



Transport Statement

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

April 2017

Waterman Infrastructure & Environment Limited

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Client Name: Span Group
Document Reference: WIE10452-100-R-1-2-3-TS
Project Number: WIE10452

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)

Issue	Date	Prepared by	Checked by	Approved by
1-2-3	11/04/17	Andrew Trowbridge		

Comments

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We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

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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 increasingly popular as they are a good way of having the convenience of using a 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.

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

- 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 have 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%

- 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

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 two-way trips.

3. Proposed Situation

3.1. 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

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.

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)

- 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.

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.

- 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

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

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.

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
Future Trips	264	259	523

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.

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

- 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.

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

- 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.
- 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.4 The 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

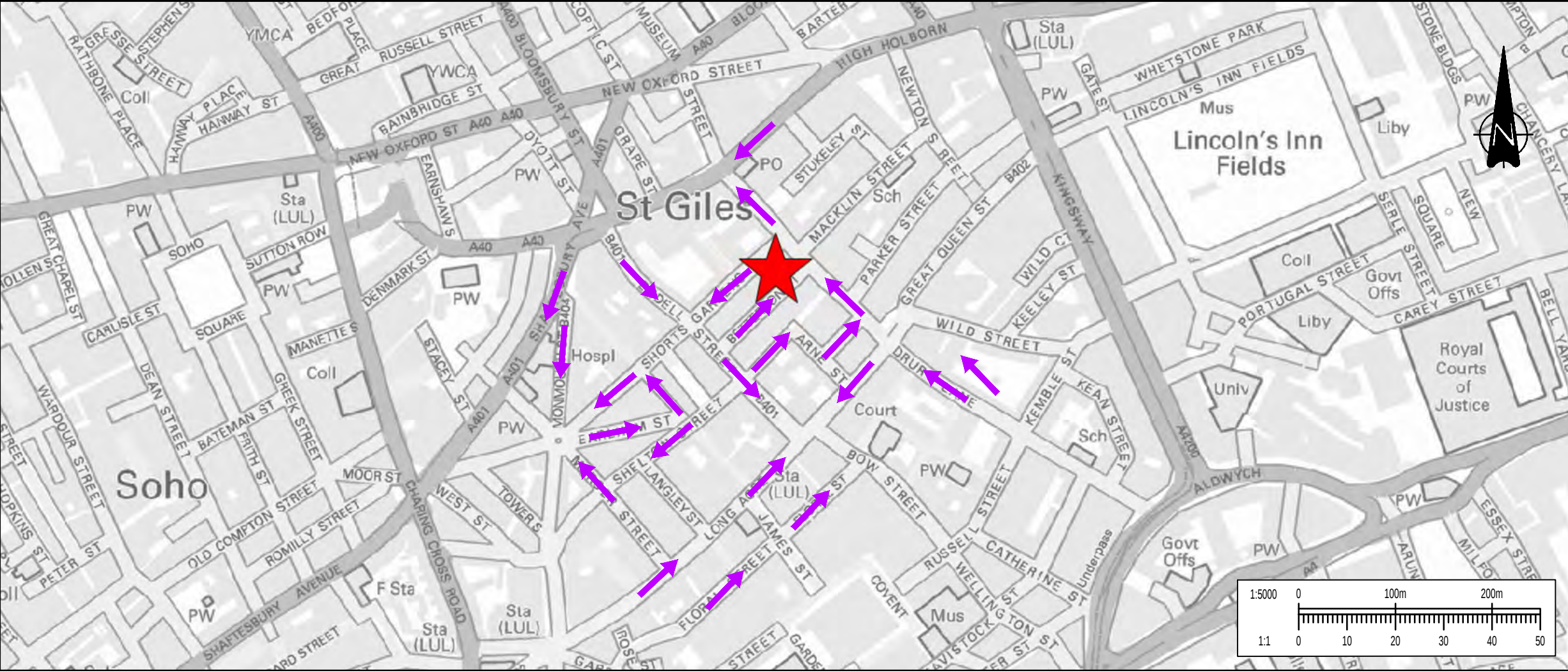
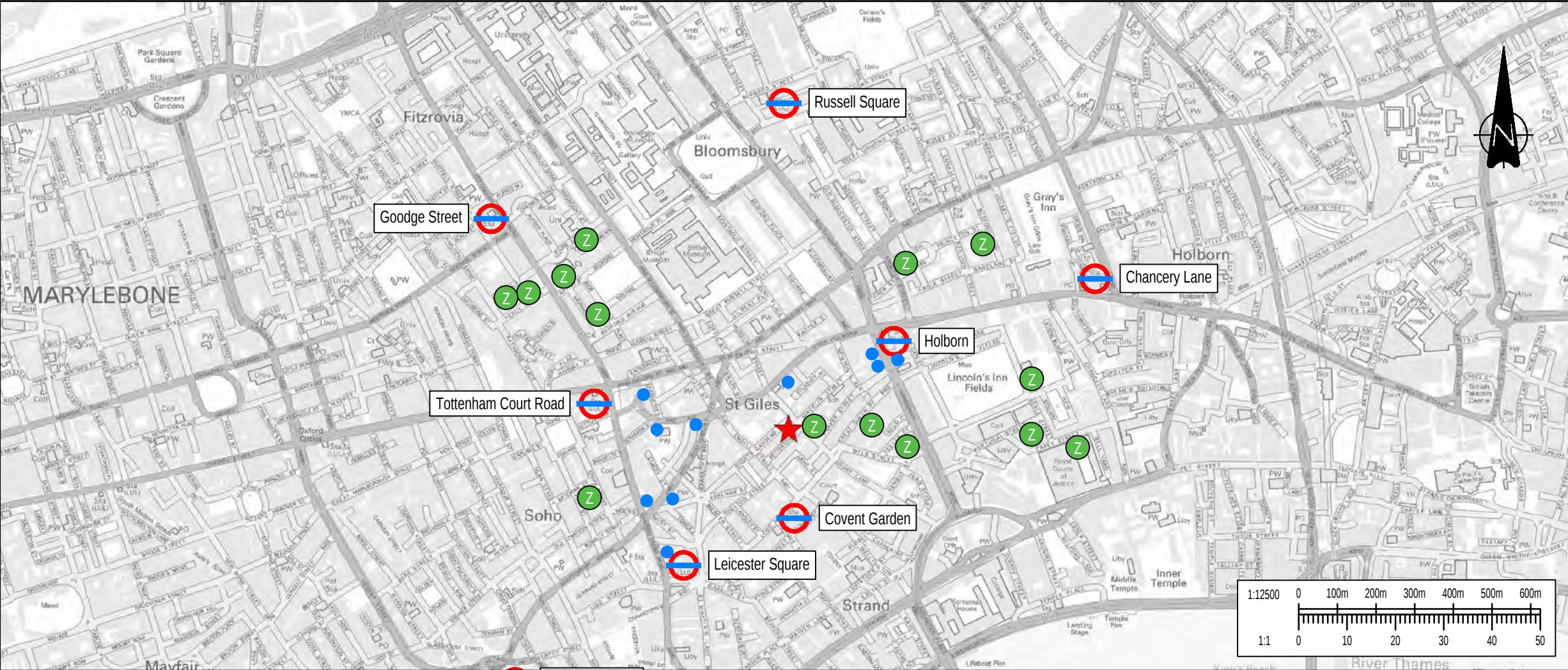
A. Site Location Plan

