

TOLMERS SQUARE

3rd YEAR PLANNING PROJECT

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APPENDICES

1. QUESTIONNAIRE FOR DOOR-TO-DOOR SURVEY
2. 24-HOUR SURVEY SHEET
3. BACKGROUND NOTES
4. HISTORICAL

DOOR TO DOOR SURVEY

24 HOUR SURVEY

SURVEY SUMMARY

WORKING NOTES

MAPS AND POSTERS

Residential and Business Survey

Address

General questions

1. Is your accommodation/are your premises? -owner occupied 1.1
leasehold 1.2
rented 1.3
2. Leaseholders - Who owns the freehold? 2.1
Has the freehold changed hands recently?
Yes 2.2
No 2.3
How long is your lease?yrs 2.4
How long has it still to run?yrs 2.5
3. Rented - Is your house council rented 3.1
private rented 3.2
furnished 3.3
unfurnished 3.4
How much rent do you pay? £.....per week 3.5
Have you had a change of landlord
at this address recently? Yes 3.6
No 3.7
If yes, when was this? (approx. date) 3.8
Did your rent go up? Yes 3.9
No 3.10
4. How long have you been living here/occupied these premises?
.....yrs 4.1

Business questions

1. What are these premises used for? 1.1
Do you live on the premises? Yes 1.2
No 1.3
2. Approximately how much floorspace do these premises occupy?
.....sq.feet 2.1
3. Roughly how many people are employed here? 3.1
Do they mainly live in this area, within walking distance?
Yes 3.2
No 3.3
4. Do most of your customers live in this area? Yes 4.1
No 4.2
(Shop and cafe owners) How many customers a day? 4.3
5. Is there a particular reason for having your business here?
Specify 5.1
6. Are you satisfied with your present premises? Yes 6.1
No 6.2
Comment
7. Do you have any problem with damp 7.1
rot 7.2
or rats and insects 7.3
anything else 7.4

What improvements would you like to see to your premises?
specify 7.5
Question 8 overleaf.

Residential questions

1. How many people live in your house? 1.1
How many children under sixteen are there? 1.2
(Nationality - deduce 1.3)
2. Do you have:- a kitchen 2.1
bathroom 2.2
inside toilet 2.3
hot water 2.4
How many bedrooms are there? 2.5
Do you share any of these facilities or rooms with
another family? Yes 2.6
No 2.7
If yes, specify which 2.8
3. Do you have any problem with damp 3.1
rot 3.2
rats and insects 3.3
anything else 3.4
What improvements would you like to see to your home?
Specify 3.5
4. How many of your household are working? 4.1
What are their jobs? 4.2
Where do they work? 4.3
How do they travel to work 4.4
(prompt - on foot, bicycle, car/motorcycle, bus, tube, other)
5. Where do your children go to school? 5.1
How do they travel to school? 5.2
Where do the children play? 5.3
6. Do many of your friends and relatives live in this area? 6.1
Yes No
7. Do you do most of your shopping in this area? Yes 7.1
No 7.2
If no, where do you do your shopping? 7.3
Do you find the shopping facilities in this area adequate? 7.4
Yes No
What would you like to see? 7.5
Are you satisfied with the social facilities in this area?
Yes No 7.6
8. Is there a particular reason why you live in this area?
Specify 8.1
Would you like to move? Yes 8.2
No 8.3
What do you like about this area? 8.4
9. Have you heard of any plans for this area? Yes 9.1
No 9.2
Specify
10. If the area is redeveloped, what is the maximum rent
you could afford? £ per week 10.1

Additional business question

8. Have you heard of any plans for the area? Yes 8.1
No 8.2
Specify
- If the area is redeveloped what would be the maximum
rent you could afford to maintain a profitable business?
£ per week 8.3

PEOPLE			VEHICLES			
IN	OUT	COMMENTS	IN		OUT	
			PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
0700						
0710						
0720						
0730						
0740						
0750						
0800						
0810						
0820						
0830						
0840						
0850						

N A move to break the seeming stranglehold that property developers have gained on Britain's city centres, two young journalists have challenged one of the biggest developers, Joe Levy, and Stock Conversion, his 94 million company.

They are bidding to take over a major development Mr Levy plans in the heart of London and to transform it into a non-profit-making enterprise. They aim to provide land free for 600 homes and to plough the scheme's multi-million-pound profits back into local social services and housing. To back up the bid they have assembled a heavyweight team of advisers, including a City merchant bank willing to put up more than £20 million.

The site is the 10-acre Tolmers Square development west of Euston station. The journalists are Christopher Booker and Bennie Gray, familiar to this newspaper's readers for their recent inquiries into developers' profits on London property deals. They revealed, for instance, the new details of the controversial St Katharine Dock development shortly before the recent GLC election.

Their challenge to Mr Levy—though independent of this newspaper—has, in fact, grown out of an article they wrote in *The Sunday Times* on April 22. Headed "Camden's crumbs from

London property developer gets no-profits challenge

£20 million land deal profit," it began: "A major deal now being considered by the London Borough of Camden has raised in an acute form the thorny question of whether local authorities—especially in London—get the best possible deal for ratepayers when they undertake joint ventures with property developers."

They were referring to Mr Levy's proposed deal with Camden on the Tolmers Square development. For they found that under the deal Camden was to get a £3.4 million subsidy from Mr Levy towards buying land for housing. But, in return, the borough will enable Mr Levy to build a tower block of offices worth more than £30 million giving Stock Conversion a capital profit of up to £20 million.

This apparent imbalance of advantage prompted the article—and then a month's hard work. Last Friday, as Camden Council and Mr Levy were on the point of

signing their deal after years of negotiations, a rival offer from Booker and Gray was delivered to the deputy town clerk.

The offer is simplicity itself: exactly the same deal as Mr Levy is offered—but all profits to Camden.

CAMDEN COUNCIL has been trying since 1965 to redevelop the rundown Georgian terraces, workshops, Indian restaurants and Victorian pubs clustering round Tolmers Square. Its determination increased when, in 1967, Mr Levy finished building the Euston Centre on the site along Euston Road immediately west of Tolmers Square.

The council has always wanted to use the site—whose size could be from 9.5 to 12 acres, depending on its boundaries—for housing, local shopping and workshops. But the land has always been too costly.

Levy's firm had been buying site around Tolmers Square since

1962. As recently as 1969 Mr Levy was acquiring some houses there for £3,000 apiece.

By May this year he had worked out this deal with Camden.

Mr Levy, who has accumulated most of the two key acres of the site fronting Euston Road, as well as significant holdings in the 8.5 acres forming its rear, will try to buy the entire 10.5 acres. Where he fails to buy, Camden will step in with compulsory purchase orders.

With the whole site assembled, Mr Levy will sell to Camden the rear 8.5 acres for housing at £200,000 an acre. This will represent a subsidy to Camden by Mr Levy of £3.7 million.

In return he will get the freehold of the two acres fronting Euston Road. And a grateful Camden is to see that he also gets—from itself, the GLC and the Department of the Environment—the planning consents necessary to pile on to his site 250,000 sq ft of offices, plus

120,000 sq ft of commercial space.

Without Camden's assistance Mr Levy would be entitled to erect only a small fraction of this lucrative floorspace. For a gift to Camden of £3.7 million, therefore, Stock Conversion will be able to carry out a development producing a capital profit of up to £20 million.

IT WAS THE size of this profit that made Booker and Gray realise a month ago that it gave a margin to finance three radical steps, if precisely the same procedure were followed Mr Levy's holdings could be bought out (at a healthy profit for him); Camden could be given its 8.5 acres for housing; top professional advisers could be hired at normal commercial rates to finance, design, build and manage the project; and the profitability of the development would still ensure a surplus running into millions of pounds—which could be ploughed back

into whatever social purposes Camden chose. Moreover, this very profitability would provide the cast-iron security to persuade some shrewd financier to back the scheme.

They won backing from Edward Bates merchant bank; architects Gollins, Melvin, Ward; and City estate agents Richard Ellis who would manage the project.

AT THIS POINT it ought to be said that Booker and Gray are not ordinary journalists. Christopher Booker, 35, was the founding editor of *Private Eye*. His latest book, *Goodbye, London*, is a detailed pictorial guide to thousands of buildings threatened by development. Bennie Gray, 37, was once in property conversion. Nine years ago he invented the "antique supermarket" concept.

Gray says: "All we are doing in Tolmers Square is to demonstrate that it is Camden and Camden alone which is making these enormous profits possible. And that it is feasible to devise ways of ensuring that these profits go back to Camden."

Councillor Frank Dobson, Labour leader of Camden Council, says: "We shall examine the bid seriously."

Stock Conversion's reaction to the news was a brisk "no comment," though one senior executive said: "I'm slightly horrified."

Profits
to the
people
scheme

By our own Reporter

THE POSSIBLE replacement of a £30 millions development scheme with a similar proposal devised by two journalists will be discussed this week by the London borough of Camden. Under the journalists' scheme all profits would go to the borough itself.

The two journalists, Mr Christopher Booker, formerly editor of *Private Eye*, and Mr Bennie Gray have won the necessary support: the aid of architects Gollins, Melvin Ward; surveyors Richard Ellis; and merchant bankers Edward Bates.

Under the original scheme Stock Conversion produced proposals for 10 acres of land west of Euston Station. The land divides into sections of four and eight-and-a-half acres. Stock Conversion would be able to develop 250,000 square feet of office space and 120,000 of mixed commercial space.

In return, Stock Conversion would sell to Camden the 8½ acres, most of which it owns, for a price representing the present market terms a subsidy of nearly £3½ millions. But Mr Gray and Mr Booker estimate that Stock Conversion would be able to make a profit of £20 millions from its small two-acre office blocks.

The journalists' proposals, while apparently with the necessary financial and architectural basis, lack one vital need: the ownership of the properties on the land.

The Guardian
June 3

TOLMERS SQUARE - Historical background

Tottenham Court Road has existed since the twelfth century as a market road from St Giles to Hampstead, Kentish Town and Highgate.

1746 From Rocque's map, the hamlet and manor house of Tottenham Court were at the junction of a country lane which was later called Tottenham Court Road, and a field path running from the hamlet of Marylebone in the west to Islington in the east. The area was essentially rural in character, on the periphery of London.

1754 A map of this year still shows the area to be rural.

1756 Under an act of Parliament a new road was proposed, linking Mary-le-bone, Tottenham Court and Saint Pancras. It was the first orbital road and it was known as the New Road. Land adjacent to the New Road was occupied by fields and nursery gardens, and for the first century after its construction the road was used mainly by carters and drovers. After 1857 the New Road was renamed Marylebone, Euston and Pentonville Roads.

1757 New Road was completed. In the same year there was an article in a local paper about a scheme to build forty new streets contiguous to different parts of the New Road mainly to the north. But by 1773 Tottenham Court Road was not built up.

1776 Population of St Pancras parish was less than six hundred. The Dukes of Bedford and Grafton whose estates were close by the proposed new road objected to it and thus a concession was made that no buildings should be built within fifty feet of the road. The above Act was later repealed and its place was taken by the Building Line Act.

At this time the Bloomsbury Squares and the Marylebone-Portman Estate were built.

1792-1799 Horwood's maps showed that all land north west of Bedford House up the Somers Town consisted of open space.

1801 First census. Population of St Pancras 31,779, increases having taken place around the old centres of Battle Bridge and Tottenham Court and along the new arteries running northwards.
1803 See map.
1821 Population of St Pancras 60,000.

Mornington Crescent, Arlington Road, Drummond Street and Crescent and the area around Easton Grove were being constructed in 1821. This was part of the Fitzroy Estate which extended along Euston Road from Great Portland Street to Eversholt Street including the Warren Street and Fitzroy Square ^r area to the south. To the north it extended between Regents Park and Hampstead Road as far north as Primrose Hill. The Arlington family owned Tottenham Court Manor and land northwards to Highgate. There was a marriage between the Fitzroy and Arlington families. The second son of Henry Fitzroy, illegitimate son of Charles II, was created Earl of Euston and later Duke of Grafton. His son, the second Duke of Grafton helped with the construction of the New Road where it crossed his estate. His grandson was the first Baron Southampton who married Anne Warren and developed the Fitzroy Square area from 1791 onwards. Their son, the second Lord Southampton started to build northwards along Hampstead road. It was he, who began Mornington Crescent and the other streets mentioned above.

1837 Euston Station was built. With the advent of the railways New Road gradually became built up, the fifty feet law being ignored in some places.

1836, 1851 Maps show that a reservoir was situated on the site of the present Tolmers Square. (1835 - well sunk)

1861 The reservoir was filled in.

1863 The reservoir was covered over.

1871 By this date Tolmers Square was in existence with its Congregational Church in the centre.

1852 An Act was passed which gave general powers to the

Metropolitan Board of Works to permit buildings to be erected on forecourts. This put an end to the fifty feet Act but caused difficulties when the road was widened in 1897.

1870's Population of St Pancras 117,917.

1872 At the death of the third Baron Southampton almost all the estate had been sold off to builders, and

Thus the latter part of the eighteenth century witnessed a rapid construction of high class residential estates north of Oxford Street, as well as much meaner estates like Somers Town and Camden Town. Nineteenth century building was more a process of infilling.

1900-1906 Widening of the London and North West Railway. The parish of St Pancras became disfigured by railways.

1921 Population of St Pancras 30,124 - Ward of Mornington Crescent
Regents Park and Euston

1931 Population 28,741 - Ward of Mornington Crescent, Regents
Park and Euston.

1932 Tolmers Square area recognized as a poor district where the houses were neglected. Euston Road was characterized by hotels and boarding houses.

