

**Regents Park Estates  
(GP) Limited**

**ST EDMUNDS TERRACE**

**Transport Statement**

**February 2011**

**TTP Consulting**

**131-151 Great Titchfield Street  
London  
W1W 5BB  
Tel: 020 3008 8940**

**[www.ttp-consulting.co.uk](http://www.ttp-consulting.co.uk)**

Registered in England: 7441800

## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>EXISTING SITUATION.....</b>	<b>2</b>
	The Application Site .....	2
	Surrounding Area .....	2
	Local Highway Network .....	3
<b>3</b>	<b>ACCESSIBILITY .....</b>	<b>5</b>
<b>4</b>	<b>DEVELOPMENT PROPOSALS .....</b>	<b>8</b>
	Scheme Elements.....	8
	Access .....	8
	Parking.....	9
	Servicing .....	9
	Refuse / Recycling Storage and Collection.....	10
	Travel Plan .....	10
<b>5</b>	<b>POLICY CONSIDERATIONS .....</b>	<b>11</b>
	National Policy .....	11
	Regional Policy.....	12
	Local Policy .....	13
	Section Summary .....	14
<b>6</b>	<b>EFFECT OF PROPOSALS.....</b>	<b>15</b>
	Traffic Impact .....	15
	Modal Split .....	16
	Parking.....	17
	Construction Management.....	17
<b>7</b>	<b>SUMMARY AND CONCLUSION .....</b>	<b>19</b>
	Summary .....	19
	Conclusion.....	19

## **FIGURES**

- 1 Site Location

## **APPENDICES**

- A Note of pre-application meeting to discuss traffic / transport matters
- B Traffic Survey Results
- C Architect's Layout Plans
- D Draft Framework Travel Plan
- E Draft Construction Traffic Management Plan

## 1 INTRODUCTION

- 1.1 TTP Consulting are retained by Regents Park Estates (GP) Limited to provide traffic and transport advice in relation to their proposal to redevelop a site situated in St Edmunds Terrace in the London Borough of Camden.
- 1.2 The planning application proposal envisages a scheme comprising 37 private residential units, together with associated car and cycle parking.
- 1.3 This Transport Statement considers the effects of the planning application proposal in terms of car parking, cycle parking, servicing and access. It also considers the suitability of the site in terms of its accessibility and in light of local, regional and national planning policy.
- 1.4 The report has been prepared following a site visit and detailed pre-application discussions with LB Camden Highway Officers. A note of a pre-application meeting held with LBC is attached at **Appendix A**. The report has also been prepared with the benefit of experience gained through working on numerous similar planning application proposals in central London Boroughs.
- 1.5 This report concludes that the proposed development will not result in any material impact in traffic and transport terms.
- 1.6 The remainder of this report is set out as follows:
- Section 2 describes the site, its accessibility and the surrounding area
  - Section 3 describes the planning application proposals
  - Section 4 summarises the relevant transport policy
  - Section 5 considers the effects of the planning application proposal in traffic and transport terms
  - Section 6 summarises and concludes

## 2 EXISTING SITUATION

### The Application Site

- 2.1 Vehicular access to the gated on-site car park is taken from St. Edmunds Terrace on the southern side of the site via a crossover. This access would also have been used by servicing vehicles when the site was formerly operational and still is used for crane access.
- 2.2 The site is located in LB Camden's Controlled Parking Zone (CPZ) 'CA-J', although the south side of St Edmunds Terrace falls within WCC's CPZ zone CA-J. On-street parking is restricted to residents' permit holders only on Monday to Friday from 08:30 to 18:30.
- 2.3 The site is bound by St. Edmunds Terrace to the south; Primrose Hill, a Thames Water small reservoir and treatment facility to the north; and, a further Thames Water site to the west.
- 2.4 The location of the site is shown on **Figure 1**.

