



ttp consulting
transport planning specialists

Heals, Phase 2

Transport Note

July 2014

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 7441800

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1 INTRODUCTION AND OVERVIEW

- 1.1 TTP Consulting (TTP) are retained by Threadneedle Pensions Limited ("the applicant") to provide traffic and transport advice. This note has been prepared to support a proposal to refurbish existing office space at the Heal's building on Tottenham Court Road in the London Borough of Camden (LBC).
- 1.2 The proposal also includes the repositioning of the retail entrance on Tottenham Court Road and the refurbishment of the office entrance on Alfred Mews together with associated highway improvements to Alfred Mews.
- 1.3 The proposal will have no material impact on the number of pedestrian and / or vehicular movements to / from the site and, therefore, a Transport Statement is not strictly necessary or appropriate. However, the applicant would like to work with the Council to deliver highway safety and public realm improvements in the immediate vicinity of the site. This note seeks to summarise the nature of the highway improvements that the applicant considers could be implemented and has been prepared with the benefit of pedestrian and vehicle movement surveys.

Site Location

- 1.4 The site is located on Tottenham Court Road, between Oxford Street and Euston Road and is surrounded by the district of Bloomsbury with its academic and museum institutions to the east and the predominantly commercial area of Fitzrovia to the west.
- 1.5 The site is bounded by Torrington Place to the north, Alfred Mews to the south and Tottenham Court Road to the west and is approximately 50m from Goodge Street London Underground Station.

Local Highway Network

- 1.6 The A400 Tottenham Court Road forms a strategic route between Oxford Street / New Oxford Street and Euston Road. In the vicinity of the site Tottenham Court Road benefits from wide footways on both sides of the carriageway, street lighting and a 30 mph speed limit.
- 1.7 Near to the site, Tottenham Court Road which proceeds one-way northbound, has two lanes and a bus lane and contains single yellow lines with single loading blips with servicing permitted outside of 08:30 – 20:30 Monday to Friday.

- 1.8 Pedestrian crossing points with tactile paving of the appropriate colour and a pedestrian refuge are provided across Tottenham Court Road on either side of Alfred Mews.
- 1.9 Alfred Mews, which is a no through route, provides vehicular and pedestrian access to the rear of the Heal's site and other commercial premises.

2 THE PROPOSAL

Highway Alterations to Alfred Mews

- 2.1 The site has an existing entrance on Alfred Mews near to its junction with Tottenham Court Road which serves as the entrance to the office space within the building. The footway in the immediate vicinity of the Alfred Mews access is very narrow and provides both an unattractive and, potentially, dangerous environment for pedestrians as they leave the office and for the general public crossing Alfred Mews.
- 2.2 In light of this, the applicant is keen to explore the potential to improve the pedestrian environment in the vicinity of the staff access. Drawing **2014-1779-DWG-104** at **Appendix A** illustrates the proposed Highway Works.
- 2.3 The proposed Highway Works are summarised below:
- Introduction of a Raised Table, approximately 10m in length (including ramps);
 - Footway build out adjacent to the office entrance; and
 - New “warning” columns / posts in front of the office entrance.
- 2.4 The revised junction layout would, in our view, offer a safer environment to pedestrians as they leave the office space and also to pedestrians using the footway on Alfred Mews / Tottenham Court Road.

Safety Audit

- 2.5 A Stage One Safety Audit of the proposed layout was undertaken on Tuesday 8th July 2014. The Audit Report is located at **Appendix B**.
- 2.6 It is also pertinent to note that the proposed layout is broadly similar to a proposal currently being promoted by the London Borough of Camden for the wider Tottenham Court Road area. The Tottenham Court Road (North) Proposals are set out at **Appendix C**.

Pedestrian Survey

- 2.7 A pedestrian survey was undertaken on Tuesday 1st July in order to record the number of pedestrians entering and exiting Alfred Mews. In particular the survey examined whether

pedestrians used the existing footways, the road or both the road and the footway. The results of the survey are summarised in **Table 1**.

| Table 1: Pedestrian Survey Alfred Mews | | | | | | |
|---|-------------------------------------|-------------|------------------------|---------------------------------------|-------------|------------------------|
| Time Period | Pedestrians into Alfred Mews | | | Pedestrians out of Alfred Mews | | |
| | Path | Road | Path & Road | Path | Road | Path & Road |
| 0700-1900 | 160 | 147 | 276 | 85 | 213 | 161 |
| <i>Percentage</i> | <i>27%</i> | <i>25%</i> | <i>47%</i> | <i>19%</i> | <i>46%</i> | <i>35%</i> |

- 2.8 The survey data is provided in full at **Appendix D**.
- 2.9 The survey illustrates that the majority of pedestrians use the road at some point while entering and exiting Alfred Mews; 72% of people entering and 81% of people exiting Alfred Mews used the road at some point. Specifically, the survey illustrates that nearly half of all pedestrians exiting the Mews did not use the footway at all.
- 2.10 The survey illustrates that the proposed highway layout would offer a wider safety benefit as pedestrians would be able to use shared space between vehicles and pedestrians rather than being forced to use carriageway space.

IN / OUT Survey

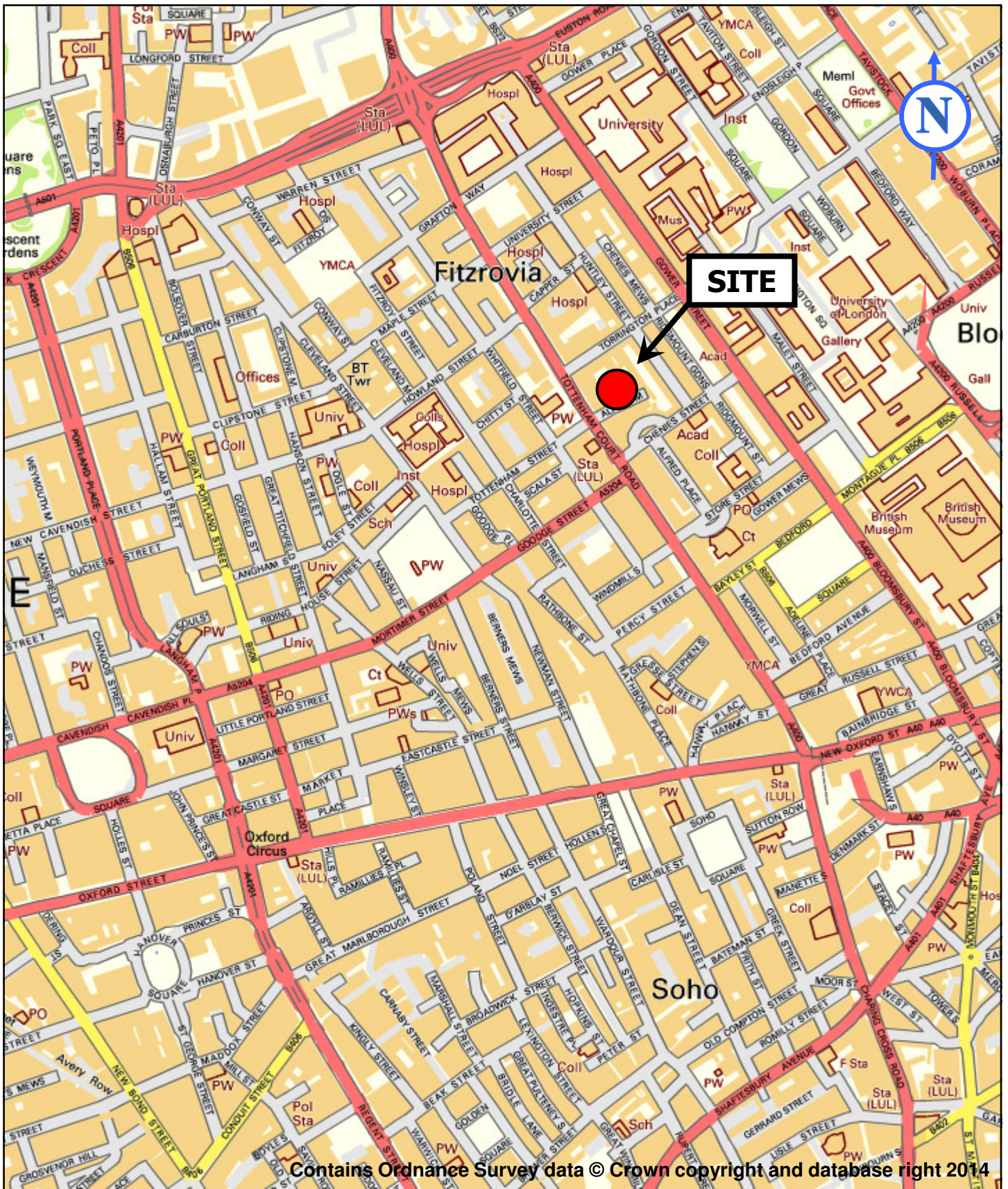
- 2.11 The survey also recorded vehicles entering and exiting the Mews. The survey indicated that 86 vehicles entered the Mews and 79 vehicles exited the Mews between 07:00 and 19:00 on Tuesday 1st July. This equates to approximately 14 two-way movements an hour or one vehicle movement every 4 to 5 minutes. The full survey data is provided at **Appendix D**.
- 2.12 Consequently, the proposed highway improvements, in our view, would not have a detrimental impact on the ability of vehicles to access the Mews. Specifically, on-site observations indicate that a proportion of the servicing activity on Alfred Mews takes place near to its junction with Tottenham Court Road. The proposed highway layout changes would force the activity to occur at least 10m from Tottenham Court Road (i.e. not on the raised