1955 Development Plan Tolmers Square area zoned for commercial use with an area of West End zoning along Euston Road.

St Pancras Notes and Queries 1897-1903

The Well in Tolmers Square

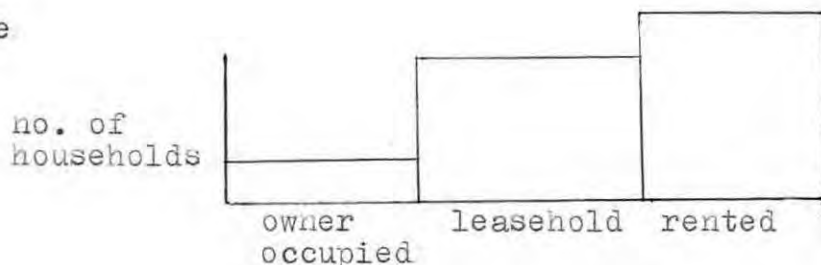
On 30th April 1839 a paper was read to the Institute of Civil Engineers. "On the supply of water from Artesian wells." There is an account of a well sunk by the New River Company 'at the foot of the reservoir in Hampstead Road', The sinking was begun in March 1835.

DOOR TO DOOR RESIDENTIAL AND BUSINESS SURVEYS

Aim - to discover who lives and works in the area and under what conditions.

General questions

1. Tenure



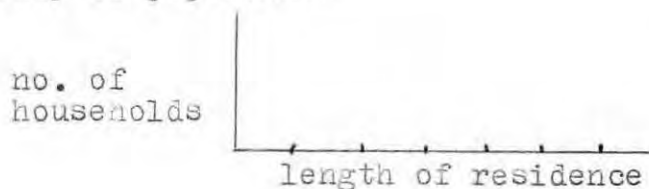
1a. Leasehold - map of leasehold property pinpointing those

Graph — where the freehold has recently changed hands, the length of leases and how long they still have to run.

1b. Rented - map of council and private rented property,

Propⁿ furnished / unfurnished showing, in the case of private landlords, which properties are furnished and which unfurnished. The map could also include any recent changes in landlord. Plus statistics of proportion council/rented, rents and rent increases.

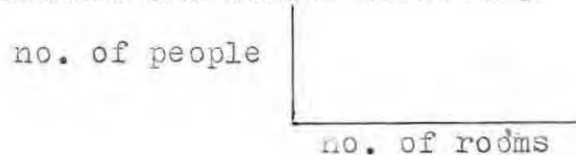
2. Permanency of population



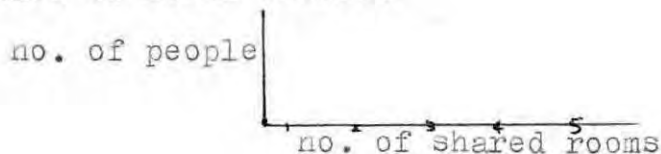
Residential questions

1. Household composition - total population, proportion of children.

2. Facilities and number of rooms.

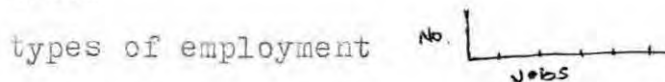


3. Facilities or rooms shared.

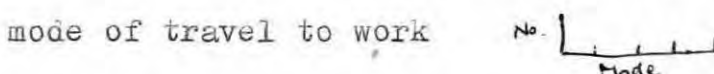


The two graphs can then be superimposed. Similar graphs with facilities along the x-axis can also be superimposed one on top of the other. List of priorities of improvements to building fabric.

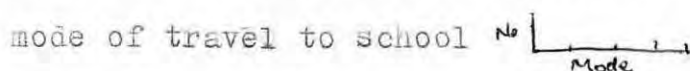
4. Working population - total



place of work - proportion working within the area (proportional squares)



5. School age population - location and distance of schools - Aver. length of journey



where the children play - distance away from home

6. Shopping inside or outside the area. Maybe only a few outside centres are used.

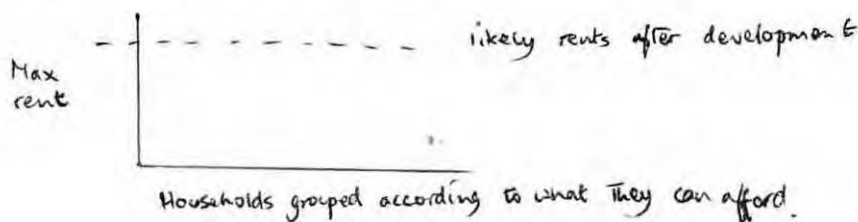


List of priorities of improvements to shopping facilities in the area, also social facilities.

7. Reason for living in the area - list, maybe a few reasons predominate.

Proportion of people who would like to move out of the area.

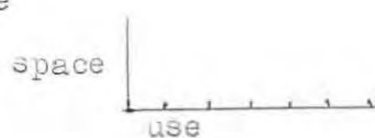
8. In the event of redevelopment and consequent rent increases scale of maximum rents people would be able to afford, a picture of how many people would be forced to move.



Business questions

1. Map of business uses, showing where proprietor lives in the same premises.

2. Floor space



3. Employees



} measure of intensity

Proportion living within the area, within walking distance of work.

4. Customers - proportion living in the area
Link with shopping statistics.

5. List of reasons for present location of premises, maybe one reason predominates. Link with how satisfactory the premises are. Problems with building fabric. List of priorities of improvements.

6. Redevelopment.

no. of
businesses



KEY TO 24-HOUR SURVEY TIME-SHEETS

PEOPLE			VEHICLES			
IN	OUT	COMMENTS	IN		OUT	
			PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
(5)	(13)	total number of people entering and leaving the area (including people in vehicles)	(15) no. of cars entering	(4) no. of commercial vehicles entering	(8) no. of cars leaving	(6) no. of commercial vehicles leaving
			(5) no. of taxis entering		(3) no. of taxis leaving	
			(20) no. of cars + taxis entering		(11) no. of cars + taxis leaving	
			(24) no. of cars + taxis + commercial vehicles entering		(17) no. of cars + taxis + commercial vehicles leaving	

	PEOPLE			VEHICLES			
	IN	OUT	COMMENTS	IN		OUT	
				PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
9B Taxi commercial fig.							
0700							
0710	16	4	(C-bicycle) 1 Post man	4	0	0	0
0720	20	7	M/B mch-bike hickman out. 4 mules in	11	1	0	0
0730	22	11	3 mules out	10	1	5	1
0740	18	3	1 mule out	4	3	4	1
0750	25	19	Road Sweeper in	10	5	3	1
0800	28	17	4 mules in 3 school girls in	6	4	2	2
0810	33	20		11	4	0	1
0820	20	17	1 school boy in 3 mules in	6	3	1	1
0830	26	40	2 mules in Tanden visited Sange. 2 mules	5	2	4	2
0840	41	30		9	2	5	2
0850	34	49	2 mules in	12	2	4	7
0900	24	22		2	3	4	

PEOPLE		IN		OUT	
IN	OUT	PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
0900			Newspaper van White Sale activities van Lorry 1 LISA + passengers van Lorry with ambulance	..	Auto
0910	33 28	9	7	2	1
0920	27 20	6	4	1	3
0930	22 14	7	3	3	3
0940	21 14	2	5	3	2
0950	19 14	5	6	4	2
1000	19 10	4	7	2	1
1010	25 17	9	7	4	5
1020	26 25	6	3	6	4
1030	19 8	5	4	3	3
1040	14 16	7	2	6	1
1050	17 10	4	2	2	3
1100	19 16	4	3	6	4

VEHICLE
IN

OUT

	PEOPLE		COMMENTS	VEHICLE IN		VEHICLE OUT	
	IN	OUT		PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
1100				***** 10 10	Van Adel van 2	**** 4 1	Ferraris Piston Services David Taxis 2
1110	21 14		Windows cleaners.	10 ***	WP van Express van in Weston trucks.	4 0 4/15 ***	3
1120	12 13			3 4/8 *****	3 A.E. Drain Transport. Direct freight.	5 **	0 Borshire British Rail Van
1130	20 10			8 *****	2 Taxi (no passenger)	2 *****	3 A.E. Drain Transport Anis East Midl. Allied Press.
1140	13 18		Windows cleaners out.	***** 8 10	Van } no names Van } Gred van 4	***** 7 10	4 Van } Att. Warwick Ltd. Evening Standard van arkana lorry.
1150	26 21		1 nurse in	8 ****	Coach - no passengers. Van Exter	7 *****	4 Kenneping not to go Coca-Cola lorry. Clinton van BMC green lorry Taxis + 2 pass van
1200	20 20			4 *****	3 John Renaton lorry Business Cycles lorry Tom Menezies van NCH Rail Express carriers	7 ***	6 White van Advance Laundry Taxi no passengers
1210	18 14		Cyclist back, out at 10.10. 2 nurses out. 1 person parked van	5 ***	Taxi (empty) Pearl (Walsby) Taxi (empty) Dwight Schenck Cup van Eup van	3 ****	3 Taxi (empty)
1220	16 16		1 person collected & parked car. 2 nurses in	3 ***	2 nurses out Ensign San. lorry.	4 ****	1 Bedford van Peter Cornish Ltd.
1230	19 19		2 car parked filled up. 2 2 nurses out. 1 camp cyclist in	3 *****	Gestner Van Corona lorry Waddybag CBH Connors Kent House	4 ****	1 British Road Services Red lorry.
1240	22 19		3 nurses out.	6 *****	Gestner R. Ascot Phy Pipes Elizabeth Tees.	3 ***	2 Advance Laundry Anis
1250	21 23		1 nurse in	6 *****	4 Keddy Transport lorry Rank Xerox van University of La. van	3 ***	2 The Glen City Press Peter Cornish Ltd Anis van Red Austin
1300	24 26			5 *****	3	3	4

IN

OUT

PEOPLE

COMMENTS

PRIVATE

COMMERCIAL

PRIVATE

COMMERCIAL

1300	IN	OUT	COMMENTS	PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
	31	34		5	0	10	1
				4	4	10	1
1310				4	4	10	1
				4	3	7	0
1320	27	33	2 nurse in	4	3	7	5
				2	0	2	1
1330	17	24		2	1	2	3
				3	0	4	0
1340	25	18	Car dropped someone. who went out & nurse in	3	3	4	1
				3	1	3	0
1350	26	23	nurse in	3	4	3	3
				8	1	7	0
1400	29	25		8	3	7	2
				9	1	6	0
Total	25	18					
1410			2 nurses in	3	0	6	0
people in chairs	16	4		3	1	6	0
people in foot	22	13		3	1	6	0
1420				9	0	8	0
people in vehicles	13	22		9	2	8	0
Personnel	2	5		9	2	8	0
Total	17	27		8	0	4	0
1430				8	0	4	0
people in vehicles	20	8		8	0	4	0
Personnel	13	6		8	0	4	0
Total	33	14		8	0	4	0
1440			M/S near bike	6	0	4	0
people in vehicles	7	7		6	0	4	0
1450	20	15		7	3	5	3
				5	0	2	0
1500	13	15		5	4	2	4

PEOPLE		COMMENTS	IN VEHICLES				OUT	
IN	OUT		PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
1500				van van van Gudfrey Davis			late red van. Bulens Electronics Tactical truck Taxi (empty)	
1510				ILEA			Gudfrey Davis Tactical St John's Ambulance Van	
1520				Camb. Univ. press. Cutter - Wheeler - books - map Truck Taxi Truck			blue van Cabo Telephone Hyundai	
1530							Cutter - Wheeler Taxi truck van Avis Evo news	
1540				truck			Truck Taxi Van	
1550				Taxi Red truck Higgins Teape Ltd Printing va			Pleasure Van Van	
1600				Rothwell lorry Halden meat			Taxi	
1610				Radio commercial van			Mail van Taxi	
1620				Scaffolding lorry W. Heane			Richard Shopp Radio commercial	
1630				Van Taxi Van				
1640							Taxi Van Evo. news	
1650				lorry Mail van Unicorn Flowers			Taxi Taxi Mail van	
1700								

IN VEHICLES

	People		Comment	IN		OUT	position
	In	Out		Private	Commercial	Private	Commercial
1700	63	48		6	1	10	2
1710	36	41		7	0	19	0
1720	38	48		7	0	14	0
1730	33	44		5	0	14	2
1740	17	31		8	2	13	0
1750	17	30		6	0	20	0
1800	3	14		6	1	6	1
1810	13	18		9	1	18	3
1820	31	32		3	0	17	0
1830	31	20		11	1	9	0
1840	18	33		5	1	9	1
1850	33	21		10	0	5	2
1900							

A

	People		comment	IN VEHICLES		position OUT	
	in	out		Private	Commercial	Private	Commercial
1900	19 13	22 16		6 6	0	8 8	0
1910	35 25	23 13		9 9	0	3 3	0
1920	30 23	26 19		7 7	1 1	8 8	0
1930	26 20	20 13		6 6	0	4 4	1
1940	33 20	20 12		6 6	0	3 3	0
1950	18 12	31 18		4 4	0	4 4	0
2000	34 24	22 18		7 7	0	3 3	0
2010	22 18	24 15		7 7	0	5 5	0
2020	8 8	22 13		4 4	1 1	3 3	0
2030	7 5	27 17		1 1	0	5 5	1
2040	4 5	21 14		1 1	2 2	7 7	0
2050	8 7	18 12		6 6	0	4 4	0
2100							

Reception van

Van - Avis

Taxi

Taxi

Breakdown truck

2100					
2110					
2120					
2130	N.W. (10) (8)		(4)		(5)
2140			(3)		(6)
2150	(16) (16)		(5)		(7)
2200	(8) (2)		(3)		(2)
2210	(7) (5)		(3)		(1)
2220	(6) (3)		(3)		(1)
2230	(7) (4)		(3)		(2)
2240	(18) (3)		(6)		(2)
2250	(6) (1)		(2)		(1)
2300	2 1/2				