### Surrounding Area

- 2.5 The site is located between St. Johns Wood and Primrose Hill. It falls within the London Borough of Camden, but lies close to the border with the City of Westminster. It lies approximately 1.15km east of St. Johns Wood station and immediately north and west of Regent's Park.
- 2.6 The surrounding area is predominantly residential comprised mainly of large terraced houses and blocks of private flats. It is within walking distance of a number of leisure facilities at Regent's Canal, London Zoo and Regent's Park.
- 2.7 Regent's Canal lies to the south of the site parallel with Prince Albert Road, with a walking route along its tow path. It continues east towards Islington and Hackney and west towards Little Venice.
- 2.8 London Zoo, located at the northern end of Regent's Park, fronting Prince Albert Road, is a major London tourist attraction. Its entrance is located 450 metres from the site.
- 2.9 The closest retail / commercial facilities are situated on Finchley Road (to the west) and Camden town centre (to the east). Camden town centre is situated within an approximate 15 minute walk of the planning application site and offers a full range of shops and services.

## **Local Highway Network**

### **St Edmunds Terrace**

- 2.10 St. Edmunds Terrace is 350 metres in length and lies between the junction with Ormonde Terrace to the east and Avenue Road to the west.
- 2.11 It predominantly functions as a residential access road and forms part of a CPZ whereby on-street parking is permitted on both sides of the carriageway within marked areas, although parking is only permitted on the south side of St Edmunds Terrace in the immediate vicinity of the site. The presence of a pedestrian access to Primrose Hill at the eastern end of St Edmunds Terrace means that the road is also used as by visitors to the area, particularly at the weekend. In addition, observations suggest that rat running occurs with drivers using the route to avoid the traffic lights at the Prince Albert Road junction with Avenue Road.

### **Ormonde Terrace**

- 2.12 Ormonde Terrace is 120 metres in length and caters for two-way traffic between St Edmunds Terrace (to the north) and Prince Albert Road (to the south).
- 2.13 It functions as a residential access road and forms part of a CPZ whereby parking is permitted on the west side of Ormonde Terrace, with single yellow line restrictions being in place on the eastern side of Ormonde Terrace. The single yellow line restrictions prevent visitor parking during the week (Monday to Friday), but not at the weekend and, hence, visitors to the area take advantage of the parking restrictions and park on the east side of Ormonde Terrace on Saturdays / Sundays.

### **Prince Albert Road**

- 2.14 St. Edmunds Terrace is connected to Prince Albert Road by Ormonde Terrace. Prince Albert Road, part of the A5205, forms an orbital route around Regent's Park, orientated between Park Road / Albany Street to the south west and Parkway to the east. It measures approximately 12 metres in width and is 1.86 kilometres in length.

### **Avenue Road**

- 2.15 Avenue Road forms part of the B525. It is orientated between Prince Albert Road to the south and Finchley Road to the north. It measures approximately 9-10 metres in width, is 1.2 kilometres in length and on-street parking is generally not permitted on either side of the road.

## **Traffic Flows**

- 2.16 In order to understand the existing level of vehicular activity on St Edmunds Terrace and Ormonde Terrace, we commissioned automatic traffic count surveys for a 7 day period from 01 October 2010 to 07 October 2010.
- 2.17 The results of the surveys indicate inter alia the following:
- Two-way flows on St Edmunds Terrace are in the order of 600-700 per weekday, 400-450 on a Saturday and 500 on a Sunday.
  - Two-way flows on Ormonde Terrace are in the order of 450-500 per weekday, 450-500 on a Saturday and 350 on a Sunday.
  - Peak hour flows on St Edmunds Terrace tend to be in the order of 30 vehicles per hour (one-way), ie approximately one vehicle every 2 minutes (at the busiest times).
- 2.18 The raw survey data is included at **Appendix B** of this report.

### 3 ACCESSIBILITY

#### Walking

- 3.1 PPG13 (at paragraph 75) states that:

*"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres."*

- 3.2 London Zoo, Regent's Park and Primrose Hill are within 800 metres of the site, whilst a number of LUL stations, Kentish Town, South Hampstead and parts of Marylebone are within 2 kilometres.
- 3.3 There is a zebra crossing on Prince Albert Road, located immediately east of the junction with Ormonde Terrace, providing a safe crossing for pedestrians. The junction of Prince Albert Road with Avenue Road is signalised with pedestrian phases on all arms.

