Travel Plan

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

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Comments

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1. Introduction

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

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

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

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

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

What is a Travel Plan?

1.6. A TP is essentially a series of initiatives that are introduced by an organisation to provide people with an enhanced range of transport opportunities. The overriding objective of TPs is to reduce the is to promote active travel on foot and by bicycle and reduce the reliance on motor vehicles and public transport.

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

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

Why do we have a Travel Plan?

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

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

Benefits of Travel Plans

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

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

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

Aim and Approach

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

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

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

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

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

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

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

2. Transport Policy and Guidance

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

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

i) National Planning Policy Framework (2019);

ii) Mayor's Transport Strategy (2018)

iii) Intend to Publish London Plan, (2019)

iv) Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy 2019-2041 (2019)

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

National Planning Policy Framework (2019)

2.4. The National Planning Policy Framework (NPPF) produced in March 2012 and revised in February 2019 following extensive national consultation until May 2018, sets the policy background for the development of Travel Plans. The NPPF lists in paragraph 110 a number of key sustainable transport points relating to new developments as listed below and then further states in paragraph 111 that a key tool to facilitate is via a Travel Plan. The NPPF paragraph 110 makes the following statements:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*

2.5. The National Planning Practice Guidance (NPPG) was published in March 2014 and from March 2018 also undertook a public consultation process on a Revised Draft version leading to a final version also in February 2019. The NPPG currently supports the provision of a Travel Plan for all major developments' states:

"The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes."

2.6. The National Planning Practice Guidance further states what a Travel Plan should include in terms of information also discusses what information should be included in Travel Plans which are:

- Details of the proposed development
- Transport and travel data using benchmarks for target setting by all modes;

- Information on existing services and transport infrastructure in the locality;
- Proposals to reduce the single occupancy car trips connected to the site;
- Provision of support and services to development site occupiers; and
- Proposals to monitor the Travel Plan.

Mayor's Transport Strategy (2018)

2.7. The Mayor's Transport Strategy, published March 2018, sets the target for '80% of *all trips in London to be made on foot, by cycle or using public transport by 2041'*, to be delivered through the policies set out within the London Plan.

2.8. This target is emphasised in Policy 5 which states:

'The Mayor, through TfL and the boroughs, and working with stakeholders, will prioritise space efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10-15 per cent by 2041.'

2.9. Policy 15 regarding the efficiency of deliveries and servicing states:

'The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.'

Intend to Publish London Plan, 2019

2.10. A new Draft London Plan is anticipated to be adopted in Spring 2020. This was first issued in December 2017 and following consultation was amended with minor changes in August 2018. An Examination in Public began in January 2019 and was passed to the Secretary of State for their approval in December 2019 and following their comments in Spring 2020 is awaiting adoption.

2.11. Chapter 10 considers the Transport approaches, to increasing travel by sustainable modes. Policy T1 sets outs:

A) "Development Plans and development proposals should support: the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041"

B) "All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.12. Policy T2 relates to Healthy Streets and how development plans should

A) "promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

B) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant.

2.13. Policy T4 sets out how development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity, and should focus on embedding the Healthy Streets Approach within and in the vicinity of the new development. Furthermore, development proposals should not increase road danger.

Healthy Streets, Mayor's Transport Strategy and Vision Zero

2.14. Transport for London's (TfL) guidance on Healthy Streets, dated February 2019 has been reviewed to align with draft London Plan Policy T2.

2.15. The proposed development seeks to respond to the headline policy objectives outlined above of 'increasing the proportion of trips made by walking, cycling and public transport', and 'Good Growth: as supporting the relationship between public realm and buildings', putting the Healthy Streets concepts at the forefront of development proposals.

2.16. The following will outline how key aspects of the development proposals respond to the Healthy Streets criteria and objectives:

- Patterns of land use that support active travel and public transport:
- Opportunities taken to improve connections, so places are accessible and easy to understand:
- Cycle parking well located, accessible and of appropriate quantity and type:
- Deliveries and servicing are well integrated:
- Streets and public spaces are attractive for a wide range of activities and engaging for people of all ages:

Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy 2019-2041 (2019)

2.17. The Camden Transport Strategy (CTS) aligns with the Mayors & TfL Strategies in promoting healthy streets , with the overall vision is

"*To work alongside residents and partners in transforming transport and mobility in Camden, enabling and encouraging people to travel sustainably; nurturing healthier lifestyles; creating radically less polluted places; and upgrading the transport network to meets Camden's needs and those of London as a growing capital city"*

2.18. The CTS has set the following the high-level outcomes which will be delivered by a number of measures

- *An increase in sustainable transport mode share by Camden residents from 85% (2017) to 93% (2041), including a quadrupling in cycle mode share by Camden residents, from 3.6% (2017) to 15% (2041), and half of all residents' trips to be made on foot by 2041.*
- *A reduction in motor traffic volumes by 20- 25% by 2041 compared to 2016 data.*
- *Reductions in Nitrogen Oxide (NOx)and Particulate Matter (PM10) from road transport, of 95% and 61% respectively by 2041 (compared to 2013 data), that assist the Borough in meeting World Health Organisation targets for both.*
- *Achieving zero Killed and Seriously Injured road collision casualties per annum by 2041, against a baseline of 100 (2010- 2014 average).*

2.19. To encourage an uptake of active travel modes to meet the above targets Camden will "*Secure and robustly monitor Travel Plans from (relevant) new development sites, ensuring they reduce their demand on the transport network.*

2.20. To encourage a healthy environment this, travel plan will set out measures to promote active and sustainable travel in line with the national regional and local policies.

3. Existing Situation

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

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

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

On-Street Parking

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

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

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

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

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

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

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

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

Pedestrian / Cycle Access

3.12. The streets around the site have varying footway widths. Along Shorts Gardens the footway width varies from 1.2m to 3m. The footway along the front of the site is approximately 2.5m wide. Street

lighting is provided on all surrounding streets including Shorts Gardens, and is either in the form of street lighting columns or lights fixed into building façades.

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

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

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

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

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

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

Rail Services

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

Buses

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

Public Transport Accessibility Level

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

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

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

Car Club

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

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

Local Facilities

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

Local Car Ownership E00004528 Output Area

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

Table 1: Local Car Ownership for E00004528 Output Area

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

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

Method of Travel to Work

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

Table 2: Method of Travel to Work Percentage Split

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

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

Permitted Use

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

Table 3: Permissible Daily Trips

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

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

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

4. Proposed Situation

4.1. The development proposes the schedule as follows.

Table 4: Proposed Development Schedule

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

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

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

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

Future Trips Rates

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

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

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

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

Note: Trip rates per dwelling (4 flats)

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

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

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

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

Note: Trip rates per 100m^2.

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

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

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

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

Note: Trip rates per 100m^2.

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

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

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

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

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

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

4.3. It is possible to use information within the TRICS database to provide modal share data for the residential development. However, in order to more accurately forecast the choice of travel modes by future residents, specific 'travel to work' modal share data has been combined with data

obtained from TRICS as this provides a more localised indication of future trips. The modal split data presented in Table 4 (adjusted to reflect no car trips) has been applied to the trips in Tables 4, 5, and 6 as follows.

Table 9: Proposed Total Daily Trips and Modal Split

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

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

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

Table 10: Comparison Between Permitted and Proposed Daily Trips

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

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

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

Proposed Car Parking

Retail Use Parking

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

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

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

Residential Parking

4.10. For the proposed flats the London Plan states.

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

4.11. Again, based on the site's excellent accessibility to public transport, local facilities and car clubs it is considered appropriate to provide no dedicated car parking for residents. In addition, given the future residents can be restricted from obtaining parking permits within areas with a CPZ. Such an arrangement is commonly secured through a planning condition.

Employment Parking

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

Proposed Cycle Parking

Residential

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

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

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

A1 Retail Use

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

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

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

A3 Restaurant/Café Use

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

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

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

B1 Office Use

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

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

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

D1/D2 Use

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

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

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

Delivery Management Plan

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

5. Objectives and Targets

The Focus of the Travel Plan

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

Objectives

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

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

Targets

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

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

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

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

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

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

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

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

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

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

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

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

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

5.9. Should the above targets in Tables 11 and 12 not be met, then discussions between the TPC and the Camden Council would take place in order to discuss the extent of the shortfalls and outline measures which could be undertaken to help meet these targets over the future 12 month period.

5.10. A survey will be undertaken, under the supervision of the Travel Plan Coordinator, following occupation of the building, within the first 6 months, and will involve a survey to establish the travel patterns of the staff members accessing the site. Upon receipt of the information, targets will be amended or introduced to achieve the recommendations set out within the Travel Plan. Further monitoring will be undertaken annually for a period of no less than 5 years following the initial surveys.

6. Travel Plan Initiatives

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

Measures to Reduce Public Transport Use by Staff

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

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

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

Provision of Travel Information

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

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

Measures to Promote and Facilitate Cycling

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

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

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

Table 13: Local Cycle Shops

Name	Location
Vanmoof	5-11 Shorts Gardens
Camden Cycles	251 Eversholt Street, London
Evans Cycles	178 High Holborn, Holborn

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

Measures to Promote Walking

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

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

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

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

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

The Travel Plan Co-ordinator and Associated Support

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

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

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

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

- To promote and encourage the use of travel modes other than the car, including publicity.
- To provide a point of contact and travel information for staff.
- To ensure that all relevant information is provided to all staff and visitors and that up-to-date information is clearly displayed on the TP notice boards.

- To ensure that relevant information is made available to staff and visitors via notice boards and updated as necessary.
- To promote local car clubs to the staff and visitors.
- To arrange for travel surveys to be undertaken where necessary.
- To provide a point of contact with transport operators and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

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

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

Monitoring and Review Mechanisms

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

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

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

Travel Surveys

6.22. Questionnaire surveys of staff travel patterns will be undertaken as part of the review process on an annual basis, commencing six months after occupation. These will be of a more basic nature, seeking to determine any change in the modal split and uptake of travel plan initiatives. Survey questions will be agreed by the TPC upon appointment. A Sample Survey is included in Appendix J.

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

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

Marketing and Communication

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

Dissemination and Feedback

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

On-going Marketing

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

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

Objectives	Target	Measures	Timescales	Responsibility	Monitoring progress towards target
Minimise car usage	Minimise car usage	Car free development	Prior to occupation	Developer	N/A
Increase public transport awareness	TBC following initial travel surveys	Provide bus and rail maps, timetables and local taxi companies	On occupation	TPC	Annual questionnaire surveys to be undertaken. Bi-annual multi-modal counts to be undertaken at regular intervals of 3, 6 and 54 months Surveys and updates to be sent to the LA
Supporting active (non-motorised transport)	To increase number of employees walking/cycling to work and as part of everyday journeys.	Promotion of journey times by foot and cycle to key destinations to be provided to residents and employees in communal areas.	On Occupation	TPC	Annual questionnaire surveys to be undertaken
To increase walking	To increase number of employees walking to work over the period of the TP	Information on the 'on and off highway' pedestrian network routes to site Provide high quality pedestrian environment within site Promote health benefits	On occupation	TPC	Annual questionnaire surveys to be undertaken. Bi-annual multi-modal counts to be undertaken at regular intervals of 3, 6 and 54 months Surveys and updates to be sent to the LA
To increase cycling	To increase number of employees cycling to work. shops, leisure and school over the period of the TP	Secure, covered and illuminated cycle parking will be provided at the site Provide cycle mapping and information for the local area Promote cycle maintenance courses (Dr Bike), cycle training (cyclingcamden) and cycle to week events Promote health benefits	On occupation	TPC	Annual questionnaire surveys to be undertaken. Bi-annual multi-modal counts to be undertaken at regular intervals of 3, 6 and 54 months Surveys and updates to be sent to the LA

Objectives	Target	Measures	Timescales	Responsibility	Monitoring progress towards target
To increase working from home	Reduce need to travel	Promote benefits	On occupation	TPC	Group to provide feedback to TPC
Promote Car Clubs	Maintain low car ownership/use	Promote local car clubs and related information via notice-board and promotion days	On occupation	TPC	Information to be reviewed every 12 months and updated if necessary