A

Address	Byte 1	Byte 2	Byte 3	Byte 4
2300	20	12	9	3
2310	15	3	4	2
2320	5	6	1	3
2330	11	6	4	3
2340	3	4	2	0
2350	4	6	1	2
2400	4	1	1	0
0010	00	04	2	0
0020	00	01	1	8
0030	00	00	1	0
0040	00	00	0	0
0050	00	00	0	0
0100	00	00	0	0

2

PI

PO

CI

CO

hour survey

position

B

100g
Taxis
incl. in
p. date veh.
+ rel. 0710
right. thru

	PEOPLE			VEHICLES			
	IN	OUT	COMMENTS	IN		OUT	
				PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
0700	(5)	(13)	VERY QUIET.	1	Van (1)	2	TRUCK (1)
0710	(11)	(19)	PEOPLE COME IN TO NEWSAGENTS, THEN OUT.	4	Van, Van (2)	7	VAN (1)
0720	(18)	(16)		4	VAN, VAN (2)	5	VAN (1)
0730	(24)	(21)		6		4	SUNBLEST, VAN, P.O.; VAN, VAN (5)
0740	(35)	(33)		7	VAN, VAN, VAN TRUCK (2)	9	VAN, TRUCK, CEMENT TRUCK, VAN, TRUCK (2)
0750	(39)	(36)		8	(2)	11	(3)
0800	(42)	(45)		7	PICK UP, VAN (2)	13	TRUCK, VAN, VAN (3)
0810	(36)	(56)		8	VAN, VAN, VAN, CEMENT TRUCK (4)	14	VAN, VAN, VAN TRUCK, VAN (5)
0820	(57)	(124)		10	VAN, TRUCK (2)	18	VAN, TRUCK, VAN VAN, COACH (5)
0830	(56)	(35)		13	VAN, VAN AVIS (3)	14	VAN, VAN, BRVAN. (3)
0840	(76)	(78)		27	GODFREY & DAVIS, VAN TRUCK, VAN, LORRY VAN, VAN, LORRY TRUCK, TRUCK, VAN (11)	23	CEB, VAN, VAN VAN, VAN, VAN, VAN VAN, VAN, VAN (11)
0850	(85)	(71)		32	TRUCK - VAN, VAN VAN, VAN, VAN VW (7)	18	VAN, VAN, TRUCK VAN (4)

IT 3V

IN

OUT

0900	(54) (41)		17	VAN, VAN, VAN BUS (4)	13	VAN, VAN, P.O. (3)
0910	(66) (62)		25	VAN, VAN, VAN, VAN, TRUCK (5)	19	VAN, VAN, VAN, VAN VAN, BUS, VAN (9)
0920	(83) (47)		30	VAN, BUS, VAN VAN, VAN, VAN (7)	21	VAN, AVIS, VAN VAN (4)
0930	(60) (46)		28	VAN, VAN, VAN TRUCK (4)	16	VAN, VAN, AVIS BR - VAN, VAN (7)
0940	(64) (44)	MAINLE PEOPLE IN CARS OR VANS	51	VAN, VAN, TRUCK. VAN, VAN, VAN (6)	20	VAN, VAN, TRUCK VAN, VAN, VAN VAN, VAN, VAN (7)
0950	(66) (42)		26	VAN, VAN Greenha, Steadnd VAN (5)	15	Van, Van, VAN (8)
1000	(73) (45)		24	VAN - Flemdeky, VAN, Everett+Hawkins Keeler, Plogny, Camden VAN, VAN (9)	17	VAN, VAN, VAN, VAN Rail Express, VAN Achilles, Guppa (9)
1010	(39) (35)		14	SCOT, GASTETNER, Dept. ENW. VAN, VAN (6)	12	CORCUTT, P.O., IPC, L.A.S. L-E.B., VAN, VAN P.O. MARCHI ZELER VAN, CAMDEN (12)
1020	(46) (37)		16	ORLIK, DEPT ENW, VAN, P.O. LEB, VAN (6)	12	CAMDEN BUS CART, VAN, VAN, VAN (5)
1030	(44) (27)		22	SELF RIDGES, RANK VAN, RYDER, VAN (6)	7	VAN, 2x Rail Express VAN, SPEEDWELL, VAN VAN, SELF RIDGES (8)
1040	(48) (29)		20	NCL, NEUBOLD LEB (3)	11	P.O. AVIS, VAN VAN, ARKANA (5)
1050	(39) (35)		18	TRUCK, VAN VAN (4)	10	LEB, BRS, PICK UP, (3)
1100						

IN OUT

IN

OUT

1100	(34) (44)	13	SMITH, BARRY NORLOND, P.O. LEPS COCA COLA	18	VAN VAN. ADLER, P.O.
1110	(25) (31)	10	LEPS VAN (2)	11	LEPS, VAN, VAN BUCHANANS EXPRESS, BRADSTREET.
1120	(40) (44)	13	ORLIK, VAN, DEPT ENV (3)	15	DEPT ENV. VAN DUBILIER, JW, PO JUD, DBC HATTON (7)
1130	(34) (43)	22	VAN, VAN TAN, VAN (4)	20	P.O. AVIS, CONC. EVENING, ST. DEPT ENV. VAN CIC TAN VAN
1140	(50) (24)	14	BABI CARE Van. cycle. (2)	12	HAN LEPS (2) (3)
1150	(38) (18)	20	Van Van Po. Van Vestie Van Van Pothee conchle meer advanc van Asia foods van. delancy ave. st. van (2) Hetz (4)	8	evening news va houspater lorry van evk standard va Hetz Van Van Po Vestie Van Asia removal van delancy van. Shewen lorry Ind. mags. Asia foods
1200	(38) (43)	16	Glass van. Po van bikewen lorry van (4)	28	wallpaper va (1)
1210	(55) (39)	25	van Rental m/c (2) LEPS.	18	van. m/c (2) cusp removals Thermal application van. van out. (5)
1220	(54) (41)	23	Duckham van Po van (4) AO van Telephone. (4)	23	LER WICK Cambs Univ Press (2)
1230	(57) (41)	24	B. Oxygen. van Police (3)	9	NEL Camels Pitney Bowes Judd philip van (5)
1240	(62) (49)	21	Frutiers van Dept store va van (4)	22	van
1250	(12) (3)	21		2	(0)
1300					

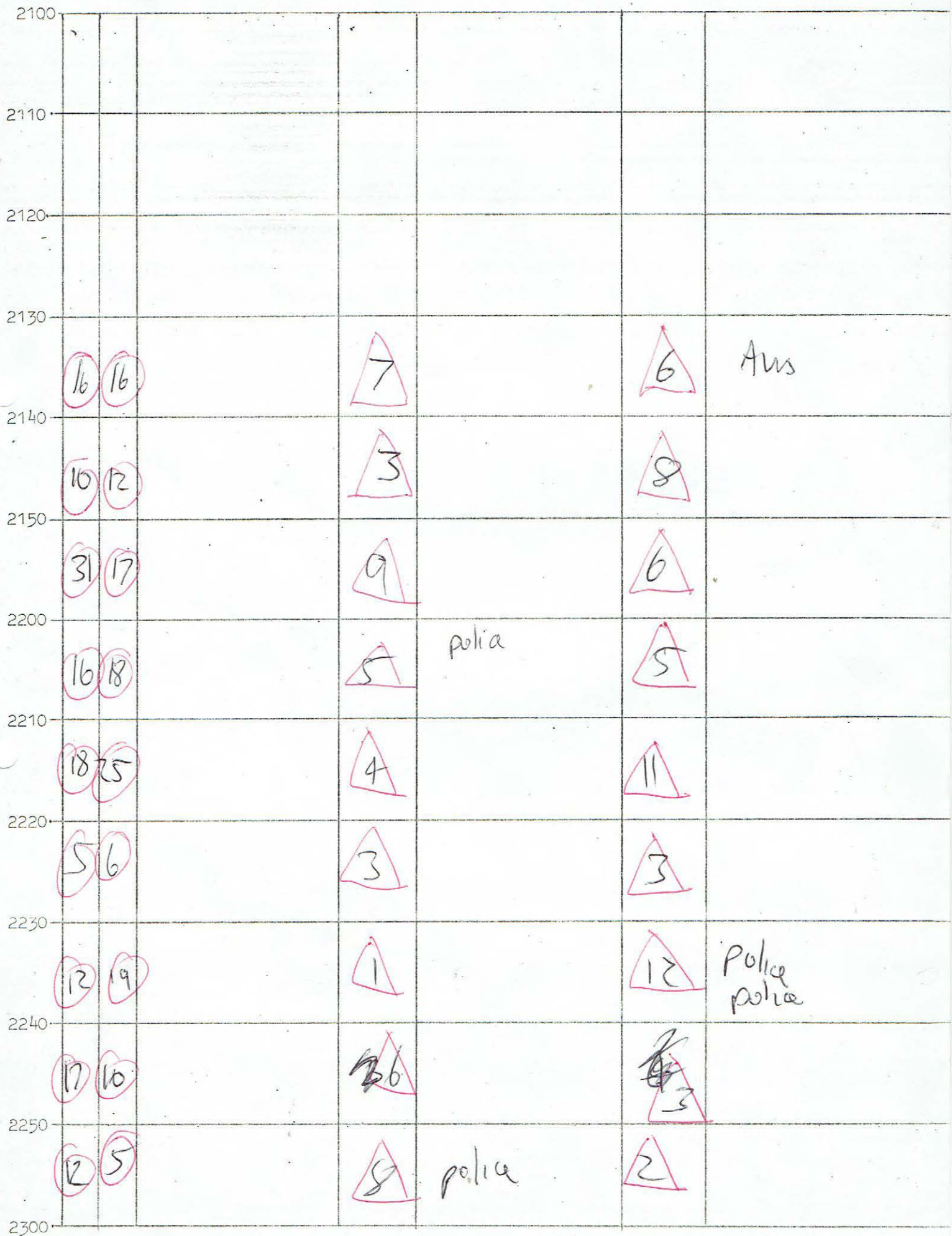
1300			Advance Gammie Treasyn ⁿ		Brit Rail Mail van Wm. merchant va Senate House Gre Strai
1310	116 51	8	Walls Leekes Gre Strai Haden Young	12	Advance 1
1320	88 57	28	Camden Pegasus beachwear	7	Coastal Brit rail van radiators printers Wilkes
1330	53 82	20	Telephone van Haden Young Camden Bldg Dept	27	Hutton 4 Contract furnishes weighing equipment Police car
1340	68 36	18	van 1	5	Telephone van AVIS van van 5
1350	74 80	28	Dept motor Truck 2	25	Publishers van Dept motor Wholesale elect distrib Dept Genl. RO
1400	59 37	16	J. & J. 3 Hayden Stationers Brit rail parcels	12	AVIS van MISAS General (2) PO telephones BR Standard McVities van Camden Haden Young
1410	41 53	14	Telephone systems Avis van 4 Touring truck Bridgman Handkerchiefs	26	van van 2
1420	43 43	24	Still service removal van 5 Home furnishes Security van	20	Wild Smith 8 van Keeler travel section Avis van Avis Vestris Brit Leyland van
1430	73 42	24	Gra. news. van printers 2	23	Brock Bond catering van J. Mangier van 5 van Mail va 5 Draper Office van
1440	37 39	15	1440	25	3 van van (Telly) 5
1450	26 25	11		14	1 boy 1
1500	18 15	11		9	

1500			van 1 / 1 / 1 / 1		van 1 / 1 / 1 / 1
1510	(35) (37)	(12) (6)		(7) (6)	
1520	(38) (29)	(20) (2)	van 1	(17) (3)	van 1 / 1 / 1
1530	(61) (27)	(21) (6)	van 1 (Henny)	(12) (2)	van 1 (Selfridges)
1540	(42) (34)	(16) (2)	van 1	(10) (3)	van 1 / 1 / 1
1550	(55) (31)	(22) (2)	van 1	(17) (4)	van 1 / 1 / 1 Canderwelle nether
1600	(52) (49)	(15) (4)	van 1 / 1 / 1 long	(17) (2)	van 1 (Cambrian)
1610	(48) (40)	(21) (8)	van 1 / 1 / 1 (Gandhi)	(23) (3)	van 1 / 1 / 1
1620	(46) (41)	(19) (1)	van 1 (Henny)	(22) (4)	van 1 / 1 / 1
1630	(61) (46)	(17) (5)	van 2 / 1 / 1	(19) (4)	van 1 / 1 / 1 cement mixer
1640	(62) (34)	(23) (4)	van 1 / 1 / 1	(11) (1)	van 1
1650	(101) (51)	(33) (1)	van 1	(28) (2)	van 1 / 1 / 1
1700	(200) (51)	(29) (5)	van 1 / 1 / 1 / 1	(21) (4)	van 1 / 1 / 1 long

1700				van 111		van 111 cemen (mixer)
1710	178	62	31	3	27	5
1720	96	67	28	0	32	4
1730	129	80	28	1	33	2
1740	84	44	23	11 van # van	27	van 111 van 111
1750	81	80	32	0	47	3
1800	57	64	19	van	38	van 1
1810	59	60	2	van 11	29	van 11 (mix)
1820	17	36	3	0	13	1
1830	24	40	8	1	26	1
1840	47	48	12	0	17	1
1850	38	50	14	0	20	2
1900	26	33	5	0	16	0

pot position B
NW.

