Framework Travel Plan

Proposed Mixed Use Development, 60-70 Shorts Gardens & 14-16 Betterton Street, Covent Garden

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Comments

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1. Introduction

1.1. This Travel Plan (TP) is to be implemented as part of the proposed mixed use scheme at 60-70 Shorts Gardens and 14-16 Betterton Street, Covent Garden. A wide range of potential benefits can accrue from the implementation of the TP, including improved health and well-being for individuals who can change their mode of travel, and reduced environmental effects in terms of air quality, noise and congestion in the vicinity of the site.

1.2. The measures proposed and summarised in Table A at the back of this report will complement the existing facilities for non-car modes of travel in the vicinity of the site and help occupiers to focus on the key objectives of TPs, namely to reduce the reliance on single occupancy car use.

1.3. The TP has been prepared with reference to the good practice and guidance documents published by the DETR, DfT and TfL. It includes a number of measures intended to enhance the viability of using non-car modes to access the site and encourages travel by sustainable modes of transport.

1.4. This TP has been assessed on its suitability utilising ATTrBuTE, TfL's assessment tool for TP reviewing building, testing and evaluation. A copy of the ATTrBuTE summary is attached at ***Appendix A***.

1.5. This TP will be secured against a S106 agreement for the approved scheme.

What is a Travel Plan?

1.6. A TP is essentially a series of initiatives that are introduced by an organisation to provide people with an enhanced range of transport opportunities. The overriding objective of TPs is to reduce the level of single occupancy car use.

1.7. Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.

1.8. TPs are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or site and implementing initiatives to reduce identified adverse effects of such transportation.

Why do we have a Travel Plan?

1.9. While there are a wide range of benefits that can result from the operation of a TP, their implementation is increasingly being required within the planning system as a condition, or requirement, associated with development.

1.10. This TP is a requirement of the S106 agreement of the consented scheme and is defined under Section 7.

Benefits of Travel Plans

1.11. The most easily identifiable benefits of TPs are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.

1.12. There is however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:

- Energy savings - through removal of fossil fuel use;
- Increased use of public transport - through TP initiatives;
- An improved environment for pedestrians and cycles;
- Cost savings;
- Improved quality of life - through time savings achieved as a result of less congestion and reduced stress; and
- Improved sense of community as neighbours car share, get involved in Bicycle Users Groups (BUGs) or parents take initiatives to walk groups of children to school.

Aim and Approach

1.13. The principal aim of the TP for the development is to help reduce car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.

1.14. For areas where there is little in the way of vehicular movements (e.g. accessible Central London locations) the emphasis is on promoting 'active' travel (e.g. walking and cycling) over public transport journeys.

1.15. The plan is to take into consideration the existing transport conditions relevant to the development and the surrounding environment, and secondly, to propose a number of measures designed to increase travel awareness and to effectively manage and reduce the level of single-occupancy car use and encourage active transport.

1.16. In advance of occupation of the site, the journey origin and mode of transport of staff cannot be determined and therefore, this version of the TP is focussed on setting out principles and objectives to staff and introducing key elements such as the Travel Plan Co-ordinator, thereby providing a framework on which to base future iterations of the TP.

1.17. Travel information relating to bus and train services as well as cycle/pedestrian routes, car club and the TP will be provided to employees prior to occupation.

1.18. A survey will be carried out to ascertain the prevailing modal travel patterns of employees of the site. These results will be integral in the future development of the TP. The survey will aim to ascertain:

- attitudes towards more sustainable modes of transport
- journey lengths and origin
- preferences to the current modes of transport
- attitudes to changing their preferred mode of transport if necessary
- the most effective measures to induce a shift from private car usage to more sustainable modes of transport.

2. Transport Policy and Guidance

2.1. Relevant policy guidance relating to new development and transport and land use planning is set out at a national, regional and local level in the following documents:

i) National Planning Policy Framework;

ii) London Plan, with alteration dated March 2015;

iii) Camden's Transport Strategy 2011

2.2. These documents set the context in which the site's proposals have been assessed.

National Planning Policy Framework (2012)

2.3. In the Ministerial foreword it states:

"The purpose of planning is to help achieve sustainable development.

Sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations.

Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate.

Sustainable development is about change for the better, and not only in our built environment".

"Development that is sustainable should go ahead, without delay - a presumption in favour of sustainable development that is the basis for every plan, and every decision. This framework sets out clearly what could make a proposed plan or development unsustainable".

2.4. With regard to transportation the Core Planning principles are to:

"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant developments in locations which can be made sustainable and take account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs".

Promoting Sustainable Transport

2.5. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

2.6. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should

therefore support a pattern of development, which, where reasonable to do so, facilitates the use of sustainable modes of transport.

2.7. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.8. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

2.9. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the need of people with disabilities by all modes of transport.

2.10. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Employment

2.11. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

The London Plan (updated March 2016)

2.1. The London Plan was published in February 2004 and is intended to provide guidance to Borough Councils on their own Unitary Development Plans (UDPs). London Borough's UDPs are expected to be in 'general conformity' with the plan. The spatial development strategy for Greater London was re-issued with amendments in March 2016.

2.2. The Greater London Authority (GLA) Act 1999 requires that the London Plan deals only with matters that are of strategic importance to Greater London.

2.3. Policy 6.1 Strategic Approach

A) The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

- *a encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs*
- *b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs*
- *c supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2).*
- *d improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3)*
- *e seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use*
- *f facilitating the efficient distribution of freight whilst minimising its impacts on the transport network*
- *g supporting measures that encourage shifts to more sustainable modes and appropriate demand management*
- *h promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced*
- *I promoting walking by ensuring an improved urban realm*
- *j seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.*

B) The Mayor will, and boroughs should, take an approach to the management of streetspace that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.

2.4. Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport

A) The Mayor will work with strategic partners to:

- *a improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system*

b co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable

c increase the capacity of public transport in London over the Plan period by securing funding for and implementing the schemes and improvements set out in Table 6.1.

B) Development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.1 should be refused.

2.5. Policy 6.3 Assessing Effects of Development on Transport Capacity

A) Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

B) Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C) Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

2.6. Policy 6.7: Better Streets and Surface Transport

A) The Mayor will work with TfL and boroughs to implement London wide improvements to the quality of bus, bus transit and tram services.

2.7. Policy 6.9 Cycling

A) The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5% of modal share by 2026. He will:

a identify, promote and implement a network of cycle routes across London which will include Cycle Superhighways and Quietways

b continue to operate and improve the cycle hire scheme

c fund the transformation of up to four outer London borough town centres into cycle friendly 'mini Hollands'.

B) Developments should:

a provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)

b provide on-site changing facilities and showers for cyclists

c *contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)*

d *provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the 'mini-Hollands'*

e *facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity.*

2.8. Policy 6.10 Walking

A) The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles, – promoting simplified streetscape, decluttering and access for all.

B) Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance.

2.9. Policy 6.11 Smoothing Traffic Flow and Tackling Congestion

A) The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to smoothing traffic flow and tackling congestion through implementation of the recommendations of the Roads Task Force report. The Mayor will use his powers where appropriate.

2.10. Policy 6.12 Road Network Capacity

A) The Mayor supports the need for limited improvements to London's road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs.

B) In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

a *the contribution to London's sustainable development and regeneration including improved connectivity*

b *the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced*

c *how net benefit to London's environment can be provided*

d *how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved*

e *how safety for all is improved.*

C) Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.

2.11. Policy 6.13 Parking

A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

B) The Mayor supports Park and Ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.

C) The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see Policy 2.8), informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1).

D) In addition, developments must:

a ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

b provide parking for disabled people in line with Table 6.2

c meet the minimum cycle parking standards set out in Table 6.3

d provide for the needs of businesses for delivery and servicing.

Camden's Transport Strategy 2011

2.12. The objectives set out in Camden's Transport Strategy 2011 are as follows:

- Reduce motor traffic and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough'
- Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden
- Promoting Sustainable Travel through Travel Planning
- Improve road safety and personal security for people travelling in Camden. Reducing Crime on the Transport Network
- Effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people
- Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement
- Ensure the transport system supports Camden's sustainable growth and regeneration as well as enhancing economic and community development
- Ensure the transport systems supports access to local services and facilities, reduces inequalities in transport and increases social inclusion
- To ensure that the provision of parking is fair and proportionate by considering the needs of all users, whilst also encouraging sustainable travel choices.

3. Existing Situation

3.1. The site is located within the London Borough of Camden on Shorts Gardens which is situated approximately 100m, south east of the A40 High Holborn / A40 / Shaftsbury Avenue junction. A site location plan is provided in ***Appendix B*** to this report.

3.2. The site occupies 60 - 70 Shorts Gardens and 14-16 Betterton Street which are currently has planning permission for office, retail and restaurant uses. The building on Shorts Gardens also has a basement but this is not currently used. These buildings are some three storeys in height and situated in a busy urban area. The surrounding area comprises of a mixture of offices, shops, restaurants and residential properties, typical of an inner London site.

3.3. An existing internal car parking space and some cycle parking provision is provided for the existing site users.

On-Street Parking

3.4. The parking provided in the Shorts Gardens development is accessed via a cross-over arrangement into the building.

3.5. The site falls within Camden's controlled parking zone CA-C. The roads within close proximity to the site, namely Shorts Gardens, Betterton Street and Drury Lane, all have double yellow line parking restrictions although loading is permitted at specified times and for a maximum stay for up to 40 minutes.

3.6. On street parking bays are provided on Shorts Gardens for residents with permits; a total of nine spaces are located within close proximity to the site, together with a doctor's bay. On Drury Lane, pay and display parking is provided with one bay designated for disabled use.

3.7. There is a privately-operated car park within close proximity of the site; in Parker Street, which is open 24 hours, seven days a week and has 330 spaces.

3.8. Car parking and cycle parking stress surveys have been carried out in the local area. There are no recognised methods to undertake cycle parking stress surveys therefore the "Lambeth Methodology" for car parking stress surveys have been adopted where appropriate.

3.9. The surveys were undertaken Wednesday 22nd March 2017 and Thursday 23rd March 2017. The beat surveys were undertaken at 10:00, 14:00 and 18:30 to establish to peak periods of car and cycle parking. During the surveys, there was roads closures on Shorts Gardens and Macklin Street, although the footways and cycle parking were not affected.

3.10. The car parking stress surveys indicated that even with the road closures (and not including those spaces which were affected by the road closures) there was a maximum parking stress of 75% during the day (25 spaces available) and 87% in the evening (13 spaces available).

3.11. The maximum cycle parking stress, with regards to cycle racks (not TfL hire bikes) for the area was 61% (47 spaces) during the evening. Betterton Street experienced a maximum stress of 43% (16 spaces available) and Shorts Gardens 25% (6 spaces available). This demonstrates that cycle parking in the area is not fully utilised. Details of the parking stress survey are provided at ***Appendix C***.

Pedestrian / Cycle Access

3.12. The streets around the site have varying footway widths. Along Shorts Gardens the footway width varies from 1.2m to 3m. The footway along the front of the site is approximately 2.5m wide. Street lighting is provided on all surrounding streets including Shorts Gardens, and is either in the form of street lighting columns or lights fixed into building façades.

3.13. A formal crossing point is provided on Drury Lane just a few metres south east of the site which is in the form of a zebra crossing on a table top ramp.

3.14. Approximately 100m north of the site is the A40 High Holborn along which there are a number of controlled crossing facilities for pedestrians, allowing direct access to the existing public transport facilities.

3.15. A plan showing the walking catchment from the site is provided in ***Appendix D*** to this report together with a plan showing the walking distances to nearby public transport facilities.

