



Transport Statement

60-70 Short Gardens and 14-16 Betterton Street, Covent Garden

April 2017

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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007)

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Comments



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Transport Statement Project Number: WIE10452 Document Reference: WIE10452-100-R-1-2-3-TS



1. Introduction

- 1.1. Waterman Infrastructure & Environment Limited (WIE) has been instructed by Span Group to provide a Transport Statement (TS) in support of the proposal for a change of use at 60 70 Shorts Gardens and 14-16 Betterton Street, Covent Garden, London which falls under the authority of the London Borough of Camden.
- 1.2. The site, which was formerly offices, has planning permission for office, retail and restaurant use under application number 2011/103/P.
- 1.3. The development proposal is to provide a total of 4 residential flats together with A3, B1 and D1 and D2 class uses.
- 1.4. This report provides a detailed description of the site and the surrounding highway network including accessibility by public transport, by cycle and by foot. No parking provision will be provided as part of this development proposal, as such no highway capacity analysis has been carried out.



2. Existing Situation

- 2.1. 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 A* to this report.
- 2.2. The site occupies 60 70 Shorts Gardens and 14-16 Betterton Street which 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.
- 2.3. An existing internal car parking space and some cycle parking provision is provided for the existing site users.

On-Street Parking

- 2.4. On Shorts Gardens the development is accessed via a cross-over arrangement into the building.
- 2.5. 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.
- 2.6. 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.
- 2.7. 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.
- 2.8. 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.
- 2.9. The surveys were undertaken Wednesday 22nd March 2017 and Thursday 23rd March 2017. The beat surveys were undertaken at the times of 10:00, 14:00 and 18:30 to establish to peak periods of car and cycle parking. During the surveys, there were road closures on Shorts Gardens and Macklin Street, although the footways and cycle parking were not affected.
- 2.10. The car parking stress surveys indicated that even with the road closures (and not including those spaces which were within 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).
- 2.11. 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 B*.



Pedestrian / Cycle Access

- 2.12. 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 onto building façades.
- 2.13. 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.
- 2.14. 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.
- 2.15. A plan showing the walking catchment from the site is provided in *Appendix C* to this report together with a plan showing the walking distances to nearby public transport facilities.
- 2.16. 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 D* to this report.
- 2.17. Drury Lane is classified as being suitable for cyclists as it is a quieter road but is not signposted.
- 2.18. On-street cycle parking is currently available on Shorts Gardens (4 racks) and Betterton Street (12 racks).

Rail Services

2.19. 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

2.20. 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 E*.

Public Transport Accessibility Level

- 2.21. 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.
- 2.22. 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).



2.23. 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

- 2.24. There are a number of car clubs within easy walking distance of the site, with the nearest situated adjacent to Parker Street.
- 2.25. 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 A*.

Local Facilities

2.26. 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

2.27. 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.

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

Table 1: Local Car Ownership for E00004528 Output Area

2.28. 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

2.29. 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%
Тахі	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%

2.30. 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

2.31. 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 334m² 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
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Mode of Travel	Daily Trips (Two Way)
Underground	223
Train	309
Bus	145
Cycle	13
Walk	598
Total (without basement area)	1,288

- 2.32. 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.
- 2.33. Including the trips that could be generated using the basement area is **1,649** daily all-mode twoway trips.



3. **Proposed Situation**

3.1. The development proposes the schedule as follows.

Table 4: Proposed Development Schedule

_	Shorts Gardens		Betterton Street	
Floor	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

- 3.2. The above table indicates the total gross internal area (GIA) of development on Shorts Gardens is 3,426m² and 1,069m² on Betterton Street. Details of the proposed outline plans are provided at *Appendix F*.
- 3.3. The C3 residential use is for 4 residential flats with a total of 9 bedrooms.
- 3.4. 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 G.*

Future Trips Rates

- 3.5. 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 H.*
- 3.6. A summary of the daily total person trip rates per privately owned flats is provided in the table below.



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

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

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

3.8. Given the variety of potential floorspace combinations that could come forward, the following mix has been used as what is believed to be a realistic potential combination - B1 (1,839m²), A3 (807m²) and D1 (991m²) class uses are considered.

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

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

Note: Trip rates per 100m2.

- 3.9. The above table indicates that proposed B1 use could generate around 600 two-way daily all person trips.
- 3.10. 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

		Daily	
Description	In	Out	Two-way
Trip Rates	82.486	81.016	163.502
Future Trips	666	654	1,319
Natas Trin natas nan 100m2			

Note: Trip rates per 100m2.

- 3.11. 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. It should also be noted that A3 use within London is primarily associated with passby and linked trips as people pass coffee shops or restaurants without necessarily making dedicated trips to them.
- 3.12. 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.



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

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

Note: Trip rates per 100m2 and based on gym sites.

- 3.13. The above table indicates that proposed D1 use could generate around 523 two-way daily all person trips.
- 3.14. It is possible to use information within the TRICS database to provide modal share data for the development. However, in order to more accurately forecast the choice of travel modes by future residents, staff and users, 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 5, 6, 7 and 8 as follows.

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

Table 9: Proposed Total Daily Trips and Modal Split

3.15. 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.

3.16. A comparison of the permitted use and the proposed use daily trips are presented below.



Daily Trips

Table TU.	Companson between Permitted and Proposed Da	liy mps	
	Permitted Daily Two-way Trips	Proposed Daily Two-way Trips	Difference

Table 10: Comparison Between Permitted and Proposed Daily Trips

3.17. 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.