table). Moreover, it would, in our view, create an environment that better serves both vehicles and pedestrians.

3 SUMMARY

- 3.1 TTP Consulting (TTP) are retained by Threadneedle Pensions Limited ("the applicant") to provide traffic and transport advice. This note has been prepared to support a proposal to refurbish existing office space at the Heal's building on Tottenham Court Road in the London Borough of Camden (LBC).
- 3.2 The proposals also include the repositioning of the retail entrance on Tottenham Court Road and the refurbishment of the office entrance on Alfred Mews together with associated highway improvements to Alfred Mews.
- 3.3 The proposal will have no material impact on the number of pedestrian and / or vehicular movements to / from the site and, therefore, a Transport Statement is not strictly necessary or appropriate. However, the applicant would like to work with the Council to deliver highway safety and public realm improvements in the immediate vicinity of the site.
- 3.4 The site has an existing entrance on Alfred Mews near to its junction with Tottenham Court Road which serves as the entrance to the office space within the building. The footway in the immediate vicinity of the Alfred Mews access is very narrow and provides both an unattractive and, potentially, dangerous environment for pedestrians as they leave the office and for the general public crossing Alfred Mews.
- 3.5 In light of this, the applicant is keen to explore the potential to improve the pedestrian environment in the vicinity of the staff access. The proposed Highway Works are summarised as:
- Introduction of a Raised Table, approximately 10m in length (including ramps);
 - Footway build out adjacent to the office entrance; and
 - New "warning" columns / posts in front of the office entrance.
- 3.6 The revised junction layout would, in our view, offer a safer environment to pedestrians as they leave the office space and also to pedestrians using the footway on Alfred Mews / Tottenham Court Road.

Figures



TITLE:
Site Location Plan

PROJECT:
Heal's Building

CLIENT:
Heals

DRAWN: M.T CHECKED: P.C DATE: 17.06.14 SCALE: NTS



ttp consulting

transport planning specialists

111-113 Great Portland Street
London W1W 5BB

Tel: 020 7100 0753

www.ttp-consulting.co.uk

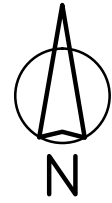
Registered in England: 7441800

DRAWING REFERENCE:
Figure 1

REVISION:

APPENDIX A

(Proposed Highway Works Plan)



HEALS OFFICE ACCESS








ALFRED MEWS

TOTTENHAM COURT ROAD



| Rev | Details | Drawn | Checked | Date |
|-----|---------|-------|---------|------|
|-----|---------|-------|---------|------|

LEGEND

-  PROPOSED AREA OF NEW FOOTWAY CONSTRUCTION
-  PROPOSED CARRIAGEWAY
-  PROPOSED RAISED TABLE RAMP
-  PROPOSED GRANITE SETTS KERB 100mm UPSTAND
-  PROPOSED GRANITE SETTS DROPPED KERB (LAID FLUSH OR 25mm)
-  PROPOSED COLUMN
-  EXISTING COLUMN

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Heals

Project
Heals Phase 2

Drawing Title
Proposed Highway Works

Scale
1:100

| | | |
|---------|----|----------|
| Drawn | AS | 01.07.14 |
| Checked | MT | 04.07.14 |



111 - 113 Great Portland Street
 London
 W1W 6QQ
 Tel. No. 0207 1000 753

| | |
|--------------------------|-----|
| Drawing Number | Rev |
| 2014-1779-DWG-104 | . |

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APPENDIX B

(Stage One Safety Audit)

**ALFRED MEWS
FITZROVIA
LONDON**

**PROPOSED HIGHWAY WORKS
STAGE 1 ROAD SAFETY AUDIT**

July 2014

**Client:
ttp consulting**

**ALFRED MEWS
FITZROVIA
LONDON**

PROPOSED HIGHWAY WORKS

Stage 1 Road Safety Audit

July 2014

Notice

This report was produced by *JB Road Safety Consultancy Limited* for *ttp consulting*, for the specific purpose of documenting the Stage 1 Road Safety Audit process undertaken in accordance with HD19/03.

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Appendix A – Drawing supplied by ttp consulting for This Stage 1 Road Safety Audit

Appendix B – Annotated Drawing showing the locations of the problems highlighted in This Stage 1 Road Safety Audit

DISTRIBUTION RECORD

| Issued to | Document Number | Issue Number |
|------------------------------|------------------------|---------------------|
| Master/File Copy – Author | 1 | 1 |
| ttp consulting – Mark Turner | 2 | 1 |
| ttp consulting – Mark Turner | 3 | 1 |
| | | |
| | | |
| | | |
| | | |

1. Introduction

- 1.1 This report has been produced as a result of a Stage 1 Road Safety Audit (RSA) carried out at the request of ttp consulting, based at 111 – 113 Great Portland Street, London, W1W 6QQ.

The RSA considered the proposals associated with the proposed raised entry table into Alfred Mews, Fitzrovia, from Tottenham Court Road, and associated highway works in London. In summary, the proposals considered as part of this Stage 1 RSA are:

- The provision of a raised table on Alfred Mews;
- The provision of two new columns (bollards);
- The provision of a kerb build-out on the north-west side of Alfred Mews junction with Tottenham Court Road, and
- Associated highway works.