3.16. Signed cycle routes are provided on nearby streets, namely Endell Street and Long Acre. Endell Street is approximately 90m west of the site and Long Acre is approximately 180m south of the site. These routes form part of the London cycle network area shown in ***Appendix E*** to this report.

3.17. Drury Lane is classified as being suitable for cyclists as it is a quieter road but is not signposted.

3.18. On-street cycle parking is currently available on Shorts Gardens (4 racks) and Betterton Street (12 racks).

Rail Services

3.19. There are four underground stations within 600m of the site, namely Covent Garden, Leicester Square, Holborn and Tottenham Court Road. These stations provided a high frequency of service ranging from every 2 - 15 minutes giving connections to the wider London area.

Buses

3.20. The closest bus stop to the site is on High Holborn which is just 175m walk away. The site is accessible with a total of ten bus stops all within 500m of the site, most of which have bus shelters with seating. These stops provide access to around 37 different bus routes some of which operate 24 hours a day. A bus route plan is provided at ***Appendix F***.

Public Transport Accessibility Level

3.21. An important aspect of reviewing transport links to the proposed development and the characteristics for modal split is to assess its accessibility to the public transport network. The public transport accessibility of the site has been assessed using the PTAL (Public Transport Accessibility Level) method.

3.22. The current PTAL methodology, which has been set out by TfL, assumes a walk speed of 4.8km/hr and considers rail stations within 12 minutes' walk (960m) of the site and bus stops within 8 minutes' walk (640m).

3.23. The site is situated in an area with a PTAL of 6b, which is rated as excellent, according to TfL's Planning Information Database.

Car Club

3.24. There are a number of car clubs within easy walking distance of the site, nearest is situated adjacent to Parker Street.

3.25. Car clubs are becoming increasing popular as they are a good way of having the convenience of using vehicle without the hassle of owning one. The location of the car club is shown on the plan at ***Appendix B***.

Local Facilities

3.26. The site is situated in a sustainable location which benefits from easy links with local facilities and shops. These facilities provide a wide range of retail opportunities to negate the need to own a car and minimise the need to travel.

Local Car Ownership E00004528 Output Area

3.27. In order to determine the local car ownership levels, the 2011 Census data has been interrogated based on the local E00004528 output area in which the site resides, as follows.

Table 1: Local Car Ownership for E00004528 Output Area

Description	No. of Households
All Households	170
No Cars or Vans in Household	137
1 Car or Van in Household	28
2 Cars or Vans in Household	5
3 Cars or Vans in Household	0
4 or More Cars or Vans in Household	0
All Cars or Vans in Area	38

3.28. The above table indicates that the local car ownership is 0.2 cars per household with a total of 80% of households not owning a car or van.

Method of Travel to Work

3.29. The Census database has been analysed to ascertain the percentage split of people travelling to work by various modes of transport. Details of the Neighbourhood Statistics census has been obtained for "Method of travel to work" for the E00004528 Output Area. The results are provided in the table below.

Table 2: Method of Travel to Work Percentage Split

Mode of Travel	Percentage
Underground, Metro, Light Rail, Tram	19.3%
Train	13.3%
Bus, Minibus or Coach	22.7%
Taxi	0.6%
Motorcycle, Scooter or Moped	0.0%
Driving a Car or Van	8.3%
Passenger in a Car or Van	0.0%
Bicycle	4.4%
On Foot	30.9%
Other Method of Travel to Work	0.6%

3.30. The above table indicates that the most popular method of travel to work is underground/train at 32.6%, the next most popular mode of travel is walking at 30.9%. However, given the availability of car parking and the accessibility to public transport it is considered that the proposed scheme is likely to experience very few trips by car.

Permitted Use

3.31. The site currently has a planning permission for 2,281m² (GEA) office, three ground floor units comprising of A1 (shops), A2 (financial and professional services) and D1 (non residential institution), covering a total of 334m^2 and a basement area covering 1,163m² (GIA). The proposed use of the basement area was not established, but could have been B1, D1 or D2 use.

Table 3: Permissible Daily Trips

Mode of Travel	Daily Trips (Two Way)
Underground	223
Train	309
Bus	145
Cycle	13
Walk	598
Total (without basement area)	**1,288**

3.32. The above table indicates that the site could permissibly generate 1,288 daily all-mode two-way trips without including the use of the basement.

3.33. Including the trips that could be generated using the basement area is **1,649** daily all-mode two-way trips.

4. Proposed Situation

4.1. The development proposes the schedule as follows.

Table 4: Proposed Development Schedule

Floor	Shorts Gardens		Betterton Street	
	Use	(GIA m^2)	Use	(GIA m^2)
Basement - 1	D1/D2/A3	446	-	-
Basement Mezzanine	D1/D2/A3	361	Ancillary	145
Ground	B1/D1/D2	537	A1/D1	153
Ground Mezzanine	B1/D1/D2	243	A1/D1	58
First	B1	536	C3	158
Second	B1	536	C3	162
Third	B1	385	C3	166
Fourth	B1	382	C3	130
Fifth	-	-	C3	97
Total		3,426		1,069

4.2. The above table indicates the total gross internal area (GIA) of development on Shorts Gardens is 3,426m^2 and 1,069m^2 on Betterton Street. Details of the proposed outline plans are provided at ***Appendix G***.

4.3. The C3 residential use is for 4 residential flats with a total of 9 bedrooms.

4.4. It is proposed to remove a single on-street car parking bay on Betterton Street to provide 5 cycle racks (10 bicycles). In addition, service bay arrangements are proposed on Betterton Street and Shorts Gardens. On Short Gardens it is necessary to relocate the existing cycle parking which results in the increase of 3 cycle racks (6 bicycles). The proposals present a total of 8 additional cycle racks (16 bicycle spaces) for on-street parking. Given the car parking stress survey the removal of a single parking is unlikely to result in adverse impact on parking in the area. Details of the highways proposals is provided at ***Appendix H.***

Future Trips Rates

4.5. To provide an indication on the likely trip rates associated with the proposed development uses the TRICS database has been interrogated. The TRICS data is provided at ***Appendix I***

4.6. A summary of the daily total person trip rates per privately owned flats is provided in the table below.

Table 5: Future Residential Flats Person Trip Rates and Daily Trips

Description	Daily		
	In	Out	Two-way
Trip Rates	3.507	4.374	7.881
Proposed Trips	14	17	31

Note: Trip rates per dwelling (4 flats)

4.7. It can be seen from the above table that the development would generate 31 daily two-way total person trips.

4.8. Given the various potential use classes that could come forwards A1, A3 and B1 uses are considered to present the worst case, in terms of trips generation, compared to the C3, D1 and D2 class uses. To present a worst case, the floor areas with associated B1 (1,992m^2), A3 (807m^2) and D1 (780m^2) class uses are as follows.

Table 6: Future B1 Use Person Trip Rates and Daily Trips

Description	Daily		
	In	Out	Two-way
Trip Rates	16.722	15.886	32.608
Proposed Trips	308	292	600

Note: Trip rates per 100m2.

4.9. The above table indicates that proposed B1 use could generate around 600 two-way daily all person trips.

4.10. In a similar manner to the B1 use the trips associated with A3 use have been established using the TRICS database, however due to the very small number of London based sites more regions have been chosen to provide a statistically better number of sites.

Table 7: Future A3 Use Person Trip Rates and Daily Trips

Description	Daily		
	In	Out	Two-way
Trip Rates	82.486	81.016	163.502
Proposed Trips	666	654	1,319

Note: Trip rates per 100m2.

4.11. The above table indicates that proposed A3 use could generate around 1,319 two-way daily all person trips. It should be noted that this includes areas within the basement.

4.12. The D1/D2 class use trips have been established using the TRICS database, however due to the very small number of London based sites more regions have been chosen to provide a statistically better number of sites.

Table 8: Future D1/D2 (Gym) Use Person Trip Rates and Daily Trips

Description	Daily		
	In	Out	Two-way
Trip Rates	26.606	26.103	52.709
Proposed Trips	264	259	523

Note: Trip rates per 100m^2 and based on gym sites.

4.13. The above table indicates that proposed D1 use could generate around 523 two-way daily all person trips.

4.14. It is possible to use information within the TRICS database to provide modal share data for the residential development. However, in order to more accurately forecast the choice of travel modes by future residents, specific 'travel to work' modal share data has been combined with data obtained from TRICS as this provides a more localised indication of future trips. The modal split data presented in Table 4 (adjusted to reflect no car trips) has been applied to the trips in Tables 4, 5, and 6 as follows.

Table 9: Proposed Total Daily Trips and Modal Split

Mode	Arrive	Depart	Two-way
Underground, Metro, Light Rail, Tram	259	253	511
Train	177	173	351
Bus	303	296	599
Taxi/Minicab	7	7	15
Motorcycle	0	0	0
Car Driver	0	0	0
Car Passenger	0	0	0
Bicycle	59	58	117
Walk	414	404	818
Other	7	7	15
Total	**1,252**	**1,222**	**2,472**

4.15. The above table indicates the proposed development is likely to generate 1,461 two-way daily trips by public transport, 117 daily trips by bicycle and 818 trips on foot.

4.16. A comaprison of the permitted use and the proposed use daily trips are presented below.

Table 10: Comparison Between Permitted and Proposed Daily Trips

	Permitted Daily Two-way Trips	Proposed Daily Two-way Trips	Difference
Daily Trips	1,649	2,472	+823

4.17. The above table indicates that the proposals, given a robust situation, could result in an increase in daily trips by an additional 823 two way all person trips. The increase in trips is mostly attributed to the proposed A3 and D1/D2 uses which are at their busiest in the evening after the B1 use peak hour trips. The inclusion of the A3 and D1/D2 uses means that the proposed daily trips will be spread over the day and going into the evening after the recognised PM peak hour.

4.18. The majority of the trips other than the B1 office use are principally associated with passby and linked trips i.e. people stopping for food, coffee, shopping or gym / leisure facilities as part of a wider journey. For example, people will often stop for shopping or gym use after work on the way home, or stop for coffee or food whilst on a longer, linked trip. The impacts of the development as shown above are therefore theoretical and will not generate 823 'new' all-mode trips, simply redistribute existing patterns of people movement on the network.

Proposed Car Parking

Retail Use Parking

4.19. The London Plan, in relation to retail development, states the following.

"6A.4The starting point for meeting parking demand for new retail development should be use of existing public off-street provision. Parking needs should be assessed taking account of the reduction in demand associated with linked trips. If on-site parking is justified there should be a presumption that it will be publicly available."

4.20. Given the above guidance the availability of public car parks and excellent public transport facilities in the local area it is considered that the scheme should provide no dedicated car parking. There is available on-street car parking for blue badge holders, who can also park on single yellow lines and double yellow lines.

Residential Parking

4.21. For the proposed flats the London Plan states.

"All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit"

4.22. Again, based on the site's excellent accessibility to public transport, local facilities and car clubs it is considered appropriate to provide dedicated car parking for residents. In addition, given the future residents can be restricted from obtaining parking permits within areas with a CPZ. Such an arrangement is commonly secured through a planning condition.

Employment Parking

4.23. The London Plan provides guidance for maximum parking standards within Central London areas. Based on the sites accessibility by public transport, walking and cycling it is proposed to provide no dedicated car parking.

Proposed Cycle Parking

Residential

4.24. The London Plan's minimum cycle parking standards for residential use is as follows.

- Long Stay – 1 per 1 bed and 2 per all other.
- Short stay 1 per 40 units

4.25. Based on standards a total of 8 cycle parking spaces are proposed.

A1 Retail Use

4.26. The London Plan's minimum cycle parking standards for A1 use is as follows.

- Long Stay – 1 space per 250m^2
- Short Stay – 1 space per 125m^2

4.27. Based on the above and the total floor area of the A1 use (subject to the D1/D2 uses) a total of 9 cycle parking facilities (3 + 6). These will be provided along the frontage of the proposed site.