1900					Van 1
	22 13	6	0	8	1
1910					
	20 27	3	0	12	0
1920					
	22 13	6	0	9	0
1930					
	30 34	7	1	14	1
1940					
	16 34	7	0	13	0
1950					
	24 17	2	0	10	0
2000					
	27 27 the ocelt indies or Italian	13	0	19	0
2010					
	14 29	2	0	8	Charles Baker. Van. 2
2020					
	12 11	7	0	9	P.O. Van. 1
2030					
	13 21	7	1	8	0
2040					
	14 6 several abnuty + smet people goes to Shosh.	6	Ar Police Car Arms Van Police Car 2	3	T 0
2050					
	18 20	10	police 0	4	0
2100					



position

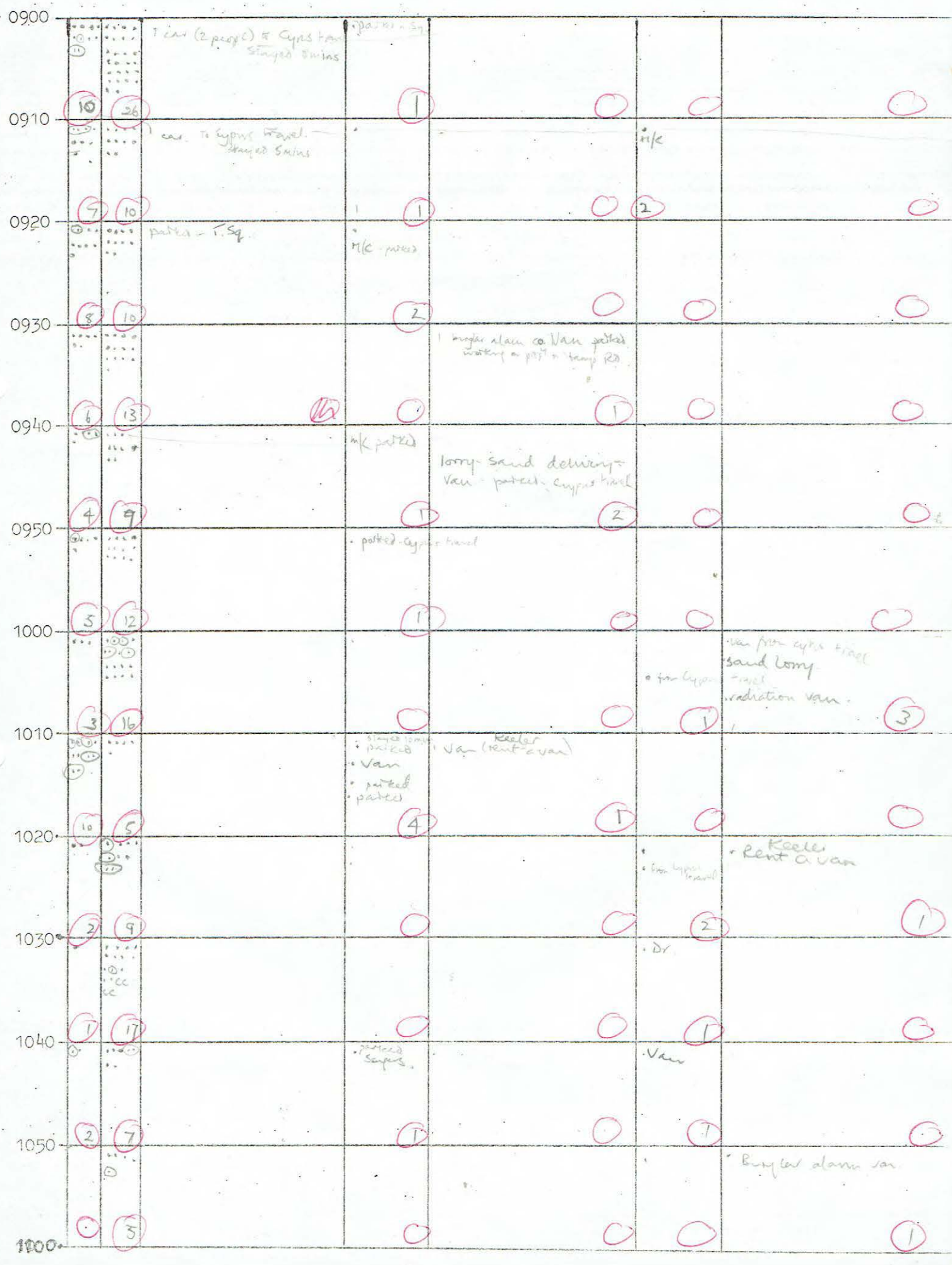
B

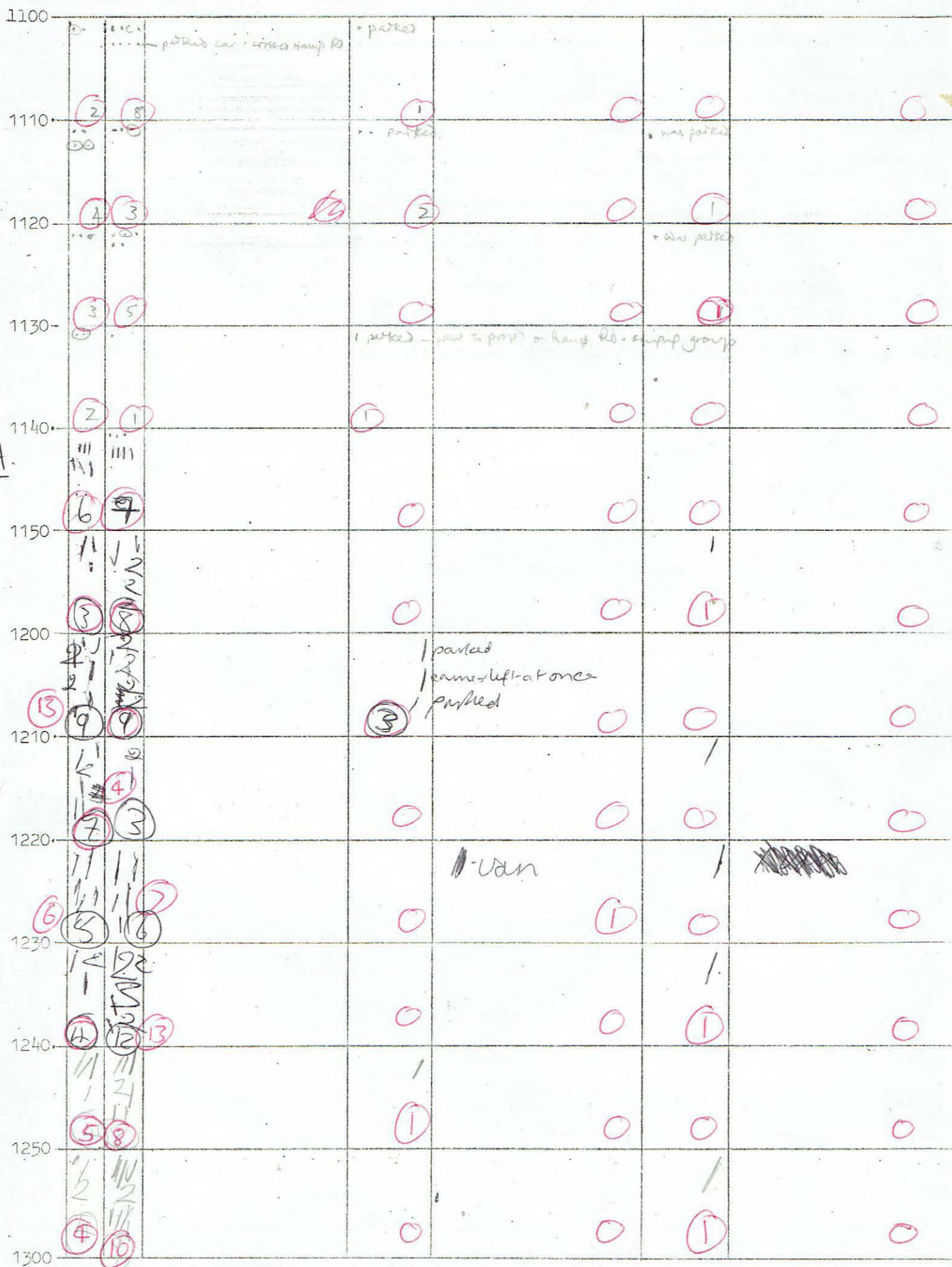
polici

2300	18 16	13 19	4	3
2310	17	9	5	9
2320	11	12	3	6
2330	10	8	3	5
2340	5	4	1	1
2350	9	1	5	1
2400	7	6	2	1
0010	10	5	0	1
0020	20	1	0	1
0030	3	4	3	0
0040	9	3	4	2
0050	3	2	2	2
0100	0	0	0	0

	PEOPLE			VEHICLES			
	IN	OUT	COMMENTS	IN		OUT	
				PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
0700			Turning in sq. #7 unloading at corner of Hamp Rd.				
0710	(2)	(0)	collected car parked in sq.				
0720	(1)	(5)		(0)	(0)	(1)	(0)
0730	(2)	(0)	Postman, along Hamp Rd. 7:30	(0)	(0)	(0)	(0)
0740	(2)	(10)	Postman left 7:41 worker Hamp Rd. parked	(0)	(0)	(0)	(0)
0750	(3)	(7)		(1)	(0)	(0)	(0)
0800	(2)	(4)		(0)	(0)	(1)	(0)
0810	(4)	(7)		(0)	(0)	(0)	(0)
0820	(4)	(12)	To collect car left to center	(0)	(1)	(0)	(0)
0830	(6)	(25)	To collect car missed Saper's	(0)	(1)	(1)	(1)
0840	(6)	(21)		(2)	(0)	(2)	(0)
0850	(6)	(20)		(0)	(0)	(0)	(0)
	(11)	(37)		(1)	(0)	(1)	(0)

L12
Kinged
cable in
vehicles





1300	3	1		11		1	1 man
✓ 1310	(11) 2	(8) 2 1/2	(5) 2	(2) 11	0	(1) 1	(1) 1
✓ 1320	(10) 3 1/2	(6) 1 1/2		0	0	(1) 1	0
✓ 1330	(4) 1 1/2	(3) 1 1/2	(1) 1 1/2	(1) 1	0	0	0
1340	(9) 1 1/2	(8) 1 1/2		(2) 2	0	0	0
1350	(5) 1 1/2	(1) 1 1/2		0	0	0	0
1400	(8) 1 1/2	(5) 1 1/2		(2) 1	0	(2) 1	0
1410	(10) 1 1/2	(7) 1 1/2	(9) 1 1/2	0	0	(2) 1 1/2	0
1420	(5) 1 1/2	(4) 1 1/2		0	0	0	0
1430	(9) 1 1/2	(15) 1 1/2		0	0	(3) 1 1/2	0
1440	(8) 1 1/2	(5) 1 1/2	(8) 1 1/2	(2) 1	0	(2) 2 Mopeds.	0
1450	(7) 1 1/2	(3) 1 1/2		0	0	0	0
1500	(5) 1 1/2	(3) 1 1/2	(4) 1 1/2	0	0	(1) 1	0

One in to Sangers

Vicar.
Man carrying bottle of
groceries - milk.

One in to Sangers

3 in to Sangers.

One in to Sangers.
Police man in.

1. ← Girl ran in to collect
parked motorcycle.

	IN	OUT	Policeman out.	Cash in Commercial	Count Commercial	
1500						
1510	(4)	(7)				
	1, 1, 2	1, 1, 1		13 STRAIGHT OUT AGAIN.	T	taxi.
1520	(7)	(3)		(4)	(1) (3)	
	2, 1	1, 1, 1			T	
1530	(3)	(3)			(1) (1)	
	2	1				
1540	(2)	(1)				
	1, 1	1	local people shopping			
1550	(3)	(1)				
	1, 1, 1	1, 2		T		
1600	(8)	(8)		(1) (1)		
	1, 2, 2, 4	2, 2, 1		T		
1610	(8)	(4)		(2) (1)	(1) (1)	
	1, 3	1, 1, 1			T	
1620	(8)	(5)			(2) (1)	
	1, 1, 1, 1	1, 1, 1			T	
1630	(9)	(3)				
	1, 1, 1, 1	1, 1, 1				
1640	(12)	(5)				
	3, 1, 1, 1	1, 1, 1, 1		T (42)		
1650	(11)	(8)		(1) (1)		
	1, 1, 1, 1, 1	1, 1, 1, 1				
1700	(9)	(6)				

D.G.