The report has been prepared for submission directly to Mr Mark Turner at the offices of ttp consulting in London.

The Audit Team membership was as follows:

| | |
|----------------|--|
| John Bowman | MCIHT MSoRSA JB Road Safety Consultancy Ltd |
| Peter Affolter | BSc MCIHT FSoRSA Road Safety Consultant |

The terms of reference for the RSA are as described in Chapter 2 of HD 19/03. The Audit Team has examined and reported only on the road safety implications of the proposed scheme and has not examined or verified the compliance of the scheme to any other criteria.

The audit took place at the Chelmsford Office of JB Road Safety Consultancy Ltd during July 2014. The audit comprised an examination of the drawing provided by the Design Organisation, listed below and given in Appendix A to this report.

- **Drawing Number 2014 – 1779 – DWG - 104 – Proposed Highway Works**

The Stage 1 Road Safety Audit was undertaken by the Audit Team and the site was visited during the late morning of Tuesday 8th July 2014 when the weather conditions were fine and sunny. The road surface was dry.

During the site visit traffic movements on Alfred Mews were minimal with only one vehicle seen to exit onto Tottenham Court Road. No pedal cyclists were seen but pedestrian movement along Tottenham court Road across the junction with Alfred Mews was constant.

Crash data has not been provided by the Design Organisation to the Audit Team for analysis.

- 1.2 No details of any Departures from Standard have been provided to the Audit Team by the Design Organisation.

2. Items Raised During This Stage 1 Road Safety Audit

As a result of an examination of the drawing supplied by ttp consulting, and the site inspection undertaken between 11:15hrs and 12:00hrs on Tuesday 8th July 2014, the problems highlighted in Sections 2.1 and 2.2 were identified. The recommended course of action that should be taken in respect of each problem is also indicated.

2.1 PROBLEM

Location: Alfred Mews junction with Tottenham court Road

Summary: Raised table ramp in line with pedestrian desired crossing line

The drawing provided shows the provision of a raised table entry treatment into Alfred Mews from Tottenham Court Road. The entry ramp is in line with existing tactile paving, on both footways on Alfred Mews. Pedestrians crossing Alfred Mews would have to do so on the angled ramp increasing the risk of them falling, especially the elderly, infirm and mobility vehicle users.

RECOMMENDATION

The raised table should be re-located further into Alfred Mews ensuring that the ramp is beyond the pedestrian desire line.

2.2 PROBLEM

Location: Raised Table in Alfred Mews

Summary: Differing kerb heights

The drawing provided shows the provision of a raised table at the entry to Alfred Mews from Tottenham Court Road. Whilst on site the Audit Team noticed that currently there is a considerable height difference between the north-west and south-east kerbs. No details have been given as to the how this level difference is to be overcome ensuring that the table is level and that surface water does not pond which could introduce potential slip hazard to pedestrians crossing Alfred Mews.

RECOMMENDATION

Details of drainage provision should be provided for the detailed Stage 2 Road Safety Audit of the proposals.

3. Road Safety Audit Team Statement

I certify that this audit has been undertaken in accordance with HD 19/03.

AUDIT TEAM LEADER:

Name: John Bowman MCIHT MSoRSA
Position: Director
Organisation: JB Road Safety Consultancy Ltd
Address: 12 Dorset Avenue, Gt Baddow, Chelmsford, Essex, CM2 9TZ

Signed



Date 10th July 2014

AUDIT TEAM MEMBER:

Name: Peter Affolter BSc MCIHT FSoRSA
Position: Road Safety Consultant
Organisation: JB Road Safety Consultancy Ltd
Address: 12 Dorset Avenue, Gt Baddow, Chelmsford, Essex, CM2 9TZ

Audit Team Leader's Contact Details:

Direct Telephone: 07775 631650
Email address: javbowman@btinternet.com

Appendix A

(Details of the Drawing Supplied by
the Client for This Stage 1 Road Safety Audit)

Drawing Number 2014 – 1779 – DWG - 104 – Proposed Highway Works

Appendix B

(Annotated Drawing showing the location of Problems
Highlighted in This Stage 1 Road Safety Audit)



| Code | Symbol | Description |
|---------|---|---|
| Legend | [Grey Box] | PROPOSED AREA OF NEW FOOTWAY CONSTRUCTION |
| Legend | [Light Blue Box] | PROPOSED CARBANKWAY |
| Legend | [Hatched Box] | PROPOSED PARADE TABLE SAAP |
| Legend | [Orange Line] | PROPOSED GRANITE SETTS |
| Legend | [Green Line] | PROPOSED GRANITE SETTS (LAND FLUSH OR 20mm) |
| Legend | [Red Dot] | PROPOSED COLUMN |
| Legend | [Black Circle] | EXISTING COLUMN |
| Notes | <p>Note: The proposed construction should refer to the proposed drawings and specifications.</p> <p>Scale: 1:100</p> <p>Client: HENS OFFICE ACCESS</p> <p>Project: HENS OFFICE ACCESS</p> <p>Phase: Phase 2</p> <p>Proposed Highway Works</p> | |
| Company | <p>thp consulting transport planning specialists</p> <p>111 - 113 Grand Southern Road London W19 9QQ Tel: 020 871 999 73</p> <p>2014-1779-OWG-104</p> | |

Audit Team Leader's Contact Details:

JB Road Safety Consultancy Ltd

12 Dorset Avenue

Chelmsford

Essex CM2 9TZ

Telephone: (M) 07775 631650 (H) 01245 264419

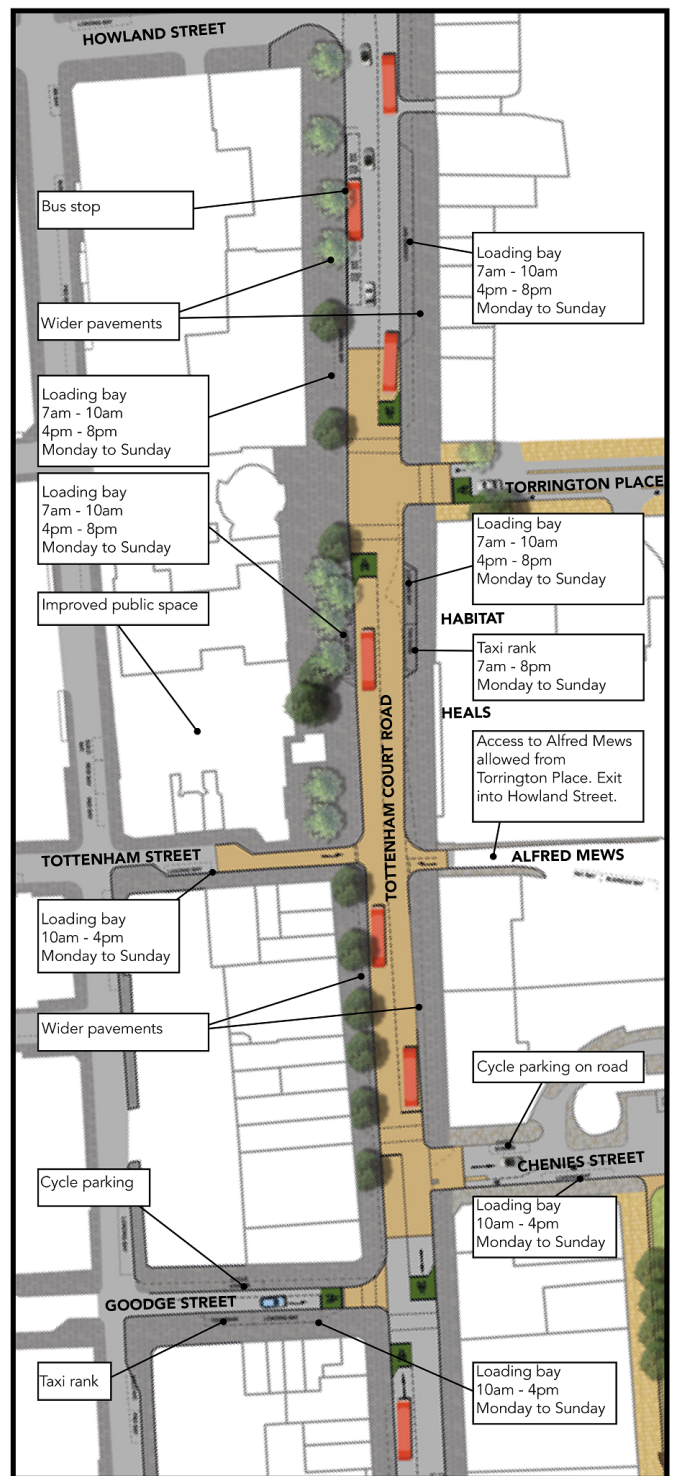
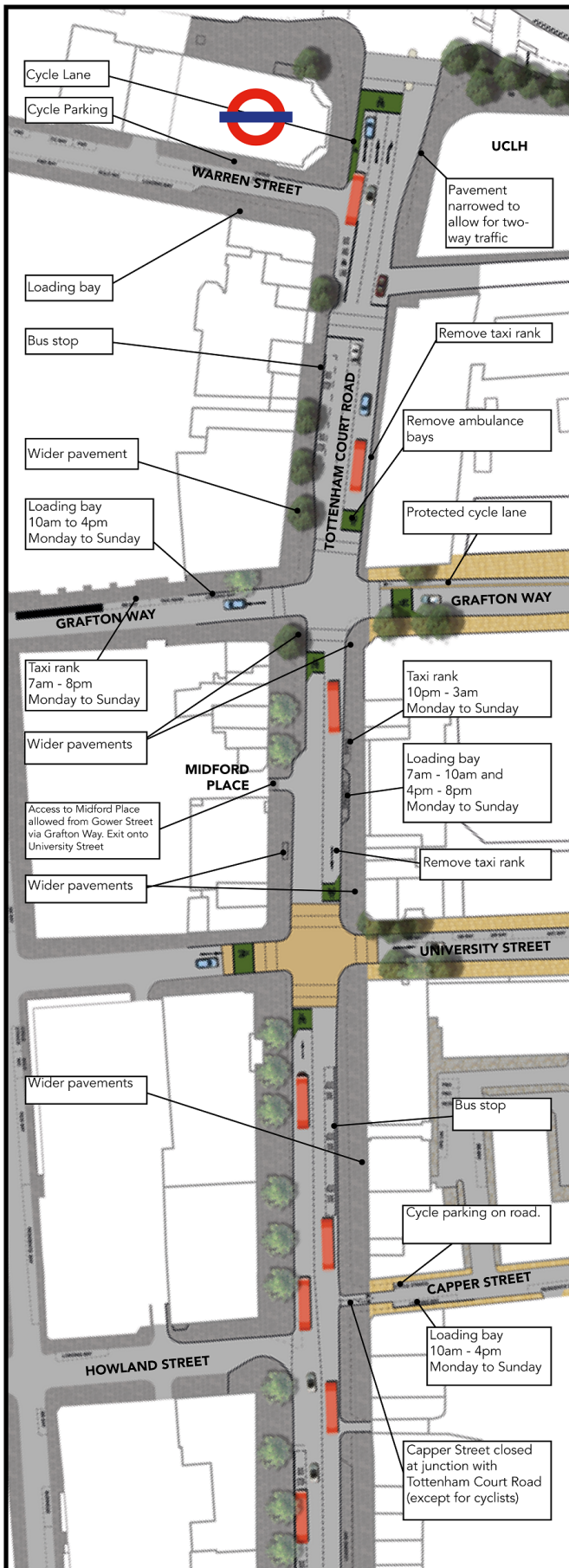
Email address: javbowman@btinternet.com

APPENDIX C








(Tottenham Court Road [North] Proposals)

Tottenham Court Road (North) Proposals

Two way street for buses and cyclists only between 8am and 7pm from Monday to Saturday, except in sections for access.



Tottenham Court Road proposals: Key

-  Pavements laid with Yorkstone
-  Raise road to pavement level
-  Protected cycle lane (Surface same colour as road)
-  Segregated cycle lane
-  New trees
-  Existing trees
-  Pavements laid with granite



NOT TO SCALE

APPENDIX D

(Survey Data)

K&M TRAFFIC SURVEYS

DATE : TUESDAY 1ST JULY 2014

LOCATION : ALFRED MEWS / TOTTENHAM COURT ROAD, LONDON

| | ALFRED MEWS OUT RIGHT TO TOTTENHAM COURT ROAD NORTH | | | | | | | |
|------------------|---|-----------|-----------|----------|----------|-----------|-----------|-----------|
| | PEDAL CYCLES | CAR | LGV | MGV | HGV | MCY | PCY | TOTAL |
| 0700-0715 | 0 | | | | 1 | | | 1 |
| 0715-0730 | 0 | | | | | | | 0 |
| 0730-0745 | 0 | | | 1 | | | | 1 |
| 0745-0800 | 0 | | | | | | | 0 |
| 0800-0815 | 0 | | | | | | | 0 |
| 0815-0830 | 0 | 0 | 1 | | | | | 1 |
| 0830-0845 | 0 | | | 1 | | | | 1 |
| 0845-0900 | 0 | 0 | 2 | | | | | 2 |
| 0900-0915 | 0 | 0 | 2 | | | | | 2 |
| 0915-0930 | 0 | 0 | 2 | | | 1 | | 3 |
| 0930-0945 | 0 | 0 | | | | | | 0 |
| 0945-1000 | 0 | 0 | 1 | 1 | | | | 2 |
| 1000-1015 | 0 | | | | | 1 | | 1 |
| 1015-1030 | 1 | 0 | 1 | | | 1 | | 2 |
| 1030-1045 | 0 | 0 | 1 | | | | | 1 |
| 1045-1100 | 0 | 0 | 1 | | | | | 1 |
| 1100-1115 | 0 | 0 | 3 | | | 2 | | 5 |
| 1115-1130 | 0 | 0 | 1 | | | | | 1 |
| 1130-1145 | 0 | 1 | 1 | | | | | 2 |
| 1145-1200 | 0 | 1 | 2 | | | | | 3 |
| 1200-1215 | 0 | 1 | 2 | | | | 1 | 4 |
| 1215-1230 | 0 | 2 | | 1 | | | | 3 |
| 1230-1245 | 2 | 0 | | | | | 1 | 1 |
| 1245-1300 | 0 | 0 | | | | | | 0 |
| 1300-1315 | 0 | 1 | | | | | | 1 |
| 1315-1330 | 0 | 0 | 3 | | | 1 | | 4 |
| 1330-1345 | 0 | 1 | | 1 | | | | 2 |
| 1345-1400 | 1 | 1 | 2 | | | 1 | | 4 |
| 1400-1415 | 0 | 1 | 2 | | | | | 3 |
| 1415-1430 | 0 | 1 | 1 | | | | 1 | 3 |
| 1430-1445 | 0 | 1 | 2 | | | | 1 | 4 |
| 1445-1500 | 0 | 2 | | | | | 1 | 3 |
| 1500-1515 | 0 | 0 | | | | | 1 | 1 |
| 1515-1530 | 1 | 0 | | | | | 2 | 2 |
| 1530-1545 | 0 | 1 | 1 | | | | 1 | 3 |
| 1545-1600 | 0 | 0 | | | | | | 0 |
| 1600-1615 | 0 | 1 | | | | | | 1 |
| 1615-1630 | 0 | 2 | | | | | | 2 |
| 1630-1645 | 0 | 2 | | | | 2 | | 4 |
| 1645-1700 | 0 | 1 | | | 1 | 1 | 1 | 4 |
| 1700-1715 | 0 | 0 | 3 | | | | | 3 |
| 1715-1730 | 0 | 0 | | | | | | 0 |
| 1730-1745 | 0 | 0 | | 1 | | | 3 | 4 |
| 1745-1800 | 0 | 2 | | | | | | 2 |
| 1800-1815 | 0 | 2 | | | | | 3 | 5 |
| 1815-1830 | 0 | 0 | | | | | 2 | 2 |
| 1830-1845 | 0 | 1 | | | | | 1 | 2 |
| 1845-1900 | 0 | 1 | | | | | 1 | 3 |
| 0700-1900 | 5 | 26 | 34 | 6 | 2 | 11 | 20 | 99 |