Appendices

Transport Statement

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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

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Amendments	
Project	60-70 Shorts Gdns & 14-16 Betterton St
Title	Site Location Plan & Local Transport Facilities
Client	Span Group



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Drawing Status				
PRELIMINARY				
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WIE	SA	06	0001	A01



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]

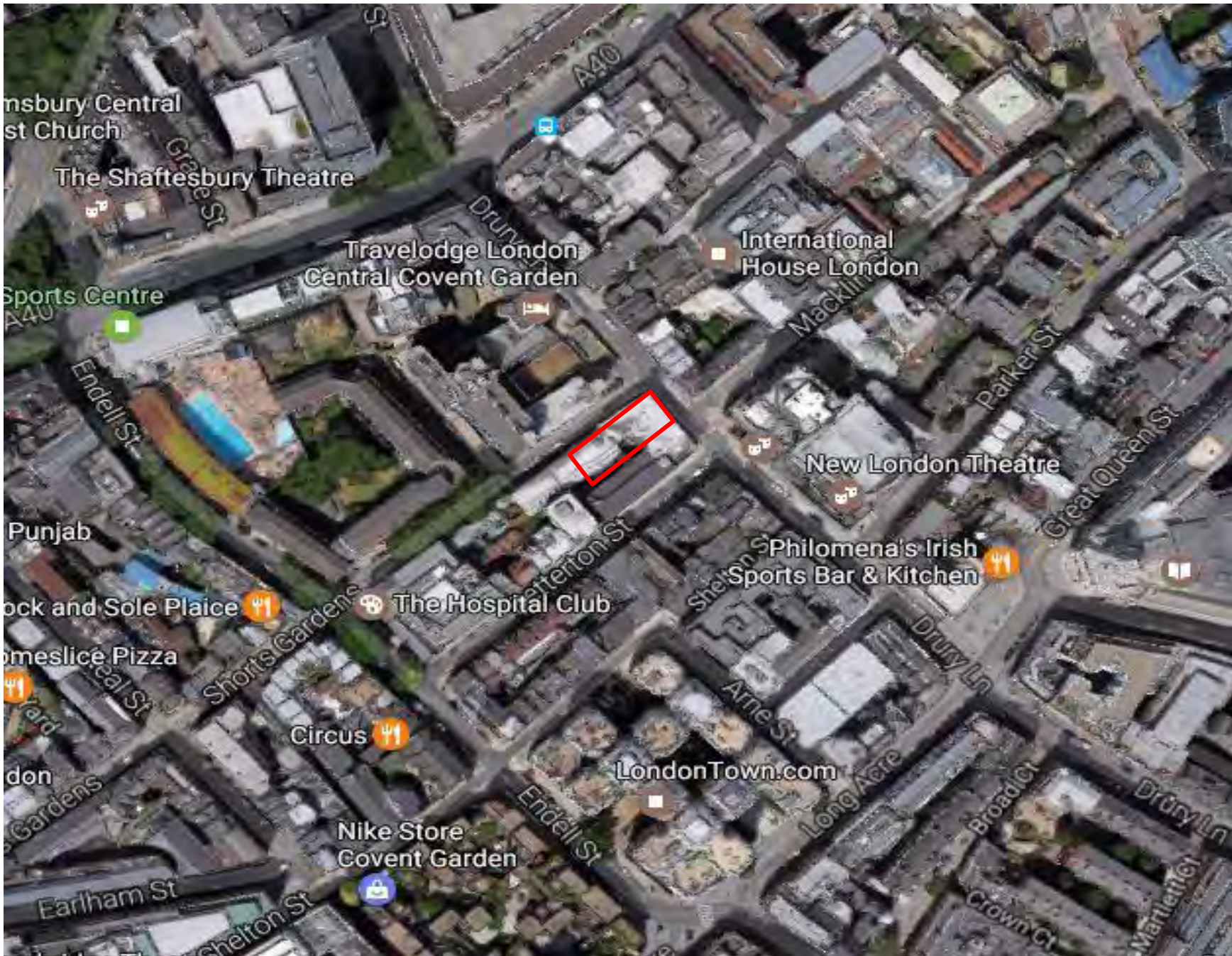
Site Number/Name: SHORTS GARDENS

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 by 5m - 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.

& Name: Covent Garden [Off Drury Lane]
r/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



Endell Street [top section]



