following measures can be introduced and will help maximise walking, cycling and public transport whilst discouraging travel to the site by car.
- Cycle Parking Facilities: Based on the sites excellent access to Cycle Superhighway 3, the development will provide 12 secure and covered cycle parking spaces in the basement cycle store, and 4 short stay cycle parking spaces. This is in excess of local policy.
 - Cycle to work scheme: The building management company could offer interest free loans to their staff to purchase a bicycle tax free
 - Interest free-season ticket loans: This could be offered to all staff to spread the cost of travelling by public transport, which includes Underground, DLR, London Overground and some National Rail. This would be taken out of the employee's salary in instalments each week or month through the year.

4.6 Promotion of sustainable practices for deliveries

- 4.6.1 The baseline survey will collect information on the delivery patterns and the TPC will advise the occupiers about the following measures that could be implemented to make the servicing operations more sustainable.
- Consolidating deliveries: Discussing the feasibility of consolidating deliveries which would involve combining and reducing the number of vehicle trips where feasible

- Green vehicles: Encouraging tenants to consider the use of delivery and collection companies that use hybrid, electric and other low carbon emission vehicles that are less harmful to the environment.

4.6.2 A Delivery and Servicing Management Plan has been prepared in conjunction with this Travel Plan. It highlights how the site will be serviced, how deliveries and servicing will be undertaken in a sustainable manner and how impacts on the local highway network will be minimised.

5 INDICATIVE TRAVEL MODE SPLIT

5.1.1 This chapter sets out the 'travel to work' mode share for the proposed development. The indicative modal split for the building is based on Census 2011 Method of travel to work (workday population) for super output area, mid-layer E02000886: Tower Hamlets 023 which contains the site.

5.1.2 The travel mode share for staff journeys to and from the proposed development based on Census 2011 data is shown in Table 5.1. However, in practice given the absence of on-site staff parking the car share mode will be zero with other sustainable modes increasing. This adjustment is also shown in Table 5.1. The travel mode share of guests is expected to be similar to those assumed for staff.

Table 5.1: Proposed development travel mode share

Travel Mode	Modal split based on Census data	Adjusted modal splits
Underground/Light Railway	27%	39%
Train	11%	16%
Bus	11%	17%
Taxi	1%	2%
Motorcycle	1%	1%
Car	31%	0%
Bicycle	6%	8%
On foot	12%	17%

5.1.3 It should be noted that the above modal split is predicted and will be recalculated following the baseline travel surveys. Future travel surveys will be undertaken in years 1, 3 and 5 after the baseline surveys.

6 TARGETS AND MONITORING

6.1.1 A Travel Plan requires monitoring, review and revision to ensure it remains relevant to the organisation and those using the site. This will provide continuous improvements for its duration. This chapter sets out the targets for the Travel Plan and the monitoring and review process. Monitoring and reviewing will be the role of the TPC.

6.2 Targets

6.2.1 TfL provide recommendation on the requirements of targets as follows:

- Should be SMART, Specific, Measurable, Attainable, Realistic and Time-bound, and should link objectives to the Travel Plan
- Should enable measurements of success in achieving objectives of the Travel Plan
- Enable enforcement
- A minimum five-year time frame, with interim targets one year, three year and five year

6.2.2 The key targets for the proposed development are to increase walking and cycling trips and reduce private car trips. The targets are in line with the Mayor's Transport Strategy which aims at achieve 80% of Londoner's trip to be made on foot, bicycle or public transport.

6.2.3 The proposed interim targets are intended to help meet the objectives set out earlier. These are set out below:

- **Target 1 – Raising awareness**
 - Aim to have 100% of survey respondents aware of the Travel Plan through travel information packs or noticeboards that will be displayed in reception
- **Target 2 – Maximise the number of staff and guests cycling**
 - Increase the cycle mode share by 5% within a 5 year period
- **Target 3 – Minimise number of staff and guests using cars**

- Decrease the car mode share by 5% within a 5 year period
- Decrease the taxi mode share by 1% within a 5 year period

6.3 Monitoring

6.3.1 The monitoring regime for the development has been determined with reference to the requirements set out by TfL 'travel Planning for new developments in London Guide' guidance document. This recommends that Travel Plans are monitored by means of TRICS compliant surveys.