A3 Restaurant/Café Use

4.28. The London Plan's minimum cycle parking standards for A1 use is as follows.

- Long Stay – 1 space per 175m^2
- Short Stay – 1 space per 40m^2

4.29. Based on the above and the total floor area of the A3 use a total of 25 cycle parking facilities (5 + 20) are required by the standards. However, given the available on-street cycle parking and proposals to provide some short stay spaces on-street adjacent to the site this provision is considered appropriate.

B1 Office Use

4.30. The B1 class use cycle parking standards are as follows.

- Long Stay – 1 space per 90m^2 (inner London)
- Short Stay – first 5,000m^2: 1 space per 500m^2

4.31. Assuming a total B1 use area, subject to confirming the other uses a total of 26 cycle parking facilities (22+4). These will be provided within the development in a secure location and undercover. A number of short stay spaces are to be provided on-street. These spaces would have dual use for the B1/A1 uses during the day and then for the evening A3/D1/D2 using which are busiest in the evening.

D1/D2 Use

4.32. The D1 class use (assuming health centre) cycle parking standards are as follows.

- Long Stay – 1 space per 5 staff
- Short Stay – 1 space per 3 staff

4.33. Assuming 10 staff a total of 5 cycle parking facilities (2+3). These will be provided within the development in a secure location and undercover. Some of the short stay spaces will be provided on-street.

Delivery Management Plan

4.34. A full Delivery Management Plan has been submitted with the application which presents details of the delivery and servicing strategy. This present details and justification for the proposed on-street servicing, suggested delivery restrictions and likely number of service trips.

5. Objectives and Targets

The Focus of the Travel Plan

5.1. This TP is focussed solely on staff and therefore all of the measures proposed within the plan are intended to encourage staff to vary, or change, from the reliance on public transport.

Objectives

5.2. There are a number of objectives that the implementation of the TP is intended to help fulfil:

- To influence travel behaviour of staff.
- To generate fewer public transport trips than would otherwise be the case by encouraging a modal shift in travel.
- To reduce the need for unnecessary journeys.
- Reduction in overall mileage.
- To help improve the health of staff.

Targets

5.3. All Travel Plan targets should be SMART: Specific, Measurable, Achievable, Realistic and Time-bound.

5.4. Targets for Travel Plans can be related to proportional changes in the travel modes used to get to the site. However, possible targets could be to reduce travelling by public transport between 5% - 10% over a two year period based on the estimated multi-modal trips from the 2011 Travel to Work Census Data. The results of the staff travel questionnaire survey (to be undertaken within 6 months of first occupation of the site) will provide more accurate information on the prevailing travel choices of staff and hence will provide a basis for the setting of aspirational targets in a later revision of the TP.

5.5. TPs are evolving documents that need to remain adaptable to changing working practices and local conditions and therefore, the plan targets will be given over varying timescales. Table A at the very end of this report details the proposed measures and their respective timescales.

5.6. Based on evaluation of similar sites and using the primary objectives of the Travel Plan, the key SMART targets of the Travel Plan will be as follows:

- Increase the number of trips being undertaken by foot and bicycle by 3% within two years of the initial survey;
- Reduce public transport travel by 5% within five years when compared to the modal split from the initial survey;
- Increase the number of trips being undertaken by foot and bicycle by 5% within five years of the initial survey.

5.7. Based on the forecast modal split as described in Table 6 and the above targets, a summary of the likely change in modal split brought about by the implementation of the Travel Plan is summarised below.

Table 11: 5% Reduction in Public Transport Use over 5 Years

Mode	Year 1		Year 3		Year 5	
	Modal Share (%)	Trips	Modal Share (%)	Trips	Modal Share (%)	Trips
Underground	20%	485	19%	456	18%	425
Train	7%	170	7%	170	7%	170
Bus	19%	461	18%	432	17%	400
Bicycle	7%	170	8%	201	10%	230
On Foot	46%	1116	47%	1147	49%	1177
Taxi	1%	24	1%	24	1%	24
Total	**100%**	**2472**	**100%**	**2472**	**100%**	**2472**

Note: Numbers subject to rounding. Trips are all person, daily and two-way.

5.8. In addition to the above potential change in modal split, a second set of more aspirational targets is also considered. Although it is likely these targets will be difficult to meet, they do provide another target should the targets in Tables 6 be met prior to 2020. These targets, which reduce public transport use by 10% over five years, are provided below.

Table 12: 10% Reduction in Public Transport Use over 5 Years

Mode	Year 1		Year 3		Year 5	
	Modal Share (%)	Trips	Modal Share (%)	Trips	Modal Share (%)	Trips
Underground	20%	485	18%	425	15%	364
Train	7%	170	7%	170	7%	170
Bus	19%	461	17%	400	14%	340
Bicycle	7%	170	10%	230	12%	291
On Foot	46%	1116	49%	1177	51%	1237
Taxi	1%	24	1%	24	1%	24
Total	**100%**	**2472**	**100%**	**2472**	**100%**	**2472**

Note: Numbers subject to rounding. Trips are all person, daily and two-way.

5.9. Should the above targets in Tables 6 and 7 not be met, then discussions between the TPC and the Camden Council would take place in order to discuss the extent of the shortfalls and outline measures which could be undertaken to help meet these targets over the future 12 month period.

5.10. A survey will be undertaken, under the supervision of the Travel Plan Coordinator, following occupation of the building, within the first 6 months, and will involve a survey to establish the travel patterns of the staff members accessing the site. Upon receipt of the information, targets will be amended or introduced to achieve the recommendations set out within the Travel Plan. Further

monitoring will be undertaken annually for a period of no less than 5 years following the initial surveys.

6. Travel Plan Initiatives

6.1. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be implemented and encouraged.

Measures to Reduce Public Transport Use by Staff

6.2. The proximity of the development site in relation to residential areas, local facilities and transport links will negate the need to make public transport journeys and achieve the aim to reduce the need to travel.

6.3. As part of the development proposal, no parking shall be provided. This is based upon the site's excellent accessibility to public transport.

6.4. Further measures to reduce car use by staff are identified below.

Provision of Travel Information

6.5. Information on alternative means of transport to the car will be publicised on a notice board placed in a communal area within the site. This will increase awareness of the different travel options available. The board will hold up-to-date information about the Travel Plan, and reasons for it, on cycle routes, pedestrian access and public transport information etc.

6.6. A copy of the TP will be provided upon request to staff and regular visitors who will be present on site.

Measures to Promote and Facilitate Cycling

6.7. Measures aimed at increasing the viability of accessing the development by bicycle will be based around provision of the following facilities and benefits prior to occupation.

- Secure cycle parking spaces will be provided in safe and convenient locations close to the entrance of the site for staff and visitors;
- TPC to promote cycle use and provide information about local cycle routes, including tourist information and local route maps on notice boards in and around the development;
- Staff members receive the ability to purchase bicycles through the Government's Cycle to Work salary sacrifice scheme;
- Staff are to be encouraged to cycle to the site where possible, particularly from locations within 5km of the site;
- The provision of lockers and changing facilities;
- Take part in national cycle to work days.

6.8. Staff discounts are to be negotiated at local cycle shops, details of which will be included in staff welcome/starter packs that will be tailored to the final occupier. Local cycle shops to be approached to partake in the potential offer are detailed in the table as follows:

Table 13: Local Cycle Shops

Name	Location
Skate of Mind	Earlham Street, Covent Garden
Cycle Surgery	St. Martin's Courtyard, 11 Mercer Street
Evans Cycles	178 High Holborn, Holborn

6.9. Potential discounts to be offered to all staff following further investigation and negotiation with cooperating cycle shops by the appointed Travel Plan Coordinator.

Measures to Promote Walking

6.10. Measures aimed at increasing the viability of accessing the development on foot will be based around provision of the following facilities and benefits prior to occupation.

- Information on the 'on and off highway' pedestrian network routes to staff and visitors, and include this information on maps made available through the transportation notice boards.
- The provision of showers and changing facilities.
- Take part in national walk to work days
- Provide a high quality pedestrian environment within the site.
- In the event of an emergency, provide a free taxi ride home to staff who walk to work.
- Measures to Promote and Facilitate Public Transport Use

6.11. To increase and encourage the use of public transport the following measures to encourage public transport use will be implemented:

- Provide up-to-date public transport information including timetables and bus company contact information on notice boards.
- Provide details of local taxi operators.
- In the event of an emergency provide a free taxi ride home to staff who walk to work
- Measures to Promote Car Club use.

6.12. Car Clubs are present in various Central London locations, which will be advertised to staff should they require temporary use of a car.

The Travel Plan Co-ordinator and Associated Support

6.13. The Travel Plan Co-ordinator (TPC) will work in conjunction with the LPA, the local community and other interested parties for the continuing progression of the TP. The TPC will be appointed prior to first occupation of the development. The details of the TPC, previous travel planning experience and/or schedule travel plan training will be sent to London Borough of Camden for approval prior to appointment. Similarly, when the change in any TPC is proposed, this will be agreed in writing with London Borough of Camden prior to any changes.

6.14. The TPC will be a dedicated person funded by the facilities management of the site.

6.15. A TP needs a co-ordinator to take responsibility for the development and management of the plan and ensure its delivery. In the case of the Travel Plan, the co-ordinator has a particularly important role in presenting the plan to staff who may not otherwise feel any common cause with its implementation. It is therefore important that the co-ordinator is either located on site or makes regular visits to it and can become a familiar and trusted person.

6.16. The role of the Travel Plan Co-ordinator will be as follows:-

- To promote and encourage the use of travel modes other than the car, including publicity.
- To provide a point of contact and travel information for staff.
- To ensure that all relevant information is provided to all staff and visitors and that up-to-date information is clearly displayed on the TP notice boards.
- To ensure that relevant information is made available to staff and visitors via notice boards and updated as necessary.
- To promote local car clubs to the staff and visitors.
- To arrange for travel surveys to be undertaken where necessary.
- To provide a point of contact with transport operators and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

6.17. The surveys/interviews will be undertaken by the TPC at their discretion and be used to ensure the subsequent Travel Plan targets are met.

6.18. The TPC will have periods of being very active in their duties i.e. during monitoring periods, and other times where they will be less busy. The TPC will be given sufficient hours and budget to ensure that the subsequent targets are realised or even exceeded.

Monitoring and Review Mechanisms

6.19. An objective of TPs is that there will be an on-going improvement process including periodic monitoring to be conducted at the end of years 1, 3 and 5 following completion of the refurbishment and improvements to the site. The Travel Plan will be reviewed in consultation with the Council.

6.20. The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will be communicated to staff via their notice boards and communication sessions.

6.21. The existing travel to work modal split will act as the baseline data with regular monitoring being undertaken so that an indication of changes over time can be assessed.

Travel Surveys

6.22. Questionnaire surveys of staff and visitor travel patterns will be undertaken as part of the review process on an annual basis, commencing six months after occupation. These will be of a more basic nature, seeking to determine any change in the modal split and uptake of travel plan initiatives.

6.23. Areas to be covered with the employee questionnaire are as follows:

- Current travel origins and journey length,

- Opinion of car sharing or using car clubs and potential use of alternative travel modes,
- Attitude toward potential incentives to encourage alternative modes of transport to and from the site,
- Surveying staff opinion regarding most effective measure(s) to be taken to shift travel to more sustainable modes of transport, in particular, active transport, and
- Incentives for completion of the survey to assist with target setting for the ongoing operation of the site.

6.24. An example of the staff questionnaire is provided at ***Appendix G*** of this report.

Marketing and Communication

6.25. In addition to the initiatives already outlined within the TP, there will be ongoing marketing and communication of information following on from the launch.