APPENDICES

A. ATTrBuTE

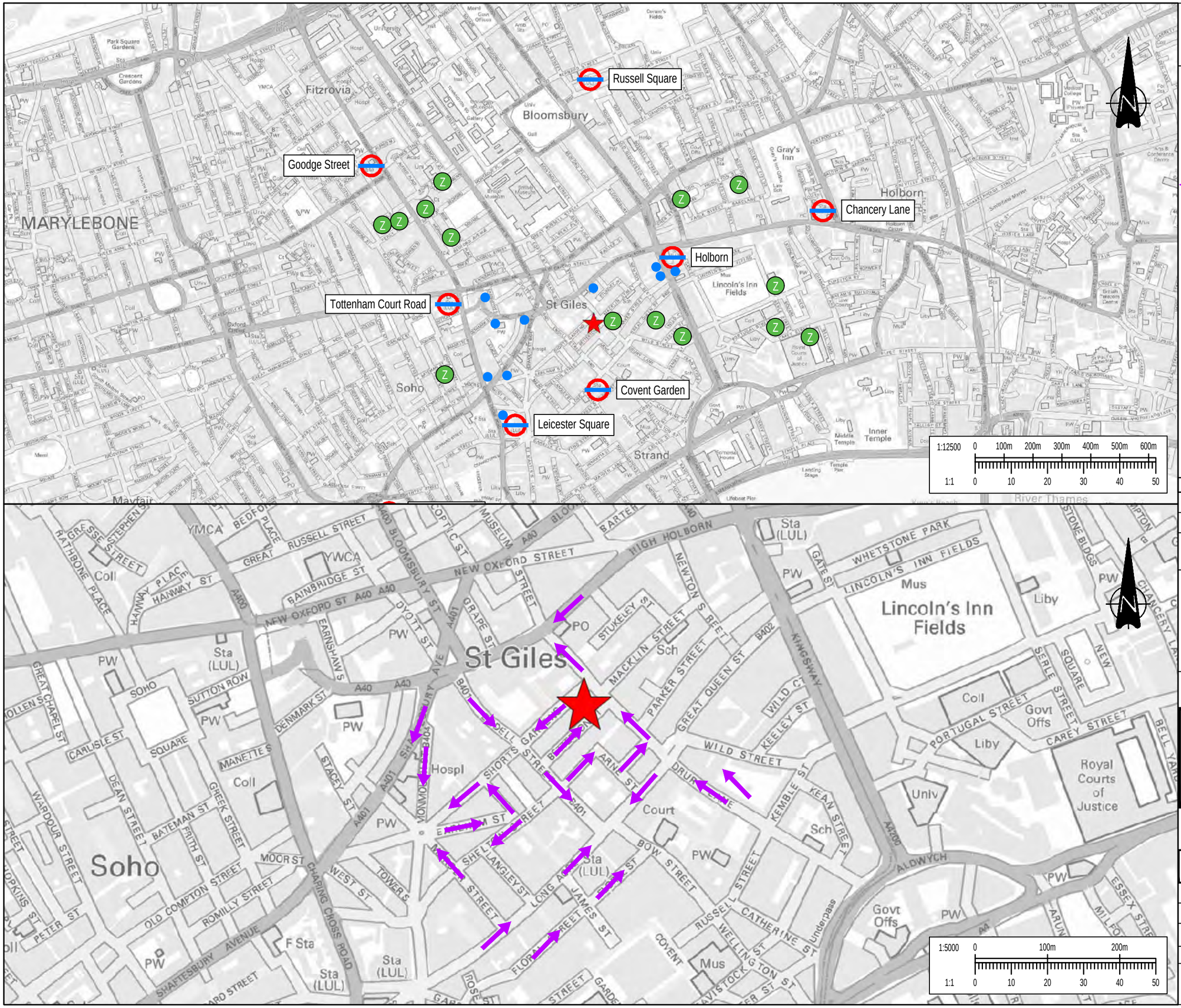
ATTrBuTe

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

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

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

B. Site Location Plan



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

Key:

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

Rev	Date	Description	By
A01	10.02.17	FIRST ISSUE	AJJ

Amendments

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

Title
Site Location Plan & Local Transport Facilities

Client
Span Group

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

Drawing Status
PRELIMINARY

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

Publisher	Zone	Category	Number	Revision
WIE	SA	06	0001	A01

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

A3-Waterman-S

C. Parking Stress Surveys

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

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

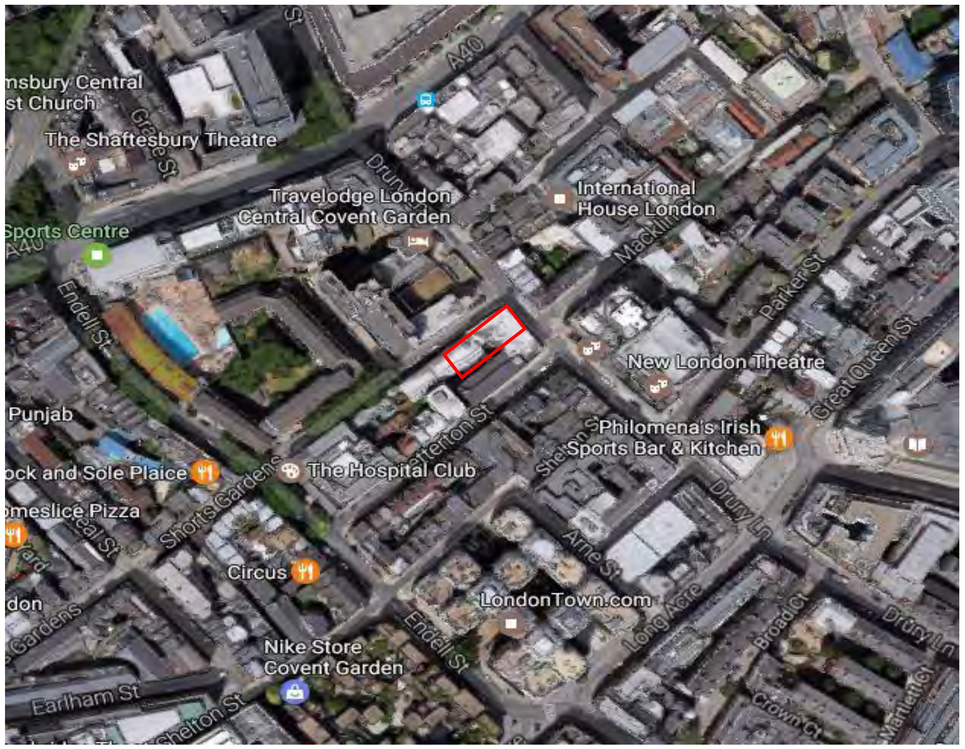
Site Number/Name: SHORTS GARDENS

Client: Waterman I & E

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

Weather: Showers on the 22nd, Dry 23rd

Survey Site Location:



Description of column headers

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

Brief Overview Summary

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

Result overview / observations

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

Traffic Surveys Uk Ltd
Parking Beat
Parking Stress

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

1 Cycle Rack holds 2 Cycles

10:00 Wednesday March 22nd 2017

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

14:00 Wednesday March 22nd 2017

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

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

18:30 Wednesday March 22nd 2017

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

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

NOTE - Car parked in Coach Bay

Traffic Surveys Uk Ltd
Parking Beat
Parking Stress

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

1 Cycle Rack holds 2 Cycles

10:00 Thursday March 23rd 2017

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

14:00 Thursday March 23rd 2017

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

18:30 Thursday March 23rd 2017

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

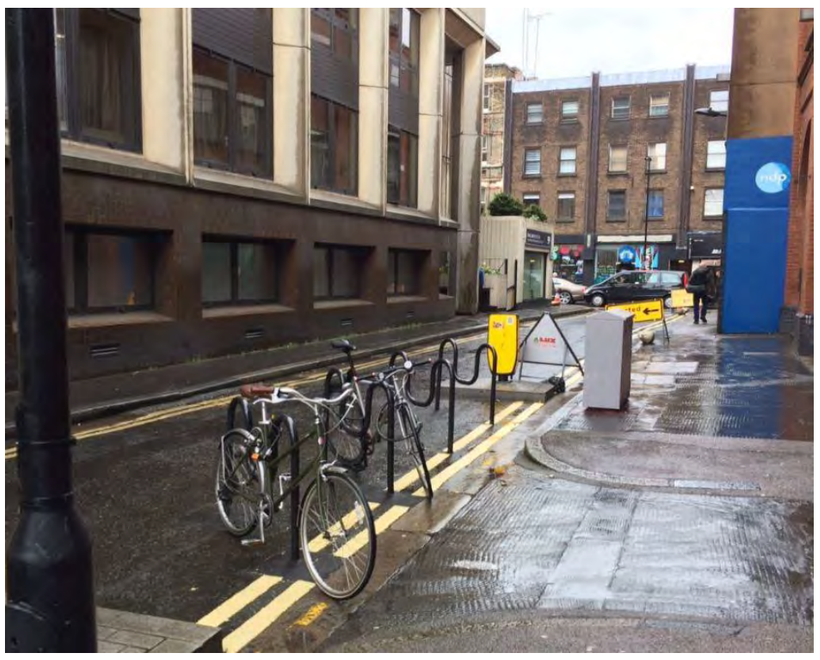
NOTE - Coach parked over 3 loading bays [approx 15m]

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

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

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

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



Drury Lane

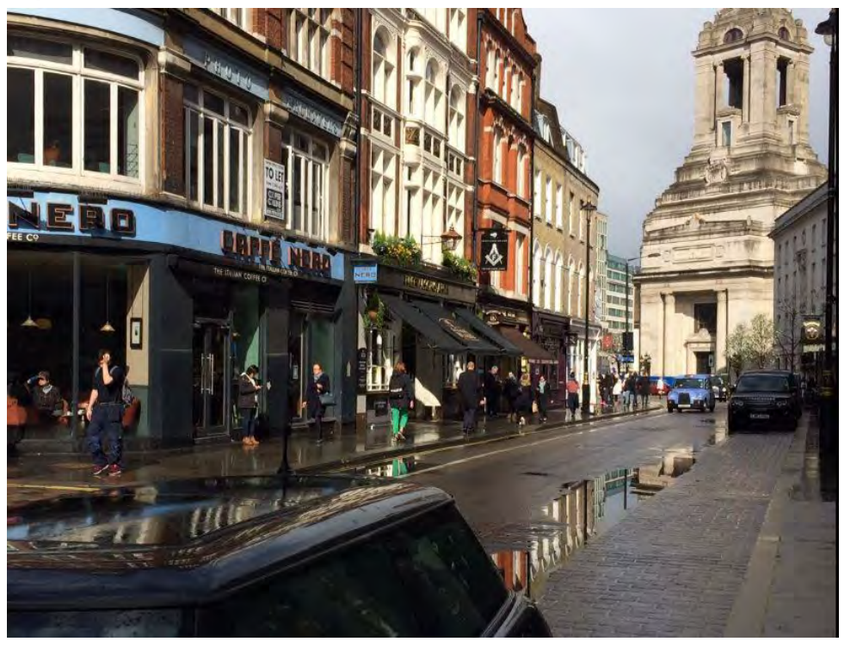
Endell Street [top section]

Endell Street

High Holborn - note TfL cycles for hire

Mid Section Endells St Closure

Longacre



Short Gardens closure

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

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

ROAD INVENTORY 22-3-17
NOTE CLOSURES TO SHORT GARDENS, ENDELL ST & MACKLIN STREET
-8 out on HIRE
TFL BIKES
High Holborn
TAXI
Retail
Drury Lane
Stukeley Street
cycle racks
CLOSED 20/3-22/3
Macklin Street
Theatre
Parker Street
CLOSED 13/3-2/4
CLOSED SECTION
Shorts Gardens
Endell Street
Betterton Street
Shelton Street
Arne Street
Dryden Street
Long Acre
Offices
-12 out on Hire
KEY TO MAPPING
PERMIT
or Other Permit only
Pay by Phone
Loading
CROSSED
Disabled Space
Coach Space
TAXI
TFL BIKES
CYCLE RACKS
THIS MEANS 3 RACKS
(can take 6 cycles) each side