Drury Lane

Endell Street



High Holborn - note TfL cycles for hire



Mid Section Endells St Closure



Longacre



Short Gardens closure



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

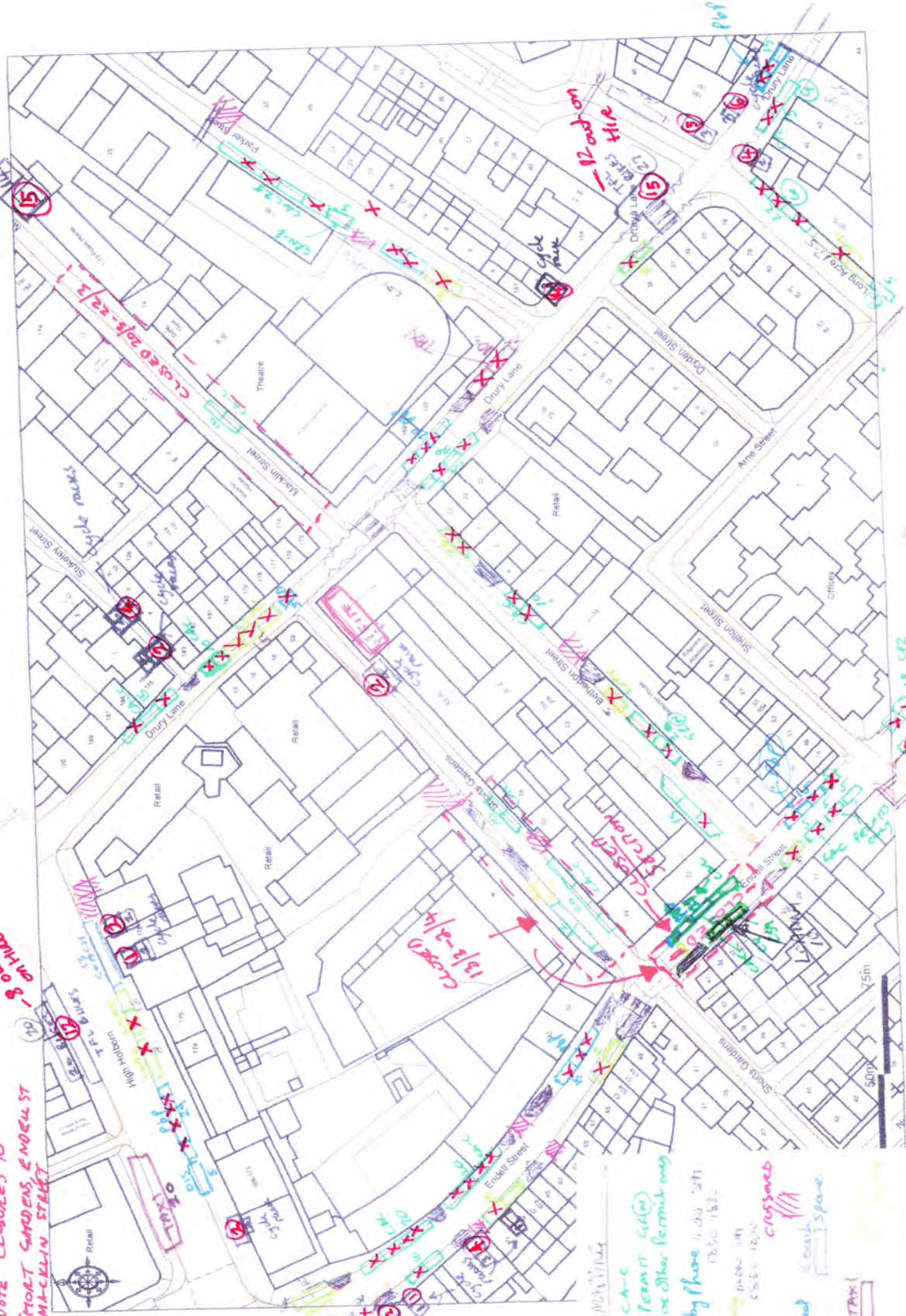
"X" - vehicles
 ② cycles volume at each site

21/3/17
 TSUK

ROAD INVENTORY 22-3-17

NOTE CLOSURES TO
 SHORT GARDENS, ENDWELL ST
 & MACKLIN STREET

- 8 off
 on time



KEY TO MARKING

- IS CMC
- PERMIT (C/M) or other permit way
- Pay by phone, 0.30 5M
- loading area 12m
- crossroads
- disabled space
- space
- TRAM
- TPU-BUS LINES
- THIS MEANS 3
- PACKS (can take 6 cycles) each side

* sponsored by Street for people
 (don't pay space)

CP2
 10
 12
 14
 16
 18
 20
 22
 24
 26
 28
 30
 32
 34
 36
 38
 40
 42
 44
 46
 48
 50

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

"X" - EACH VEHICLE

no. of cycles at each bar

Location

ROAD INVENTORY 22-3-17

NOTE CLOSURES TO

SHORT GARDENS, ENDELL ST & MACLELLIN STREET

12:00-1:00 PM



KEY TO MARKING

15 CAC PERMIT (after 10:00 PM) or other Permitted use

15 Pay by phone 10:00-11:00 PM

15 Loading area 10:00-11:00 PM

15 Disabled space

15 Crossroads

15 Cycle racks

15 Cycle racks (can take 6 cycles) roadside

15 Cycle racks

15 Cycle racks

15 Cycle racks

31-3-17

4 spaces by street for parking (don't get space)