Dissemination and Feedback

6.26. Staff and visitors will receive information via the notice boards and forum meetings set up in order to obtain feedback.

On-going Marketing

6.27. The Travel Plan will be launched upon completion of the refurbishment and will be continually marketed through the provision and updating of travel information, leaflets and internal communication sessions.

Table A - Summary of the measures and monitoring of the TP

Objectives	Target	Measures	Timescales	Responsibility	Monitoring progress towards target
Minimise car usage	Minimise car usage	Car free development	Prior to occupation	Developer	N/A
Increase public transport awareness	TBC following initial travel surveys	Provide bus and rail maps, timetables and local taxi companies	On occupation	TPC	Annual questionnaire surveys to be undertaken. Bi-annual multi-modal counts to be undertaken at regular intervals of 3, 6 and 54 months Surveys and updates to be sent to the LA
To increase walking	To increase number of employees walking to work over the period of the TP	Information on the 'on and off highway' pedestrian network routes to site Provide high quality pedestrian environment within site Promote health benefits	On occupation	TPC	Annual questionnaire surveys to be undertaken. Bi-annual multi-modal counts to be undertaken at regular intervals of 3, 6 and 54 months Surveys and updates to be sent to the LA
To increase cycling	To increase number of employees cycling to work. shops, leisure and school over the period of the TP	Secure, covered and illuminated cycle parking will be provided at the site Provide cycle mapping and information for the local area Promote cycle maintenance courses (Dr Bike) and cycle to week events Promote health benefits	On occupation	TPC	Annual questionnaire surveys to be undertaken. Bi-annual multi-modal counts to be undertaken at regular intervals of 3, 6 and 54 months Surveys and updates to be sent to the LA
To increase working from home	Reduce need to travel	Promote benefits	On occupation	TPC	Group to provide feedback to TPC
Promote Car Clubs	Maintain low car ownership/use	Promote local car clubs and related information via notice-board and promotion days	On occupation	TPC	Information to be reviewed every 12 months and updated if necessary

APPENDICES

A. ATTrBuTE

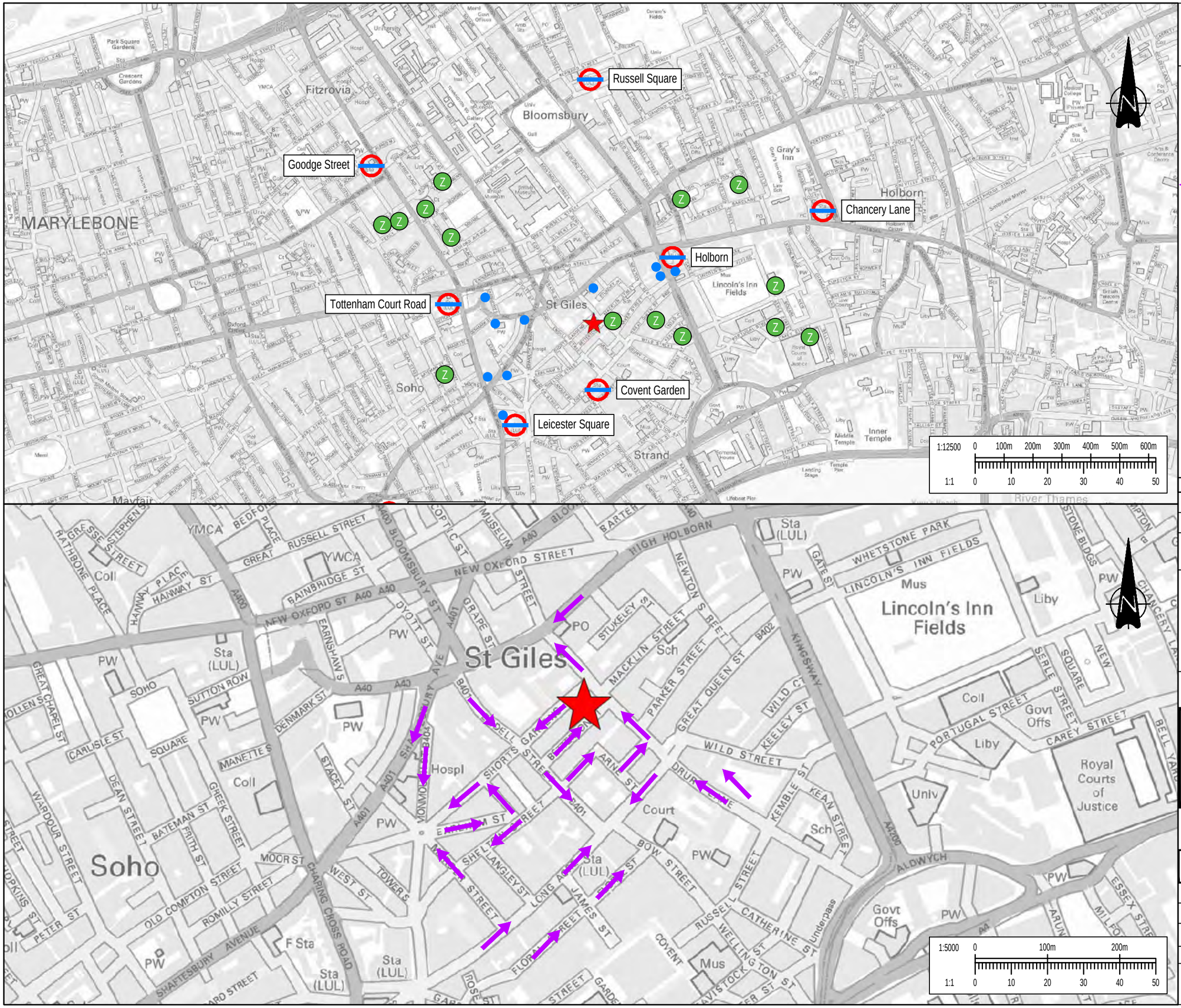
ATTrBuTe

Travel plan name	60-70 Short Gardens & 14-16 Betterton Street, Covent Garden
Planning application reference number	TBA
Name of travel plan author	Andrew Trowbridge
Email address of travel plan author	andrew.trowbridge@watermangroup.com
Telephone number of travel plan author	01277238100
Name of travel plan assessor	Andrew Trowbridge
Job title/role of travel plan assessor	
Plan Type	Local level | Framework | Travel Plan (occupiers not known)

The development		7/7
Does the travel plan include... a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	NONE	3
Does the travel plan include... a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	NONE	2
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	1
Does the framework travel plan include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?	NONE	1
Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		3/3
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	NONE	3
Surveys		3/3
Are iTRACE (or TRAVL where specified by the borough)-compliant site user travel surveys proposed?	NONE	1
Are appropriate freight surveys proposed?	NONE	1
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	NONE	1
Objectives		3/3

Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?	NONE	3
Targets		2/2
Are there interim targets linking directly to each objective?	NONE	1
Have interim targets appropriate to the phasing of the development been set?	NONE	1
TP Co-ordinator		3/3
Has the framework travel plan co-ordinator.... a) roles and responsibilities been made clear? b) been allocated a sufficent amount of time to spend on the travel plan?	NONE	2
Has a site-wide travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	NONE	1
Measures		6/6
To what extent do the interim site-wide measures... a) support the objectives of the travel plan? b) reflect the context of the site?	NONE	3
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	NONE	2
Is the action plan clear on how and when travel plans will be developed among occupying organisations?	NONE	1
Monitoring		2/2
Is a clear site-wide monitoring programme that adheres to the standardised approach included?	NONE	1
Is it clear who is responsible for site-wide monitoring?	NONE	1
Securing and enforcement		1/1
Is it clear how the travel plan will be secured?	NONE	1
Funding		5/6
Has a sufficient budget been set for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	2
Have funding streams been identified for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3
Total - PASS		**37**

B. Site Location Plan



Based upon the Ordnance Survey's 1:10,000 Map of 2016 with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. Waterman Infrastructure & Environment Ltd. – Pickfords Wharf, Clink Street, London SE1 9DG.

Key:

- Site Location
- London Underground Station
- Closest Bus Stops to the Site
- Traffic Flow Direction
- Car Club

Rev	Date	Description	By
A01	10.02.17	FIRST ISSUE	AJJ

Amendments

Project
60-70 Shorts Gdns & 14-16 Betterton St

Title
Site Location Plan & Local Transport Facilities

Client
Span Group

Waterman
Regent House Hubert Road Brentwood Essex CM14 4JE
t 01277 238 100
mail@watermangroup.com www.watermangroup.com

Drawing Status
PRELIMINARY

Designed by	AJT	Checked by	AJT
Drawn by	AJJ	Date	FEBRUARY 2017
Scales @ A3 work to figured dimensions only	1:5000 & 1:12500	Project No	WIE10452
		Computer File No	WIE-10452-SA-06-0001-A01.dwg

Publisher	Zone	Category	Number	Revision
WIE	SA	06	0001	A01

File Path N:\Projects\WIE10452\CAD\06\CAD\

A3-Waterman-S

C. Parking Stress Surveys

200m Lambeth Methodology parking Survey Parking Beat Survey - Two overnight parking beats

Job Number & Name: Covent Garden [Off Drury Lane]

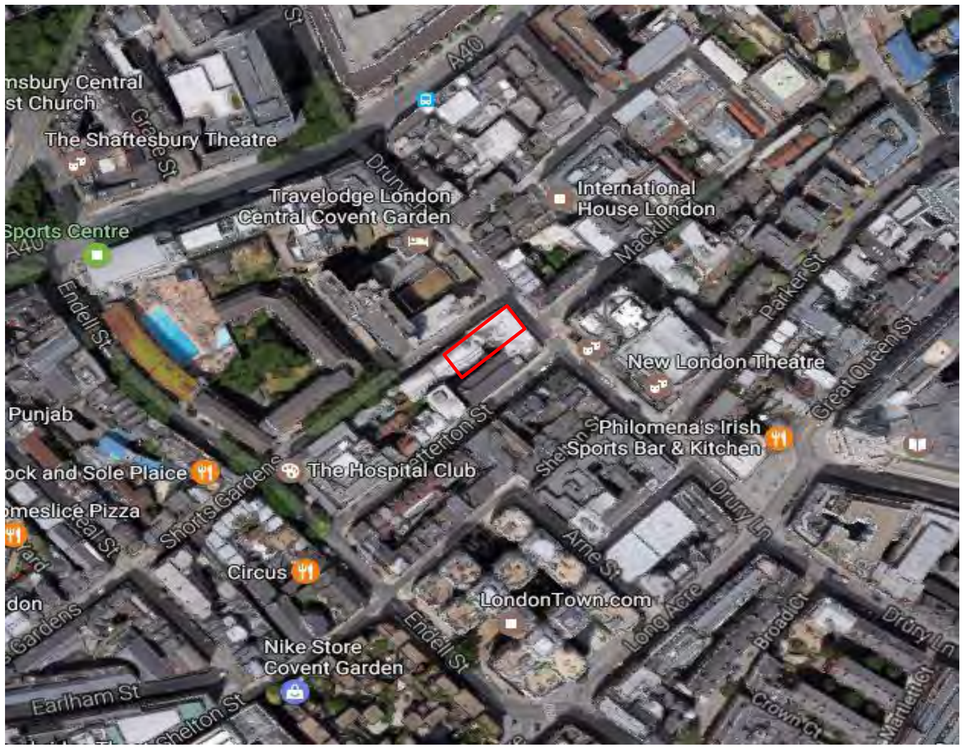
Site Number/Name: SHORTS GARDENS

Client: Waterman I & E

Date: Wednesday March 22nd & Thursday March 23rd 2017
Parking beats :- 10:00, 14:00 and 18:30

Weather: Showers on the 22nd, Dry 23rd

Survey Site Location:



Description of column headers

Total Length of Available Kerb Space	Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5m [ie between two crossovers]
Unuseable kerb Space	Measured length (in metres) of unuseable kerb space - sections left over not divisible by5m - ie 12m/10m [2 spaces] - 2m unuseable
Length (m)	Measured length (in metres) of total useable kerb length per road parking type , rounded to the nearest 5m
Calculated Spaces	Calculation of number of available spaces based on 5m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces
	please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary

Traffic Surveys UK were appointed by Waterman I & E to carry out a Parking survey for over two days
The survey was carried out to Lambeth Methodology guidelines to aprox 200m from site
A Road inventory has been supplied of the area detailing road parking avaialble and restrictions
Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping
Vehicle spaces are determined at 5m [as Lambeth Parking Survey Methodolgy guidelines]
Cycle racks were also surveyed for useage as well as TfL cycle hire racks

Result overview / observations

The survey area is a busy city enviroment with many food outlets, bars ,shops also a hotel opposite the site.
There were several on going road section closures during the survey.