161 Drummond Street
 £ 600,000/acre

position **C**

	in	out	P.C. in		P.C. out	con.	out
1700				Trunk (1)			
1710	(12) (6)		(1)	(2)	(1)		(0)
1720	(11) (5)		(2)	(0)	(2)		(1)
1730	(7) (7)		(1)	(0)	(0)		(0)
1740	(14) (21)		(1)	(1)	(2)		(2)
1750	(13) (8)		(1)	(0)	(1)		(0)
1800	(5) (3)		(1)	(0)	(1)		(0)
1810	(4) (4)		(0)	(1)	(0)		(1)
1820	(4) (5)		(0)	(0)	(0)		(0)
1830	(7) (10)		(0)	(0)	(0)		(0)
1840	(6) (15)		(1)	(0)	(3)		(0)
1850	(3) (5)		(0)	(0)	(1)		(0)
1900	(6) (7)		(1)	(0)	(0)		(0)

387
 1856
 Chah

Trunk (1)
 Trunk (1)

Trunk (1)

Trunk (1)

Trunk (1)
 Trunk (1)

taxi (1)

taxi (3)

4
 4
 2

position C

1900					
1910	③ ④	○	○	①	○
1920	② ④	○	○	○	○
1930	④ ③	①	○	○	○
1940	⑤ ④	○	○	○	○
1950					
2000					
2010					
2020					
2030					
2040					
2050					
2100					

11

0900	(82) (41)	late business people	T (2) (1) (3)	Marchi Zeller bread Univ. Col. Hosp. NCP van	(3) (2)	Avis, Cornwillys van	(2)
0910	(43) (38)		T (4) (1) (5)	Budget group big van	(1) (1)	Electrical Press Rail parcels	(2)
0920	(33) (33)	cut through for Easton St. via Stephenson way?	T (2) (1) (3)		(0) (1) (5)	School Bus Halls - metal frames long Embassy (cigs) van	(4)
0930	(54) (30)	shoppers - windowers.	T6 (5) (1) (6)	Gainsborough Plow covering distrib. van	(2) (1) (4)	Lyons Cakes van	(3)
0940	(29) (18)	↓			(0) (4)	cement long Marchi Zeller bread rolls van	(3)
0950	(27) (35)	still people coming to work or going to work	(3)		(0) (4)	Evening standard van	(2)
1000	(15) (21)	most private cars are single people parking circuit N. Grover → Stephenson way	(2)	instant paper van van contract	(1) (1) (5)	frank van contractors van NCL van	(4)
1010	(33) (22)	lots of people buying coffee for offices	(4)	van Avis van.	(0) (3)	long front. Royal Mail van	(3)
1020	(17) (21)	Taxis empty going to Euston Station? via Drummond St.	T (3) (2) (5)		(0) (6)	Magell	(1)
1030	(26) (30)	Avis send half hijackers back office	T (2) (1) (3)	van	(1) (4)	Rank Xerox van Ryder truck rental van	(3)
1040	(21) (23)	shopping windowers around	(3)	Rennow - stables steel long	(1) (3)	Healey office supplies roofing materials long Newbold express delivery Biggs van	(4)
1050	28 16		T (4) (4) (5)	Furniture van Avis van	(2) (4)	frank Rennow - stables steel long	(2)
1100					(4)		

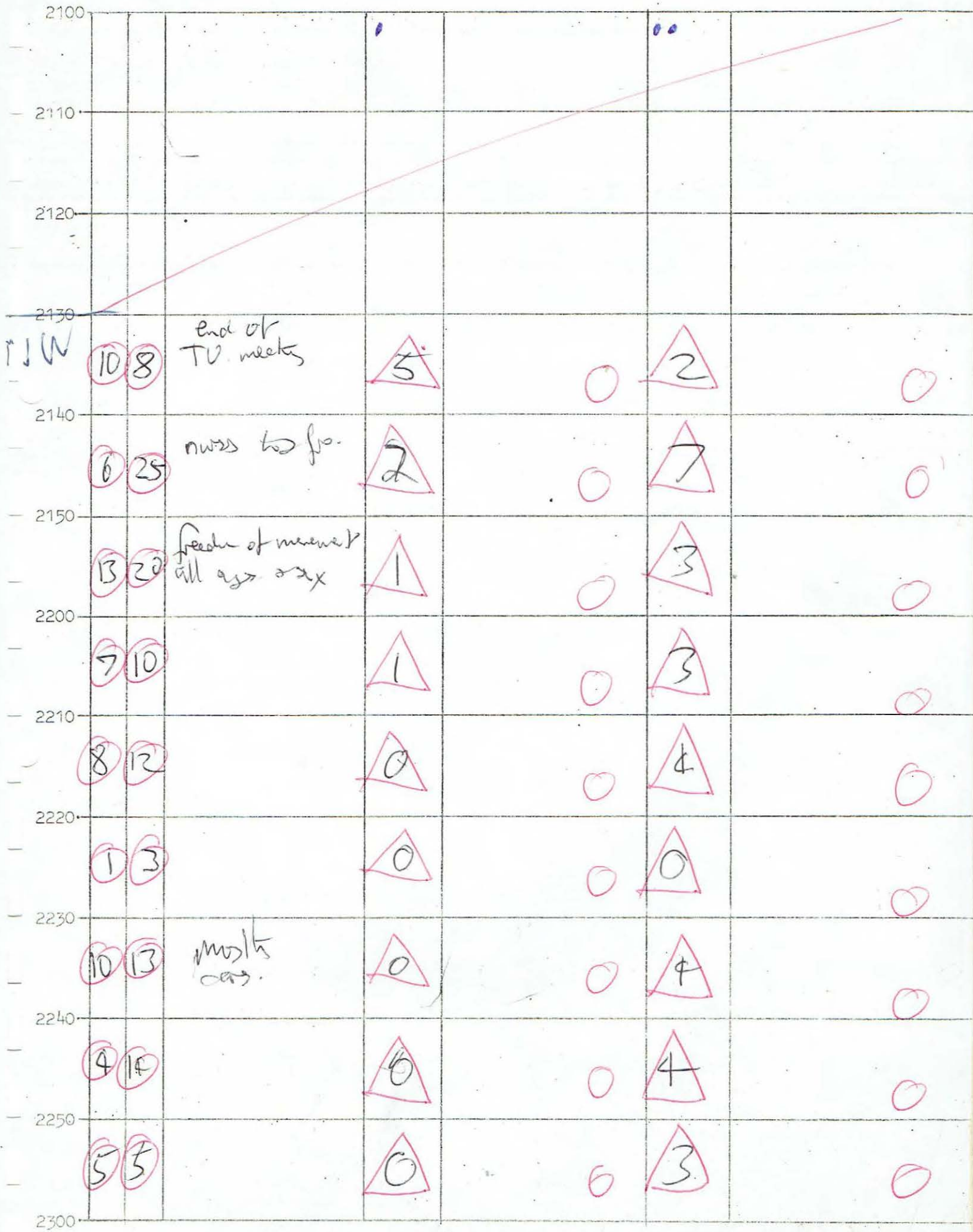
	Perle	Comments	pc in	commercial in	pc out	commercial out
1300						
V	(77) (72) 59 68		• • • [1] (9)	Taxi van van (P. O. van) (2) 3	• • • [2] (2)	fussy car (1)
1310			• • • [3] (3)	van van (2)	• • • [8] (8)	lorry (1)
1320			• • • [2] (3)	van taxi taxi (1)	• • • [3] (3)	
1330			• • • [2] (2)	van van 2 van (3)	• • • [7] (7)	van van (removals) van (") (4)
1340			• • • [1] (8)	taxi van (1)	• • • [4] (4)	van Landy. van Air Wing-Te. Ltd. van Rams Richards (3)
1350			• • • [3] (3)	van van (1)	• • • [5] (5)	van lorry removals van (3)
1400			• • • [1] (6)	van taxi van 3 (3)	• • • [1] (3)	taxi Air van 2 (5)
1410			• • • [5] (5)	van London Transp. (1)	• • • [5] (5)	van - E. Standard (1)
1420		one letter in. lorry! nappie.	• • • [3] (6)	van taxi 2, taxi 2. van 2 van (2)	• • • [10] (10)	van van van removals (4)
1430			• • • [3] (4)	van taxi van-Aris (1)	• • • [6] (6)	van P.O. van van van (5)
1440		Fussy at large!!!	• • • [2] (4)	van B. S. M. Co. Taxi 2. van 3. taxi (2)	• • • [3] (3)	van (Police) mt. 2 van van van (4)
1450			• • • [1] (2)	van (electrical services Ltd.) Taxi 2 lorry (2)	• • • [1] (4)	P.O. van 2 Taxi 1 van lorry van van (removals) (6)
1500						

P. F.
P. F. in
Car in
the det.

[illegible]

1700	(79) (40)		Cambridge Univ Press van		T. 6	van
1710			(6)		(56)	(1)
1720	(53) (71)		(7)		(7)	(0)
1730	(79) (81)		T. (45)		T. (4) (5)	(0)
1740	(69) (87)		T. (12)		(4)	(0)
1750	(81) (35)		(12)		(8)	(1)
1800	(51) (52)		T. (8)		T. (4) (5)	Royal Mail van (2) (14)
1810	(65) (36)		T. (8)	Avia van.	(4)	(0)
1820	(48) (36)		T. (8)	Avia van.	(6)	(0)
1830	(30) (15)	little rail-van relin. TGWU maly.	T. (9) (10)	Avia van	(2)	(0)
1840	(35) (17)		(4)		(6)	(0)
1850	(41) (28)		(8)		(4)	(1)
1900	(24) (18)		(5)		(6) (7)	(0)





2300						
	6	4		3		7
2310	15	20				
	16	9		4		5
2320						
	4	10		5		4
2330						
	11	9		1		8
2340						
	7	8	50% cars go straight through L.	3		3
2350						
	4	4		2		2
2400						
	3	4		0		1
0010						
	7	1		0		2
0020		4				
	9	7		0		1
0030						
	2	0		1	cars	4
0040	3	6				
	0	0		1	car	1
0050	1	1				
0100						

police

50% cars
go straight
through L.

cars

cars, w/s, w/s van

car

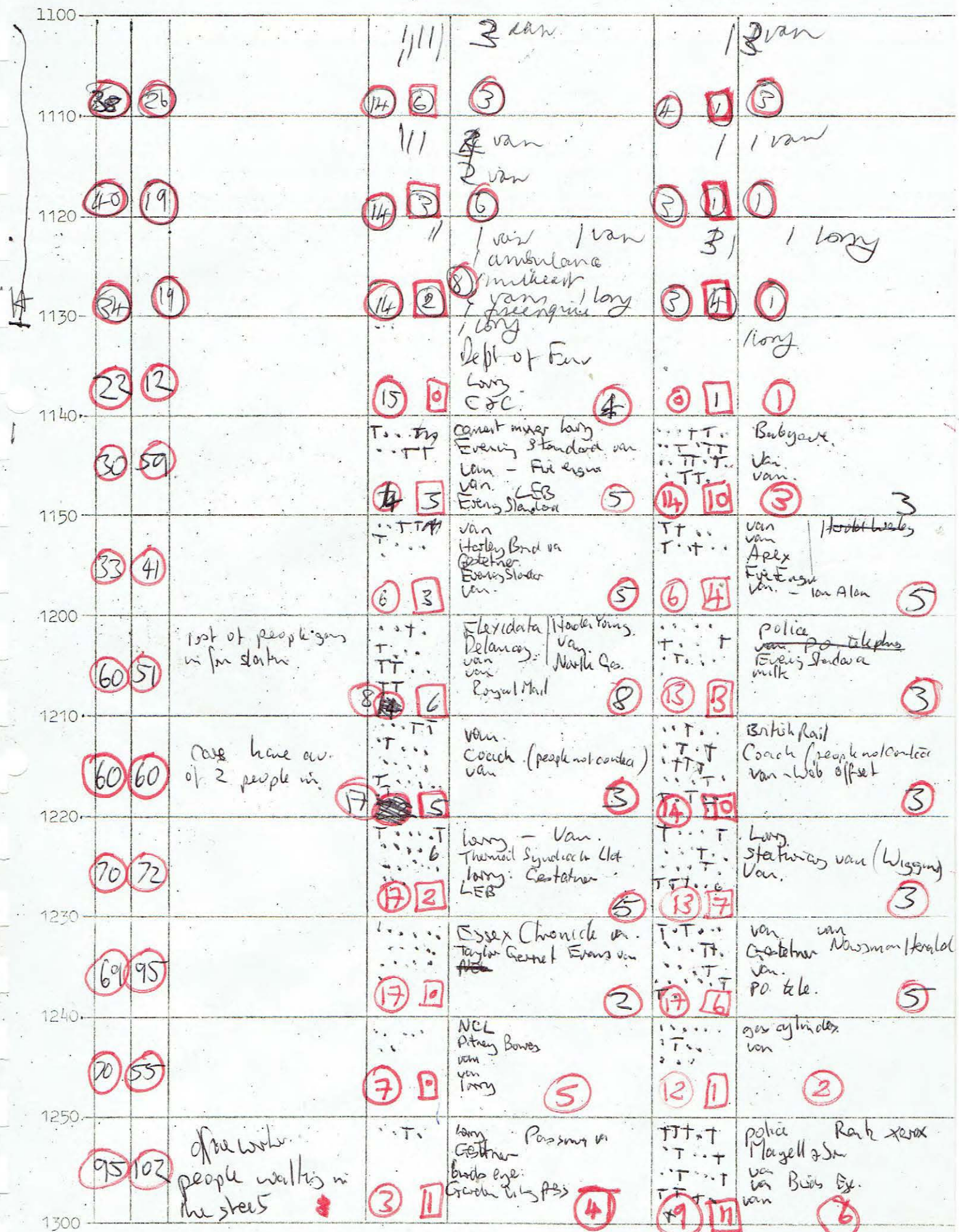
0010
D.F.
people
0020
in
0030
are
5
included
0040
0050
0100