6.3.2 The TPC will arrange the initial full multi-modal travel survey to be undertaken when the building is 75% occupied or within 6 months of opening. The specification of the multi-modal travel survey will be agreed with the London Borough of Tower Hamlets prior to being undertaken. However it is likely they will comprise of the following:

- Management questionnaires to identify site specific details (to be completed by on-site management team)
- Pedestrian counts at the pedestrian access to the site
- Questionnaire/interview surveys of employees and guests within the site to identify the main mode share

6.3.3 As required by TfL guidance, a TRICS survey will be undertaken for the baseline survey, plus years 1, 3 and 5.

6.3.4 Precise dates of the future surveys will depend on the date of the baseline survey, which will be undertaken when 75% of the building is occupied or has been open for 6 months. The surveys will form the basis of the monitoring reports which will be prepared by the TPC and submitted to the London Borough of Tower Hamlets on years 1, 3 and 5.

7 SECURING THE TRAVEL PLAN AND FUNDING

- 7.1.1 The Travel Plan will be secured through a Section 106 agreement for the development.
- 7.1.2 All measures implemented prior to the development being occupied will be funded by the developer, including the production of marketing material. The future site tenants will fund the costs associated with the monitoring reports and surveys and anything required by the TPC.

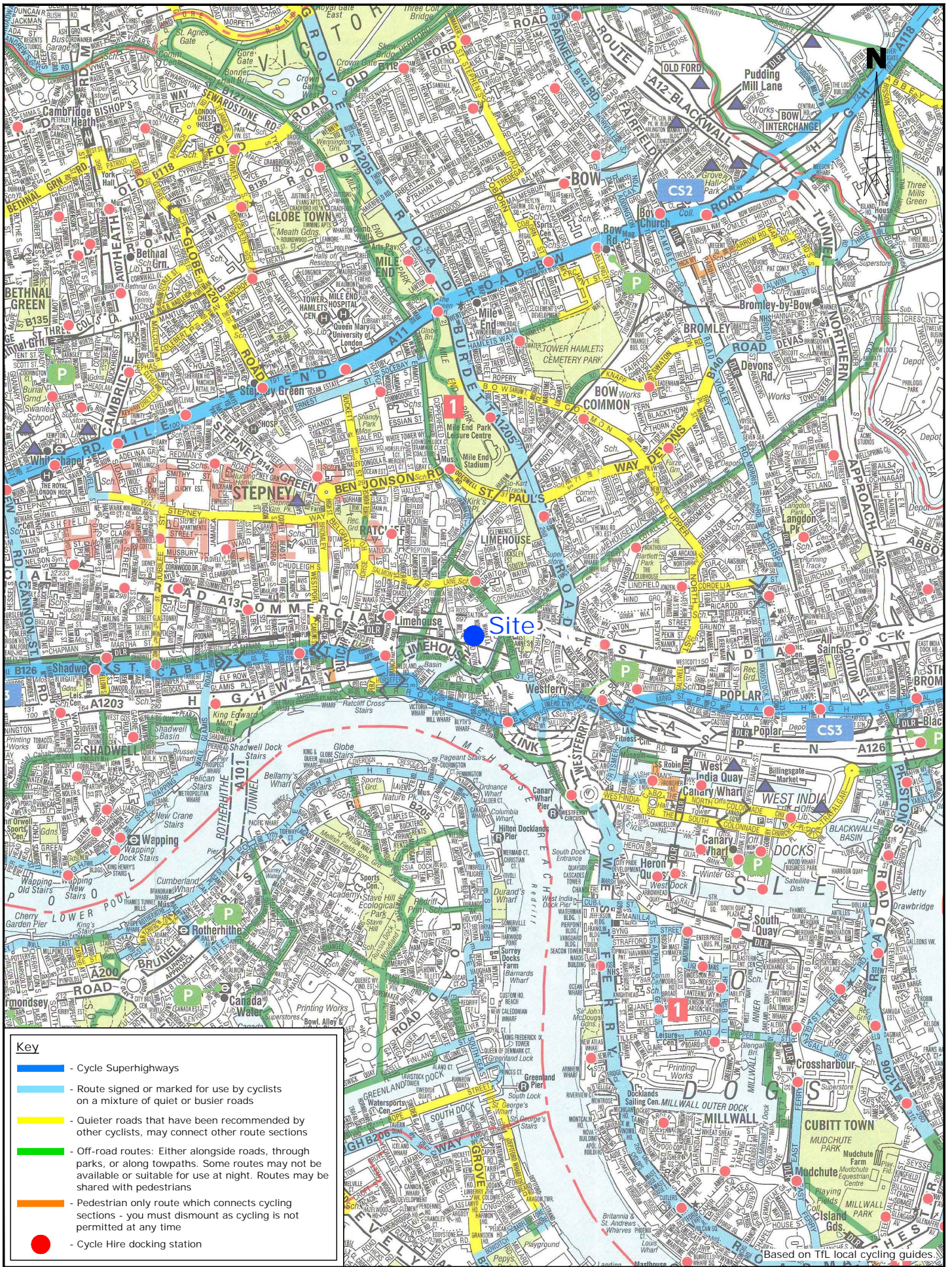
8 ACTION PLAN

- 8.1.1 The Action Plan outlines the programme for the implementation of the Travel Plan measures for the proposal, as and when they are brought forward for development.
- 8.1.2 The Action Plan will set out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated to reflect the outcome on consultation with the local planning authority, once the first multi-modal survey has been completed. The Action Plan for the development proposal can be seen in Table 8.1

Table 8.1: Development Action Plan

Objectives	Measures/Actions	When	Responsibility
Increase the mode share of cycling to work	Cycle parking facilities	Prior to occupation	Developer
	Cycle to work loan scheme	Within six months of occupation	Occupier/Tennent
Ensure the development does not lead to excessive on-street parking	Consolidating deliveries	Prior to occupation	TPC
	Promote sustainable delivery practices	Prior to occupation	TPC
Promote health benefits from walking and cycling when travelling from the site	Provide travel information packs	Within six months of occupation	Developer/TPC
	Noticeboards in reception	Following occupation	TPC
Monitor travel patterns and observe whether targets are being met	Undertake baseline survey	Within six months of occupation	TPC
	Undertake TRICS compliant survey for monitoring reports	Years 1, 3 and 5	TPC