31/3/17

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

"X" - EACH VEHICLE

(3) No. of cycles at each Rack Location

ROAD INVENTORY 22-3-17
PARKING SURVEY 3 SETS Reading
WEDS 22nd MARCH THURSDAY 23rd MARCH 2017
NOTE CLOSURES TO SHORT GARDENS, ENDELL ST & MACKLIN STREET
(12 ON HIRE)
TFL BIKES
COACH
TAXI
Retail
High Holborn
Drury Lane
Stukeley Street
cycle racks
CLOSED 20/3-22/3
Macklin Street
Theatre
Parker Street
Endell Street
Shorts Gardens
CLOSED 13/3-2/4
CLOSED SECTION
Betterton Street
(14 ON HIRE)
Dryden Street
Shelton Street
Arne Street
Long Acre
Offices
KEY TO MARKING
CAC PERMIT GEN or other Permit ones
Pay by Phone
Loading
CROSSED
DIS Disabled Space
Coach Space
TAXI
TFL BIKES (20)
3 CYCLE RACKS
THIS MEANS 3 RACKS (can take 6 cycles) 1 each side
50m
75m

TSUK

31-3-17

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

X - EACH VEHICLE

(3) No. of cycles at each rack location

ROAD INVENTORY 22-3-17

NOTE CLOSURES TO SHORT GARDENS, ENDELL ST & MACKLIN STREET

KEY TO MAPPING

C-A-C PERMIT G&(N) or other Permit only

Pay by Phone

Loading

DIS Disabled Space

Coach Space

TAXI

CROSSED

TFL BIKES (20)

3 CYCLE RACKS

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

(TSUK)

31-3-17

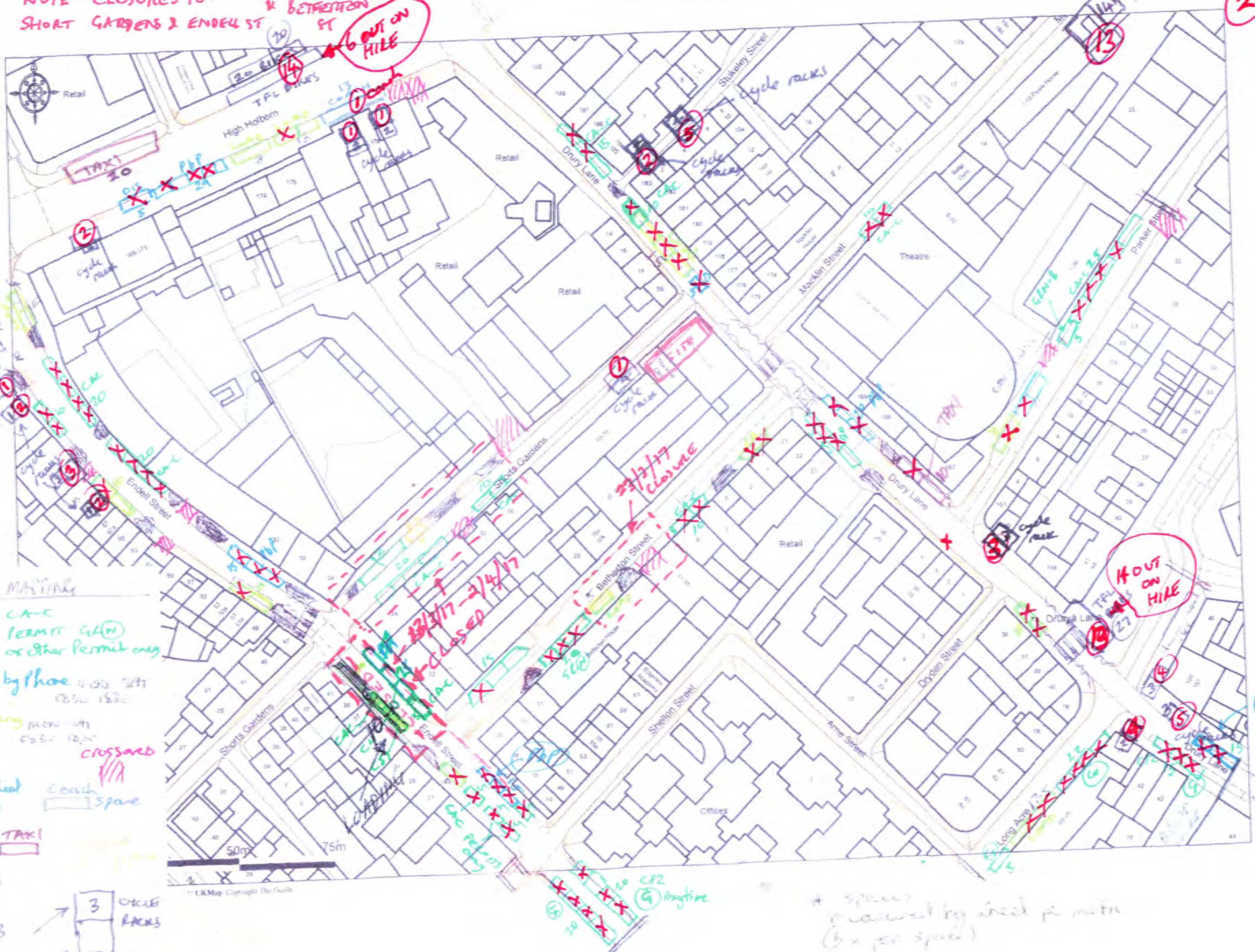
Vehicle Plot & Cycle Plot 23-3-17 10:00

"X" - EACH VEHICLE

(2) No of cycles in each RACK LOCATION

ROAD INVENTORY 23-3-17

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



KEY TO MAPPING

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

15 Pay by Phone

Loading

CROSSED

DIS Disabled Space

Coach Space

TAXI

TFL BIKES (20)

3 CYCLE RACKS

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

(TSWK) 31-3-17


Vehicle Plot & Cycle Plot 23-3-17 14:00 HRS
"X" - EACH VEHICLE
(2) No of cycles in Rack Location
ROAD INVENTORY 23-3-17
NOTE CLOSURES TO: SHORT GARDENS & ENDELL ST & BETTERTON ST
Parking Survey 3 Seven Dials
10 OUT ON HIRE
TFL BIKES
High Holborn
Drury Lane
Stukeley Street
Macklin Street
Parker Street
Shorts Gardens
Endell Street
Betterton Street
Shelton Street
Arne Street
Dryden Street
Long Acre
cycle racks
Theatre
Retail
Offices
16 ON HIRE
23/3/17 CLOSURE
23/3/17 - 2/4/17 CLOSED
KEY TO MAPPING
CAC PERMIT GA(N) or other Permit ones
Pay by Phone
Loading
Crossover
Disabled Space
Coach Space
TAXI
TFL BIKES (20)
3 CYCLE RACKS
THIS MEANS 3 RACKS (can take 6 cycles) 1 each side
50m
75m
© UKMap Copyright The Geoinfo
(BWK)
31-3-17