| | ALFRED MEWS RIGHT TURN IN FROM TOTTENHAM COURT RD SOUTH | | | | | | | |
|------------------|---|-----------|----------|----------|----------|-----------|-----------|-----------|
| | CAR | LGV | MGV | HGV | MCY | PCY | TOTAL | |
| 0700-0715 | 0 | | | | 1 | | | 1 |
| 0715-0730 | 0 | | | | | | | 0 |
| 0730-0745 | 0 | | | | | 1 | | 1 |
| 0745-0800 | 0 | 1 | | | | | | 1 |
| 0800-0815 | 0 | 2 | | | | 1 | | 3 |
| 0815-0830 | 0 | | | | | 1 | | 1 |
| 0830-0845 | 0 | | 1 | | | 1 | | 2 |
| 0845-0900 | 0 | 1 | | | | | | 1 |
| 0900-0915 | 0 | 2 | 1 | | | | | 3 |
| 0915-0930 | 0 | 2 | | | 1 | 2 | | 5 |
| 0930-0945 | 0 | | | | 1 | 1 | | 2 |
| 0945-1000 | 0 | | | | | 1 | | 1 |
| 1000-1015 | 0 | 1 | | | 1 | 1 | | 3 |
| 1015-1030 | 0 | 2 | | | 2 | | | 4 |
| 1030-1045 | 0 | 2 | | | | | | 2 |
| 1045-1100 | 0 | | | | 1 | 1 | | 2 |
| 1100-1115 | 0 | 1 | | | | | | 1 |
| 1115-1130 | 1 | 2 | | | | | | 3 |
| 1130-1145 | 1 | 1 | | | | | | 2 |
| 1145-1200 | 1 | 1 | 1 | | | | | 3 |
| 1200-1215 | 0 | 1 | | | | | | 1 |
| 1215-1230 | 1 | | | | | | | 1 |
| 1230-1245 | 0 | | | | | 2 | | 2 |
| 1245-1300 | 1 | 2 | | | | | | 3 |
| 1300-1315 | 0 | | | | | | | 0 |
| 1315-1330 | 0 | 2 | | | | 1 | | 3 |
| 1330-1345 | 0 | | 1 | | | | | 1 |
| 1345-1400 | 0 | 3 | | | | | | 3 |
| 1400-1415 | 1 | | | | | | | 1 |
| 1415-1430 | 1 | | | | | 1 | | 2 |
| 1430-1445 | 3 | 1 | | | | | | 4 |
| 1445-1500 | 0 | | | | | | | 0 |
| 1500-1515 | 0 | | | | 3 | | | 3 |
| 1515-1530 | 0 | | | | | | | 0 |
| 1530-1545 | 1 | 1 | | | | | | 2 |
| 1545-1600 | 1 | | | | | | | 1 |
| 1600-1615 | 0 | | | | | | | 0 |
| 1615-1630 | 1 | 1 | | | | | | 2 |
| 1630-1645 | 2 | | | | | | | 2 |
| 1645-1700 | 0 | | | | | | | 0 |
| 1700-1715 | 0 | 3 | | | | | | 3 |
| 1715-1730 | 1 | | 1 | | | | | 2 |
| 1730-1745 | 1 | | | | | 1 | | 2 |
| 1745-1800 | 1 | | | | | | | 1 |
| 1800-1815 | 1 | 1 | | | | | | 2 |
| 1815-1830 | 2 | | | | | | | 2 |
| 1830-1845 | 2 | | | | | | | 2 |
| 1845-1900 | 0 | | | | | | | 0 |
| 0700-1900 | 23 | 33 | 5 | 1 | 9 | 15 | 15 | 86 |

K&M TRAFFIC SURVEYS

DATE : TUESDAY 1ST JULY 2014

LOCATION : ALFRED MEWS / TOTTENHAM COURT ROAD, LONDON

| | ALFRED MEWS STRAIGHT AHEAD IN FROM TOTTENHAM STREET | | | | | | | | ALFRED MEWS LEFT TURN IN PEDAL CYCLES |
|------------------|---|----------|----------|----------|----------|-----------|-----------|-----------|--|
| | CAR | LGV | MGV | HGV | MCY | PCY | TOTAL | | |
| 0700-0715 | 0 | | | | | | | 0 | 1 |
| 0715-0730 | 0 | | 1 | | | | | 1 | 0 |
| 0730-0745 | 0 | | | | | | | 0 | 0 |
| 0745-0800 | 0 | | | | | | | 0 | 0 |
| 0800-0815 | 0 | | | | | | | 0 | 0 |
| 0815-0830 | 0 | | | | | | | 0 | 1 |
| 0830-0845 | 1 | | | | | | 1 | 2 | 1 |
| 0845-0900 | 0 | | 1 | | | | | 1 | 2 |
| 0900-0915 | 0 | 2 | | 1 | | | 1 | 1 | 1 |
| 0915-0930 | 1 | | | | | | 1 | 2 | 0 |
| 0930-0945 | 0 | | | | | | | 0 | 0 |
| 0945-1000 | 0 | | | | | 1 | | 1 | 0 |
| 1000-1015 | 0 | | | | | | | 0 | 0 |
| 1015-1030 | 0 | 1 | | | | 1 | | 2 | 0 |
| 1030-1045 | 0 | | | | | | | 0 | 0 |
| 1045-1100 | 0 | 1 | | | | | | 1 | 0 |
| 1100-1115 | 0 | | | | | | | 0 | 0 |
| 1115-1130 | 0 | | | | | | | 0 | 0 |
| 1130-1145 | 0 | | | | | 1 | | 1 | 0 |
| 1145-1200 | 0 | | | | | | | 0 | 0 |
| 1200-1215 | 0 | | | | | | 1 | 1 | 0 |
| 1215-1230 | 0 | | | | | | | 0 | 0 |
| 1230-1245 | 0 | | | | | | | 0 | 0 |
| 1245-1300 | 0 | | | | | | | 0 | 1 |
| 1300-1315 | 0 | | | | | 1 | | 1 | 0 |
| 1315-1330 | 0 | | | | | | | 0 | 0 |
| 1330-1345 | 1 | | | | | | | 1 | 0 |
| 1345-1400 | 0 | 1 | | | | 1 | 1 | 3 | 0 |
| 1400-1415 | 0 | | | | | | | 0 | 0 |
| 1415-1430 | 0 | | | | | | | 0 | 0 |
| 1430-1445 | 0 | | | | | | | 0 | 0 |
| 1445-1500 | 0 | | | | | | | 0 | 0 |
| 1500-1515 | 0 | | | | | | | 0 | 0 |
| 1515-1530 | 0 | | | | | | 3 | 3 | 0 |
| 1530-1545 | 0 | | | | | | | 0 | 1 |
| 1545-1600 | 0 | | | | | | | 0 | 0 |
| 1600-1615 | 0 | | | | | | | 0 | 0 |
| 1615-1630 | 0 | | | | | 1 | | 1 | 0 |
| 1630-1645 | 0 | | | | | | 1 | 1 | 0 |
| 1645-1700 | 0 | | | | | | | 0 | 0 |
| 1700-1715 | 0 | | | | | | 1 | 1 | 0 |
| 1715-1730 | 0 | | | | | | | 0 | 0 |
| 1730-1745 | 0 | | | | | | | 0 | 0 |
| 1745-1800 | 1 | | | | | | | 1 | 0 |
| 1800-1815 | 0 | | | | | | | 0 | 0 |
| 1815-1830 | 0 | | | | | | | 0 | 0 |
| 1830-1845 | 0 | | | | | | | 0 | 0 |
| 1845-1900 | 0 | | | | | | | 0 | 0 |
| 0700-1900 | 4 | 3 | 2 | 1 | 5 | 10 | 25 | 25 | 8 |