Traffic Surveys Uk Ltd
Parking Beat
Parking Stress

Job Number & Name: **Shorts Gardens**
Client: Waterman I & E
Date: **Wednesday March 22nd & Thursday March 23rd 2017**

1 Cycle Rack holds 2 Cycles

10:00 Wednesday March 22nd 2017

Street Name	Total Length of Available Kerb Space	unuseable kerb space	PERMITS CPZ CA-C & GR-N[anytime] Length (m)	Calculated Spaces	Cars Parked	Stress	Pay by Phone Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Business Permit Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Car Club Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Disabled Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Doctor parking Space Length (m)	Calculated Spaces	Cars Parked	Stress	Loading Spaces Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	parked over Crossover - or non safe parking space		Cars Parked	Stress	TOTALS Calculated Spaces	Cars Parked	Stress	Taxi Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Coach Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Double Yellow/Keep Clear Line/RR		Cars Parked		CYCLE RACKS [Pavement] No of RACKS	Capacity	Cycles	Stress	TfL CYCLE STORE No of RACKS	Capacity	Cycles	Stress
Shorts Gardens [Drury Lane to Endell St]	0	0	Road Closure 13/3 - 2/4																			Road Closure 13/3 - 2/4										0	0	0	0%										0				4	8	2	25%				
High Holborn [Endell Street to Drury Lane]	68	10					25	5	4	80%									5	1	0	0%					15	3	2	67%			0	9	6	67%	20	4	0	0%	13	1	0	0%			0		6	12	5	42%	20	20	12	60%
Endell Street [High Holborn to 30m south of Shelton St]	185	0	110	22	20	91%	30	6	5	83%	10	2	1	50%													35	7	3	43%			0	37	29	78%										0		6	12	7	58%				
Betterton Street	60	0	45	9	5	56%																					15	3	3	100%			0	12	8	67%										0		14	28	6	21%				
Parker Street [Drury Lane to No32]	48	3	30	6	3	50%									10	2	2	100%									5	1	1	100%			0	9	6	67%										1								
Stukeley Street [first 30 m from Drury Lane]	0	0																																												0		6	12	6	50%				
Long Acre [Drury Lane to Arne St]	44.5	4.5	25	5	3	60%																					15	3	1	33%			0	8	4	50%										0								
Macklin Street [Drury lane to Primary School]	0	0	Road Closure 22/3																														0	0	0	0%										0		14	28	15	54%				
Drury Lane [High Holborn to Broad Court]	125	0	60	12	8	67%	35	7	5	71%									5	1	1	100%					25	5	4	80%			0	25	18	72%	10	2	2	100%						0		11	22	19	86%	27	27	15	56%
TOTALS	**530.5**	**17.5**	**270**	**54**	**39**	**72%**	**90**	**18**	**14**	**78%**	**10**	**2**	**1**	**50%**	**10**	**2**	**2**	**100%**	**10**	**2**	**1**	**50%**	**0**	**0**	**0**	**NIL**	**110**	**22**	**14**	**64%**			**0**		**100**	**71**	**71%**	**30**	**6**	**2**	**33%**	**13**	**1**	**0**	**0%**			**1**		**61**	**122**	**60**	**49%**	**47**	**47**	**27**	**57%**

14:00 Wednesday March 22nd 2017

Street Name	Total Length of Available Kerb Space	unuseable kerb space	PERMITS CPZ CA-C & GR-N[anytime] Length (m)	Calculated Spaces	Cars Parked	Stress	Pay by Phone Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Business Permit Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Car Club Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Disabled Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Doctor parking Space Length (m)	Calculated Spaces	Cars Parked	Stress	Loading Spaces Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	parked over Crossover - or non safe parking space		Cars Parked	Stress	TOTALS Calculated Spaces	Cars Parked	Stress	Taxi Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Coach Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Double Yellow/Keep Clear Line/RR		Cars Parked		CYCLE RACKS [Pavement] No of RACKS	Capacity	Cycles	Stress	TfL CYCLE STORE No of RACKS	Capacity	Cycles	Stress
Shorts Gardens [Drury Lane to Endell St]	0	0	Road Closure 13/3 - 2/4																			Road Closure 13/3 - 2/4										0	0	0	0%										0				4	8	2	25%				
High Holborn [Endell Street to Drury Lane]	68	10					25	5	3	60%									5	1	1	100%					15	3	1	33%			0	9	5	56%	20	4	0	0%	13	1	1	100%			0		6	12	4	33%	20	20	8	40%
Endell Street [High Holborn to 30m south of Shelton St]	185	0	110	22	21	95%	30	6	6	100%	10	2	0	0%													35	7	4	57%			0	37	31	84%										1		6	12	8	67%				
Betterton Street	60	0	45	9	6	67%																					15	3	1	33%			0	12	7	58%										0		14	28	9	32%				
Parker Street [Drury Lane to No32]	48	3	30	6	3	50%									10	2	2	100%									5	1	1	100%			0	9	6	67%										1								
Stukeley Street [first 30 m from Drury Lane]	0	0																																												0		6	12	7	58%				
Long Acre [Drury Lane to Arne St]	44.5	4.5	25	5	3	60%																					15	3	0	0%			0	8	3	38%										0								
Macklin Street [Drury lane to Primary School]	0	0	Road Closure 22/3																														0	0	0	0%										0		14	28	13	46%				
Drury Lane [High Holborn to Broad Court]	125	0	60	12	8	67%	35	7	5	71%									5	1	1	100%					25	5	4	80%			0	25	18	72%	10	2	2	100%						0		11	22	17	77%	27	27	13	48%
TOTALS	**530.5**	**17.5**	**270**	**54**	**41**	**76%**	**90**	**18**	**14**	**78%**	**10**	**2**	**0**	**0%**	**10**	**2**	**2**	**100%**	**10**	**2**	**2**	**100%**	**0**	**0**	**0**	**NIL**	**110**	**22**	**11**	**50%**			**0**		**100**	**70**	**70%**	**30**	**6**	**2**	**33%**	**13**	**1**	**1**	**100%**			**2**		**61**	**122**	**60**	**49%**	**47**	**47**	**21**	**45%**

NOTE - Coach parked over 3 loading bays [approx 15m]

18:30 Wednesday March 22nd 2017

Street Name	Total Length of Available Kerb Space	unuseable kerb space	PERMITS CPZ CA-C & GR-N[anytime] Length (m)	Calculated Spaces	Cars Parked	Stress	Pay by Phone Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Business Permit Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Car Club Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Disabled Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Doctor parking Space Length (m)	Calculated Spaces	Cars Parked	Stress	Loading Spaces Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	parked over Crossover - or non safe parking space		Cars Parked	Stress	TOTALS Calculated Spaces	Cars Parked	Stress	Taxi Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Coach Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Double Yellow/Keep Clear Line/RR		Cars Parked		CYCLE RACKS [Pavement] No of RACKS	Capacity	Cycles	Stress	TfL CYCLE STORE No of RACKS	Capacity	Cycles	Stress
Shorts Gardens [Drury Lane to Endell St]	0	0	Road Closure 13/3 - 2/4																			Road Closure 13/3 - 2/4										0	0	0	0%										0				4	8	2	25%				
High Holborn [Endell Street to Drury Lane]	68	10					25	5	2	40%									5	1	1	100%					15	3	1	33%			0	9	4	44%	20	4	0	0%	13	1	1	100%			0		6	12	5	42%	20	20	17	85%
Endell Street [High Holborn to 30m south of Shelton St]	185	0	110	22	22	100%	30	6	6	100%	10	2	2	100%													35	7	6	86%			0	37	36	97%										1		6	12	9	75%				
Betterton Street	60	0	45	9	8	89%																					15	3	1	33%			0	12	9	75%										0		14	28	10	36%				
Parker Street [Drury Lane to No32]	48	3	30	6	4	67%									10	2	1	50%									5	1	1	100%			0	9	6	67%										0								
Stukeley Street [first 30 m from Drury Lane]	0	0																																												0		6	12	8	67%				
Long Acre [Drury Lane to Arne St]	44.5	4.5	25	5	1	20%																					15	3	1	33%			0	8	2	25%										0								
Macklin Street [Drury lane to Primary School]	0	0	Road Closure 22/3																														0	0	0	0%										0		14	28	23	82%				
Drury Lane [High Holborn to Broad Court]	125	0	60	12	11	92%	35	7	6	86%									5	1	1	100%					25	5	5	100%			0	25	23	92%	10	2	1	50%						1		11	22	18	82%	27	27	18	67%
TOTALS	**530.5**	**17.5**	**270**	**54**	**46**	**85%**	**90**	**18**	**14**	**78%**	**10**	**2**	**2**	**100%**	**10**	**2**	**1**	**50%**	**10**	**2**	**2**	**100%**	**0**	**0**	**0**	**NIL**	**110**	**22**	**15**	**68%**			**0**		**100**	**80**	**80%**	**30**	**6**	**1**	**17%**	**13**	**1**	**1**	**100%**			**2**		**61**	**122**	**75**	**61%**	**47**	**47**	**35**	**74%**

NOTE - Coach parked over 3 loading bays [approx 15m]

NOTE - Car parked in Coach Bay

Traffic Surveys Uk Ltd
Parking Beat
Parking Stress

Job Number & Name: **Shorts Gardens**
Client: Waterman I & E
Date: **Wednesday March 22nd & Thursday March 23rd 2017**