1,649

2,472

+823

3.18. 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

3.19. 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."

3.20. 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

3.21. 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"

3.22. Again, based on the site's excellent accessibility to public transport, local facilities and car clubs it is considered no dedicated car parking for residents is appropriate. 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

3.23. 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

- 3.24. Without the final mix of land uses being determined, it is difficult to know how many cycle spaces will be required for the development as a whole. This section deals with the assumptions made on a worst-case basis.
- 3.25. In total the following spaces are proposed to be provided:
 - 8 to 10 no. spaces in the basement for residential users
 - 35 no. spaces in the lower basement for use by staff for the B1 / A1 / A3 / D1 / D2 (as applicable)
 - 16 no. on-street spaces for visitors to any of the land uses on site.
- 3.26. It is considered that the above provision is suitable for such a mixed-use development, and provides the flexibility required dependent on the final composition of the scheme.

Residential

- 3.27. 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
- 3.28. Based on standards a total of 8 cycle parking spaces are proposed on-site in a secured area.

A1 Retail Use

- 3.29. The London Plan's minimum cycle parking standards for A1 use is as follows.
 - Long Stay 1 space per 250m²
 - Short Stay 1 space per 125m²
- 3.30. 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

- 3.31. The London Plan's minimum cycle parking standards for A3 use is as follows.
 - Long Stay 1 space per 175m²
 - Short Stay 1 space per 40m²
- 3.32. 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

- 3.33. The B1 class use cycle parking standards are as follows.
 - Long Stay 1 space per 90m² (inner London)
 - Short Stay first 5,000m²: 1 space per 500m²
- 3.34. Assuming a total B1 use area, subject to confirming the other uses a total of 26 cycle parking facilities (22+4) are to be provided. These will be provided within the development in a secure location and undercover. The 4 number 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

- 3.35. 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
- 3.36. 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.
- 3.37. The above cycle parking indicates the parking per the maximum available use, however combinations of use classes are most likely to be delivered, therefore to final cycle parking provision will be a mixture of the above parking standards.

Delivery Management Plan

3.38. 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.



4. Conclusion

- 4.1. This report has been prepared in order to demonstrate to the local highway authority the predicted level of impact the proposed development will have on the existing public transport infrastructure.
- 4.2. The development proposal will replace the existing office use with 4 residential flats as well as B1, A3, D1 and D2 uses. No car parking facilities will be provided for cars, only for cycles.
- 4.3. The TRICS database has been used to calculate the predicted non-car modal split and number of 'all person' movements per day by each use. The sites used from the database are considered to provide a realistic account as they are similar in size and location to that proposed.
- 4.4. The predicted impact on the existing public transport provisions will be minimal given the extensive number of services available by buses and underground.
- 4.5. The proposed development accords with the policies set out both in the London Plan and Camden's Transport Strategy 2011. The number of pedestrian trips predicted to be generated by the development is not considered to have a material impact on the existing public transport services provided.
- 4.6. Based on the predicted number of deliveries from the TRICS database, it is shown that the maximum number of deliveries likely to be made to site will be able to be accommodated on the existing roads local to the site.
- 4.7. The site is within easy walking and cycling distance to local facilities and public transport.
- 4.8. In terms of highways and transportation, it is considered that the scheme should receive planning approval.



APPENDICES

A. Site Location Plan

Appendices Transport Statement Project Number: WIE10452 Document Reference: WIE10452-100-R-1-2-3-TS



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B. Parking Stress Survey

Appendices Transport Statement Project Number: WIE10452 Document Reference: WIE10452-100-R-1-2-3-TS Job Number & Name:Covent Garden [Off Drury Lane]Site Number/Name:SHORTS GARDENSClient:Waterman I & EDate:Wednesday March 22nd & Thursday March
23rd 2017
Parking beats :- 10:00, 14:00 and 18:30Weather: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 available 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.