PEOPLE			VEHICLES			
IN	OUT	COMMENTS	IN		OUT	
			PRIVATE PS I	COMMERCIAL PS I	PRIVATE PS I	COMMERCIAL PS I
0700	PH 10 8	2 cyclists out workpeople	11		1	1 mini-coach 1 cab/sat van
0710	11 11	2 motorcyclists workpeople	11 11 11	1 van (P. Bayall) 1 van 1 van	11 1 1 1	1 van (4x Int. Chang co) 1 van (Boon & Sons) 1 van (Sunblest)
0720	24 11		9 2 3	1 milkcart (Express) 1 van (P. Bayall) 1 van	3 1 3	1 van (Motorcycle TV)
0730	17 24		5 5 3		4 2 1	
0740	25 15		10 5 5	1 van 1 van (Mayall) 1 van (Mayall) 1 van	4 5 5	1 van (Haden Young builders)
0750	39 28		9 5 4	1 lorry 1 lorry (vegetables) 1 van (Mayall)	6 7 1	1 van (L. Schmitt) 1 van (L. Schmitt) 1 van (L. Schmitt)
0800	33 28		7 2 2	1 mail van 1 cement mixer	7 3 3	1 van (L. Schmitt) 1 van (L. Schmitt) 1 van (L. Schmitt)
0810	42 21		23 3 3	1 van 1 van (400 Telephones) 1 van	8 5 4	1 milkcart (Express) 1 van 2 lorry (N. S. H.)
0820	59 39		18 0 5	1 van (400 Telephones) 1 minibus 1 lorry (Rais Charities) 1 van	8 3 7	1 van 1 van (NCL) 2 lorry (NCL) 1 minibus 1 van
0830	126 31		22 2 3	1 van 1 van (Miller) 1 van 1 van	8 1 4	1 van 1 lorry (NCL) 1 milkcart (LCS) 1 van (DOE)
0840	83 38		11 2 8	1 van 1 van 1 lorry 1 van	15 7 3	1 van (Buchanan Washhouse) 1 van 1 truck (Farnell Hendry)
0850	47 36		20 2 5	1 van (Godfrey Davis) 1 van 1 van 1 van (Even Standard)	14 2 6	1 van (NCL-Kafer) 1 van (2EB) 1 van (Camden) 1 van (LEA) 1 lorry (NCL) 1 lorry (NCL)
	49 43		25 1 3	1 van	16 4 3	1 lorry (NCL) 1 van (Selfridges)

72

[illegible]

31



Mo position **E**

IN OUT

38

IN

84

OUT

1300	V	106 84	Railway employees back for pub.	TT TT	Van. Evening S.	TT TT	Gabriel Gammert Trans. Van.
1310	V	101 91		TT TT	Ans van.	TT TT	Evening Stender Long Hobler Yang
1320		77 88		TT TT	van. S. A. van	TT TT	van.
1330	V	68 56		TT TT	van. van Walbergh. van.	TT TT	van.
1340		84 48		TT TT	van. van Van. van Police car	TT TT	van. van
1350		46 34		TT TT	van. van van. van van. van	TT TT	Rail Express truck van. van van. van
1400		99 119		TT TT	van. van Police van Lorry. B. books B. van	TT TT	van. van
1410		72 46		TT TT	News van M. S. truck. Police van M. U. truck K. van	TT TT	van. van
1420		55 35		TT TT	van. van Camden truck van. van	TT TT	van. van
1430		81 71		TT TT	van. van van. van van. van	TT TT	van. van
1440		87 66		TT TT	van. van van. van van. van	TT TT	van. van
1450		52 68		TT TT	van. van van. van van. van	TT TT	van. van
1500		49 61		TT TT	van. van van. van van. van	TT TT	van. van

helicopter

1500			T . . .	Therese van Truck van Truck van van van	B T . . .	Antoon van van van van van	1500
1510	38 47 (74) (77)		(16) (1)	van van van	(6) (7)	van van van	1510
1520	26 48 (51) (79)	in hand trunk ringsman	(11) (3)	van van van	(15) (4)	van van	1520
1530	41 44 (74) (78)	publischeis	(15) (2)	Amber van Gert van Police van Selfridgestruck van	(16) (12)	getet van P. van wel van truck van	1530
1540	42 25 (75) (53)	family from hotel? flower man	(11) (5)	Esther van van E. van B. van Standard van	(7) (1)	van wagging Teape van Stiptruck Henry Gert van van	1540
1550	31 25 (62) (64)	School kids going in	(14) (4)	Compton minibus Hendrick van Police van	(17) (1)	Police van van	1550
1600	26 58 (62) (83)	Police go to	(15) (4)	Police van van van	(8) (6)	van van	1600
1610	34 33 (71) (85)		(17) (3)	Police van van van	(20) (8)	van van van	1610
1620	16 30 (59) (60)		(16) (6)	van van van	(8) (8)	van van van	1620
1630	(53) (55)		(12) (7)	van van van	(10) (7)	van van van	1630
1640	47 53 (47) (53)		(18) (2)	Police van van van	(11) (7)	van van van	1640
1650	59 87 (59) (87)		(22) (4)	van van van	(9) (20)	van van van	1650
1700	55 94 (55) (94)		(21) (4)	Police van van van	(14) (10)	van van van	1700

in hand trunk ringsman
taxi

1700		C. Cigale m/nutlike	T.T.C. T.T.T. T.T.T.	Va	61	T.T.T. T.T.T. T.T.T.	CUT Press Ready, nice conc.
1710	57 136		4 5 1		16 15 2		
1720	61 67		21 4 3	Van Evening news Judd Va	11 3 3	Van Judd Va	
1730	89 106		32 7 4	Van Va Thames Va Va	14 11 3	Va Va Police ca	
1740	65 156	Mayor of Cambridge	31 7 1	evening news	14 10 4	Haller Van Judd Mildred hospital	
1750	52 113		4 5 3	Van Van NCL Va	16 12 3	CUT Press Halle Van Van Van	
1800	73 48		19 6 3	Van Van Va	7 7 3	University of L Van Lohay Bros.	
1810	59 57		24 3 3	Van Van Va	9 5 3	Van Van Van	
1820	45 41		24 0 1	van	10 4 1	Gdn city press	
1830	57 48		22 2 3	Spectra Cand. for disabled House of A.S.O.	11 0 0		
1840	40 46		10 3 2	Coach Van	8 2 1	Coach	
1850	53 33		18 2 4	Ryder Truck rental Ans Van Graham Grocers	8 1 1	Spectra	
1900	34 32		11 1 0		3 1 1	Van macedon	

position

F

14

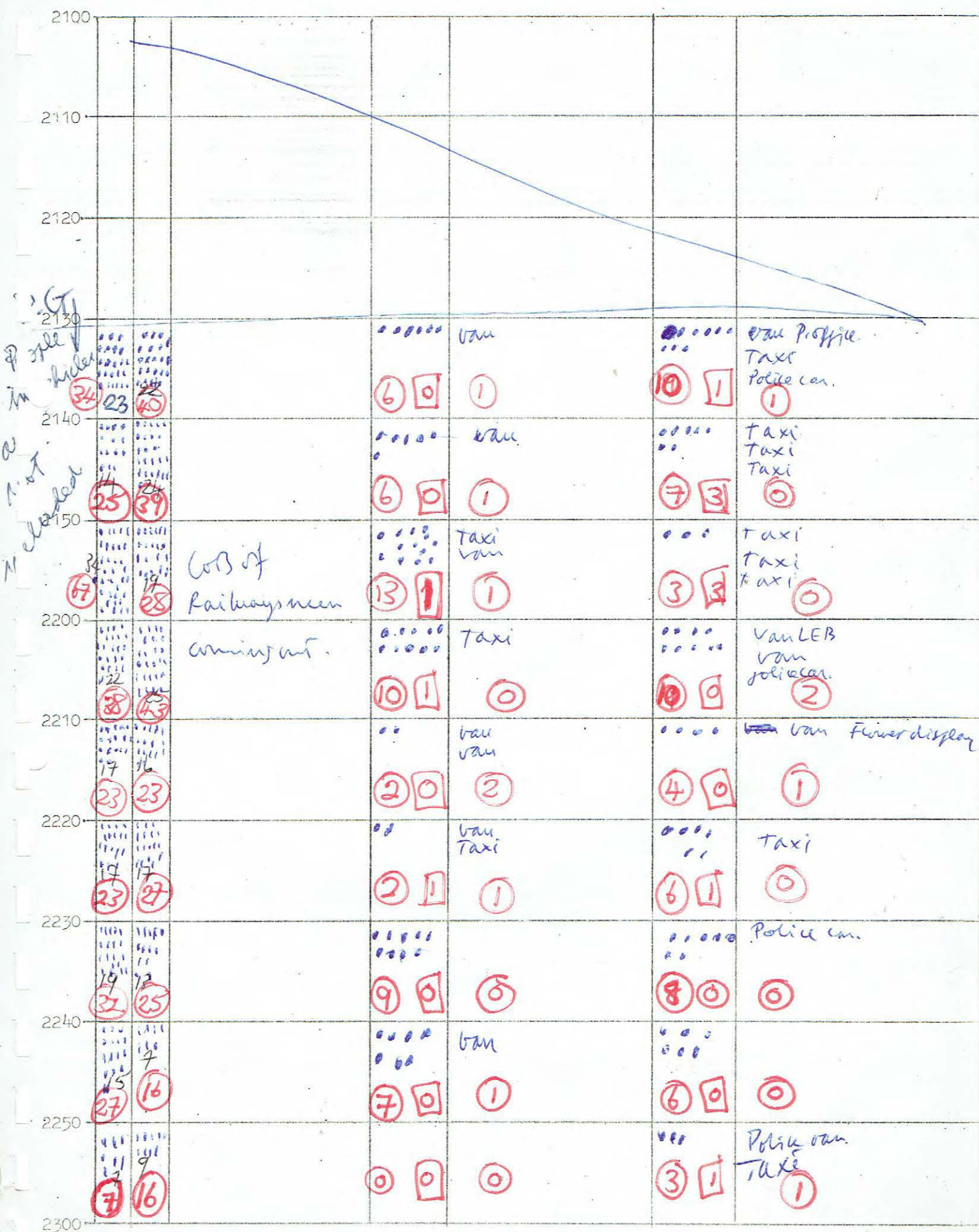
IN

PUT

1900			Amun. Leasing driver	1900	1900	1900	1900	1900
1910	(27)	(28)		(52)	(1)	(70)	(1)	
1920	(43)	(33)		(11)	(1)	(71)	(1)	
1930	(39)	(38)		(90)	(0)	(45)	(1)	
1940	(58)	(49)		(102)	(2)	(91)	(3)	
1950	(34)	(31)		(101)	(3)	(71)	(1)	
2000	(23)	(43)		(41)	(4)	(43)	(2)	
2010	(27)	(25)		(60)	(1)	(41)	(1)	
2020	(26)	(15)		(20)	(1)	(15)	(0)	
2030	(22)	(6)		(9)	(0)	(2)	(0)	
2040	(24)	(16)		(53)	(0)	(32)	(1)	
2050	(32)	(11)		(100)	(0)	(10)	(0)	
2100	(93)	(17)		(60)		(70)	(1)	

position

III



position, E

2300	14	28	0000	Police car.	0000	
2310	7	29	4 0	1	4 0	0
2320	6	28	1 0	1	6 1	1
2330	6	27	3 1	0	8 2	0
2340	4	511	1 0	0	1 1	0
2350	2	113	6 0	0	2 0	0
2400	115	3	4 0	0	2 1	0
0010						
0020						
0030						
0040						
0050						
0100						

PEOPLE			VEHICLES			
IN	OUT	COMMENTS	IN		OUT	
			PRIVATE	COMMERCIAL	PRIVATE	COMMERCIAL
0700		little old men probably railway				Mayall van
	(3) (13)					
0710			(3) 4		(0) (0)	(1)
	(12) (22)					Mayall van Mayall van Mayall van
0720			(9) (1)		(0) (1)	(3)
	(12) (17)	1 cat. off to work lots of nurses	bike T			
0730			(2) (8)		(0) (2)	(0)
	(19) (23)		bike T			Mayall van Mayall van Civill & Co - Dubs Bolls Mayall van
0740			(1) (4)		(0) (2)	(4)
	(25) (34)		T...	Lyons bread	T...	wholesale printers laundry cleanwell services
0750			(1) (5)		(1) (4)	(3)
	(25) (29)	business people		Avis		long Royal Mail van
0800			(1) (1)		(1) (4)	(2)
	(37) (32)	more nurses				long PVC fittings furniture van
0810			(1) (7)		(0) (2)	(2)
	(65) (39)			Works - Camber Cornet		Maestro - water cooler
0820			(1) (2)		(1) (0)	(1)
	(101) (59)	all lgr		S&A removals Richard Shopp van Richard Shop		Ransay Snowdon & Co Army
0830			(1) (3)		(3) (5)	(2)
	(90) (66)			Royal Mail		Salex
0840			(1) (5)		(1) (5)	(1)
	(74) (65)					Avis Fish Van
0850			(1) (4)		(0) (7)	(2)
	(89) (81)			BRS van.		Barker
			(1) (8)		(1) (4)	(1)

THESE ARE SOME OF THE RESULTS FROM OUR SURVEY. THEY ARE SHOWN IN MORE DETAIL IN OUR FULL REPORT, WHICH CAN BE SEEN AT.....