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

"X" - EACH VEHICLE

2 No of cycles in each back location

TSW
31-3-17

ROAD INVENTORY 23-3-17

NOTE CLOSURES TO:
SHORT GARDENS & ENDELL ST
6 out on hill

LOCKING SURVEY 3 SERIES PARKING
WAS 23rd MARCH 23rd MARCH 2017



- KEY TO MARKING
- 15 CAR
 - 15 PERMIT (GPN) or other permit only
 - 15 PAY BY PHONE 4.20 5.40 6.20 1.50
 - 15 PARKING MARK 4.20 5.40 6.20 1.50
 - DIS Disabled space
 - TRUCK
 - 3 CHARGES PERKS
 - THIS MEANS 3 BIKES (can take 6 cycles) kerbside

* space reserved by street for use (6-10 per space)

CPZ 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

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

~~"4 - EACH VEHICLE~~

	No of cycles in RAx Location
3	

(Bur)

31-3-17

Road Inventory 23-3-17

NOTE CLOSURES TO:
SHORT GARDENS & ENOCH ST
BETWEEN 05 ST & 10 MILE



* Spices
of animal by itself in water
(4.0 per gram)

KEY TO MARKING

$\begin{array}{|c|c|} \hline 13 & \\ \hline \end{array}$ pay by phone 6.00 20th
 $\begin{array}{|c|c|} \hline 10 & \\ \hline \end{array}$ banking phone 20th
 $\begin{array}{|c|c|} \hline 10 & \\ \hline \end{array}$

Dis

space

Tax | ☐

TF-LINKS
(20)

THIS means 3
BACKS

3 BACKS
3 BACKS

(can take 6 cycles) each side

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

"X" - EACH VEHICLE

ROAD INVENTORY 23-3-17

NOTE CLOSURES TO:
SHORT GARDENS & ENDELL ST
ON TRINITY

MARKING SURVEY: 3 BERTS PARKING
W-25 LONG PARK TRINITY 23rd MARCH 2017

2 No. of cycles
in each "rack"
Location



KEY TO MARKING

- 15 CAC
- 15 PERMIT (CIN) or other permit only
- 15 Pay by phone 020 241 1200 1830
- 15 Loading area 020 241 1200
- DIS Disabled space
- TRUCK
- 3 Cycles
- THIS MEANS 3 RACKS (can take 6 cycles) each side

(TSUR)
31-3-17

* Space
of additional 100m
(100m per space)