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

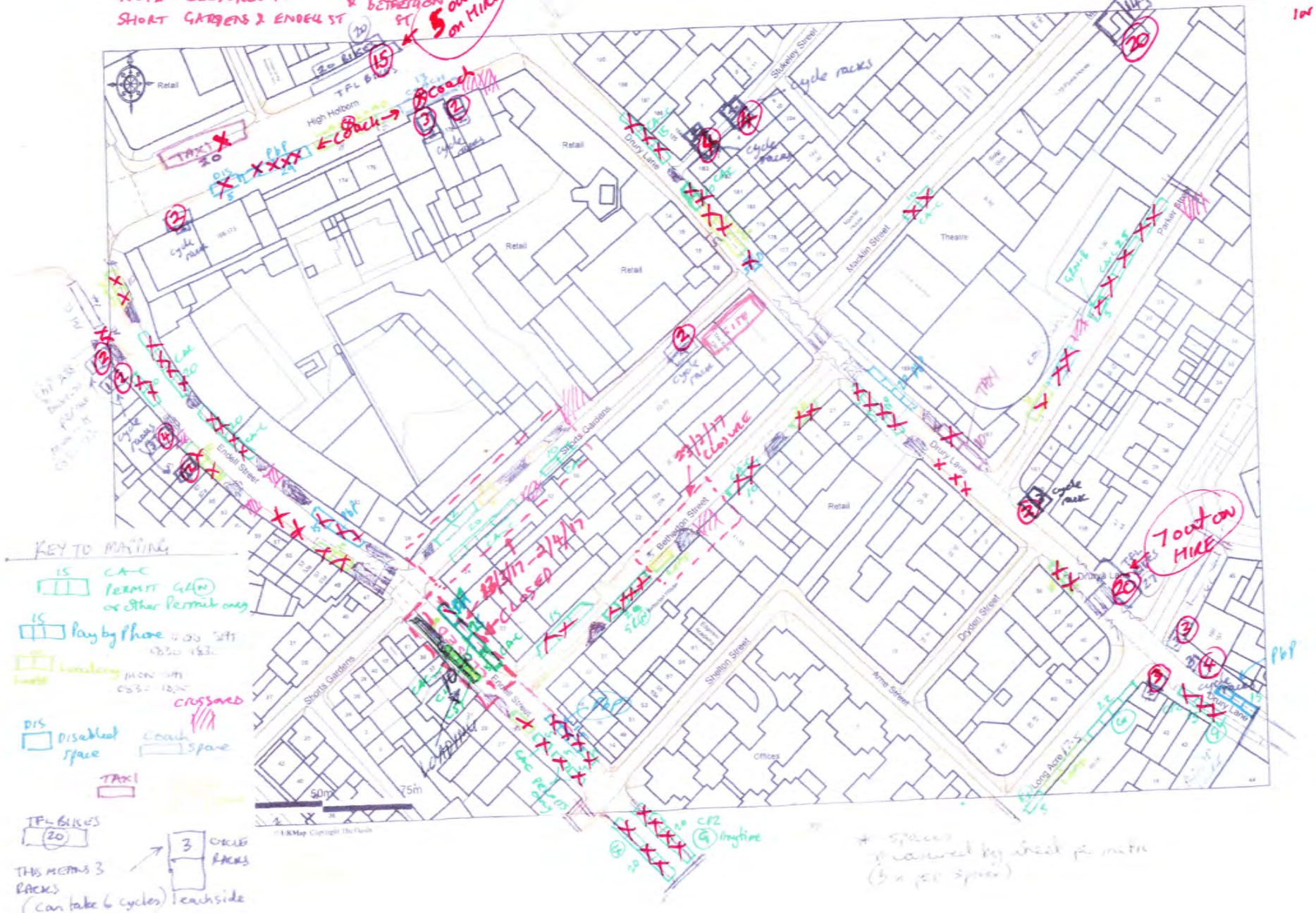
"X" - EACH VEHICLE

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

Road Inventory 23-3-17

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

5 out on HIKE



KEY TO MAPPING

IS CA-C PERMIT GL(N) or other Permit only

IS Pay by Phone

Loading

CROSSHATCH

DIS Disabled Space

Coach Space

TAXI

TFL BUSES 20

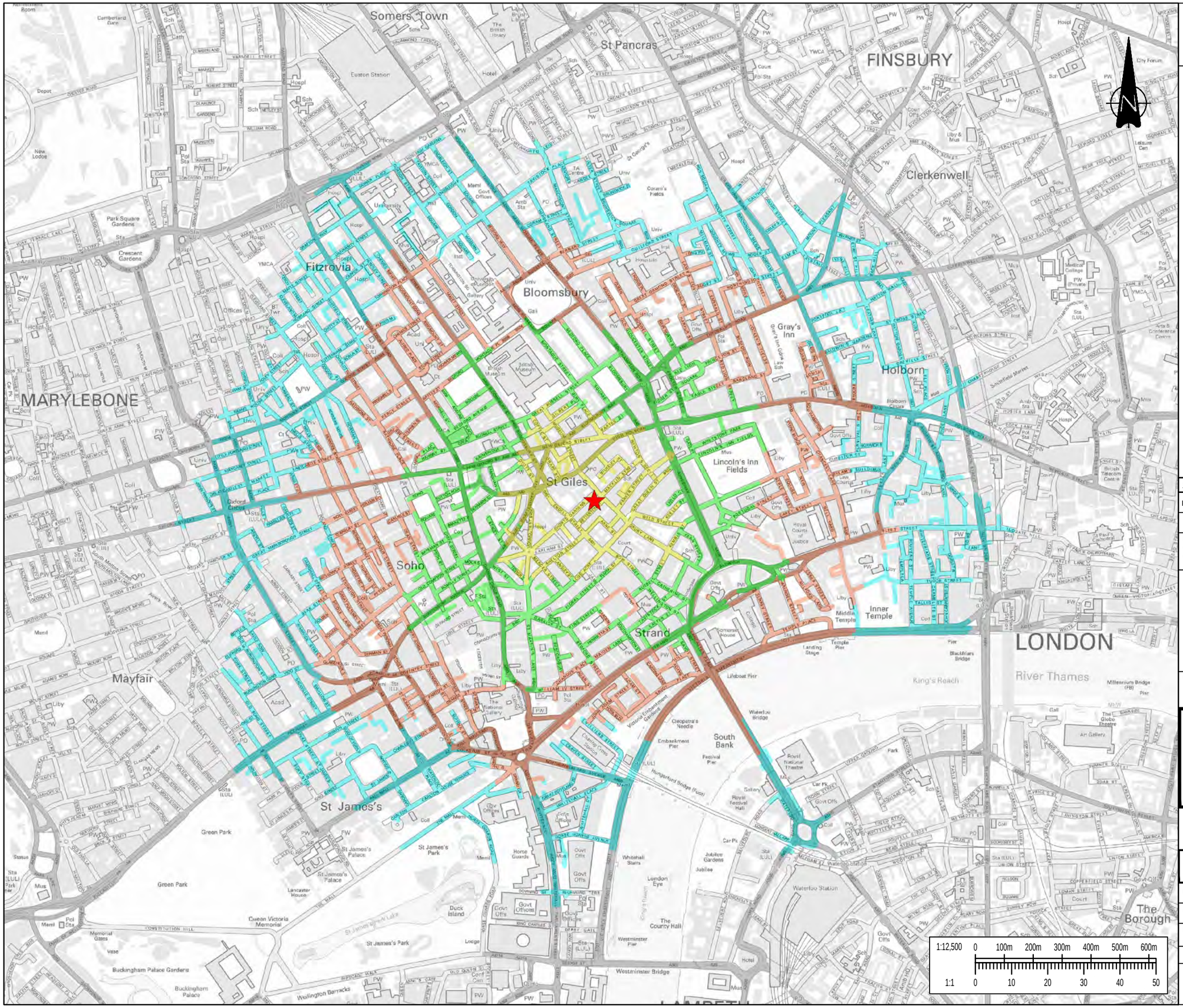
THIS MEANS 3 RACKS (can take 6 cycles) 3 CYCLE RACKS Teachside

PbP

(TSUK)

31-3-17

D. Walking Catchment Plan



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

Key:

★ Site Location
🟨 0 – 400m
🟩 400m – 800m
🟧 800m – 1200m
🟦 1200m – 1600m

Rev	Date	Description	By
A01	10.02.17	FIRST ISSUE	AJJ

Amendments

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

Title
Pedestrian Catchment Plan

Client
Span Group

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

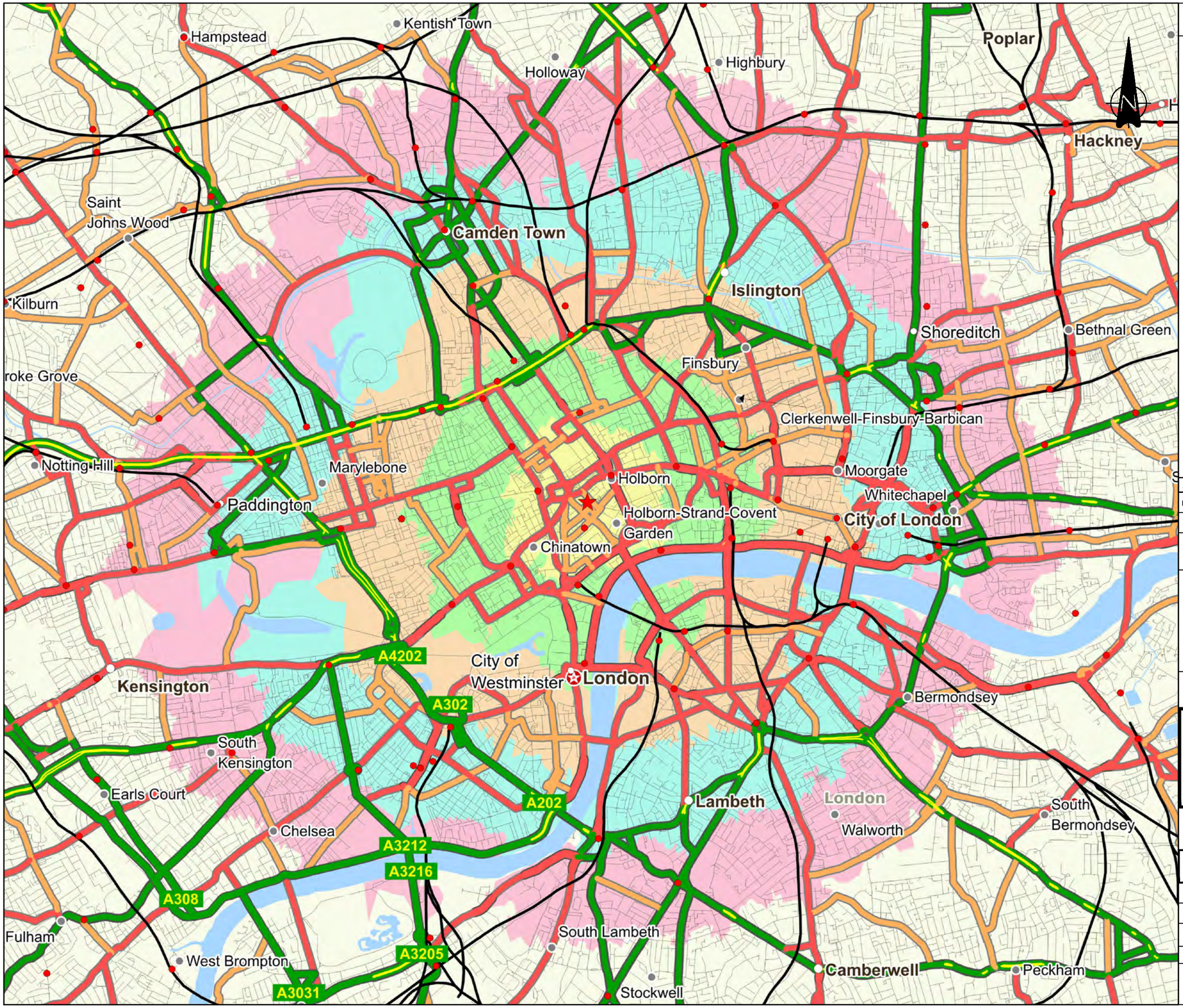
Drawing Status
PRELIMINARY

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

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

A3-Waterman-S

E. Cycle Routes and Catchment Plans



Based upon MapInfo mapping of 2013. Waterman Infrastructure & Environment Ltd. – Pickfords Wharf, Clink Street, London SE1 9DG.

Key:

- Site Location
- 0 – 1km
- 1km – 2km
- 2km – 3km
- 3km – 4km
- 4km – 5km

Rev	Date	Description	By
A01	10.02.17	FIRST ISSUE	AJJ

Amendments

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

Title
Cycle Catchment Plan

Client
Span Group

Waterman
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Drawing Status
PRELIMINARY

Designed by	AJT	Checked by	AJT	Project No WIE10452
Drawn by	AJJ	Date	FEBRUARY 2017	
Scales @ A3 work to figured dimensions only	NTS			Computer File No WIE-10452-SA-06-0003-A01.dwg

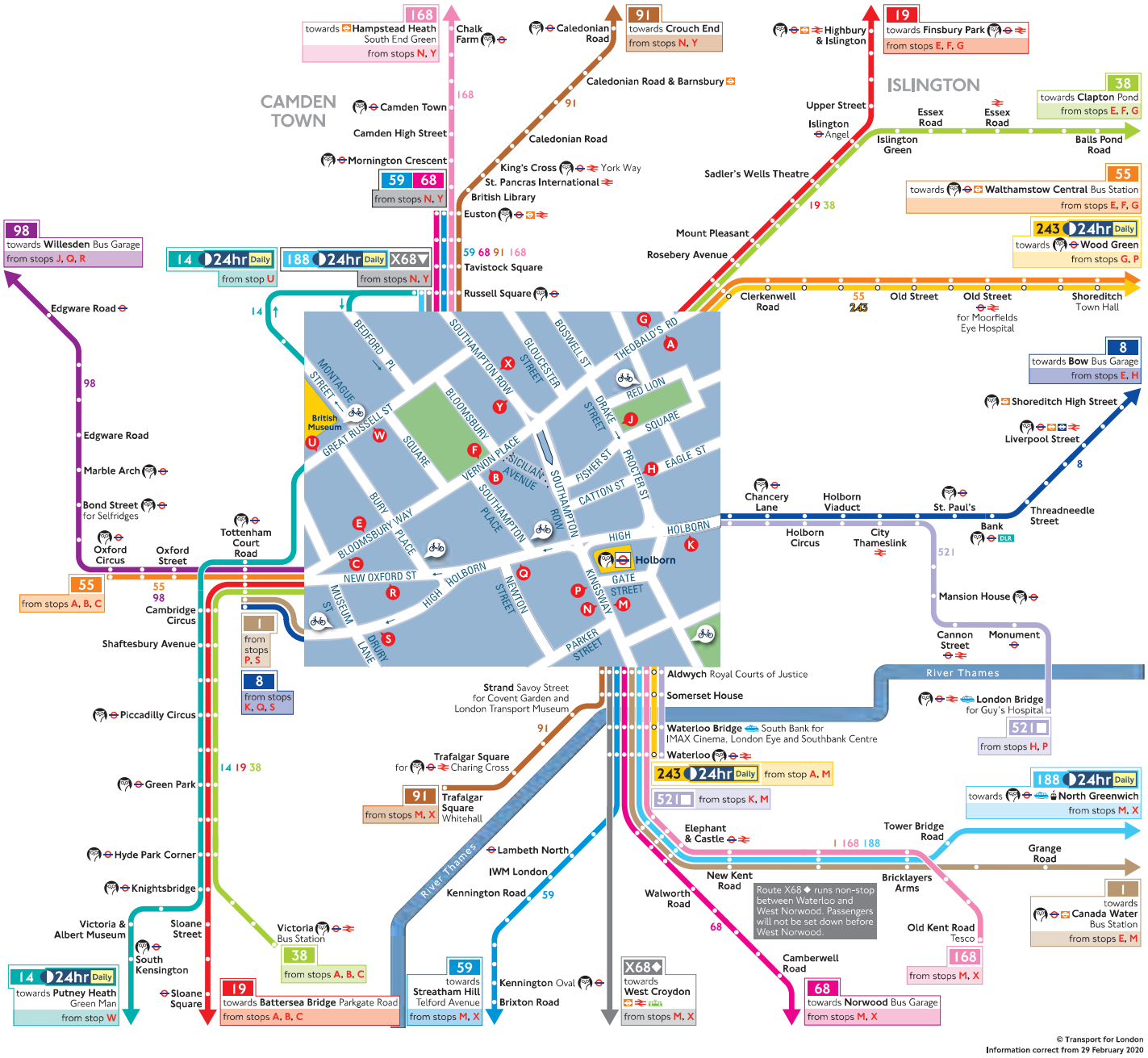
Publisher	Zone	Category	Number	Revision
WIE	SA	06	0003	A01