1 Cycle Rack holds 2 Cycles

10:00 Thursday March 23rd 2017

Street Name	Total Length of Available Kerb Space	unuseable kerb space	PERMITS CPZ CA-C & GR-N[anytime] Length (m)	Calculated Spaces	Cars Parked	Stress	Pay by Phone Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Business Permit Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Car Club Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Disabled Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Doctor parking Space Length (m)	Calculated Spaces	Cars Parked	Stress	Loading Spaces Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	parked over Crossover - or non safe parking space		Cars Parked	Stress	TOTALS Calculated Spaces	Cars Parked	Stress	Taxi Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Coach Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Double Yellow/Keep Clear Line/RR		Cars Parked		CYCLE RACKS [Pavement] No of RACKS	Capacity	Cycles	Stress	TfL CYCLE STORE No of RACKS	Capacity	Cycles	Stress
Shorts Gardens [Drury Lane to Endell St]	0	0	Road Closure 13/3 - 2/4																				Road Closure 13/3 - 2/4									0		0	0	0%											0		4	8	1	13%				
High Holborn [Endell Street to Drury Lane]	68	10					25	5	3	60%									5	1	1	100%					15	3	1	33%			0		9	5	56%	20	4	0	0%	13	1	1	100%			0		6	12	4	33%	20	20	14	70%
Endell Street [High Holborn to 30m south of Shelton St]	185	0	110	22	21	95%	30	6	6	100%	10	2	0	0%													35	7	3	43%			0		37	30	81%										0		6	12	8	67%				
Betterton Street	55	0	45	9	6	67%																					10	2	2	100%			0		11	8	73%										0		14	28	9	32%				
Parker Street [Drury Lane to No32]	48	3	30	6	4	67%									10	2	1	50%									5	1	1	100%			0		9	6	67%										0									
Stukeley Street [first 30 m from Drury Lane]	0	0																																													0		6	12	7	58%				
Long Acre [Drury Lane to Arne St]	44.5	4.5	25	5	4	80%																					15	3	2	67%			0		8	6	75%										0									
Macklin Street [Drury lane to Primary School]	10	0	10	2	2	100%																											0		2	2	100%										0		14	28	13	46%				
Drury Lane [High Holborn to Broad Court]	125	0	60	12	9	75%	35	7	4	57%									5	1	1	100%					25	5	5	100%			0		25	19	76%	10	2	1	50%							1		11	22	16	73%	27	27	13	48%
TOTALS	**535.5**	**17.5**	**280**	**56**	**46**	**82%**	**90**	**18**	**13**	**72%**	**10**	**2**	**0**	**0%**	**10**	**2**	**1**	**50%**	**10**	**2**	**2**	**100%**	**0**	**0**	**0**	**NIL**	**105**	**21**	**14**	**67%**			**0**		**101**	**76**	**75%**	**30**	**6**	**1**	**17%**	**13**	**1**	**1**	**100%**			**1**		**61**	**122**	**58**	**48%**	**47**	**47**	**27**	**57%**

14:00 Thursday March 23rd 2017

Street Name	Total Length of Available Kerb Space	unuseable kerb space	PERMITS CPZ CA-C & GR-N[anytime] Length (m)	Calculated Spaces	Cars Parked	Stress	Pay by Phone Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Business Permit Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Car Club Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Disabled Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Doctor parking Space Length (m)	Calculated Spaces	Cars Parked	Stress	Loading Spaces Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	parked over Crossover - or non safe parking space		Cars Parked	Stress	TOTALS Calculated Spaces	Cars Parked	Stress	Taxi Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Coach Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Double Yellow/Keep Clear Line/RR		Cars Parked		CYCLE RACKS [Pavement] No of RACKS	Capacity	Cycles	Stress	TfL CYCLE STORE No of RACKS	Capacity	Cycles	Stress
Shorts Gardens [Drury Lane to Endell St]	0	0	Road Closure 13/3 - 2/4																				Road Closure 13/3 - 2/4									0		0	0	0%											0		4	8	2	25%				
High Holborn [Endell Street to Drury Lane]	68	10					25	5	3	60%									5	1	1	100%					15	3	2	67%			0		9	6	67%	20	4	0	0%	13	1	1	100%			0		6	12	6	50%	20	20	10	50%
Endell Street [High Holborn to 30m south of Shelton St]	185	0	110	22	19	86%	30	6	6	100%	10	2	1	50%													35	7	5	71%			0		37	31	84%										2		6	12	6	50%				
Betterton Street	55	0	45	9	5	56%																					10	2	1	50%			0		11	6	55%										0		14	28	12	43%				
Parker Street [Drury Lane to No32]	48	3	30	6	4	67%									10	2	1	50%									5	1	1	100%			0		9	6	67%										0									
Stukeley Street [first 30 m from Drury Lane]	0	0																																													0		6	12	8	67%				
Long Acre [Drury Lane to Arne St]	44.5	4.5	25	5	2	40%																					15	3	1	33%			0		8	3	38%										0									
Macklin Street [Drury lane to Primary School]	10	0	10	2	2	100%																											0		2	2	100%										0		14	28	18	64%				
Drury Lane [High Holborn to Broad Court]	125	0	60	12	10	83%	35	7	6	86%									5	1	1	100%					25	5	4	80%			0		25	21	84%	10	2	2	100%							0		11	22	20	91%	27	27	11	41%
TOTALS	**535.5**	**17.5**	**280**	**56**	**42**	**75%**	**90**	**18**	**15**	**83%**	**10**	**2**	**1**	**50%**	**10**	**2**	**1**	**50%**	**10**	**2**	**2**	**100%**	**0**	**0**	**0**	**NIL**	**105**	**21**	**14**	**67%**			**0**		**101**	**75**	**74%**	**30**	**6**	**2**	**33%**	**13**	**1**	**1**	**100%**			**0**		**61**	**122**	**72**	**59%**	**47**	**47**	**21**	**45%**

18:30 Thursday March 23rd 2017

Street Name	Total Length of Available Kerb Space	unuseable kerb space	PERMITS CPZ CA-C & GR-N[anytime] Length (m)	Calculated Spaces	Cars Parked	Stress	Pay by Phone Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Business Permit Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	Car Club Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Disabled Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Doctor parking Space Length (m)	Calculated Spaces	Cars Parked	Stress	Loading Spaces Mon - Sat 0830 - 1830 Length (m)	Calculated Spaces	Cars Parked	Stress	parked over Crossover - or non safe parking space		Cars Parked	Stress	TOTALS Calculated Spaces	Cars Parked	Stress	Taxi Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Coach Spaces Length (m)	Calculated Spaces	Cars Parked	Stress	Double Yellow/Keep Clear Line/RR		Cars Parked		CYCLE RACKS [Pavement] No of RACKS	Capacity	Cycles	Stress	TfL CYCLE STORE No of RACKS	Capacity	Cycles	Stress
Shorts Gardens [Drury Lane to Endell St]	0	0	Road Closure 13/3 - 2/4																				Road Closure 13/3 - 2/4									0		0	0	0%											0		4	8	2	25%				
High Holborn [Endell Street to Drury Lane]	68	10					25	5	4	80%									5	1	1	100%					15	3	1	33%			0		9	6	67%	20	4	1	25%	13	1	1	100%			0		6	12	7	58%	20	20	15	75%
Endell Street [High Holborn to 30m south of Shelton St]	185	0	110	22	21	95%	30	6	6	100%	10	2	2	100%													35	7	7	100%			0		37	36	97%										2		6	12	10	83%				
Betterton Street	55	0	45	9	8	89%																					10	2	2	100%			0		11	10	91%										0		14	28	11	39%				
Parker Street [Drury Lane to No32]	48	3	30	6	5	83%									10	2	2	100%									5	1	1	100%			0		9	8	89%										0									
Stukeley Street [first 30 m from Drury Lane]	0	0																																													0		6	12	8	67%				
Long Acre [Drury Lane to Arne St]	44.5	4.5	25	5	1	20%																					15	3	1	33%			0		8	2	25%										0									
Macklin Street [Drury lane to Primary School]	10	0	10	2	2	100%																											0		2	2	100%										0		14	28	20	71%				
Drury Lane [High Holborn to Broad Court]	125	0	60	12	12	100%	35	7	7	100%									5	1	1	100%					25	5	4	80%			0		25	24	96%	10	2	1	50%							3		11	22	10	45%	27	27	20	74%
TOTALS	**535.5**	**17.5**	**280**	**56**	**49**	**88%**	**90**	**18**	**17**	**94%**	**10**	**2**	**2**	**100%**	**10**	**2**	**2**	**100%**	**10**	**2**	**2**	**100%**	**0**	**0**	**0**	**NIL**	**105**	**21**	**16**	**76%**			**0**		**101**	**88**	**87%**	**30**	**6**	**2**	**33%**	**13**	**1**	**1**	**100%**			**5**		**61**	**122**	**68**	**56%**	**47**	**47**	**35**	**74%**

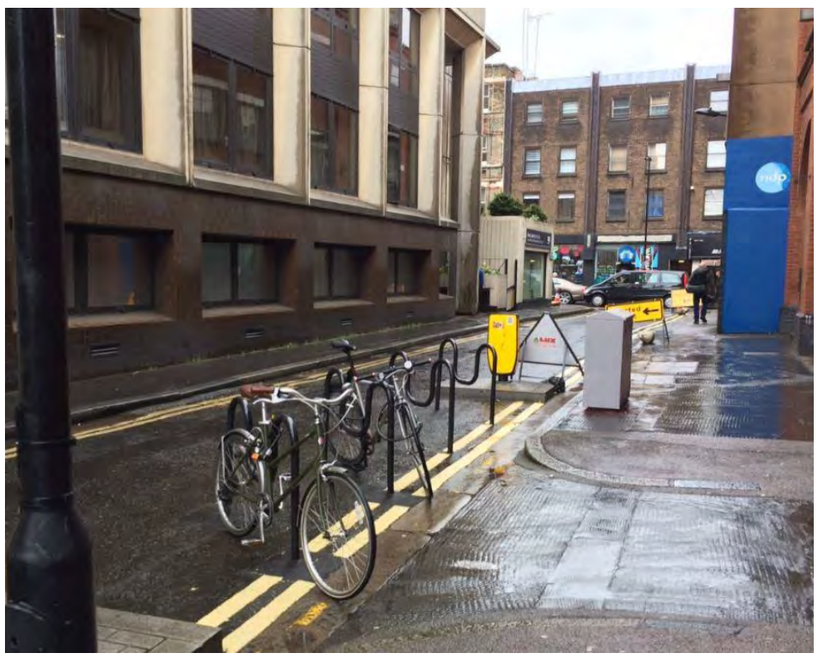
NOTE - Coach parked over 3 loading bays [approx 15m]

& Name: Covent Garden [Off Drury Lane]
er/Name: SHORT GARDENS
Client: Waterman I & E

Date: Wednesday March 22nd &
Thursday March 23rd 2017

Parking beats :- 10:00, 14:00 and 18:30

Short Gardens cycle rack [note each "rack" can take 2 cycles - 1 either side]
This is just in front of the site



Drury Lane

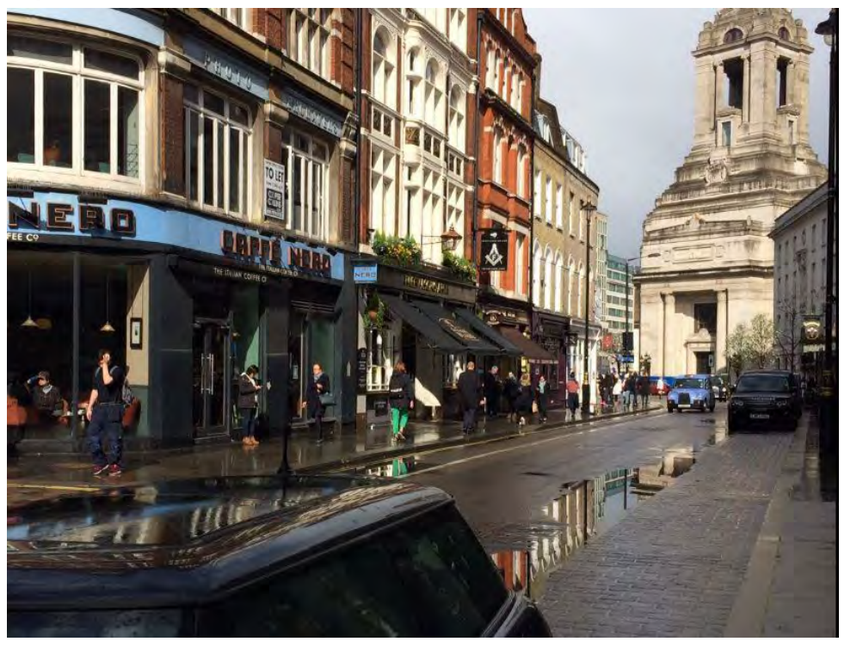
Endell Street [top section]