Parking Beat Parking Stress									Client: Waterman I & E Date: Wednesday March 22nd	& Thursday March 23rd 2017						
													1 Cyc	cle Rack holds 2 Cycles		
	PE CPZ CA-C &	ERMITS GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sa 0830 - 1830	at Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces Co	oach Spaces Double Yell Lir	ow/Keep Clear ne/RR	CYCLE RACKS [Pavement]	TfL CYCL	.E STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Calculated	Cars Parked Stress	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked	ess Cars Parked Cars Parked Cars Stress	Calculated Spaces Cars Parked Length (m)	Calculated Spaces Cars Parked Length (m) Calculated	Spaces Stress	Cars Parked	No of RACKS Capacity Cycles	No of RACKS Capacity	Cycles Cycles
Shorts Gardens [Drury Lane to Endell St]	0 0 Road Clos	sure 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 1 509	%			35 7 3 43	% 0	37 29 78%			0	6 12 7 58%		
Betterton Street	60 0 45 9	5 56%						15 3 3 10	0% 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%	6		5 1 1 10	0% 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 3 :	% 0	8 4 50%			0			
Macklin Street [Drury lane to Primary School]	0 0 Road C	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 1 509	% 10 2 2 100%	6 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%
	PE CPZ CA-C &	ERMITS GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sa 0830 - 1830	at Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces Co	oach Spaces Double Yell	ow/Keep Clear ne/RR	CYCLE RACKS [Pavement]	TfL CYCL	LE STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked	Length (m) Length (m) Calculated Spaces Cars Parked	calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked	ess Barked Cars Parked	Calculated Spaces Cars Parked Length (m)	Calculated Spaces Cars Parked Cars Parked Length (m) Calculated Spaces	Cars Parked Cars Parked	Cars Parked	No of RACKS Capacity Cycles Cycles	No of RACKS Capacity	Stress
Shorts Gardens [Drury Lane to Endell St]	0 0 Road Clos	sure 13/3 - 2/4					Road Closure 13/3 - 2/4		0	0 0 0%			0	4 8 2 25%		
은 High Holborn [Endell Street to Drury Lane]	68 10		25 5 3 60%			5 1 1 100%		15 3 1 3 3	% 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%	6			35 7 4 5	% 0	37 31 84%			1	6 12 8 67%		
Betterton Street	60 0 45 9	6 67%						15 3 1 3 :	% 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 10	0% 0	9 6 67%			1			
Stukeley Street [first 30 m from Drury Lane]	0 0												0	6 12 7 58%		
친 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 C	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%	6 10 2 2 100 %	6 10 2 2 100%	0 0 0 NIL	110 22 11 50	0% 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]]						
	PE CPZ CA-C &	ERMITS GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sa 0830 - 1830	at Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces Co	oach Spaces Double Yell Lir	ow/Keep Clear ne/RR	CYCLE RACKS [Pavement]	TfL CYCL	.E STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Length (m) Calculated Spaces Cars Parked	calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked	ess Barked Cars Parked	Calculated Spaces Cars Parked Studes Length (m)	Calculated Spaces Cars Parked cars Parked tength (m) Length (m) Calculated Spaces	Cars Parked Stress	Cars Parked	No of RACKS Capacity Cycles Cycles	No of RACKS Capacity	Cycles Cycles
Shorts Gardens [Drury Lane to Endell St]	0 0 Road Clos	sure 13/3 - 2/4					Road Closure 13/3 - 2/4		0	0 0 0%			0	4 8 2 25%		
은 High Holborn [Endell Street to Drury Lane]	68 10		25 5 2 40%			5 1 1 100%		15 3 1 3 3	% 0	9 4 44% 20	4 0 0% 13 1	1 100%	0	6 12 5 42%	20 20	17 85%
$\stackrel{\sigma}{\geq}$ 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 80	% 0	37 36 97%			1	6 12 9 75%		
Betterton Street	60 0 45 9	8 89%						15 3 1 3 3	% 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 10	0% 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 3 3	% 0	8 2 25%			0			
Macklin Street [Drury lane to Primary School]	0 0 Road C	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 10	0% 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	0% 10 2 1 50%	5 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%