File Path N:\Projects\WIE10452\CAD\05\CAD\

A3-Waterman-S

F. Bus Route Plan

Buses from Holborn



Information correct from 29 February 2020

How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
DLR	Connections with DLR
	Connections with London Trams
	Connections with river boats
	Connections with Emirates Air Line
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
◆	Limited stop, Mondays to Fridays afternoon peak hours only
▼	Mondays to Fridays morning peak hours only
■	Mondays to Fridays only

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

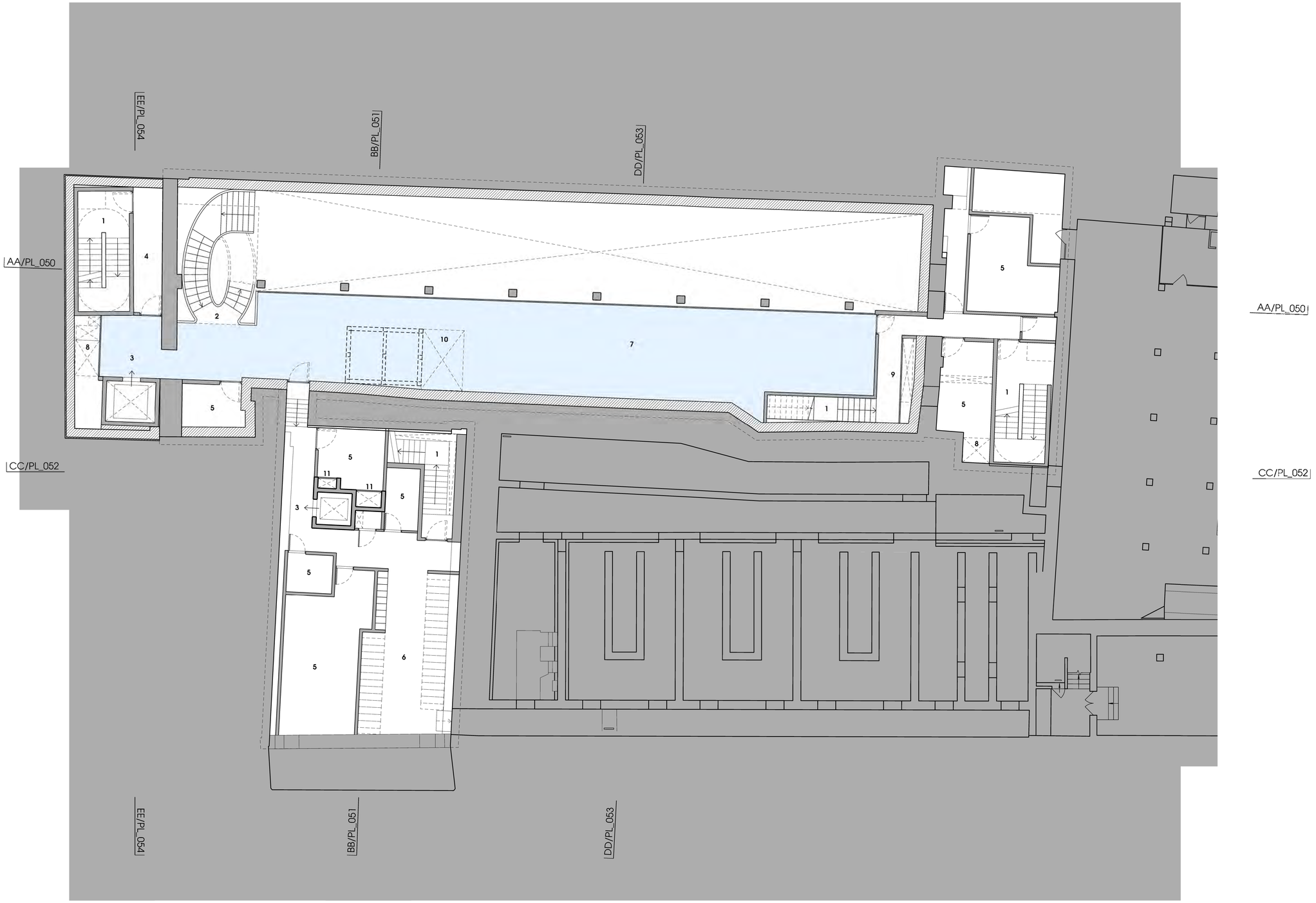
Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1484.02.20 (P)

G. Proposed Site Plans



Notes

Contractor to check all dimensions on site. Do not scale from this drawing. Stanton Williams to be advised of any variation between the drawings and site conditions.

To be read in conjunction with the specification and all relevant drawings.

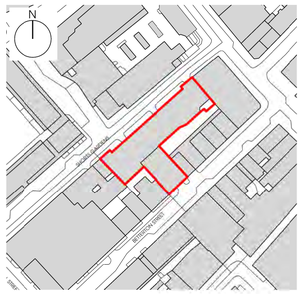
KEY

1. FIRE ESCAPE
2. OPEN STAIRS
3. LIFT
4. LOBBY
5. PLANT ROOM
6. BIKE STORAGE & LOCKERS FOR A1, A3, B1, D1, &D2 USE
7. FLEXIBLE USE
8. BASEMENT GENERAL VENTILATION RISER
9. OFFICE RISER
10. BASEMENT MULTI- SERVICE RISER
11. RESIDENTIAL RISER

FLEXIBLE USE
A3, D1 ,D2
Proposed GEA Shorts Gardens: 459 sqm
Proposed GIA Shorts Gardens: 361 sqm

Revision Date Description

Location



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STANTON WILLIAMS

Project
Shorts Gardens

Drawing Title
Proposed Upper Basement Plan

Drawn	Checked	Approved
TK	WK	PR

Date	Scale @ A1 (@A3)	Status
05/04/2017	1:100 (1:200)	Planning

Project No.	Drawing No.	Revision
498	PL_038	00

Shorts Gardens

AA/PL_050

CC/PL_052

EE/PL_054

BB/PL_051

DD/PL_053

Courtyard

Drury Lane

Betterton Street

Platform Lift

Notes

Contractor to check all dimensions on site. Do not scale from this drawing. Stanton Williams to be advised of any variation between the drawings and site conditions.

To be read in conjunction with the specification and all relevant drawings.

KEY

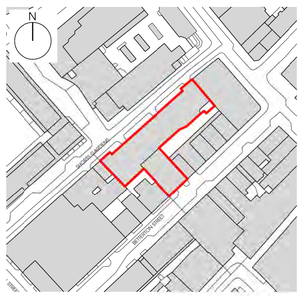
1. MAIN ENTRANCE
2. RESIDENTIAL ENTRANCE/ ESCAPE DOOR
3. GROUND FLOOR ENTRANCE LOBBY FOR OFFICES
4 . BASEMENT ENTRANCE LOBBY
5. OPEN STAIRS
6. GOODS LIFT
7. REFUSE AND RECYCLING FOR A3/ B1/ D1/ D2 SPACE
8. ESCAPE STAIRS
9. BIKE STORAGE FOR RESIDENTIAL C3
10. SMOKE VENTS
11. LOBBY
12. WC's
13. SHOWER
14. B1/ D1/ D2 USE
15. A1/ D1 USE
16. PROPOSED LOADING BAY
17. BASEMENT VENTILATION RISER
18. OFFICE RISER
19. BASEMENT MULTI- SURVICE RISER
20. RESIDENTIAL RISER
21. REFUSE AND RECYCLING FOR RESIDENTIAL C3 USE
22. REFUSE COMPACTOR
23. SUBSTATION

FLEXIBLE USE
B1, D1, D2
Proposed GEA Shorts Gardens: 588 sqm
Proposed GIA Shorts Gardens: 537 sqm

A1 , D1
Proposed GEA Betterton Street: 186 sqm
Proposed GIA Betterton Street: 153 sqm

Revision Date Description

Location



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STANTON WILLIAMS

Project
Shorts Gardens

Drawing Title
Proposed Ground Floor Plan

Drawn	Checked	Approved
TK	WK	PR
Date	**Scale @ A1 (@A3)**	**Status**
05/04/2017	1:100 (1:200)	Planning
Project No.	**Drawing No.**	**Revision**
498	PL_039	00

EE/PL_054

BB/PL_051

DD/PL_053

Shorts Gardens

AA/PL_050

AA/PL_050

CC/PL_052

CC/PL_052

Courtyard below

Drury Lane

Platform Lift

EE/PL_054

BB/PL_051

DD/PL_053

Betterton Street

Notes

Contractor to check all dimensions on site. Do not scale from this drawing. Stanton Williams to be advised of any variation between the drawings and site conditions.

To be read in conjunction with the specification and all relevant drawings.

KEY.

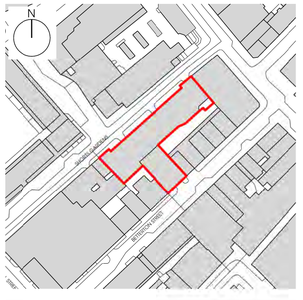
1. ESCAPE STAIRS
2. LIFT
3. OPEN STAIRS
4. LOBBY
5. WC'S
6. SHOWER
7. B1/ D1/ D2 USE
8. A1/ D1 USE
9. BASEMENT GENERAL VENTILATION RISER
10. OFFICE RISER
11. BASEMENT MULTI- SERVICE RISER
12. RESIDENTIAL RISER

FLEXIBLE USE
B1, D1, D2
Proposed GEA Shorts Gardens: 298 sqm
Proposed GIA Shorts Gardens: 243 sqm

A1 , D1
Proposed GEA Betterton Street: 89 sqm
Proposed GIA Betteron Street: 58 sqm