K&M TRAFFIC SURVEYS

DATE : TUESDAY 1ST JULY 2014

LOCATION : ALFRED MEWS / TOTTENHAM COURT ROAD, LONDON

| | ALFRED MEWS OUT LEFT | ALFRED MEWS OUT RIGHT TO TOTTENHAM COURT ROAD NORTH | | | | | | TOTAL |
|-----------|----------------------|---|-----|-----|-----|-----|-----|-------|
| | PCY | CAR | LGV | MGV | HGV | MCY | PCY | |
| 0700-0800 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 0715-0815 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0730-0830 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 0745-0845 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 0800-0900 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 |
| 0815-0915 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 |
| 0830-0930 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 8 |
| 0845-0945 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 7 |
| 0900-1000 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 7 |
| 0915-1015 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 6 |
| 0930-1030 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 5 |
| 0945-1045 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 6 |
| 1000-1100 | 1 | 0 | 3 | 0 | 0 | 2 | 0 | 5 |
| 1015-1115 | 1 | 0 | 6 | 0 | 0 | 3 | 0 | 9 |
| 1030-1130 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 8 |
| 1045-1145 | 0 | 1 | 6 | 0 | 0 | 2 | 0 | 9 |
| 1100-1200 | 0 | 2 | 7 | 0 | 0 | 2 | 0 | 11 |
| 1115-1215 | 0 | 3 | 6 | 0 | 0 | 0 | 1 | 10 |
| 1130-1230 | 0 | 5 | 5 | 1 | 0 | 0 | 1 | 12 |
| 1145-1245 | 2 | 4 | 4 | 1 | 0 | 0 | 2 | 11 |
| 1200-1300 | 2 | 3 | 2 | 1 | 0 | 0 | 2 | 8 |
| 1215-1315 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 5 |
| 1230-1330 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 6 |
| 1245-1345 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 7 |
| 1300-1400 | 1 | 3 | 5 | 1 | 0 | 2 | 0 | 11 |
| 1315-1415 | 1 | 3 | 7 | 1 | 0 | 2 | 0 | 13 |
| 1330-1430 | 1 | 4 | 5 | 1 | 0 | 1 | 1 | 12 |
| 1345-1445 | 1 | 4 | 7 | 0 | 0 | 1 | 2 | 14 |
| 1400-1500 | 0 | 5 | 5 | 0 | 0 | 0 | 3 | 13 |
| 1415-1515 | 0 | 4 | 3 | 0 | 0 | 0 | 4 | 11 |
| 1430-1530 | 1 | 3 | 2 | 0 | 0 | 0 | 5 | 10 |
| 1445-1545 | 1 | 3 | 1 | 0 | 0 | 0 | 5 | 9 |
| 1500-1600 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | 6 |
| 1515-1615 | 1 | 2 | 1 | 0 | 0 | 0 | 3 | 6 |
| 1530-1630 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 6 |
| 1545-1645 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 7 |
| 1600-1700 | 0 | 6 | 0 | 0 | 1 | 3 | 1 | 11 |
| 1615-1715 | 0 | 5 | 3 | 0 | 1 | 3 | 1 | 13 |
| 1630-1730 | 0 | 3 | 3 | 0 | 1 | 3 | 1 | 11 |
| 1645-1745 | 0 | 1 | 3 | 1 | 1 | 1 | 4 | 11 |
| 1700-1800 | 0 | 2 | 3 | 1 | 0 | 0 | 3 | 9 |
| 1715-1815 | 0 | 4 | 0 | 1 | 0 | 0 | 6 | 11 |
| 1730-1830 | 0 | 4 | 0 | 1 | 0 | 0 | 8 | 13 |
| 1745-1845 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 11 |
| 1800-1900 | 0 | 4 | 0 | 0 | 0 | 1 | 7 | 12 |

HOURLY TOTALS

K&M TRAFFIC SURVEYS

DATE : TUESDAY 1ST JULY 2014

LOCATION : ALFRED MEWS / TOTTENHAM COURT ROAD, LONDON

| | ALFRED MEWS STRAIGHT AHEAD IN FROM TOTTENHAM STREET | | | | | | | TOTAL | ALFRED MEWS LEFT TURN IN |
|-----------|---|-----|-----|-----|-----|-----|-----|-------|--------------------------|
| | CAR | LGV | MGV | HGV | MCY | PCY | PCY | | |
| 0700-0800 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 0715-0815 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 0730-0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0745-0845 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 |
| 0800-0900 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 4 |
| 0815-0915 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 5 |
| 0830-0930 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 6 | 4 |
| 0845-0945 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 3 |
| 0900-1000 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 |
| 0915-1015 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |
| 0930-1030 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 0 |
| 0945-1045 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 0 |
| 1000-1100 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| 1015-1115 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| 1030-1130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1045-1145 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 1100-1200 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 1115-1215 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 |
| 1130-1230 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 |
| 1145-1245 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 1200-1300 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| 1215-1315 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 1230-1330 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 1245-1345 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 |
| 1300-1400 | 1 | 1 | 0 | 0 | 2 | 1 | 5 | 5 | 0 |
| 1315-1415 | 1 | 1 | 0 | 0 | 1 | 1 | 4 | 4 | 0 |
| 1330-1430 | 1 | 1 | 0 | 0 | 1 | 1 | 4 | 4 | 0 |
| 1345-1445 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 3 | 0 |
| 1400-1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1415-1515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1430-1530 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 |
| 1445-1545 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 |
| 1500-1600 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 |
| 1515-1615 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 |
| 1530-1630 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 |
| 1545-1645 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 |
| 1600-1700 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 |
| 1615-1715 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 0 |
| 1630-1730 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 |
| 1645-1745 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 1700-1800 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 |
| 1715-1815 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 1730-1830 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 1745-1845 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 1800-1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