Figures



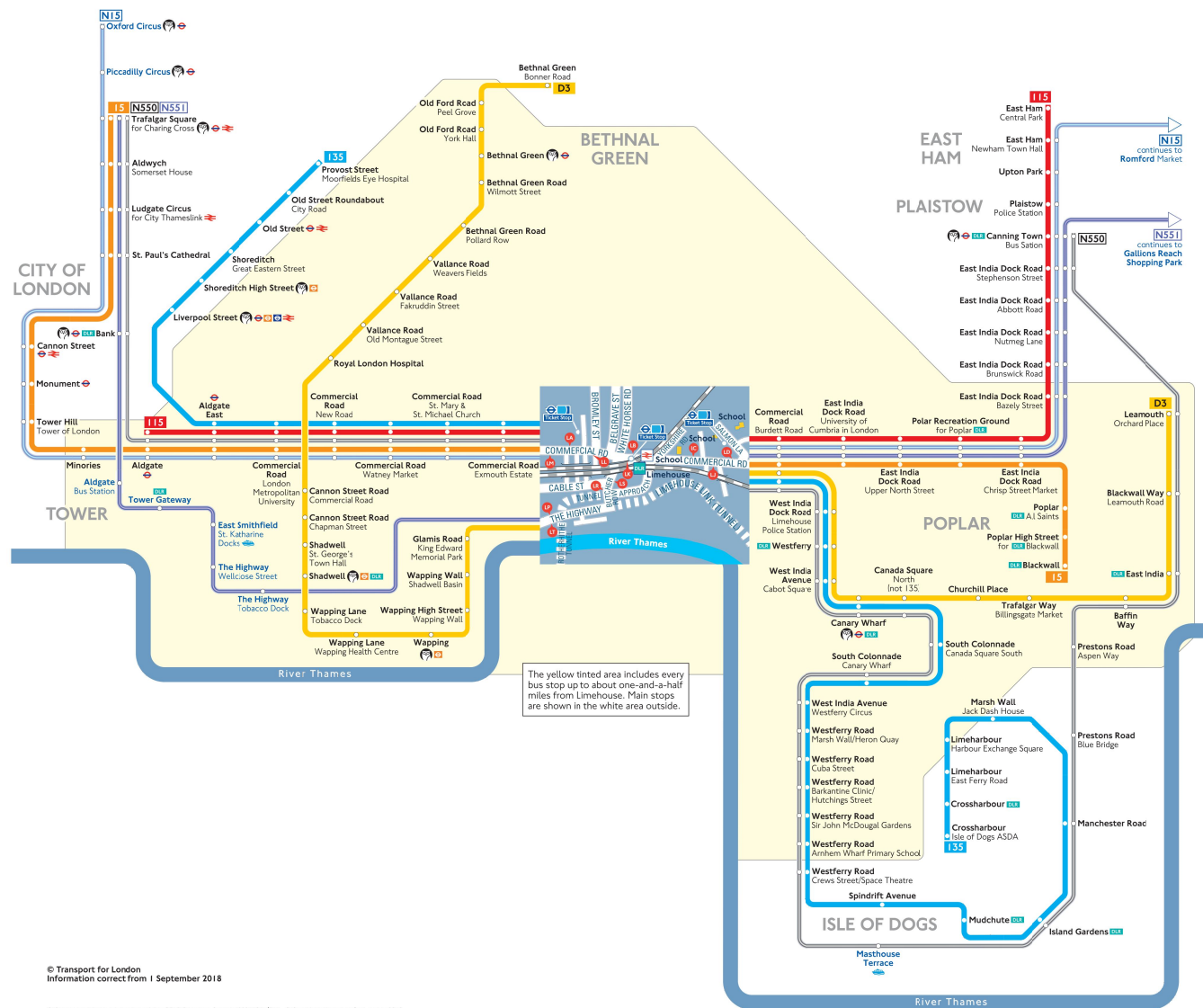
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Key	
	- Cycle Superhighways
	- Route signed or marked for use by cyclists on a mixture of quiet or busier roads
	- Quieter roads that have been recommended by other cyclists, may connect other route sections
	- Off-road routes: Either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night. Routes may be shared with pedestrians
	- Pedestrian only route which connects cycling sections - you must dismount as cycling is not permitted at any time
	- Cycle Hire docking station

Local cycle network

Figure 1

Buses from Limehouse



The yellow tinted area includes every bus stop up to about one-and-a-half miles from Limehouse. Main stops are shown in the white area outside.

Route finder

Bus route	Towards	Bus stops
I15	Blackwall	U O L C D
	Trafalgar Square	U O L C D
I115	Aldgate	U O L C D
	East Ham	U O L C D
I135	Crossharbour	U O L C D
	Old Street	U O L C D
D3	Bethnal Green	U O L C D
	Leamouth	U O L C D

Night buses

Bus route	Towards	Bus stops
N15	Oxford Circus	U O L C D
	Romford	U O L C D
N550	Canning Town	U O L C D
	Trafalgar Square	U O L C D
N551	Gallions Reach	U O L C D
	Trafalgar Square	U O L C D

Key

- I15 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
- 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.

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