Parking Beat Parking Stress									Client: Waterman I & E Date: Wednesday March 22nd	& Thursday March 23rd 2017						
													1 Cyc	cle Rack holds 2 Cycles		
	PE CPZ CA-C &	ERMITS GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sa 0830 - 1830	at Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces Co	oach Spaces Double Yell Lir	ow/Keep Clear ne/RR	CYCLE RACKS [Pavement]	TfL CYCL	.E STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Calculated	Cars Parked Stress	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked	ess Cars Parked Cars Parked Cars Stress	Calculated Spaces Cars Parked Length (m)	Calculated Spaces Cars Parked Length (m) Calculated	Spaces Stress	Cars Parked	No of RACKS Capacity Cycles	No of RACKS Capacity	Cycles Cycles
Shorts Gardens [Drury Lane to Endell St]	0 0 Road Clos	sure 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 1 509	%			35 7 3 43	% 0	37 29 78%			0	6 12 7 58%		
Betterton Street	60 0 45 9	5 56%						15 3 3 10	0% 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%	6		5 1 1 10	0% 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 3 :	% 0	8 4 50%			0			
Macklin Street [Drury lane to Primary School]	0 0 Road C	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 1 509	% 10 2 2 1009	6 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%
	PE CPZ CA-C &	ERMITS GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sa 0830 - 1830	at Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces Co	oach Spaces Double Yell	ow/Keep Clear ne/RR	CYCLE RACKS [Pavement]	TfL CYCL	LE STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked	Length (m) Length (m) Calculated Spaces Cars Parked	calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked	ess Barked Cars Parked Cars Parked	Calculated Spaces Cars Parked Length (m)	Calculated Spaces Cars Parked Cars Parked Length (m) Calculated Spaces	Cars Parked Cars Parked	Cars Parked	No of RACKS Capacity Cycles Cycles	No of RACKS Capacity	Stress
Shorts Gardens [Drury Lane to Endell St]	0 0 Road Clos	sure 13/3 - 2/4					Road Closure 13/3 - 2/4		0	0 0 0%			0	4 8 2 25%		
은 High Holborn [Endell Street to Drury Lane]	68 10		25 5 3 60%			5 1 1 100%		15 3 1 3 3	% 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%	6			35 7 4 5	% 0	37 31 84%			1	6 12 8 67%		
Betterton Street	60 0 45 9	6 67%						15 3 1 3 :	% 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 10	0% 0	9 6 67%			1			
Stukeley Street [first 30 m from Drury Lane]	0 0												0	6 12 7 58%		
친 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 C	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%	6 10 2 2 100 %	6 10 2 2 100%	0 0 0 NIL	110 22 11 50	0% 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]]						
	PE CPZ CA-C &	ERMITS GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sa 0830 - 1830	at Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces Co	oach Spaces Double Yell Lir	ow/Keep Clear ne/RR	CYCLE RACKS [Pavement]	TfL CYCL	.E STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Length (m) Calculated Spaces Cars Parked	calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked	ess Barked Cars Parked	Calculated Spaces Cars Parked Studes Length (m)	Calculated Spaces Cars Parked cars Parked tength (m) Length (m) Calculated Spaces	Cars Parked Stress	Cars Parked	No of RACKS Capacity Cycles Cycles	No of RACKS Capacity	Cycles Cycles
Shorts Gardens [Drury Lane to Endell St]	0 0 Road Clos	sure 13/3 - 2/4					Road Closure 13/3 - 2/4		0	0 0 0%			0	4 8 2 25%		
은 High Holborn [Endell Street to Drury Lane]	68 10		25 5 2 40%			5 1 1 100%		15 3 1 3 3	% 0	9 4 44% 20	4 0 0% 13 1	1 100%	0	6 12 5 42%	20 20	17 85%
$\stackrel{\sigma}{\geq}$ 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 80	% 0	37 36 97%			1	6 12 9 75%		
Betterton Street	60 0 45 9	8 89%						15 3 1 3 3	% 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 10	0% 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 3 3	% 0	8 2 25%			0			
Macklin Street [Drury lane to Primary School]	0 0 Road C	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 10	0% 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	0% 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%