CP2
CP1
CP3
CP4
CP5
CP6
CP7
CP8
CP9
CP10
CP11
CP12
CP13
CP14
CP15
CP16
CP17
CP18
CP19
CP20



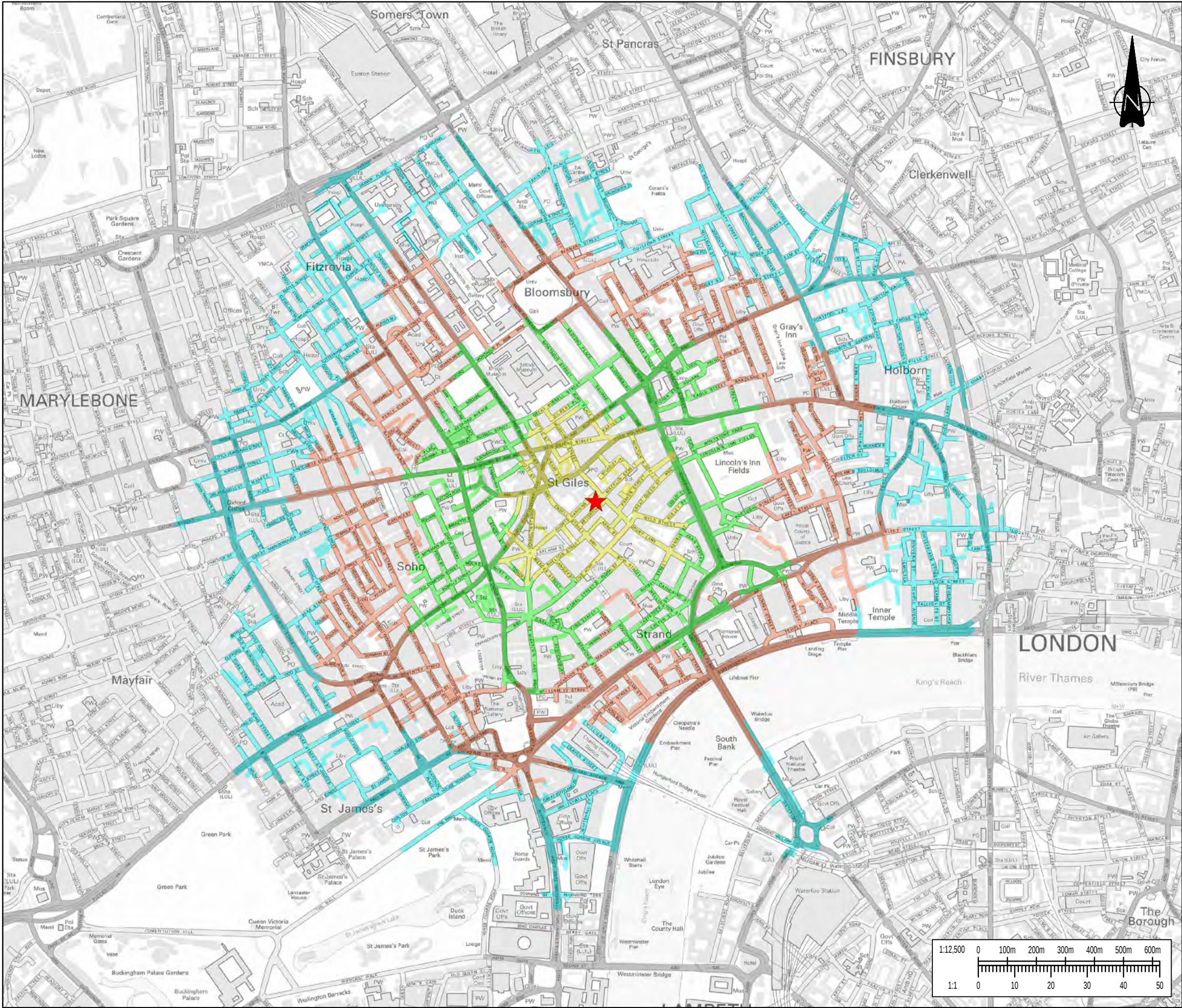
C. Walking Catchment and Facilities Plan

Appendices

Transport Statement

Project Number: WIE10452

Document Reference: WIE10452-100-R-1-2-3-TS



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
- 0 - 400m
- 400m - 800m
- 800m - 1200m
- 1200m - 1600m

A01	10.02.17	FIRST ISSUE	AJJ
Rev	Date	Description	By
Amendments			
Project 60-70 Shorts Gdns & 14-16 Betterton St			
Title Pedestrian Catchment Plan			
Client Span Group			
			
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	Project No WIE10452	
Drawn by AJJ	Date FEBRUARY 2017	Computer File No WIE-10452-SA-06-0002-A01.dwg	
Scales @ A3 work to figured dimensions only 1:12500			
Publisher WIE	Zone SA	Category 06	Number 0002
		Revision A01	