Revision	Date	Description

Location



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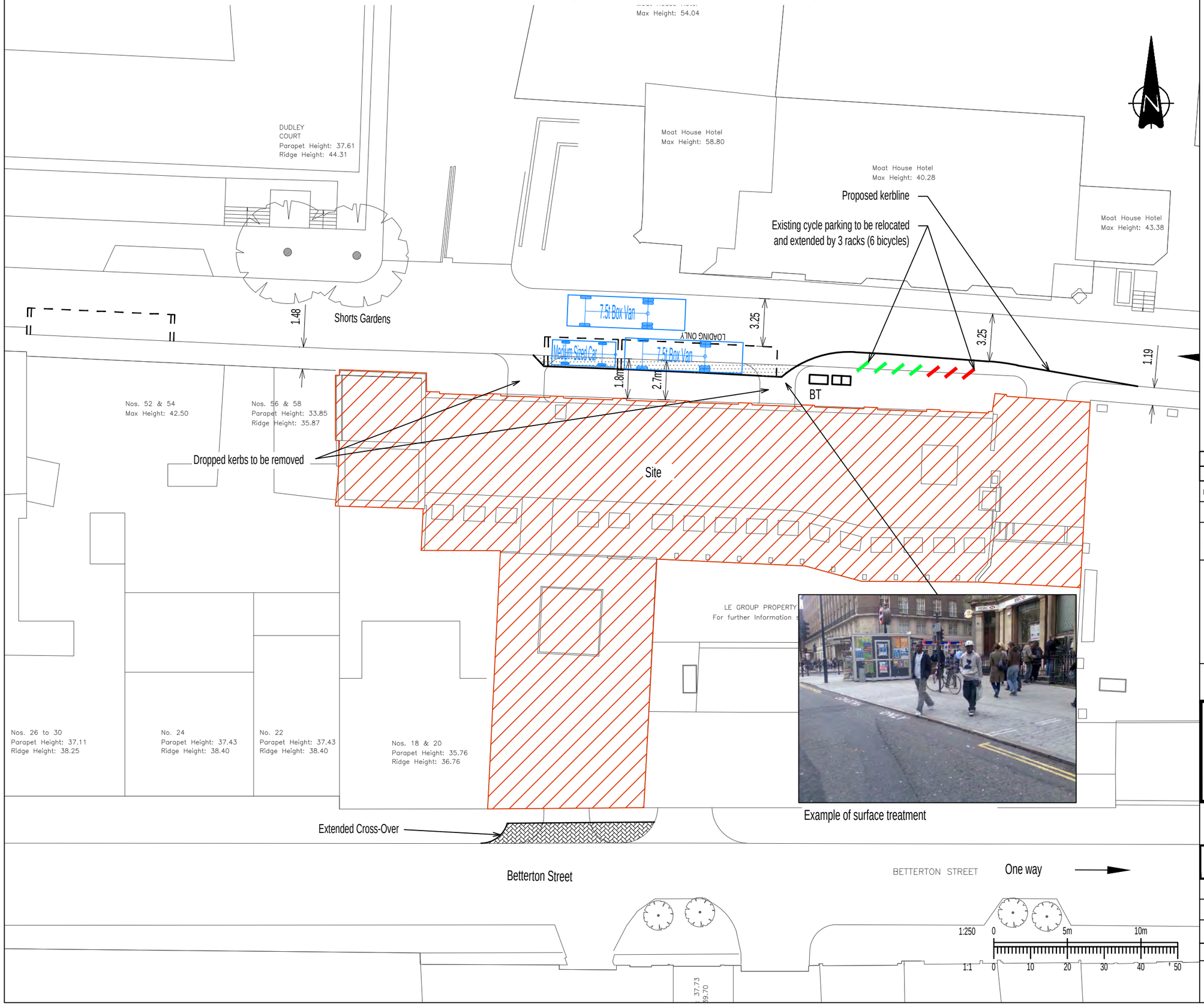
STANTON WILLIAMS

Project
Shorts Gardens

Drawing Title
Proposed Ground Floor Mezzanine Plan

Drawn	Checked	Approved
TK	WK	PR
Date	**Scale @ A1 (@A3)**	**Status**
05/04/2017	1:100 (1:200)	Planning
Project No.	**Drawing No.**	**Revision**
498	PL_040	00

H. Highways Proposals



Key:

- Site location
- Setts on Footway to Delineate Loading/Parking Bays
- Existing Cycle Rack (4 in total)
- Proposed Cycle Rack (3 in total)

Rev	Date	Description	By
A02	04.04.17	PROJECT TITLE AMENDED, PROPOSALS ADDED	AJJ
A01	10.03.17	FIRST ISSUE	AJ

Amendments

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

Title
PROPOSED PARKING BAY AND PARKING ARRANGEMENTS

Client
Span Group

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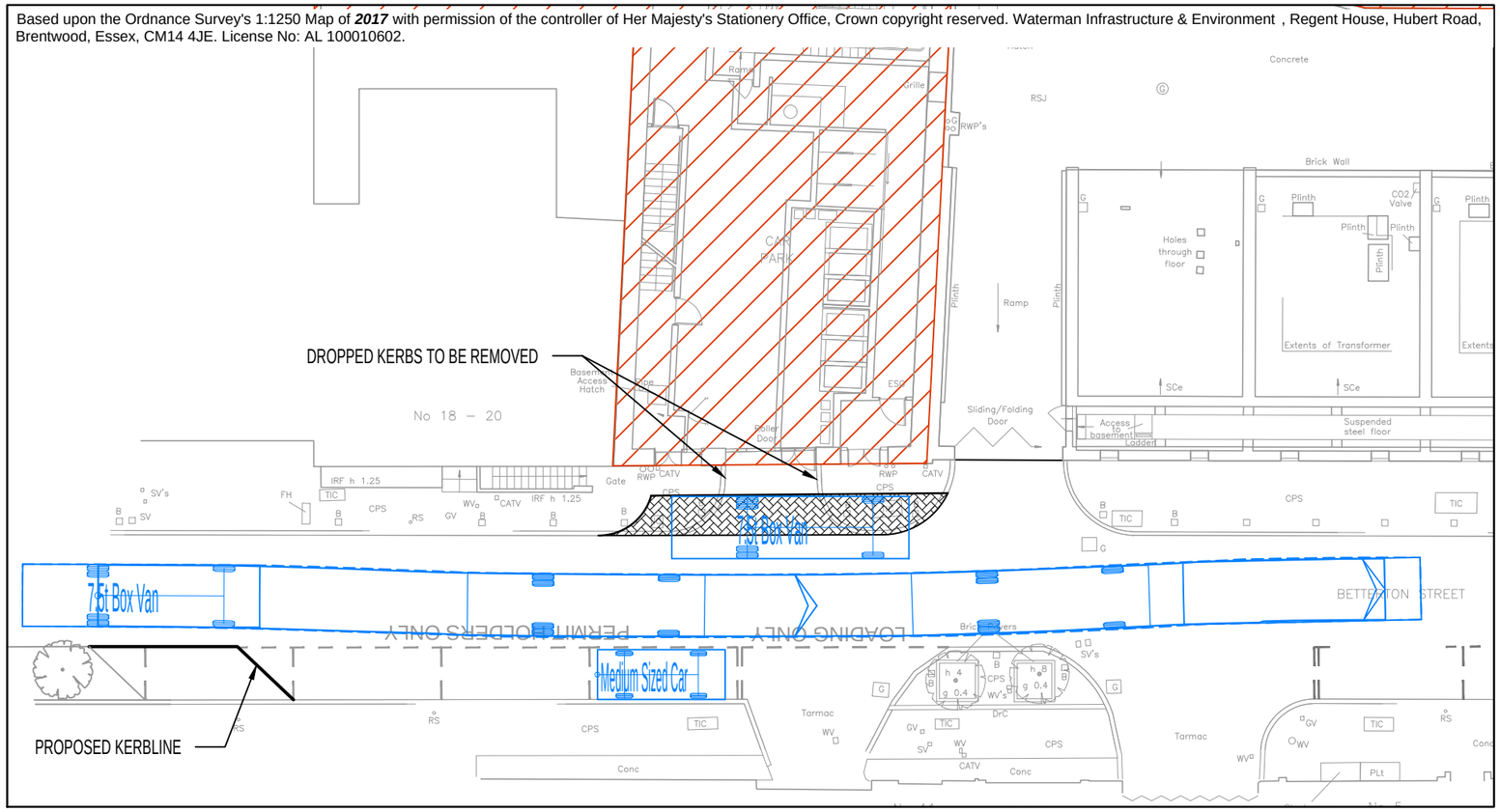
Drawing Status
PRELIMINARY

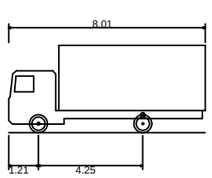
Designed by		Checked by		Project No
Drawn by	AJ	Date	March 2017	WIE10452
Scales @ A3 work to figured dimensions only	1:250			Computer File No WIE-10452-SA-95-0007-A02.dwg

Publisher	Zone	Category	Number	Revision
WIE	SA	95	0007	A02

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

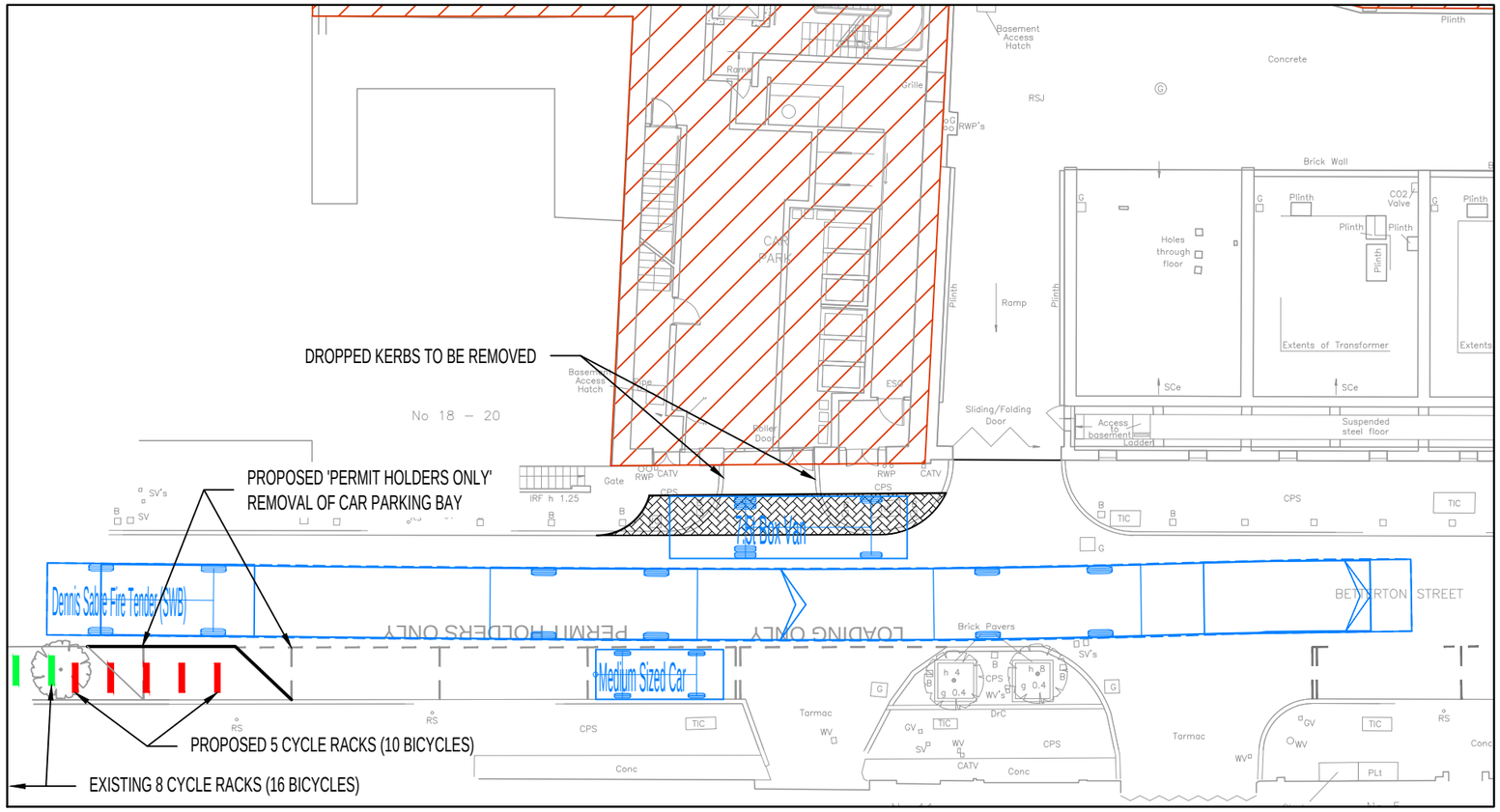
A3-Wat-S, site plan

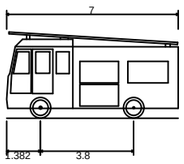




7.5t Box Van:

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m





Dennis Sabre Fire Tender (SWB):

Overall Length	7.000m
Overall Width	2.430m
Overall Body Height	3.512m

1:200 0 5m 10m

1:1 0 10 20 30 40 50

Key:

Site location

Proposed Cycle Rack (5 in total)

Rev	Date	Description	By
A3	04.04.17	PROJECT TITLE AMENDED, PROPOSED BICYCLE RACKS ADDED	AJJ
A02	04.04.17	PROJECT TITLE AMENDED	AJJ
A01	10.03.17	FIRST ISSUE	AJ