Park Park	king Beat King Stress																					Clier Dat	nt: Waterma te: Wednesda	n I & E ay March 22n	nd & Thursd	ay March 23	Brd 2017												
																																		1 Cycle	e Rack ho	ds 2 Cycles	5		
			CPZ (PERMIT CA-C & GR-N	TS N[anytime]	Pa] Mon -	ay by Phone Sat 0830 - 18	830	Business Peri 0830	mit Mon - Sa - 1830	t	Car Club Spa	ices	Disable	d Spaces	Doct	or parking	Space	M	Loading S on - Sat 08	oaces 30 - 1830	par n	ked over C Ion safe pa	rossover - or rking space	or	TOTALS		Taxi S	Spaces		Coach Spac	ces	Double Yellow/Kee Line/RR	p Clear	CYCLE RA	CKS [Paveme	nt]	TfL CYC	LE STORE
7	Street Name	otal Length of Available Kerb Snace	unuseable kerb space Length (m)	Calculated Spaces Cars Parked	Stress	Length (m) Calculated	Spaces Cars Parked	stress	Length (m) Calculated Spaces	Cars Parked	s Length (m)	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated	Spaces Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	ess		Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	ss Length (m)	Calculated Spaces Cars Parked	Stress	Cars Parked		No of RACKS Capacity	Cycles S	tress	No of RACKS Capacity	Cycles Cycles
d 201	Shorts Gardens [Drury Lane to Endell St]	0	0 Roa	ad Closure 1	13/3 - 2/4											Road	Closure 13	/3 - 2/4						0	0	0	0%						0		4 8	2	25%		
ע22 ר	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 09	6 13	1 0	0%	0		6 12	5	42%	20 20	12 60%
March	Endell Street [High Holborn to 30m south of Shelton St]	185	0 110	22 20	0 91%	30 6	5	83% 1	10 2	1 50%	5								35	7	3 43	%		0	37	29	78%						0		6 12	7	58%		
day l	Betterton Street	60	0 45	95	56%														15	3	3 100	%		0	12	8	67%						0		14 28	6	21%		
dnes	Parker Street [Drury Lane to No32]	48	3 30	6 3	³ 50%						10	2 2	100%						5	1	1 100	1%		0	9	6	67%						1						
0 We	Stukeley Street [first 30 m from Drury Lane]	0	0																														0		6 12	6	50%		
10:0	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 Closur	re 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%		1 500	(10	2 2	1000/	5 1	1 100%		0 0	N 111	25	5	4 80	%	-	0	25	18	72%	10 2	2 100	0%	1 0	00/	0		11 22	19	36%	27 27	15 56%
	IUTALS	530.5	17.5 270	54 35	9 72%	90 18	5 14 <i>1</i>	/8% 1		1 50%	6 10	2 2	100%	10 2	1 50%	0	0 0	NIL		22	L4 64	%		0	100		/1%	30 6	2 33	% 13	1 0	0%			61 12	2 60 2	9% 2	4/ 4/	27 57%
			CPZ (PERMIT CA-C & GR-N	TS N[anytime]	Pa] Mon -	ay by Phone Sat 0830 - 18	830	Business Peri 0830	mit Mon - Sa - 1830	t	Car Club Spa	ices	Disable	d Spaces	Doct	or parking	Space	M	Loading S on - Sat 08	baces 30 - 1830	par n	rked over C Ion safe pa	rossover - orking space	or	TOTALS	;	Taxi	Spaces		Coach Spac	ces	Double Yellow/Kee Line/RR	p Clear	CYCLE RA	CKS [Paveme	nt]	TfL CYC	LE STORE
2017	Street Name	Total Length of Available Kerb Space	unuseable kerb space Length (m)	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	stress	Length (m) Calculated Spaces	Cars Parked	s Length (m)	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m)	Calculated Spaces Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	ess		Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	ss Length (m)	Calculated Spaces Cars Parked	Stress	Cars Parked		No of RACKS Capacity	Cycles S	tress	No of RACKS Capacity	Cycles Cycles
22nd	Shorts Gardens [Drury Lane to Endell St]	0	0 Roa	ad Closure 1	13/3 - 2/4											Road	Closure 13	/3 - 2/4						0	0	0	0%						0		4 8	2	25%		
arch	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 09	6 13	1 1	100%	0		6 12	4	33%	20 20	8 40%
Ň	Endell Street [High Holborn to 30m south of Shelton St]	185	0 110	22 21	1 95%	30 6	6 1	L00% 1	LO 2	0 0%									35	7	4 57	%		0	37	31	84%						1		6 12	8	67%		
nesda	Betterton Street	60	0 45	9 6	67%														15	3	1 33	%		0	12	7	58%						0		14 28	9	32%		
Wedi	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						
4:00	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 09	6		0	8	3	38%						0						
-	Macklin Street [Drury lane to Primary School]	0	0	Road Closur	re 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% 2	27 27	13 48%
	TOTALS	530.5	17.5 270	54 41	1 76%	90 18	8 14 7	78% 1	10 2	0 0%	10	2 2	100%	10 2	2 100%	0	0 0	NIL		22	L1 50	%		0	100	70	70%	30 6	2 33	% 13	1 1	100%	2		61 122	2 60 2	9% 2	47 47	21 45%
			CPZ (PERMIT CA-C & GR-N	TS N[anytime]	Pa] Mon -	ay by Phone Sat 0830 - 18	830	Business Peri 0830	mit Mon - Sa - 1830	t	Car Club Spa	ices	Disable	d Spaces	Doct	or parking	Space	M	Loading S on - Sat 08	paces 30 - 1830	par n	ked over C	rossover - o	or	TOTALS	;	Taxi	Spaces		Coach Spac	ces	Double Yellow/Kee Line/RR	p Clear	CYCLE RA	CKS [Paveme	nt]	TfL CYC	LE STORE
2017	Street Name	Total Length of Available Kerb Snace	unuseable kerb space Length (m)	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	stress	Length (m) Calculated Spaces	Cars Parked	s Length (m)	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m)	Calculated Spaces Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	ess		Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	ss Length (m)	Calculated Spaces Cars Parked	Stress	Cars Parked		No of RACKS Capacity	Cycles S	tress	No of RACKS Capacity	Cycles Cycles
2nd 2	Shorts Gardens [Drury Lane to Endell St]	0	0 Roa	ad Closure 1	13/3 - 2/4											Road	Closure 13	/3 - 2/4						0	0	0	0%						0		4 8	2	25%		
rch 2.	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 %	6 13	1 1	100%	0		6 12	5	42%	20 20	17 85%
Mai	Endell Street [High Holborn to 30m south of Shelton St]	185	0 110	22 22	2 100%	30 6	6 1	L00% 1	10 2	2 100%	6								35	7	6 86	%		0	37	36	97%						1		6 12	9	75%		
esday	Betterton Street	60	0 45	9 8	8 89%														15	3	1 33	%		0	12	9	75%						0		14 28	10	36%		
Vedne	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						
:30 V	Stukeley Street [first 30 m from Drury Lane]	0	0		_						_																						0		6 12	8	57%		<u> </u>
18	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 Closur	re 22/3																			0	0	0	0%						0		14 28	23	32%		<u> </u>
	Drury Lane [High Holborn to Broad Court]	125	0 60	12 11	1 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	32%	27 27	18 67%
	TOTALS	530.5	17.5 270	54 46	6 85%	90 18	8 14 7	78% 1	.0 2	2 1009	% 10	2 1	50%	10 2	2 100%	0	0 0	NIL	110	22	L5 68	%		0	100	80	80%	30 6	1 17	% 13	1 1	100%	2		61 122	2 75 6	51% 4	47 47	35 74%