HOURLY TOTALS

K&M TRAFFIC SURVEYS

DATE : TUESDAY 1ST JULY 2014

LOCATION : ALFRED MEWS / TOTTENHAM COURT ROAD, LONDON

| | ACROSS ALFRED MEWS | | PEDESTRIANS INTO ALFRED MEWS | | | PEDESTRIANS OUT OF ALFRED MEWS | | |
|------------------|--------------------|-------------|------------------------------|------------|-------------------|--------------------------------|------------|-------------------|
| | N/BOUND | S/BOUND | USING PATH | USING ROAD | USING PATH & ROAD | USING PATH | USING ROAD | USING PATH & ROAD |
| | PEDS | PEDS | PEDS | PEDS | PEDS | PEDS | PEDS | PEDS |
| 0700-0715 | 24 | 18 | 2 | 0 | 4 | 0 | 0 | 1 |
| 0715-0730 | 26 | 20 | 4 | 0 | 0 | 0 | 0 | 0 |
| 0730-0745 | 46 | 47 | 0 | 1 | 2 | 0 | 0 | 1 |
| 0745-0800 | 52 | 49 | 2 | 0 | 10 | 1 | 0 | 0 |
| 0800-0815 | 53 | 66 | 4 | 1 | 5 | 0 | 4 | 4 |
| 0815-0830 | 79 | 99 | 7 | 1 | 4 | 0 | 0 | 3 |
| 0830-0845 | 92 | 125 | 8 | 0 | 18 | 2 | 0 | 3 |
| 0845-0900 | 112 | 146 | 15 | 0 | 14 | 3 | 0 | 0 |
| 0900-0915 | 82 | 139 | 11 | 0 | 18 | 3 | 0 | 4 |
| 0915-0930 | 80 | 141 | 6 | 2 | 10 | 3 | 0 | 7 |
| 0930-0945 | 82 | 89 | 15 | 3 | 35 | 2 | 4 | 0 |
| 0945-1000 | 77 | 85 | 9 | 0 | 12 | 2 | 0 | 0 |
| 1000-1015 | 48 | 69 | 2 | 2 | 7 | 1 | 2 | 1 |
| 1015-1030 | 54 | 74 | 1 | 2 | 0 | 0 | 2 | 0 |
| 1030-1045 | 58 | 102 | 3 | 3 | 1 | 1 | 2 | 0 |
| 1045-1100 | 74 | 59 | 1 | 1 | 2 | 1 | 0 | 1 |
| 1100-1115 | 72 | 91 | 2 | 2 | 5 | 3 | 2 | 1 |
| 1115-1130 | 86 | 90 | 2 | 0 | 1 | 0 | 0 | 2 |
| 1130-1145 | 69 | 89 | 1 | 2 | 0 | 0 | 1 | 6 |
| 1145-1200 | 77 | 107 | 1 | 2 | 1 | 1 | 1 | 6 |
| 1200-1215 | 124 | 128 | 3 | 0 | 5 | 1 | 3 | 6 |
| 1215-1230 | 104 | 155 | 3 | 0 | 11 | 3 | 2 | 7 |
| 1230-1245 | 161 | 227 | 2 | 8 | 3 | 2 | 3 | 8 |
| 1245-1300 | 205 | 177 | 2 | 11 | 2 | 3 | 23 | 6 |
| 1300-1315 | 254 | 218 | 3 | 13 | 12 | 8 | 16 | 8 |
| 1315-1330 | 223 | 233 | 2 | 14 | 10 | 7 | 13 | 3 |
| 1330-1345 | 223 | 175 | 3 | 12 | 12 | 4 | 6 | 9 |
| 1345-1400 | 171 | 170 | 7 | 15 | 19 | 0 | 7 | 3 |
| 1400-1415 | 169 | 135 | 4 | 3 | 12 | 2 | 5 | 3 |
| 1415-1430 | 129 | 122 | 7 | 10 | 8 | 2 | 3 | 3 |
| 1430-1445 | 120 | 149 | 2 | 5 | 1 | 1 | 1 | 1 |
| 1445-1500 | 101 | 111 | 3 | 6 | 2 | 0 | 4 | 1 |
| 1500-1515 | 122 | 100 | 2 | 2 | 4 | 0 | 5 | 5 |
| 1515-1530 | 155 | 115 | 2 | 8 | 3 | 5 | 7 | 1 |
| 1530-1545 | 104 | 119 | 1 | 2 | 2 | 1 | 1 | 2 |
| 1545-1600 | 102 | 91 | 2 | 2 | 1 | 1 | 4 | 2 |
| 1600-1615 | 105 | 101 | 2 | 0 | 6 | 0 | 1 | 5 |
| 1615-1630 | 119 | 105 | 2 | 1 | 5 | 1 | 3 | 5 |
| 1630-1645 | 124 | 130 | 1 | 2 | 1 | 1 | 1 | 0 |
| 1645-1700 | 137 | 131 | 1 | 2 | 3 | 1 | 3 | 0 |
| 1700-1715 | 169 | 136 | 0 | 1 | 0 | 5 | 13 | 3 |
| 1715-1730 | 136 | 160 | 1 | 1 | 0 | 1 | 2 | 7 |
| 1730-1745 | 232 | 161 | 3 | 1 | 0 | 7 | 1 | 5 |
| 1745-1800 | 224 | 152 | 0 | 2 | 0 | 2 | 13 | 6 |
| 1800-1815 | 251 | 151 | 2 | 3 | 2 | 2 | 22 | 10 |
| 1815-1830 | 224 | 141 | 0 | 1 | 1 | 0 | 3 | 3 |
| 1830-1845 | 145 | 102 | 3 | 0 | 0 | 2 | 19 | 7 |
| 1845-1900 | 152 | 119 | 1 | 0 | 2 | 0 | 11 | 2 |
| 0700-1900 | 5828 | 5719 | 160 | 147 | 276 | 85 | 213 | 161 |