#### Cycling

- 3.4 PPG13 (para 78) advises that cycling has potential to substitute for short car trips, particularly those under 5 km. A 5 km cycle catchment area extends to London Bridge in the south, Angel in the east, Highgate in the north and Westbourne Park in the west, showing that most of central and parts of north London are accessible by bicycle from the site.
- 3.5 London Cycle Network route 222 passes close to the site along Avenue Road, 300 metres to the west. It forms a north-south route connecting to route 223 at St. James Park to the south and route 26 at Swiss Cottage in the north. This route is also designated as a signed on-road cycle route, along with Prince Albert Road to the south of the site.

#### Public Transport Accessibility

##### Bus Services

- 3.6 **Table 3.1** provides a summary of the bus service which is accessible from the site. The closest bus stops to the site which serve this route are located 200 metres away on Prince Albert Road.
- 3.7 Table 3.1 shows that there are seven services per hour in each direction on weekdays and on Sundays, with additional services on Saturday.



<b>Table 3.1: Summary of Local Bus Services</b>					
<b>Route</b>		<b>Frequency (minutes)</b>			
		<b>Weekdays</b>		<b>Weekend</b>	
		<b>Daytime</b>	<b>Evening</b>	<b>Sat</b>	<b>Sun</b>
274	Lancaster Gate – London Zoo – Camden Town- Angel	8	11	6 ½	8
	Angel – Camden Town – London Zoo – Lancaster Gate				
TOTAL services per hour (eastbound)		7	5	9	7
TOTAL services per hour (westbound)		7	5	9	7

- 3.8 The 274 bus service connects to the following London Underground (LUL) stations; Lancaster Gate (Central Line), Marble Arch (Central Line), Baker Street (Bakerloo, Jubilee, District, Circle, Metropolitan and Hammersmith & City Lines), Angel (Northern Line) and Camden Town (Bank and Charing Cross branches of the Northern Line). This provides the opportunity to interchange onto eight different LUL lines.

### Underground Services

- 3.9 The nearest London Underground station to the site is Chalk Farm Station, which is approximately 950 metres walking distance to/from the site and, therefore, lies within the PTAL threshold (of 960 metres) for calculating public transport accessibility. However, inspection of TfL's PTAL rating for the site indicates that services to/from Chalk Farm Station have not been included for the site and thus, in our view, the site's PTAL rating has been underplayed.

### Public Transport Accessibility (PTAL) Rating

- 3.10 According to a PTAL assessment map for the London Borough of Camden, the site has a PTAL of 1b, which indicates that the site's accessibility is relatively poor.
- 3.11 However, it should be noted that PTAL is not in every instance a reliable indicator of accessibility. In this case it does not take account of the fact that five London Underground stations are accessible from the site by interchanging with the 274 bus route, nor that the site is within walking distance of shops, services and leisure (bars, restaurants, cinemas etc) facilities, which negate the need for direct access to public transport.

- 3.12 Furthermore, as noted above, we have undertaken our own manual PTAL assessment, which indicates that the site benefits from a PTAL rating of 2 rather than 1b. This is because Chalk Farm Station is situated marginally less than 960 metres away from the site (via Primrose Hill), which is not acknowledged in TfL's formal PTAL assessment of the site.

## 4 DEVELOPMENT PROPOSALS

### Scheme Elements

- 4.1 Regents Park Estates (GP) Limited proposes to redevelop the site with a scheme comprising 37 private residential units.
- 4.2 The architect's scheme layout proposals for the ground and basement levels are included at **Appendix C** for reference.

### Access

#### Vehicular

- 4.3 It is proposed to provide a new vehicular crossover to serve the site, circa 65 metres to the west of the existing vehicular access to the site. The purpose of the new vehicular access will be to enable vehicles picking up / dropping off people or goods to do so adjacent to the main pedestrian entrance without the need to turn around within the site (and, therefore, conflict with vehicles leaving the basement car parking area, for example).
- 4.4 The proposed new vehicle access will not result in the loss of any existing residents' parking bays.
- 4.5 The proposed access arrangement is shown in the architect's layout plans in **Appendix C**.
- 4.6 Inside the development, vehicles would gain access to the residents' lower ground car park from a ramp leading down to the lower ground level, which would be set back from St. Edmunds Terrace.

#### Thames Water

- 4.7 Access to the Thames Water site will be maintained via a separate access road immediately to the west of the site, which, as per the proposed new vehicle access to serve the residential development, will not result in any loss of existing residents' parking bays.
- 4.8 The proposed access arrangement has been agreed in-principle with Thames Water, who confirm that the proposed access will meet their short and long term requirements.
- 4.9 The applicant confirms that the detailed design of the proposed access will be developed in consultation with both Thames Water and the London Borough of Camden.