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

Job Number & Name: Shorts Gardens

NOTE - Car parked in Coach Bay

Parl Parl	king Beat king Stress																	Client: Waterm Date: Wednes	nan I & E sday March 22	2nd & Thursd	lay March 23	3rd 2017										
																												1 Cycl	e Rack hold	ds 2 Cycle	es	
			PERMIT CPZ CA-C & GR-N	S I[anytime]	Pay Mon - Sa	by Phone at 0830 - 1830	Business Pern 0830 -	nit Mon - Sat 1830	Car C	lub Spaces	Disable	ed Spaces	Doctor	parking Space	Мо	Loading Space n - Sat 0830	es - 1830	parked over non safe p	r Crossover - parking spac	or e	TOTALS	5	Taxi Spa	ces	C	oach Spaces	Doul	ble Yellow/Keep Clear Line/RR	CYCLE RAG	CKS [Pavem	ent]	TfL CYCLE STORE
7	Street Name	Total Length of Available Kerb Space	unuseable kerb space Length (m) Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked	ss Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m)	Calculated Spaces Cars Parked	Stress		Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m) Calculated Spaces Cars Parked	Stress	Length (m) Calculated	Spaces Cars Parked	Stress	Cars Parked	No of RACKS Capacity	Cycles	Stress	No of RACKS Capacity Cycles
201	Shorts Gardens [Drury Lane to Endell St]	0	0 Road Closure 1	3/3 - 2/4									Road Clo	sure 13/3 - 2/4					0	0	0	0%						0	4 8	1	13%	
23rd	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%
larch	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%	
lay N	Betterton Street	55	0 45 9 6	67%											10	2 2	100%		0	11	8	73%						0	14 28	9	32%	
hursc	Parker Street [Drury Lane to No32]	48	3 30 6 4	67%					10 2	1 509	%				5	1 1	100%		0	9	6	67%						0				
:00 T	Stukeley Street [first 30 m from Drury Lane]	0	0																									0	6 12	7	58%	
10	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%
	IOTALS	535.5	17.5 280 56 46	82%	90 18	13 72%	10 2	0 0%	10 2	1 505	% 10 2	2 100%	0 0		105	21 14	67%		0	101	. 76	75%	30 6 1	17%			100%		61 122	58	48%	47 47 27 57%
			PERMIT CPZ CA-C & GR-N	'S I[anytime]	Pay Mon - Sa	by Phone at 0830 - 1830	Business Pern 0830 -	nit Mon - Sat 1830	Car C	lub Spaces	Disable	ed Spaces	Doctor	parking Space	Мо	Loading Spac n - Sat 0830	es - 1830	parked over non safe p	r Crossover - parking spac	or e	TOTALS	5	Taxi Spa	ces	C	oach Spaces	Doul	ble Yellow/Keep Clear Line/RR	CYCLE RAG	CKS [Pavem	ent]	TfL CYCLE STORE
117	Street Name	Total Length of Available Kerb Space	unuseable kerb space Length (m) Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked Stre	s Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m)	Calculated Spaces Cars Parked	Stress		Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m) Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	Stress	Cars Parked	No of RACKS Capacity	Cycles	Stress	No of RACKS Capacity Cycles
rd 2(Shorts Gardens [Drury Lane to Endell St]	0	0 Road Closure 1	3/3 - 2/4									Road Clo	sure 13/3 - 2/4					0	0	0	0%						0	4 8	2	25%	
ch 23	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%
Marc	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%	
sday	Betterton Street	55	0 45 9 5	56%											10	2 1	50%		0	11	6	55%						0	14 28	12	43%	
Thur	Parker Street [Drury Lane to No32]	48	3 30 6 4	67%					10 2	1 509	%				5	1 1	100%		0	9	6	67%						0				
4:00	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	2 75% 9	90 18	15 83%	10 2	1 50%	10 2	1 509	% 10 2	2 100%	0 0	0 NIL	105	21 14	67%		0	101	. 75	74%	30 6 2	33%	13 1	1	100%	2	61 122	72	59%	47 47 21 45%
			PERMIT CPZ CA-C & GR-N	'S I[anytime]	Pay Mon - Sa	by Phone at 0830 - 1830	Business Pern 0830 -	nit Mon - Sat 1830	Car C	lub Spaces	Disable	ed Spaces	Doctor	parking Space	Мо	Loading Spac n - Sat 0830	es - 1830	parked over non safe p	r Crossover - parking spac	or e	TOTALS	5	Taxi Spa	ces	C	oach Spaces	Doul	ble Yellow/Keep Clear Line/RR	CYCLE RAG	CKS [Pavem	ent]	TfL CYCLE STORE
017	Street Name	Total Length of Available Kerb Space	unuseable kerb space Length (m) Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked Cars Stress	Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked Cars Parked	s Length (m) Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked Cars Stress	Length (m)	Calculated Spaces Cars Parked	Stress		Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m) Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	Stress	Cars Parked	No of RACKS Capacity	Cycles	Stress	No of RACKS Capacity Cycles
rd 2(Shorts Gardens [Drury Lane to Endell St]	0	0 Road Closure 1	3/3 - 2/4									Road Clo	sure 13/3 - 2/4					0	0	0	0%						0	4 8	2	25%	
ch 23	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%
Marc	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%	
sday	Betterton Street	55	0 45 9 8	89%											10	2 2	100%		0	11	10	91%						0	14 28	11	39%	
Thur	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				
8:30	Stukeley Street [first 30 m from Drury Lane]	0	0																									0	6 12	8	67%	
H	Long Acre [Drury Lane to Arne St]	44.5	4.5 25 5 1	20%											15	3 1	33%		0	8	2	25%						0				
ļ	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%