Endell Street

High Holborn - note TfL cycles for hire

Mid Section Endells St Closure

Longacre



Short Gardens closure

Vehicle & cycle Flow 10:00 am 22/3/17

"X" - vehicles
(2) cycles volume at each site

Road Inventory 22-3-17

FWK
31/3/17

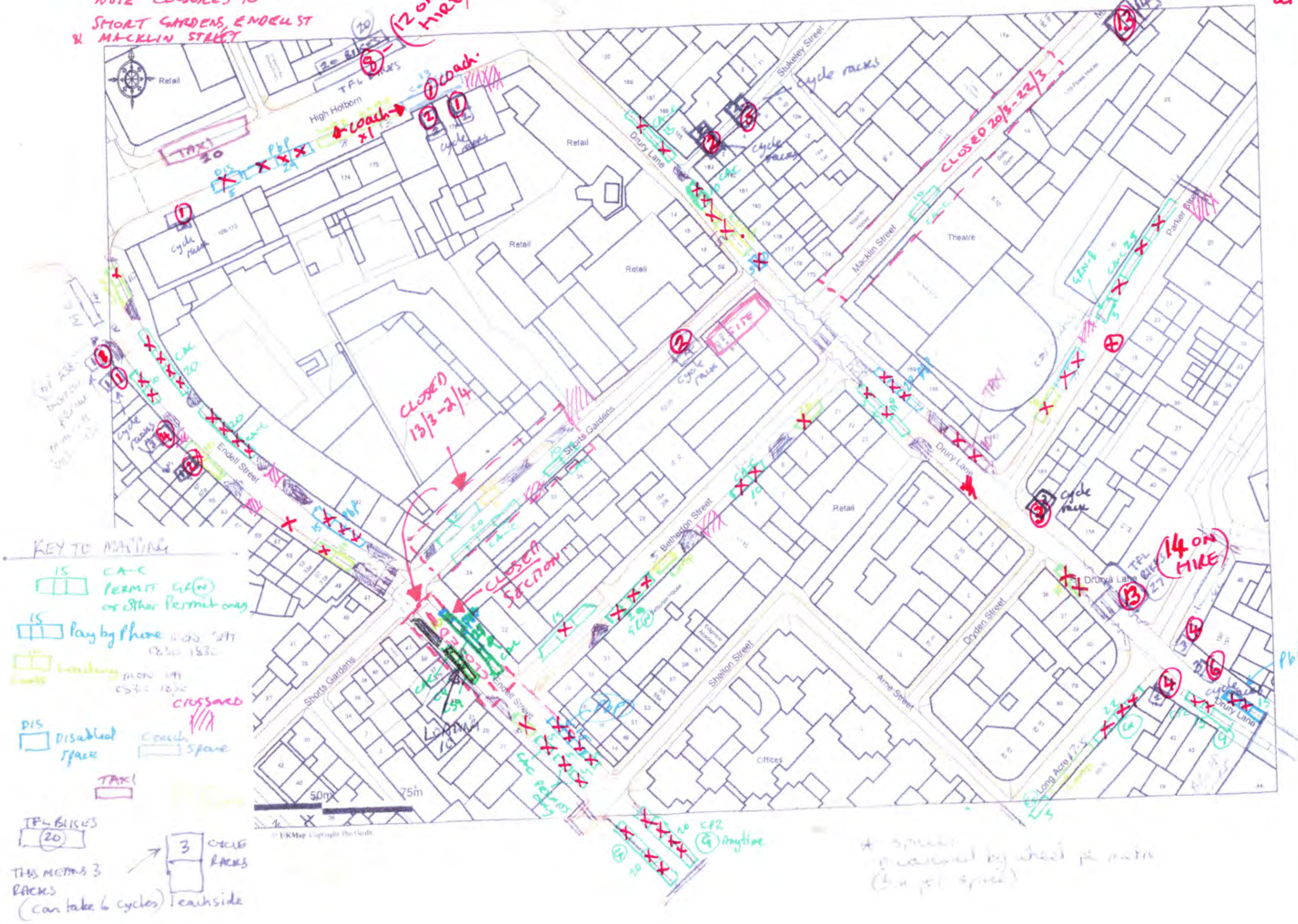
Vehicle & Cycle Plot 14:00 22/3/17

"X" - EACH VEHICLE

(3) No. of cycles at each Rack Location

ROAD INVENTORY 22-3-17

NOTE CLOSURES TO SHORT GARDENS, ENDELL ST & MACKLIN STREET



KEY TO MAPPING

CA-C PERMIT GL(W) or other Permit only

Pay by Phone

Loading

CROSSOVER

DIS Disabled Space

Coach Space

TAXI

TFL BIKES (20)

3 CYCLE RACKS

THIS MEANS 3 RACKS (can take 6 cycles) each side

BUK 31-3-17

Vehicle Plot & Cycle Plot 18:30 22/3/17

X - EACH VEHICLE

(3) No. of cycles at each rack Location

Road Inventory 22-3-17

Parking Survey & some Parking
Wed 22nd March Thursday 23rd March 2017

NOTE CLOSURES TO SHORT GARDENS, ENDELL ST & MACKLIN STREET

KEY TO MAPPING

15 C-A-C PERMIT GR(W) or other Permit only

15 Pay by Phone

Loading

DIS Disabled Space

Coach Space

CROSSOVER

TAXI

TFL BIKES 20

3 CYCLE RACKS

THIS MEANS 3 RACKS (can take 6 cycles) each side

(TSUK)

31-3-17

Vehicle Plot & Cycle Plot 23-3-17 10:00

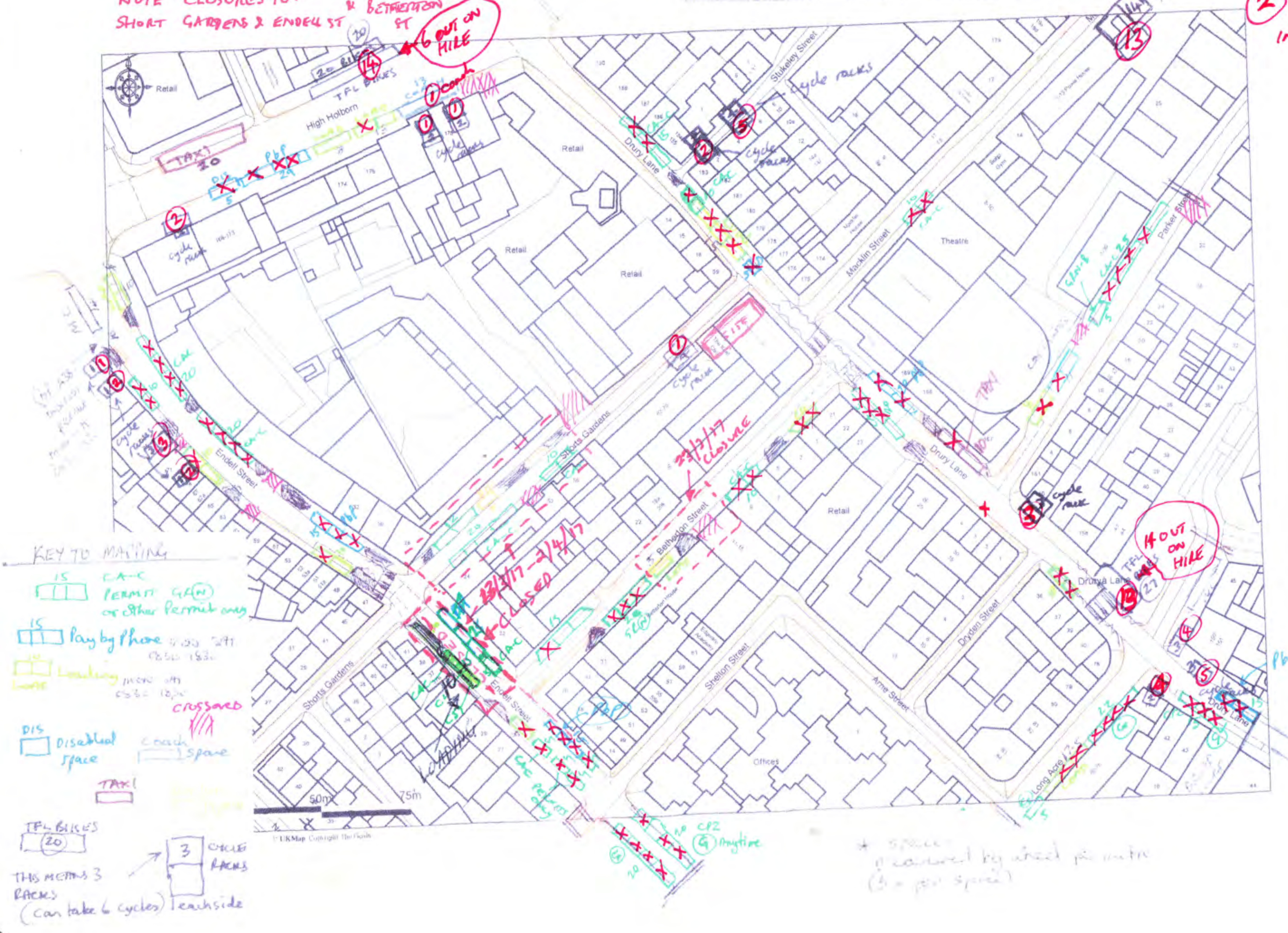
Road Inventory 23-3-17

NOTE CLOSURES TO: SHORT GARDENS & ENDELL ST & BETHERTON ST

Parking Survey 3 sets Reading
Weds 22nd March Thursday 23rd March 2017

"X" - EACH VEHICLE

(2) No of cycles in each RACK LOCATION



(TSUK) 31-3-17.