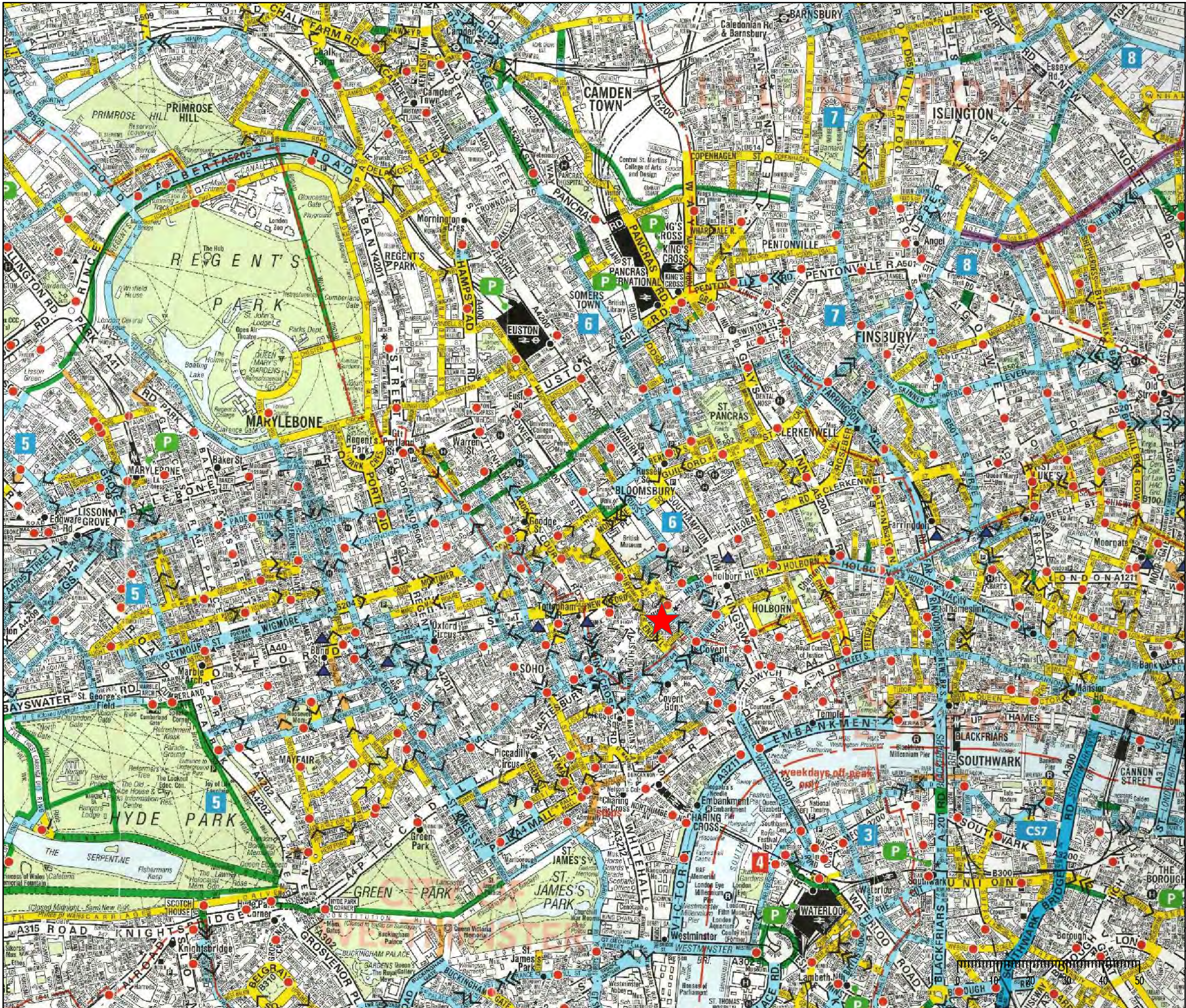
D. Cycle Routes and Catchment Plan

Appendices

Transport Statement

Project Number: WIE10452

Document Reference: WIE10452-100-R-1-2-3-TS



Note: Map based upon Transport for London Local Cycling Guides 10, 2013.

- Key:
- ★ Site location
 - Walking and cycling routes upgraded in 2012
 - Cycle Superhighway
 - Signed route
 - Recommended quieter road
 - Off road route
 - Connecting routes, cyclists dismount
 - London borough boundary
 - 4 National Cycle Network route
 - 6 London Cycle Network route
 - P Stations with cycle parking
 - Cycle Hire docking station

A01	05.04.17	FIRST ISSUE	AJ
Rev	Date	Description	By
Amendments			

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

Title
Cycle Route Plan

Client
Span Group



Office Address
Telephone & Fax numbers
mail@watermangroup.com www.watermangroup.com

Drawing Status
PRELIMINARY

Designed by	AJT	Checked by	AJT	Project No	WIE10452
Drawn by	AJJ	Date	APRIL 2017	Computer File No	WIE-10452-SA-95-0005-A01.dwg
Scales @ A3		NTS			
Publisher	Zone	Category	Number	Revision	
WIE	SA	95	0005	A01	