Parking Beat Parking Stress								Client: Waterman I & E Date: Wednesday March 22nd	& Thursday March 23rd 2017					
					1		1					1 Cyc	le Rack holds 2 Cycles	
	PERMITS CPZ CA-C & GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sat 0830 - 1830	Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces	Coach Spaces	Double Yellow/Keep Clear Line/RR	CYCLE RACKS [Pavement]	TfL CYCLE STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked	tress Stress	Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked Length (m)	Calculated Spaces Cars Parked Cars Parked	Cars Parked	No of RACKS Capacity Cycles Stuess	No of RACKS Capacity Cycles
Shorts Gardens [Drury Lane to Endell St]	0 0 Road Closure 13/3 - 2/4 68 10	25 5 3 60%			5 1 1 100%	Road Closure 13/3 - 2/4	15 3 1 3	0 33% 0	0 0 0% 9 5 56%	20 4 0 0% 13	3 1 1 100%	0 0	4 8 1 13% 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 4	13% 0	37 30 81%			0	6 12 8 67%	
≥ Betterton Street	55 0 45 9 6 67%						10 2 2 1	00% 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 1	00% 0	9 6 67%			0		
Stukeley Street [first 30 m from Drury Lane]	0 0											0	6 12 7 58%	
유 Long Acre [Drury Lane to Arne St]	44.5 4.5 25 5 4 80%						15 3 2 6	57% 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% E2EE 17E 280 E6 46 82%	35 7 4 57% 00 18 13 73%	10 2 0 0%	10 2 1 50%	5 1 1 100%		25 5 5 1 105 21 14 6	00% 0 7% 0	25 19 76%	10 2 1 50% 20 6 1 17% 17		1	11 22 16 73% 61 133 59 49%	27 27 13 48%
IUTALS	555.5 17.5 200 50 40 02%	50 10 13 72 %	10 2 0 0%							50 0 1 17% 15	5 1 1 100 %		01 122 56 46%	47 47 27 5770
	PERMITS CPZ CA-C & GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sat 0830 - 1830	Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces	Coach Spaces	Double Yellow/Keep Clear Line/RR	CYCLE RACKS [Pavement]	TfL CYCLE STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Length (m) Calculated Spaces Calculated Spaces cars Parked	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked	tress Stress	Calculated Spaces Cars Parked Stress	Length (m) Calculated Spaces Cars Parked Length (m)	Calculated Spaces Cars Parked Cars Parked	Cars Parked	No of RACKS Capacity Cycles	No of RACKS Capacity Cycles
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%	
응 High Holborn [Endell Street to Drury Lane]	68 10	25 5 3 60%			5 1 1 100%		15 3 2 6	57% 0	9 6 67%	20 4 0 0% 13	3 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 7	71% 0	37 31 84%			2	6 12 6 50%	
Betterton Street	55 0 45 9 5 56%						10 2 1 5	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 1	00% 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 3	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 8	30% 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 6	7% 0	101 75 74%	30 6 2 33% 13	B 1 1 100%	2	61 122 72 59%	47 47 21 45%
	PERMITS CPZ CA-C & GR-N[anytime]	Pay by Phone Mon - Sat 0830 - 1830	Business Permit Mon - Sat 0830 - 1830	Car Club Spaces	Disabled Spaces	Doctor parking Space	Loading Spaces Mon - Sat 0830 - 1830	parked over Crossover - or non safe parking space	TOTALS	Taxi Spaces	Coach Spaces	Double Yellow/Keep Clear Line/RR	CYCLE RACKS [Pavement]	TfL CYCLE STORE
Street Name	Total Length of Available Kerb Space unuseable kerb space Length (m) Length (m) Calculated Spaces Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked Cars Parked	Length (m) Calculated Spaces Cars Parked	tress Stress Stress	Calculated Spaces Cars Parked Stuess	Length (m) Calculated Spaces Cars Parked Length (m)	Calculated Spaces Cars Parked Cars Parked	Cars Parked	No of RACKS Capacity Cycles Cycles	No of RACKS Capacity Cycles
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%	
거 High Holborn [Endell Street to Drury Lane]	68 10	25 5 4 80%			5 1 1 100%		15 3 1 3	33% 0	9 6 67%	20 4 1 25% 13	3 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 1	00% 0	37 36 97%			2	6 12 10 83%	
Betterton Street	55 0 45 9 8 89%						10 2 2 1	00% 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 1	00% 0	9 8 89%			0		
Stukeley Street [first 30 m from Drury Lane]												0	6 12 8 67%	
Long Acre [Drury Lane to Arne St]	44.5 4.5 25 5 1 20%							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% 00 10 17 0.000	10 2 2 40000		5 1 1 100% 10 2 3 40000		25 5 4 8	SU% 0	25 24 96%	10 2 1 50%		3	11 22 10 45% 61 133 60 560	2/ 27 20 74%
IUIALS	555.5 17.5 280 56 49 88%	50 18 1/ 94%	10 2 2 100%	10 2 2 100%			102 21 10 1	0% U	101 88 8/%	JU 0 2 33% 13	D T T 100%	5	01 122 08 56%	4/ 4/ 35 /4%