Amendments

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

Title
PROPOSED SWEPT PATH ANALYSIS
7.5TN BOX, FIRE TENDER
BETTERTON STREET
AND PARKING ARRANGEMENTS

Client
Span Group

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Drawing Status
PRELIMINARY

Designed by		Checked by	Project No WIE10452
Drawn by	AJ	Date March 2017	
Scales @ A3 work to figured dimensions only	1:200		Computer File No WIE-10452-SA-95-0008-A03.dwg

Publisher	Zone	Category	Number	Revision
WIE	SA	95	0008	A03

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

400_157 with survey ground-XREF, A3-Wat-S

I. TRICS Data

Calculation Reference: AUDIT-701701-170220-0248

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	2 days
	CN	CAMDEN	1 days
	SK	SOUTHWARK	1 days
	WH	WANDSWORTH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1215 to 4062 (units: sqm)
Range Selected by User:	408 to 4500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 29/11/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	2
Built-Up Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
4 Good	1 days
5 Very Good	1 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CI-02-A-01	OFFICES		CITY OF LONDON
	50 CANNON STREET			
	CITY OF LONDON			
	BANK			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1386 sqm	
	Survey date: WEDNESDAY		21/10/09	Survey Type: MANUAL
2	CI-02-A-03	OFFICES		CITY OF LONDON
	MONUMENT STREET			
	MONUMENT			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		1951 sqm	
	Survey date: FRIDAY		29/11/13	Survey Type: MANUAL
3	CN-02-A-01	OFFICES		CAMDEN
	ELY PLACE			
	HOLBORN CIRCUS			
	HOLBORN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		4062 sqm	
	Survey date: THURSDAY		23/10/08	Survey Type: MANUAL
4	SK-02-A-02	OFFICES		SOUTHWARK
	ST OLAV'S COURT			
	ROTHERHITHE			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:		2371 sqm	
	Survey date: MONDAY		20/10/08	Survey Type: MANUAL
5	WH-02-A-02	OFFICES		WANDSWORTH
	BATTERSEA PARK ROAD			
	BATTERSEA			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1215 sqm	
	Survey date: THURSDAY		10/05/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
07:30 - 08:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
08:00 - 08:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
08:30 - 09:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
09:00 - 09:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
09:30 - 10:00	5	2197	0.018	5	2197	0.009	5	2197	0.027
10:00 - 10:30	5	2197	0.000	5	2197	0.009	5	2197	0.009
10:30 - 11:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
11:00 - 11:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
11:30 - 12:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
12:00 - 12:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
12:30 - 13:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
13:00 - 13:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
13:30 - 14:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
14:00 - 14:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
14:30 - 15:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
15:00 - 15:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
15:30 - 16:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
16:00 - 16:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
16:30 - 17:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
17:00 - 17:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
17:30 - 18:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
18:00 - 18:30	5	2197	0.000	5	2197	0.000	5	2197	0.000
18:30 - 19:00	5	2197	0.000	5	2197	0.000	5	2197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1215 - 4062 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	2197	0.446	5	2197	0.027	5	2197	0.473
07:30 - 08:00	5	2197	0.719	5	2197	0.055	5	2197	0.774
08:00 - 08:30	5	2197	1.238	5	2197	0.118	5	2197	1.356
08:30 - 09:00	5	2197	1.739	5	2197	0.127	5	2197	1.866
09:00 - 09:30	5	2197	1.775	5	2197	0.109	5	2197	1.884
09:30 - 10:00	5	2197	1.165	5	2197	0.291	5	2197	1.456
10:00 - 10:30	5	2197	0.537	5	2197	0.401	5	2197	0.938
10:30 - 11:00	5	2197	0.437	5	2197	0.364	5	2197	0.801
11:00 - 11:30	5	2197	0.364	5	2197	0.319	5	2197	0.683
11:30 - 12:00	5	2197	0.346	5	2197	0.555	5	2197	0.901
12:00 - 12:30	5	2197	0.938	5	2197	1.220	5	2197	2.158
12:30 - 13:00	5	2197	1.065	5	2197	1.393	5	2197	2.458
13:00 - 13:30	5	2197	1.238	5	2197	1.347	5	2197	2.585
13:30 - 14:00	5	2197	0.983	5	2197	0.710	5	2197	1.693
14:00 - 14:30	5	2197	1.056	5	2197	0.683	5	2197	1.739
14:30 - 15:00	5	2197	0.564	5	2197	0.555	5	2197	1.119
15:00 - 15:30	5	2197	0.555	5	2197	0.446	5	2197	1.001
15:30 - 16:00	5	2197	0.282	5	2197	0.674	5	2197	0.956
16:00 - 16:30	5	2197	0.319	5	2197	0.847	5	2197	1.166
16:30 - 17:00	5	2197	0.291	5	2197	0.583	5	2197	0.874
17:00 - 17:30	5	2197	0.228	5	2197	1.375	5	2197	1.603
17:30 - 18:00	5	2197	0.173	5	2197	1.903	5	2197	2.076
18:00 - 18:30	5	2197	0.200	5	2197	1.238	5	2197	1.438
18:30 - 19:00	5	2197	0.064	5	2197	0.546	5	2197	0.610
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			16.722			15.886			32.608

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1215 - 4062 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701701-170220-0255

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HK	HACKNEY	2 days
	IS	ISLINGTON	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	NH	NEWHAM	1 days
02	SOUTH EAST		
	OX	OXFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
10	WALES		
	DB	DENBIGHSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 9 to 20 (units:)
Range Selected by User: 6 to 20 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 01/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	4 days
100,001 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	2 days
100,001 to 125,000	1 days
500,001 or More	7 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	8 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
3 Moderate	1 days
6a Excellent	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CN-03-C-01 BLOCK OF FLATS CAMDEN
OVAL ROAD

REGENTS PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: FRIDAY 07/11/08 Survey Type: MANUAL

2 DB-03-C-01 FLATS IN HOUSES DENBIGHSHIRE
RHYL ROAD

RHUDDLAN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: FRIDAY 07/10/11 Survey Type: MANUAL

3 GM-03-C-03 BLOCK OF FLATS GREATER MANCHESTER
FAIRFIELD STREET

MANCHESTER
Town Centre
Built-Up Zone
Total Number of dwellings: 20
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

4 HK-03-C-02 BLOCK OF FLATS HACKNEY
HOXTON

SHOREDITCH
Town Centre
Built-Up Zone
Total Number of dwellings: 9
Survey date: TUESDAY 11/11/08 Survey Type: MANUAL

5 HK-03-C-03 BLOCK OF FLATS HACKNEY
GREEN LANES
MANOR HOUSE
FINSBURY PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 24/09/14 Survey Type: MANUAL

6 IS-03-C-03 BLOCK OF FLATS ISLINGTON
FLORENCE STREET

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: THURSDAY 21/11/13 Survey Type: MANUAL

7 KN-03-C-01 BLOCKS OF FLATS KENSINGTON AND CHELSEA
UXBRIDGE STREET

NOTTING HILL
Edge of Town Centre
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 15/10/09 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NH-03-C-01 BLOCK OF FLATS NEWHAM
ARTHINGWORTH STREET

STRATFORD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: THURSDAY 14/11/13 Survey Type: MANUAL

9 OX-03-C-01 BLOCK OF FLATS OXFORDSHIRE
OXFORD ROAD
COWLEY
OXFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: WEDNESDAY 20/10/10 Survey Type: MANUAL

10 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD

HULL
Edge of Town
Residential Zone
Total Number of dwellings: 20
Survey date: TUESDAY 13/05/14 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	14	0.014	10	14	0.014	10	14	0.028
08:00 - 09:00	10	14	0.000	10	14	0.000	10	14	0.000
09:00 - 10:00	10	14	0.000	10	14	0.000	10	14	0.000
10:00 - 11:00	10	14	0.000	10	14	0.000	10	14	0.000
11:00 - 12:00	10	14	0.000	10	14	0.000	10	14	0.000
12:00 - 13:00	10	14	0.000	10	14	0.000	10	14	0.000
13:00 - 14:00	10	14	0.000	10	14	0.000	10	14	0.000
14:00 - 15:00	10	14	0.000	10	14	0.000	10	14	0.000
15:00 - 16:00	10	14	0.000	10	14	0.000	10	14	0.000
16:00 - 17:00	10	14	0.000	10	14	0.000	10	14	0.000
17:00 - 18:00	10	14	0.000	10	14	0.000	10	14	0.000
18:00 - 19:00	10	14	0.000	10	14	0.000	10	14	0.000
19:00 - 20:00	1	14	0.000	1	14	0.000	1	14	0.000
20:00 - 21:00	1	14	0.000	1	14	0.000	1	14	0.000
21:00 - 22:00	1	14	0.000	1	14	0.000	1	14	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 20 (units:)
Survey date date range:	01/01/08 - 01/10/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	14	0.188	10	14	0.319	10	14	0.507
08:00 - 09:00	10	14	0.326	10	14	0.652	10	14	0.978
09:00 - 10:00	10	14	0.239	10	14	0.275	10	14	0.514
10:00 - 11:00	10	14	0.181	10	14	0.239	10	14	0.420
11:00 - 12:00	10	14	0.145	10	14	0.254	10	14	0.399
12:00 - 13:00	10	14	0.181	10	14	0.188	10	14	0.369
13:00 - 14:00	10	14	0.152	10	14	0.203	10	14	0.355
14:00 - 15:00	10	14	0.232	10	14	0.217	10	14	0.449
15:00 - 16:00	10	14	0.261	10	14	0.203	10	14	0.464
16:00 - 17:00	10	14	0.377	10	14	0.283	10	14	0.660
17:00 - 18:00	10	14	0.399	10	14	0.217	10	14	0.616
18:00 - 19:00	10	14	0.326	10	14	0.181	10	14	0.507
19:00 - 20:00	1	14	0.286	1	14	0.714	1	14	1.000
20:00 - 21:00	1	14	0.214	1	14	0.429	1	14	0.643
21:00 - 22:00	1	14	0.000	1	14	0.000	1	14	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.507			4.374			7.881

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 20 (units:)
Survey date date range:	01/01/08 - 01/10/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701701-170404-0416

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 650 to 6000 (units: sqm)
Range Selected by User: 204 to 13856 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 18/09/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	2
Edge of Town	2
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	1 days
D2	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CB-07-K-01 FITNESS CLUB CUMBRIA
COWPER ROAD
GILWILLY IND. ESTATE
PENRITH
Edge of Town
Industrial Zone
Total Gross floor area: 650 sqm
Survey date: TUESDAY 10/06/14 Survey Type: MANUAL

2 HG-07-K-02 THE GYM HARINGEY
LORDSHIP LANE

WOOD GREEN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1440 sqm
Survey date: THURSDAY 18/09/14 Survey Type: MANUAL

3 NT-07-K-02 VIRGIN ACTIVE NOTTINGHAMSHIRE
LONDON ROAD

NOTTINGHAM
Edge of Town Centre
Commercial Zone
Total Gross floor area: 6000 sqm
Survey date: THURSDAY 27/06/13 Survey Type: MANUAL

4 SH-07-K-01 FITNESS, TENNIS & LEISURE SHROPSHIRE
SUNDORNE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Gross floor area: 4500 sqm
Survey date: WEDNESDAY 21/05/14 Survey Type: MANUAL