Vehicle Plot & Cycle Plot 23-3-17 14:00 hrs

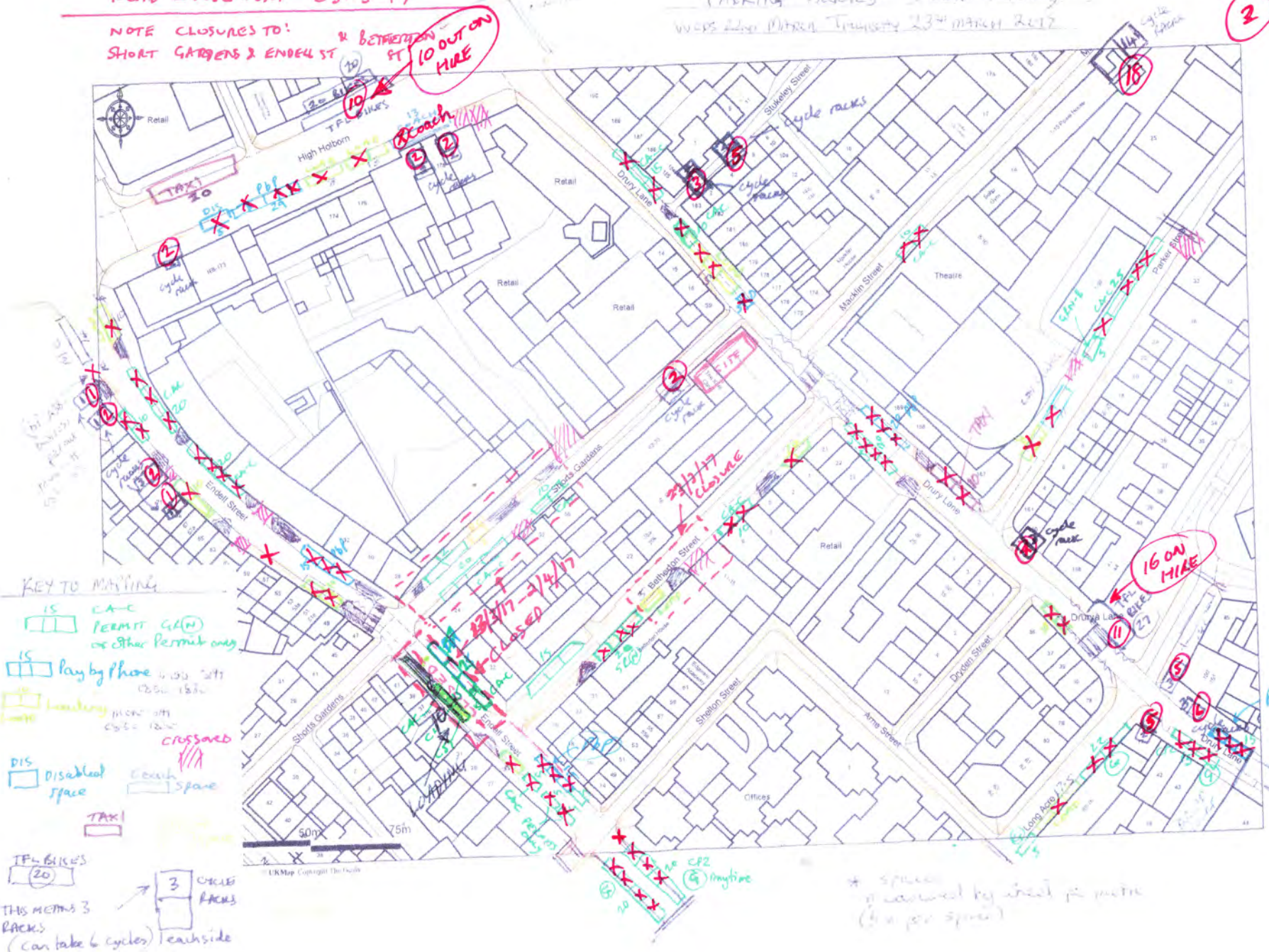
"X" - EACH VEHICLE

(3) No of cycles in Rack Location

Road Inventory 23-3-17

NOTE CLOSURES TO:
SHORT GARDENS & ENDELL ST & BETHNEL ST

10 OUT ON HIRE



KEY TO MARKING

- PERMIT or other Permit only
- Pay by Phone
- Loading
- DIS Disabled Space
- Electric Space
- CROSSHATCHED
- TAXI
- TFL BIKES (20)
- 3 CYCLE RACKS each side

THIS MEANS 3 RACKS (can take 6 cycles) each side

(TSWK)
31-3-17

Vehicle Plot & Cycle Plot 23-3-17 18:30 hrs

"X" - EACH VEHICLE

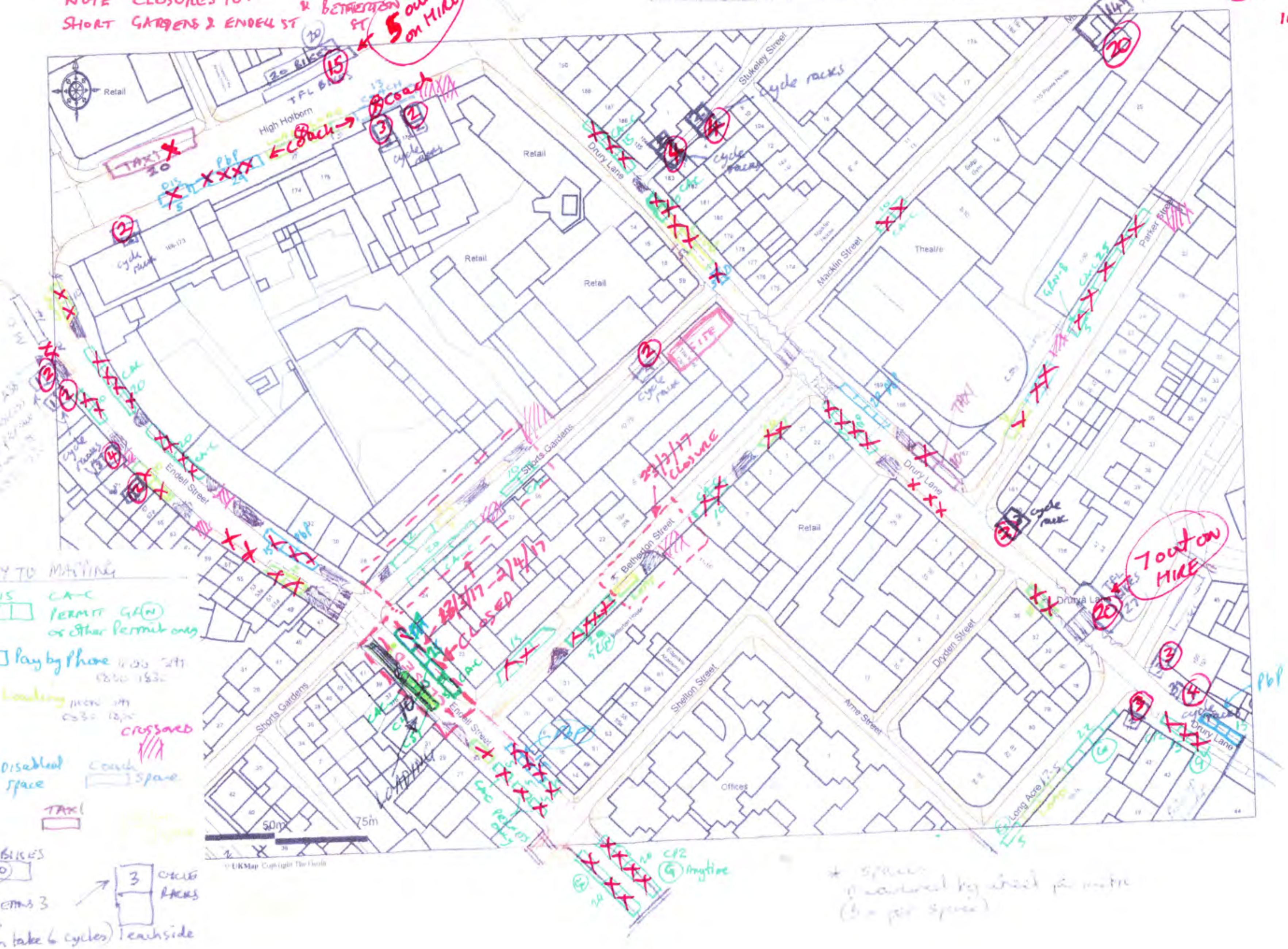
(2) No. of cycles in each "rack" Location

ROAD INVENTORY 23-3-17

NOTE CLOSURES TO: SHORT GARDENS & ENDELL ST & BETTERTON ST

PARKING SURVEY: 3 BEATS PARKING

WARDS ... MARCH THURSDAY 23RD MARCH 2017



KEY TO MAPPING

CA-C PERMIT GA(N) or other Permit only

Pay by Phone

Loading

CROSSOVER

DIS Disabled space

Coach space

TAXI

TFL BIKES (20)

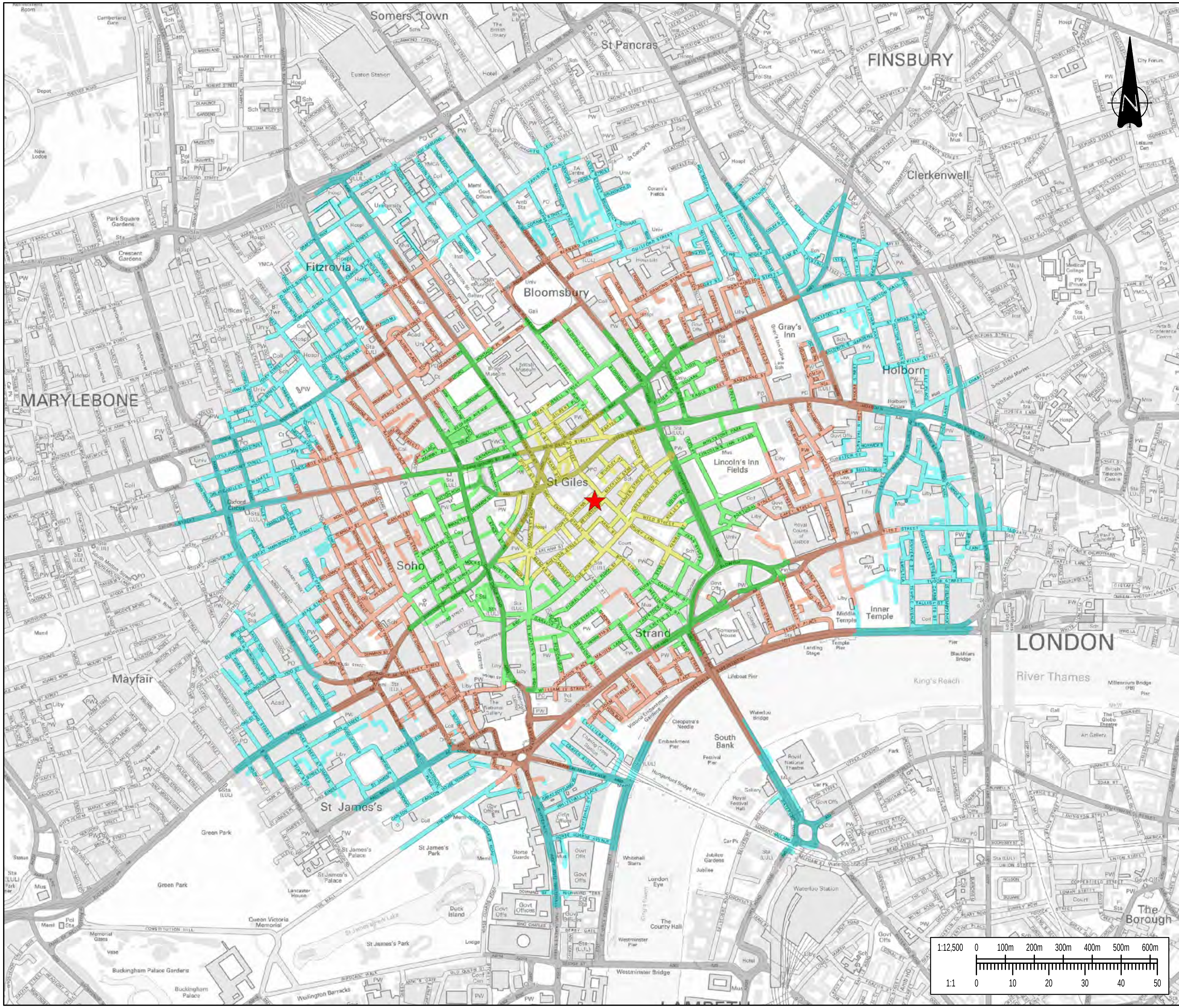
THIS MEANS 3 RACKS (can take 6 cycles) 1 each side

3 CYCLE RACKS

(TSUK)

31-3-17

D. Walking Catchment Plan



Key:

- ★ Site Location
- 0 – 400m
- 400m – 800m
- 800m – 1200m
- 1200m – 1600m

Rev	Date	Description	By
A01	10.02.17	FIRST ISSUE	AJJ

Amendments

Project
60-70 Shorts Gdns & 14-16 Betterton St

Title
Pedestrian Catchment Plan

Client
Span Group

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Drawing Status
PRELIMINARY

Designed by AJT	Checked by AJT	Project No WIE10452	
Drawn by AJJ	Date FEBRUARY 2017		
Scales @ A3 work to figured dimensions only	1:12500	Computer File No WIE-10452-SA-06-0002-A01.dwg	

Publisher	Zone	Category	Number	Revision
WIE	SA	06	0002	A01

File Path N:\Projects\WIE10452\CAD\95\CAD\

A3-Waterman-S

E. Cycle Routes and Catchment Plans