Park Park	king Beat king Stress																			Client: Water Date: Wedn	rman I & I esday Mai	E I rch 22nd & ⁻	Thursday Marc	h 23rd 2017											
																															1 Cycle	e Rack hole	ds 2 Cycl	es	
			PERMIT CPZ CA-C & GR-N	TS N[anytime]	Pay Mon - S	y by Phone Sat 0830 - 183	Bu 0	siness Permit 0830 - 18	Mon - Sat 30	Car Cl	ub Spaces		Disabled Spaces	Do	tor par	king Space	Loa Mon -	ading Space Sat 0830 -	es 1830	parked ove non safe	er Crosso parking	over - or space	тот	ALS	Tax	Spaces		Coach Spa	baces	Double Y	ellow/Keep Clear Line/RR	CYCLE RA	CKS [Paven	nent]	TfL CYCLE STORE
7	Street Name	Total Length of Available Kerb Space	unuseable kerb space Length (m) Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	Length (m)	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	Length (m)	Calculated Spaces Cars Parked	Length (m)	Spaces	Cars Parked Stress	Length (m) Calculated	Spaces Cars Parked	Stress		Cars Parked	Stress	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	sess Length (m)	Calculated Spaces Cars Parked	Stress	s	Cars Parked	No of RACKS Capacity	Cycles	Stress	No of RACKS Capacity Cycles
1 201	Shorts Gardens [Drury Lane to Endell St]	0	0 Road Closure 1	13/3 - 2/4										Roa	d Closur	e 13/3 - 2/4					0		0 0	0%							0	4 8	1	13%	
23ro	High Holborn [Endell Street to Drury Lane]	68	10		25 5	3 60	%					5	1 1 10	0%			15 3	1	33%		0		9 5	56%	20 4	0 0)% 13	1 1	1 100%	6	0	6 12	4	33%	20 20 14 70%
larch	Endell Street [High Holborn to 30m south of Shelton St]	185	0 110 22 21	1 95%	30 6	6 100	0% 10	2 0	0%								35 7	3	43%		0		37 30	81%							0	6 12	8	67%	
ay N	Betterton Street	55	0 45 9 6	67%													10 2	2	100%		0		11 8	73%							0	14 28	9	32%	
ursd	Parker Street [Drury Lane to No32]	48	3 30 6 4	67%						10 2	1 50	0%					5 1	1	100%		0		9 6	67%							0				
00 Th	Stukeley Street [first 30 m from Drury Lane]	0	0																												0	6 12	7	58%	
10:(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 10	0%			25 5	5	100%		0		25 19	76%	10 2	1 5	0%				1	11 22	16	73%	27 27 13 48%
	TOTALS	535.5	17.5 280 56 46	6 82%	90 18	13 72	.% 10	2 0	0%	10 2	1 50	0% 10	2 2 10	0% 0	0	0 NIL	105 21	L 14	67%		0		101 76	75%	30 6	1 1	7% 13	1 1	1 100%	%	1	61 122	58	48%	47 47 27 57%
			PERMIT CPZ CA-C & GR-N	TS N[anytime]	Pay Mon - S	y by Phone Sat 0830 - 183	Bu 0	siness Permit 0830 - 18	Mon - Sat 30	Car Cl	ub Spaces		Disabled Spaces	Do	tor par	king Space	Loa Mon -	ading Space Sat 0830 -	es 1830	parked ove non safe	er Crosso parking	over - or space	тот	ALS	Тах	Spaces		Coach Spa	oaces	Double Y	ellow/Keep Clear Line/RR	CYCLE RA	CKS [Paven	nent]	TfL CYCLE STORE
017	Street Name	Total Length of Available Kerb Space	unuseable kerb space Length (m) Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	Length (m)	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	ress Length (m)	Calculated Spaces Cars Parked	Length (m)	Calculated Spaces	Cars Parked Stress	Length (m) Calculated Spaces	Cars Parked	Stress		Cars Parked	Stress	Calculated Spaces Cars Parked	Stress	Length (m) Calculated Spaces	Cars Parked	ress (m)	Calculated Spaces	Stress	s	Cars Parked	No of RACKS Capacity	Cycles	Stress	No of RACKS Capacity Cycles
rd 2(Shorts Gardens [Drury Lane to Endell St]	0	0 Road Closure 1	13/3 - 2/4										Roa	d Closur	e 13/3 - 2/4					0		0 0	0%							0	4 8	2	25%	
ch 23	High Holborn [Endell Street to Drury Lane]	68	10		25 5	3 60	%					5	1 1 10	0%			15 3	2	67%		0		9 6	67%	20 4	0 0)% 13	1 1	1 100%	6	0	6 12	6	50%	20 20 10 50%
Marc	Endell Street [High Holborn to 30m south of Shelton St]	185	0 110 22 19	9 86%	30 6	6 100	0% 10	2 1	50%								35 7	5	71%		0		37 31	84%							2	6 12	6	50%	
day	Betterton Street	55	0 45 9 5	56%													10 2	1	50%		0		11 6	55%							0	14 28	12	43%	
Thurs	Parker Street [Drury Lane to No32]	48	3 30 6 4	67%						10 2	1 50	0%					5 1	1	100%		0		9 6	67%							0				
00:	Stukeley Street [first 30 m from Drury Lane]	0	0																												0	6 12	8	67%	
14	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%	
ŀ	Drury Lane [High Holborn to Broad Court]	125	0 60 12 10	0 83%	35 7	6 86	%					5	1 1 10	0%			25 5	4	80%		0		25 21	84%	10 2	2 10	0%				0	11 22	20	91%	27 27 11 41%
ŀ	TOTALS	535.5	17.5 280 56 42	2 75%	90 18	15 83	% 10	2 1	50%	10 2	1 50	0% 10	2 2 10	0% 0	0	0 NIL	105 21	14	67%		0		101 75	74%	30 6	2 3	3% 13	1 1	1 100%	%	2	61 122	72	59%	47 47 21 45%
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-d 2C	Shorts Gardens [Drury Lane to Endell St]	0	0 Road Closure 1	13/3 - 2/4										Roa	d Closur	e 13/3 - 2/4					0		0 0	0%							0	4 8	2	25%	
h 231	High Holborn [Endell Street to Drury Lane]	68	10		25 5	4 80	%					5	1 1 10	0%			15 3	1	33%		0		9 6	67%	20 4	1 2	5% 13	1 1	1 100%	6	0	6 12	7	58%	20 20 15 75%
Marc	Endell Street [High Holborn to 30m south of Shelton St]	185	0 110 22 21	1 95%	30 6	6 100	0% 10	2 2	100%								35 7	7	100%		0		37 36	97%							2	6 12	10	83%	
day	Betterton Street	55	0 45 9 8	89%													10 2	2	100%		0		11 10	91%							0	14 28	11	39%	
hurs	Parker Street [Drury Lane to No32]	48	3 30 6 5	83%						10 2	2 10	00%					5 1	1	100%		0		9 8	89%							0				
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18	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%	
F	Drury Lane [High Holborn to Broad Court]	125	0 60 12 12	2 100%	35 7	7 100	0%					5	1 1 10	0%			25 5	4	80%		0		25 24	96%	10 2	1 5	0%				3	11 22	10	45%	27 27 20 74%
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NOTE - Coach parked over 3 loading bays [approx 15m]

Job Number & Name: Shorts Gardens

& 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]



High Holborn - note TfL cycles for hire

Mid Section Endells St Closure

Longacre

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C. Walking Catchment and Facilities Plan

Appendices Transport Statement Project Number: WIE10452 Document Reference: WIE10452-100-R-1-2-3-TS

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D. Cycle Routes and Catchment Plan

Appendices Transport Statement Project Number: WIE10452 Document Reference: WIE10452-100-R-1-2-3-TS

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