5 WY-07-K-01 FITNESS FIRST WEST YORKSHIRE
REDCOTE LANE
BURLEY
LEEDS
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 1570 sqm
Survey date: FRIDAY 11/06/10 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
07:00 - 08:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
08:00 - 09:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
09:00 - 10:00	5	2832	0.007	5	2832	0.000	5	2832	0.007
10:00 - 11:00	5	2832	0.007	5	2832	0.007	5	2832	0.014
11:00 - 12:00	5	2832	0.007	5	2832	0.007	5	2832	0.014
12:00 - 13:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
13:00 - 14:00	5	2832	0.007	5	2832	0.000	5	2832	0.007
14:00 - 15:00	5	2832	0.000	5	2832	0.007	5	2832	0.007
15:00 - 16:00	5	2832	0.000	5	2832	0.007	5	2832	0.007
16:00 - 17:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
17:00 - 18:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
18:00 - 19:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
19:00 - 20:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
20:00 - 21:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
21:00 - 22:00	5	2832	0.000	5	2832	0.000	5	2832	0.000
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	650 - 6000 (units: sqm)
Survey date date range:	01/01/09 - 18/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	5	2832	1.434	5	2832	0.240	5	2832	1.674
07:00 - 08:00	5	2832	0.876	5	2832	1.024	5	2832	1.900
08:00 - 09:00	5	2832	0.975	5	2832	1.292	5	2832	2.267
09:00 - 10:00	5	2832	2.175	5	2832	0.763	5	2832	2.938
10:00 - 11:00	5	2832	1.730	5	2832	1.285	5	2832	3.015
11:00 - 12:00	5	2832	1.179	5	2832	2.027	5	2832	3.206
12:00 - 13:00	5	2832	1.208	5	2832	1.321	5	2832	2.529
13:00 - 14:00	5	2832	1.095	5	2832	1.236	5	2832	2.331
14:00 - 15:00	5	2832	1.222	5	2832	1.102	5	2832	2.324
15:00 - 16:00	5	2832	1.977	5	2832	1.391	5	2832	3.368
16:00 - 17:00	5	2832	2.500	5	2832	1.667	5	2832	4.167
17:00 - 18:00	5	2832	3.729	5	2832	1.992	5	2832	5.721
18:00 - 19:00	5	2832	2.895	5	2832	2.924	5	2832	5.819
19:00 - 20:00	5	2832	2.147	5	2832	3.658	5	2832	5.805
20:00 - 21:00	5	2832	1.073	5	2832	2.578	5	2832	3.651
21:00 - 22:00	5	2832	0.374	5	2832	1.236	5	2832	1.610
22:00 - 23:00	1	6000	0.017	1	6000	0.367	1	6000	0.384
23:00 - 24:00									
Total Rates:			26.606			26.103			52.709

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	650 - 6000 (units: sqm)
Survey date date range:	01/01/09 - 18/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701701-170224-0219

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	HK	HACKNEY	1 days
	IS	ISLINGTON	1 days
	WH	WANDSWORTH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	320 to 700 (units: sqm)
Range Selected by User:	320 to 700 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 22/09/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A4	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

50,001 to 100,000	3 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

6a Excellent	2 days
6b (High) Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CI-06-C-01 PUB/RESTAURANT CITY OF LONDON
CORNHILL

CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 700 sqm
Survey date: WEDNESDAY 13/11/13 Survey Type: MANUAL

2 HK-06-C-01 PUB/RESTAURANT HACKNEY
COMMERCIAL STREET

SHOREDITCH
Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 320 sqm
Survey date: TUESDAY 19/11/13 Survey Type: MANUAL

3 IS-06-C-01 PUB/RESTAURANT ISLINGTON
NEWINGTON GREEN RD
NEWINGTON GREEN
CANONBURY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 350 sqm
Survey date: MONDAY 22/09/14 Survey Type: MANUAL

4 WH-06-C-01 PUB/RESTAURANT WANDSWORTH
WANDSWORTH HIGH ST

WANDSWORTH
Town Centre
High Street
Total Gross floor area: 400 sqm
Survey date: TUESDAY 26/11/13 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	443	0.000	4	443	0.000	4	443	0.000
11:00 - 12:00	4	443	0.000	4	443	0.000	4	443	0.000
12:00 - 13:00	4	443	0.056	4	443	0.056	4	443	0.112
13:00 - 14:00	4	443	0.056	4	443	0.056	4	443	0.112
14:00 - 15:00	4	443	0.226	4	443	0.226	4	443	0.452
15:00 - 16:00	4	443	0.169	4	443	0.169	4	443	0.338
16:00 - 17:00	4	443	0.113	4	443	0.113	4	443	0.226
17:00 - 18:00	4	443	0.282	4	443	0.282	4	443	0.564
18:00 - 19:00	4	443	0.169	4	443	0.169	4	443	0.338
19:00 - 20:00	4	443	0.282	4	443	0.282	4	443	0.564
20:00 - 21:00	4	443	0.226	4	443	0.226	4	443	0.452
21:00 - 22:00	4	443	0.113	4	443	0.113	4	443	0.226
22:00 - 23:00	4	443	0.282	4	443	0.169	4	443	0.451
23:00 - 24:00	4	443	0.056	4	443	0.169	4	443	0.225
Total Rates:			2.030			2.030			4.060

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	320 - 700 (units: sqm)
Survey date date range:	01/01/08 - 22/09/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	443	0.000	4	443	0.000	4	443	0.000
11:00 - 12:00	4	443	0.000	4	443	0.000	4	443	0.000
12:00 - 13:00	4	443	0.000	4	443	0.000	4	443	0.000
13:00 - 14:00	4	443	0.056	4	443	0.056	4	443	0.112
14:00 - 15:00	4	443	0.000	4	443	0.000	4	443	0.000
15:00 - 16:00	4	443	0.000	4	443	0.000	4	443	0.000
16:00 - 17:00	4	443	0.000	4	443	0.000	4	443	0.000
17:00 - 18:00	4	443	0.056	4	443	0.056	4	443	0.112
18:00 - 19:00	4	443	0.000	4	443	0.000	4	443	0.000
19:00 - 20:00	4	443	0.000	4	443	0.000	4	443	0.000
20:00 - 21:00	4	443	0.000	4	443	0.000	4	443	0.000
21:00 - 22:00	4	443	0.000	4	443	0.000	4	443	0.000
22:00 - 23:00	4	443	0.056	4	443	0.056	4	443	0.112
23:00 - 24:00	4	443	0.000	4	443	0.000	4	443	0.000
Total Rates:			0.168			0.168			0.336

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	320 - 700 (units: sqm)
Survey date date range:	01/01/08 - 22/09/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	443	0.000	4	443	0.000	4	443	0.000
11:00 - 12:00	4	443	0.000	4	443	0.000	4	443	0.000
12:00 - 13:00	4	443	0.000	4	443	0.000	4	443	0.000
13:00 - 14:00	4	443	0.000	4	443	0.000	4	443	0.000
14:00 - 15:00	4	443	0.000	4	443	0.000	4	443	0.000
15:00 - 16:00	4	443	0.000	4	443	0.000	4	443	0.000
16:00 - 17:00	4	443	0.000	4	443	0.000	4	443	0.000
17:00 - 18:00	4	443	0.000	4	443	0.000	4	443	0.000
18:00 - 19:00	4	443	0.000	4	443	0.000	4	443	0.000
19:00 - 20:00	4	443	0.000	4	443	0.000	4	443	0.000
20:00 - 21:00	4	443	0.000	4	443	0.000	4	443	0.000
21:00 - 22:00	4	443	0.000	4	443	0.000	4	443	0.000
22:00 - 23:00	4	443	0.000	4	443	0.000	4	443	0.000
23:00 - 24:00	4	443	0.000	4	443	0.000	4	443	0.000
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	320 - 700 (units: sqm)
Survey date date range:	01/01/08 - 22/09/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	443	0.565	4	443	0.056	4	443	0.621
11:00 - 12:00	4	443	1.356	4	443	0.508	4	443	1.864
12:00 - 13:00	4	443	4.802	4	443	1.638	4	443	6.440
13:00 - 14:00	4	443	6.328	4	443	3.898	4	443	10.226
14:00 - 15:00	4	443	4.520	4	443	4.068	4	443	8.588
15:00 - 16:00	4	443	4.633	4	443	3.503	4	443	8.136
16:00 - 17:00	4	443	8.305	4	443	5.254	4	443	13.559
17:00 - 18:00	4	443	14.407	4	443	7.232	4	443	21.639
18:00 - 19:00	4	443	15.141	4	443	12.147	4	443	27.288
19:00 - 20:00	4	443	9.661	4	443	11.356	4	443	21.017
20:00 - 21:00	4	443	5.254	4	443	10.226	4	443	15.480
21:00 - 22:00	4	443	3.390	4	443	8.136	4	443	11.526
22:00 - 23:00	4	443	2.655	4	443	8.079	4	443	10.734
23:00 - 24:00	4	443	1.469	4	443	4.915	4	443	6.384
Total Rates:			82.486			81.016			163.502

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	320 - 700 (units: sqm)
Survey date date range:	01/01/08 - 22/09/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

J. Shorts Garden Travel Survey Sample

60-72 Shorts Garden & 14-16 Betterton Street

Workplace Travel Survey

As part of the monitoring process for the Workplace Travel Plan, we are currently conducting a Travel Survey to understand how trips are made to and from the premises. We would be grateful if you could complete this brief survey to help us better understand your travel patterns, needs and how we may be able to assist with your travel requirements. This will help us understand any improvements we can make to improve your journeys to and from work.

It will take about 5 minutes to complete and all responses will be treated confidentially.

Thank you for taking the time to fill out this survey. Please submit by DATE
Please return your Travel Plan Survey to the Travel Plan Co-Ordinator

Section A: About your workplace

1) In which business do you work? .....

2) On what basis do you work (e.g. Full Time/Part Time), please state number of hours per week? .....

3) What are the operating times of your company ……?

Section B: About you and your travel patterns

4) What is your main travel of mode to work each day (indicate 1 for main mode, followed by 2 for secondary)?

For example, if you spend most of your journey travelling by underground but walk from home to underground station use 1 for underground and 2 for walk

	Walk	Cycle	Bus	Underground	Car (Alone)	Car (As Passenger)	Motorcycle	Taxi
Monday								
Tuesday								
Wednesday								
Thursday								
Friday								
Saturday								
Sunday								

5) What time do you usually arrive and depart from work each day?

(Place A for Arrival D for Departure)

	00:00-06:00	06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00:15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-00:00
Monday																		
Tuesday																		
Wednesday																		
Thursday																		
Friday																		
Saturday																		
Sunday																		

6) How long do you spend each day (in hours and minutes) commuting? ……..

7) How far do you commute each day (to nearest mile or kilometre)? ……..

8) What is your main reason for using the mode you most use each week?
(Please tick)

Time Savings	
Cost Savings	
Convenience	
Dropping off/Collecting other people	
No alternative means of transport	
Other (Please specify)	

Section C: Improving your Journey to Work

9) Is there anything your employer could do to improve your journey to work?
(Please tick and state example)

Yes		
No		

10) Which of the following would encourage you to walk more to work?
(Please tick)

	Very Likely	Possibly	Not Likely
Better maintained footways around workplace			
Improved security e.g. CCTV			
Improved street lighting on route from home to work			
Improved pedestrian facilities (e.g. crossings) on your journey			
Showers/changing facilities and lockers at work			
Other (Please Specify)			

11) Which of the following would encourage you to cycle to work?
(Please tick)

	Very Likely	Possibly	Not Likely
Dedicated cycle routes & crossings			
Better signed cycle routes			
Secure cycle parking at work			
Showers/changing facilities and lockers at work			
Discounts on cycle purchase/equipment			
Cycle mileage allowance for business trips			
Improved access to cycle hire schemes			
Other (Please Specify)			

12) Which of the following would encourage you to use the bus for work? (Please tick)

	Very Likely	Possibly	Not Likely
Better waiting facilities (shelters/seating) at work			
Better public transport information at work			
Cheaper/discounted fares			
More frequent bus services			
More reliable bus services CCTV at bus stops			
Interest free loans for purchase of season tickets			
Other (Please Specify)			

Section D: About you

Please tell us a few details about yourself. These will help us with our analysis but will not be used to attribute findings to any individual.

13) What is your gender?

Male	
Female	
Prefer not to state	

14) What is your age category?

16-18	
19-24	
25-34	
35-44	
45-54	
55-64	
65 +	
Prefer not to state	

15) What is your home postcode? ……..

16) Do you have any other comments on travel issues you would like to see addressed which would encourage you to use public transport walk or cycle?

……

UK and Ireland Office Locations