- 35% of THE HOUSES IN THE AREA ARE UNOCCUPIED
- 25 SHOPS AND WAREHOUSE BUILDINGS ARE NOT BEING USED
- 11% OF BUILDING LAND IS VACANT
- THE PHYSICAL CONDITION OF MOST BUSINESS PROPERTY IS GOOD....81% OF THE BUSINESSES ARE SATISFIED WITH THEIR PRESENT BUILDINGS
- THE PHYSICAL CONDITION OF HOUSES IS POOR..... $\frac{2}{3}$ HAVE PROBLEMS WITH DAMP, ROT AND RATS.....
OVER $\frac{1}{2}$ THE INHABITANTS HAVE NEITHER A KITCHEN, INSIDE TOILET, NOR HOT WATER
- 900 PEOPLE LIVE IN THE AREA. 86 are children
- THERE IS A LACK OF FACILITIES FOR CHILDREN eg. playspaces
- OVER $\frac{1}{4}$ OF THE INHABITANTS HAVE LIVED IN THE AREA FOR MORE THAN 20 YEARS
- THERE ARE MANY NATIONALITIES- 56% ARE ENGLISH, 24% INDIAN, 10% ITALIAN
- $\frac{1}{2}$ THE INHABITANTS LIVE WITHIN WALKING DISTANCE OF THEIR WORK
- ONLY 30% OF THE RESIDENTS ARE SATISFIED WITH SHOPPING FACILITIES IN THE AREA, AND ONLY 32% ARE SATISFIED WITH SOCIAL FACILITIES
- MOST PEOPLE LIKE THE AREA BECAUSE IT IS CENTRAL AND CHEAP
- MOST PEOPLE DISLIKE THE AREA BECAUSE IT IS RUNDOWN
- THERE ARE A LARGE NUMBER OF SMALL BUSINESSES BECAUSE OF THE LOW RENTS AND CENTRAL LOCATION
- THERE ARE 103 BUSINESSES IN THE AREA OF MANY TYPES AND SIZES.....
.....33 SHOPS.....26 OFFICES.....22 LIGHT INDUSTRIES.....
.....11 CAFES/RESTAURANTS... .7 HOTELS/HOSTELS... .5 OTHER
- 1400 PEOPLE WORK IN THE AREA
- MOST OF THE SHOPS AND EATING PLACES RELY ON LOCAL CUSTOMERS, BUT MANY CUSTOMERS DO COME FROM LONG DISTANCES
- RENTS VARY CONSIDERABLY, BUT ARE GENERALLY LOW
- 22% OF THE RESIDENTS STATE DEFINITELY THAT THEY CANNOT AFFORD TO MOVE AT PRESENT, AND A FURTHER 40% ARE NOT SURE IF THEY CAN AFFORD TO MOVE
- MUCH TRAFFIC USES DRUMMOND STREET AND EUSTON STREET AS A THROUGH ROUTE
- MANY RESIDENTS ARE DOUBTFUL ABOUT THE FUTURE OF THE AREA...FEW KNOW ABOUT ANY OFFICIAL PLANS FOR THE AREA, AND ARE THUS WORRIED ABOUT THEIR FUTURE.....THE RUNDOWN STATE OF THE AREA REFLECTS THIS DOUBT AND CONCERN

WORKING NOTES

AGGREGATED TOTALS FOR ALL FIVE SURVEY

Time	POINTS OVER TIME													
	Total People In	Total People Out	Pedestrians In	Pedestrians Out	cars in	cars out	taxis in	taxis out	cars-taxis in	cars-taxis out	commercial vehicles in	commercial vehicles out	Total vehicles in	Total vehicles out
7:00														
7:10	36	38 -2	-2						14	3	1	4	15	7
7:20	68	64 -4	2						27	15	6	5	33	20
7:30	78	70 -8	10						27	16	6	4	33	20
7:40	88	82 -6	16						24	12	8	10	42	22
7:50	101	122 -21	-5						36 29	12	6	48	35	
8:00	127	114 -13	8						24	29	9	9	33	38
8:10	158	125 -33	41						50	29	9	10	59	39
8:20	184	163 -21	62						34	26	14	14	48	40
8:30	326	269 -57	119						41	36	13	12	53	48
8:40	276	290 -14	105						41	41	12	9	53	50
8:50	307	248 -59	164						65	49	17	26	82	75
9:00	338	244 -94	260						69	47	14	8	83	55
9:10	286	182 -104	364						47	37	16	11	63	48
9:20	202	191 -11	365						52	57	16	25	88	82
9:30	206	138 -68	433						62	53	15	19	77	72
9:40	234	136 -98	531						69	40	21	18	90	18
9:50	142	109 -33	564						69	38	20	20	89	58
10:00	174	122 -52	617						53	22	22	18	75	40
10:10	148	129 -19	636						51	52	23	22	74	24
10:20	142	114 -28	664						40	31	19	22	59	53
10:30	124	89 -35	699						42	32	18	12	60	44
10:40	125	142 -17	682						41	35	15	20	56	55
10:50	109	97 -12	694						44	31	14	16	58	47
11:00	110	94 -16	710						45	32	12	12	57	44
11:10	127	120 -7	717						51	32	14	11	65	43
11:20	100	86 -14	731						39	27	13	7	52	34
11:30	127	103 -24	755						40	30	15	15	55	45
11:40	98	102 -4	751						47	29	11	20	67	49
11:50	155	139 -16	767						40	47	13	13	53	60
12:00	143	122 -21	788						42	40	19	20	61	60
12:10	170	157 -13	801						39	53	16	10	55	63
12:20	168	169 -1	800						53	55	8	6	61	61
12:30	206	183 -23	823						52	51	9	13	61	64
12:40	205	184 -20	803						55	50	13	11	68	61
12:50	207	225												

	total people in	total people out	pedestrians in	pedestrians out	car in	car out	taxi in	taxi out	car/taxi in	car/taxi out	comm. veh. in	comm. veh. out	all vehicles in	all vehicles out
40														
50	201	184	17	820					41	39	14	11	55	50
1300	295	227	68	888					42	42	12	11	54	53
10	341	255	86	974					44	35	9	13	53	54 48
20	271	237	x 34	1008					45	46	10	10	55	54 56
30	249	251	-2	1006					37	22	10	11	47	48 33
40	225	173	52	1058					32	42	13	11	45	46 53
50	252	241	11	1069					57	45	12	15	69	70 60
1400	246	235	11	1080					40	49	11	16	51	65
10	229	199	30	1110					41	35	12	23	53	58
20	202	175	27	1137					47	53	10	8	57	61
30	213	195	18	1155					63	58	15	23	78	81
40	196	173	23	1178					54	53	12	22	66	75
50	132	137	-5	1172					32	37	13	22	45	82
1500	124	124	0	1172					30	39	8	16	38	55
10	180	179	1	1173					40	39	19	19	59	58
20	160	174	-14	1159					47	48	11	14	58	62
30	209	172	37	1196					43	40	16	8	59	48
40	154	145	9	1205					26	32	21	15	47	47
50	176	159	17	1222					50	50	10	9	60	59
1600	203	234	-31	1191					46	42	14	12	60	54
10	207	215	x -8	1183					56	67	17	12	73	79
20	183	174	9	1192					48	51	13	11	61	62
30	220	181	39	1231					53	47	9	14	62	61
40	216	162	54	1285					48	44	12	5	60	49
50	245	229	16	1301					24	66	7	4	81	70
1700	360	276	84	1385					65	74	12	9	77	83
10	389	422	-33	1352					65	64	5	10	70	74
20	301	277	24	1376					69	74	3	7	72	81
30	424	363	61	1437					81	77	8	5	89	82
40	274	284	-10	1427					81	72	3	9	84	81
50	277	284	-7	1420					96	87	5	7	101	94
1800	233	232	1	1421					61	78	7	6	68	84
10	204	165 165	39	1460					62	53	3	6	65	59
20	174 174	152	2	1462					46	51	4	5	50	56
30	171	152	19	1481					45	56	4	1	49	57
40	159	155	4	1485					41	43	5	2	46	45
50	153	149	4	1489					47	44	5	1	51	48
1900	123	113	10	1499					34	34	0	3	34	37

	Total people in	Total people out	feeder in	feeder out	can in	can out	taxi in	taxi out	can/taxis in	can/taxis out	comm. vehicles in	comm. vehicles out	all vehicles in	all vehicles out
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19 00														
10	91	82	9	1508					22	26	1	2	23	28
20	123	124	-1	1507					28	29	1	2	29	31
30	121	133	-12	1495					27	31	1	1	28	32
40	143	127	16	1511					26	33	3	5	29	38
50	108	109	-1	1510					31	30	3	1	34	31
20 00	88	165	-17	1493					17	26	1	2	21	28
10	103	95	8	1501					28	31	1	1	29	32
20	76	94	-18	1483					12	22	1	2	13	24
30	67	65	2	1485					25	18	1	1	26	19
40	75	81	-6	1479					20	19	1	2	21	21
50	62	50	12	1491					19	13	1	1	73	14
21 00	57	72	-15	1476					24	23	1	3	25	26
10	86								3783		818			
20	61													
30														
40	86	73	13	1489					22	18			22	18
50	61	88	-27	1462					14	31			14	31
22 00	143	81	62	1524					27	17			27	17
10	89	74	15	1539					20	11			20	11
20	62	65	-3	1536					9	16			9	16
30	43	39	4	1540					10	4			10	4
40	68	61	7	1547					13	18			13	19
50	76	43	33	1580					19	9			19	9
23 00	33	27	6	1581					10	6			10	6
10	72	80	-8	1573					20	17			20	17
20	58	61	-3	1570					14	20			14	22
30	32	70	-38	1532					13	23			13	23
40	37	31	6	1538					9	18			9	18
50	24	18	6	1544					12	6			12	6
24 00	25	19	6	1550					12	8			12	8
10	14	6	8	1558					3	2			3	2
20	9	6	3	1561					2	1			2	1
30	16	12	4	1565					4	6			4	6
40	12	9	3	1568					6	3			6	3
50	6	3	3	1571					3	3			3	3
01 00	0	0	0						0	0			0	

323

SURROUNDING AREA SURVEY

OBJECTIVES; to understand what pressures might be exerted on the area by the immediate locality.

landuse survey of all areas within 5 minutes walk.
communications routes; bus,tube, rail, main roads.

24 HOUR SURVEY

objectives:

to gain an idea of the number of people who use the area during a typical weekday.

to find out at what times of day people enter and leave the area, and therefore when it is used.

to find out to what extent the area is used as a communications link between other areas.

survey starts 0700 wednesday morning

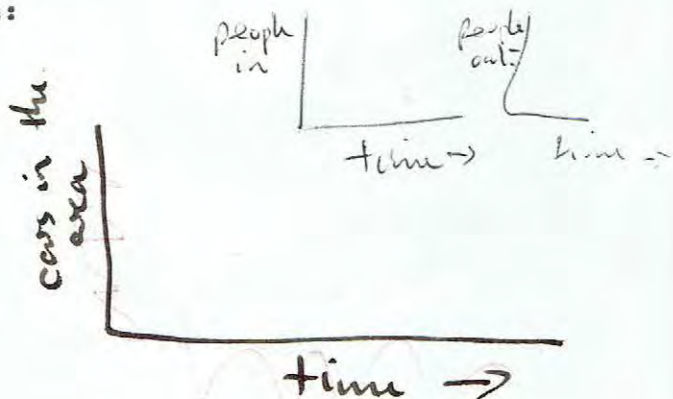
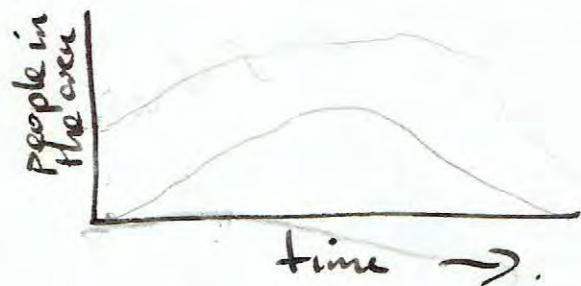
ends 0700 thursday morning

people are placed at each of the 6 entrance points to the area.

record e.g.

time	cars		people		comments
	in	out	in	out	
11.00	not meant to be in circle.				
	reg. no.	no. of people in car.	male or female.		
11.10	private car, taxi, commercial				commuter
	764 UHO PC		M F F		bus
11.20			F M F		police
					etc.
11.30					nationality
					guess where they are going.

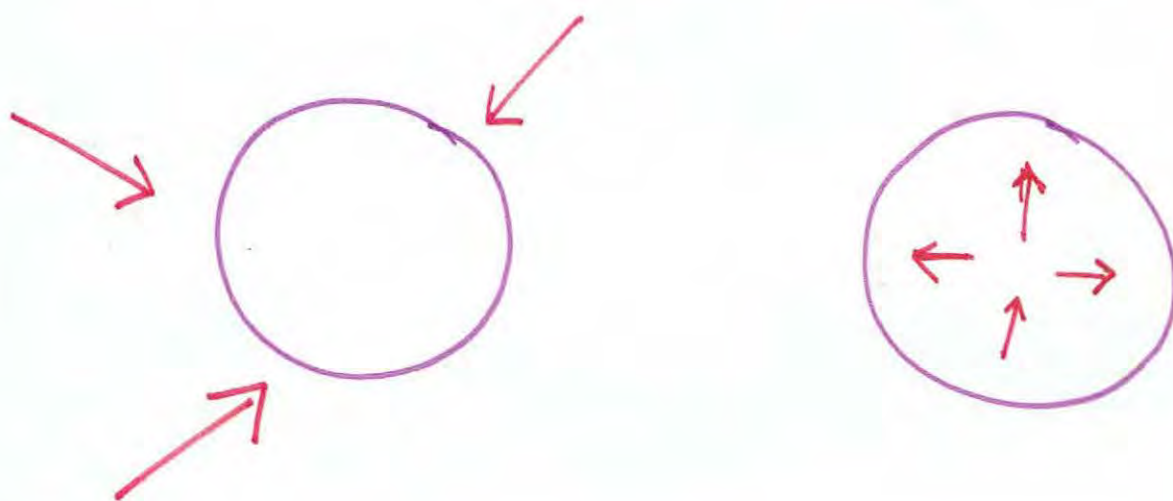
from this we can draw the following graphs:



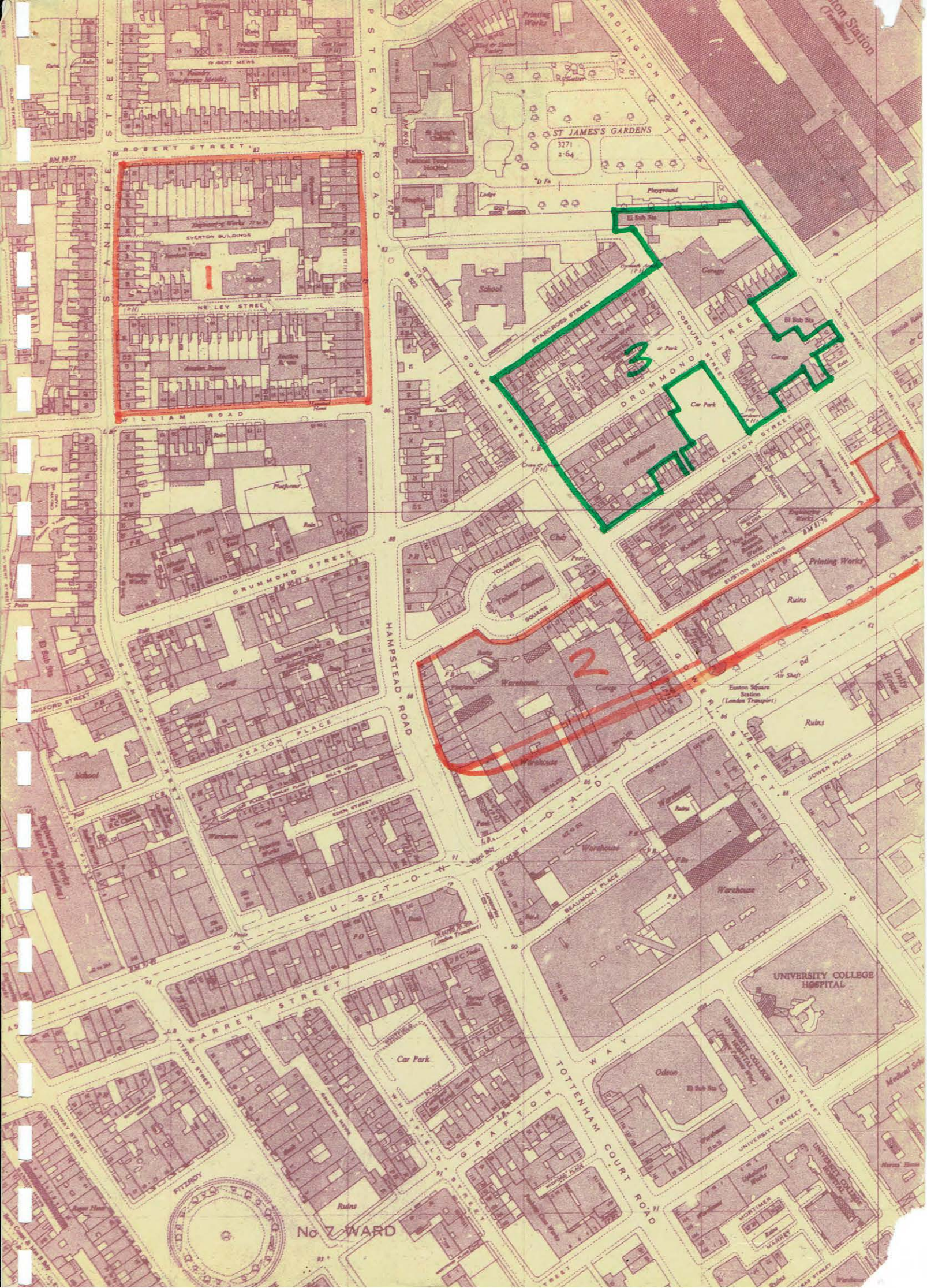
OBJECTIVE OF PROJECT

In considering the future of the Tolmer Square area, Camden planning department have only been concerned with external factors influencing the area: Its position in relation to central London; its potential for adding to Camden's housing capacity.

The objective of this project is to analyze the area itself and decide what influence internal factors should have on the area's future.



The objectives of this project are to discover the internal factors which determine the existing characteristics of the area. Having found out who uses the area and what they use it for, we can analyse why the present land uses exist. We can then estimate the impact of the proposed development and indicate its visibility.



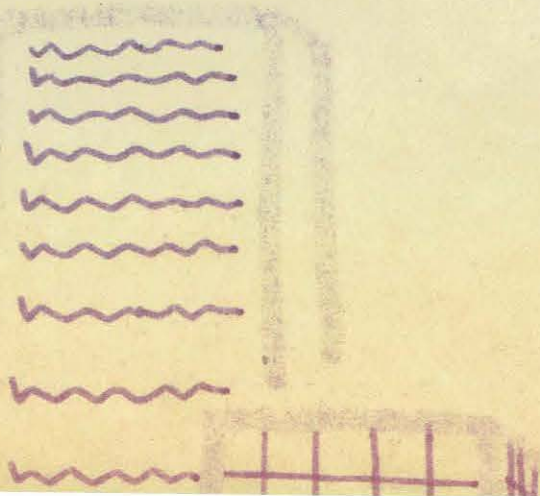
WHAT IS T



TO LLMERS

THE FUTURE

OF THE



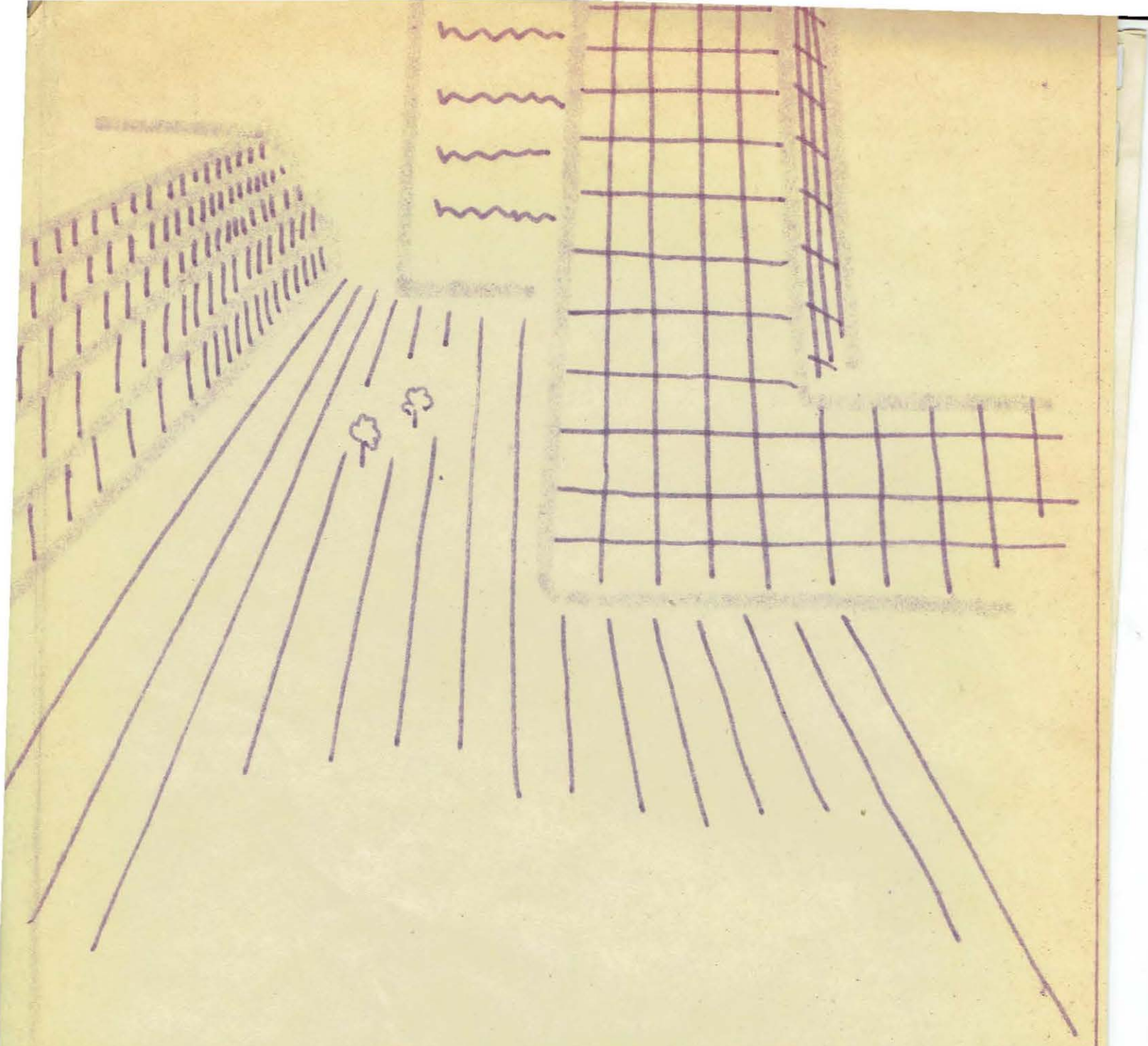
SQUARE

AREA ?

INTRODUCTION	10:00
COFFEE BREAK	11:30
DISCUSSION	12:00
LUNCH IN LOCAL RESTAURANTS	1:30
TREASURE HUNT	2:30
TEA PARTY	4:00

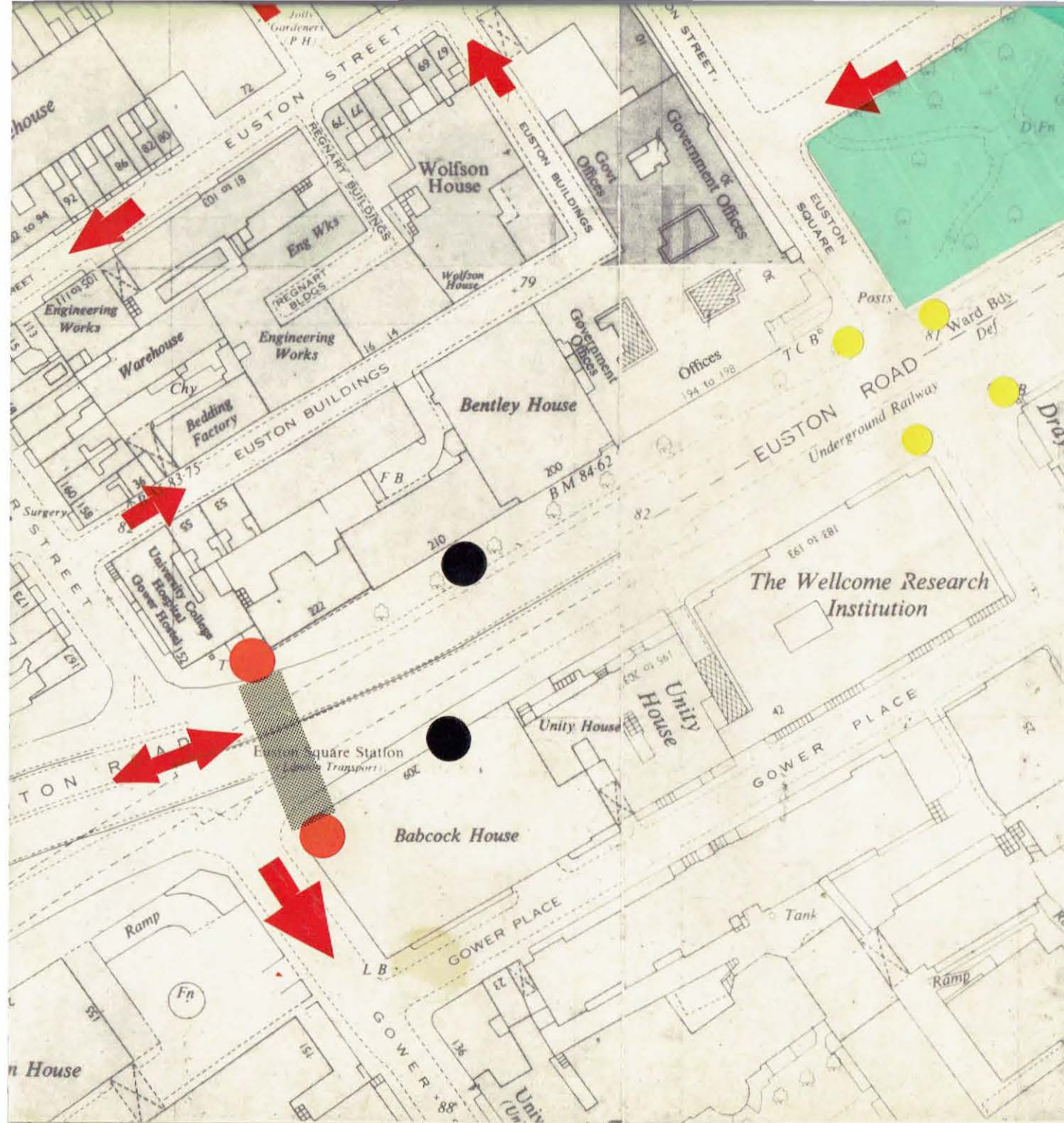
ON FRIDAY NOV 9 AT

IN ROOM 104 , BARTLET



10 O'CLOCK

T, UCL

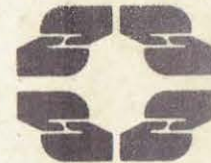


MOVEMENT

London Borough of Camden

Department of
Planning and Communications

197 High Holborn WC1V 7BG
Telephone : 01-405-3411



Director of Planning and Communications
B. Schlaffenberg Dr. Arch (Rome) Dip.TP MTPI

Drawing Title

TOLMERS SQUARE

Drawn by

Scale
1:1250

Date
2.71

Case number

M12/12X

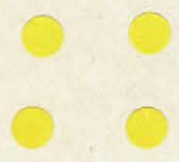
Drawing number

1626

M12/I2X 1626

 DIRECTION OF TRAFFIC FLOW

 BUS STOP

 TRAFFIC LIGHTS

 PEDESTRIAN SUBWAY

 PEDESTRIAN CROSSING

 UNDERGROUND STATION

 OPEN SPACE