K&M TRAFFIC SURVEYS

DATE : TUESDAY 1ST JULY 2014

LOCATION : ALFRED MEWS / TOTTENHAM COURT ROAD, LONDON

| | ACROSS ALFRED MEWS | | PEDESTRIANS INTO ALFRED MEWS | | | PEDESTRIANS OUT OF ALFRED MEWS | | |
|-----------|--------------------|---------|------------------------------|------------|-------------------|--------------------------------|------------|-------------------|
| | N/BOUND | S/BOUND | USING PATH | USING ROAD | USING PATH & ROAD | USING PATH | USING ROAD | USING PATH & ROAD |
| | PCY | PCY | PCY | PCY | PCY | PCY | PCY | PCY |
| 0700-0800 | 148 | 134 | 8 | 1 | 16 | 1 | 0 | 2 |
| 0715-0815 | 177 | 182 | 10 | 2 | 17 | 1 | 4 | 5 |
| 0730-0830 | 230 | 261 | 13 | 3 | 21 | 1 | 4 | 8 |
| 0745-0845 | 276 | 339 | 21 | 2 | 37 | 3 | 4 | 10 |
| 0800-0900 | 336 | 436 | 34 | 2 | 41 | 5 | 4 | 10 |
| 0815-0915 | 365 | 509 | 41 | 1 | 54 | 8 | 0 | 10 |
| 0830-0930 | 366 | 551 | 40 | 2 | 60 | 11 | 0 | 14 |
| 0845-0945 | 356 | 515 | 47 | 5 | 77 | 11 | 4 | 11 |
| 0900-1000 | 321 | 454 | 41 | 5 | 75 | 10 | 4 | 11 |
| 0915-1015 | 287 | 384 | 32 | 7 | 64 | 8 | 6 | 8 |
| 0930-1030 | 261 | 317 | 27 | 7 | 54 | 5 | 8 | 1 |
| 0945-1045 | 237 | 330 | 15 | 7 | 20 | 4 | 6 | 1 |
| 1000-1100 | 234 | 304 | 7 | 8 | 10 | 3 | 6 | 2 |
| 1015-1115 | 258 | 326 | 7 | 8 | 8 | 5 | 6 | 2 |
| 1030-1130 | 290 | 342 | 8 | 6 | 9 | 5 | 4 | 4 |
| 1045-1145 | 301 | 329 | 6 | 5 | 8 | 4 | 3 | 10 |
| 1100-1200 | 304 | 377 | 6 | 6 | 7 | 4 | 4 | 15 |
| 1115-1215 | 356 | 414 | 7 | 4 | 7 | 2 | 5 | 20 |
| 1130-1230 | 374 | 479 | 8 | 4 | 17 | 5 | 7 | 25 |
| 1145-1245 | 466 | 617 | 9 | 10 | 20 | 7 | 9 | 27 |
| 1200-1300 | 594 | 687 | 10 | 19 | 21 | 9 | 31 | 27 |
| 1215-1315 | 724 | 777 | 10 | 32 | 28 | 16 | 44 | 29 |
| 1230-1330 | 843 | 855 | 9 | 46 | 27 | 20 | 55 | 25 |
| 1245-1345 | 905 | 803 | 10 | 50 | 36 | 22 | 58 | 26 |
| 1300-1400 | 871 | 796 | 15 | 54 | 53 | 19 | 42 | 23 |
| 1315-1415 | 786 | 713 | 16 | 44 | 53 | 13 | 31 | 18 |
| 1330-1430 | 692 | 602 | 21 | 40 | 51 | 8 | 21 | 18 |
| 1345-1445 | 589 | 576 | 20 | 33 | 40 | 5 | 16 | 10 |
| 1400-1500 | 519 | 517 | 16 | 24 | 23 | 5 | 13 | 8 |
| 1415-1515 | 472 | 482 | 14 | 23 | 15 | 3 | 13 | 10 |
| 1430-1530 | 498 | 475 | 9 | 21 | 10 | 6 | 17 | 8 |
| 1445-1545 | 482 | 445 | 8 | 18 | 11 | 6 | 17 | 9 |
| 1500-1600 | 483 | 425 | 7 | 14 | 10 | 7 | 17 | 10 |
| 1515-1615 | 466 | 426 | 7 | 12 | 12 | 7 | 13 | 10 |
| 1530-1630 | 430 | 416 | 7 | 5 | 14 | 3 | 9 | 14 |
| 1545-1645 | 450 | 427 | 7 | 5 | 13 | 3 | 9 | 12 |
| 1600-1700 | 485 | 467 | 6 | 5 | 15 | 3 | 8 | 10 |
| 1615-1715 | 549 | 502 | 4 | 6 | 9 | 8 | 20 | 8 |
| 1630-1730 | 566 | 557 | 3 | 6 | 4 | 8 | 19 | 10 |
| 1645-1745 | 674 | 588 | 5 | 5 | 3 | 14 | 19 | 15 |
| 1700-1800 | 761 | 609 | 4 | 5 | 0 | 15 | 29 | 21 |
| 1715-1815 | 843 | 624 | 6 | 7 | 2 | 12 | 38 | 28 |
| 1730-1830 | 931 | 605 | 5 | 7 | 3 | 11 | 39 | 24 |
| 1745-1845 | 844 | 546 | 5 | 6 | 3 | 6 | 57 | 26 |
| 1800-1900 | 772 | 513 | 6 | 4 | 5 | 4 | 55 | 22 |

HOURLY TOTALS

K&M TRAFFIC SURVEYS

DATE : TUESDAY 1ST JULY 2014

LOCATION : ALFRED MEWS / TOTTENHAM COURT ROAD, LONDON

SURVEY OF VEHICLE ACTIVITY OF INITIAL 20 METRES OF ALFRED MEWS

| VEHICLE TYPE | ARRIVAL TIME | DEPART TIME | DURATION OF STAY | WHERE PARKED ON ENTRANCE TO ALFRED MEWS - YELLOW LINE | ACTIVITY INFORMATION |
|--------------|--------------|-------------|------------------|---|-------------------------|
| HGV | 07:01 | 07:03 | 00:02 | SOUTH SIDE | REFUGE HGV |
| MGV | 07:27 | 07:37 | 00:10 | NORTH SIDE | COLLECTING PALLETS |
| LGV | 07:57 | 08:56 | 00:59 | SOUTH SIDE | LEAFLET DROP |
| MGV | 08:38 | 08:40 | 00:02 | SOUTH SIDE | MILKMAN |
| LGV | 08:57 | 09:05 | 00:08 | SOUTH SIDE | TO HEALS & CAFÉ |
| MGV | 09:08 | 09:58 | 00:50 | SOUTH SIDE | DELIVERY TO DWELL |
| MCY | 09:23 | 09:29 | 00:06 | SOUTH SIDE | DELIVERY TO HEALS |
| MCY | 10:19 | 10:26 | 00:07 | SOUTH SIDE | DELIVERY TO HEALS |
| LGV | 10:21 | 10:38 | 00:17 | NORTH SIDE | DELIVERY TO HEALS |
| LGV | 10:29 | 10:40 | 00:11 | SOUTH SIDE | DELIVERY TO TCR |
| MCY | 10:32 | 10:37 | 00:05 | SOUTH SIDE | COURIER PICK UP |
| LGV | 10:45 | 10:57 | 00:12 | SOUTH SIDE | DELIVERY TO HEALS |
| LGV | 11:26 | 11:31 | 00:05 | SOUTH SIDE | DELIVERY TO DWELL |
| LGV | 11:42 | 12:03 | 00:21 | SOUTH SIDE | LEAFLET DROP |
| LGV | 11:45 | 11:55 | 00:10 | SOUTH SIDE | DELIVERY |
| LGV | 12:51 | 13:21 | 00:30 | SOUTH SIDE | CATERERS TO T.C.R |
| LGV | 13:15 | 13:25 | 00:10 | SOUTH SIDE | DELIVERY TO HEALS |
| LGV | 13:52 | 14:12 | 00:20 | SOUTH SIDE | DELIVERY TO T.C.R |
| LGV | 14:11 | 14:28 | 00:17 | SOUTH SIDE | LUNCH AT KFC |
| CAR | 14:43 | 14:48 | 00:05 | SOUTH SIDE | COLLECT TAKE AWAY |
| LGV | 16:25 | 16:28 | 00:03 | SOUTH SIDE | DELIVERY TO STARBUCKS |
| CAR | 16:36 | 16:44 | 00:08 | SOUTH SIDE | ADDISON LEE - PICK UP |
| CAR | 16:37 | 16:39 | 00:02 | SOUTH SIDE | ADDISON LEE - PICK UP |
| CAR | 17:43 | 17:50 | 00:07 | SOUTH SIDE | CHUBB SECURITY TO T.C.R |