### **Pedestrian**

- 4.10 Pedestrian access to/from the site would be to/from St. Edmunds Terrace, via a separate pedestrian only access.

### **Parking**

#### **Car Parking**

- 4.11 A total of 37 car parking spaces (at a ratio of one space per residential unit) are proposed in a lower ground car park. Two-way access would be provided to/from the car park and the public highway (St Edmunds Terrace).
- 4.12 Electric charging facilities will be available for all residents within the basement car park, at the request of the highway authority.

#### **Cycle Parking**

- 4.13 Cycle parking would be provided at lower ground level at a ratio of 1 space per unit (+ 10% for visitors), in accordance with the Council's minimum standards.

#### **Motorcycle Parking**

- 4.14 It is not proposed to make any specific / additional provision for motorcycle parking, however, in light of the fact that 1:1 car parking provision has been made, we consider that any requirement for motorcycle parking can be satisfactorily accommodated within the basement parking area.

### **Servicing**

- 4.15 As noted in Section 3 above, a pick-up / drop off facility is proposed within the site in close proximity of the main pedestrian entrance to the site. This will enable deliveries to be undertaken off-street and thus to minimise any potential adverse impact arising from servicing activity generated by the proposed residential units.
- 4.16 It is pertinent to note that the pre-existing / permitted use of the site would generate a demand for servicing which would be likely to be equal to if not greater than that which would be likely to be generated by 37 residential units.

## **Refuse / Recycling Storage and Collection**

- 4.17 Refuse collection is proposed to be undertaken from the internal site access road. Bins would be trolleyed from the basement store to ground floor level on the day of collection. This would be undertaken by staff permanently employed on the site.

## **Travel Plan**

- 4.18 In order to discourage travel by car, and at the request of LB Camden, we confirm that the applicant is prepared to enter into a legal agreement to implement a residential Travel Plan which will seek to promote the benefits of sustainable travel choices.
- 4.19 A draft Framework Travel Plan is attached at **Appendix D** of this report, which will be subject to detailed discussion at a later date.

## 5 POLICY CONSIDERATIONS

### National Policy

#### PPG13

- 5.1 *Planning Policy Guidance note 13 (PPG13):* Transport (March 2001), gives guidance on the integration of planning and transport at the national, regional, strategic and local level to:-

*'Promote more sustainable choices;*

*Promote accessibility to jobs...by public transport, cycling and walking; and reduce the need to travel, especially by car.'*

- 5.2 PPG13 also states that: -

*"New development should help to create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport."*

and that:

*"In developing and implementing policies on parking, local authorities should:- not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street controls;"*

- 5.3 The site has a Central London location and as such it is in proximity to a wide range of local amenities and services. It is easily accessible for pedestrians and cyclists and is close to a frequent bus service, which demonstrates that it would not be necessary to travel by car. The proposed provision of car parking at a level of one space per residential unit is considered appropriate for the location of the development and the nature of the units proposed.

#### PPS3

- 5.4 Planning Policy Statement 3 (PPS3) Housing sets out the national policy framework for delivering the Government's housing objectives. It was issued as a draft for consultation purposes in 2005 and was formally published in November 2006.

- 5.5 The purpose of PPS3 is to provide a national policy framework for planning for housing and to move forward the guidance in PPS3 in order to further progress the objectives of delivering housing within sustainable communities.
- 5.6 PPS3 promotes the development of brownfield land in urban areas and encourages mixed-use developments with high density in accessible locations.
- 5.7 PPS3 states that:
- 'The Government is seeking to: create sustainable, inclusive, mixed communities in all areas. Developments should be attractive, safe and designed and built to a high quality. They should be located in areas with good access to jobs, key services and infrastructure'.*
- 5.8 It is considered that the proposed development accords with the aims and objectives of PPS3 since it is a brownfield site with access to jobs and services.

## **Regional Policy**

- 5.9 The Mayor's London Plan was formally adopted in February 2004, with a revised edition published in February 2008. All London Boroughs need to ensure that their Unitary Development Plan (UDP) policies generally conform to the guidelines set out in the London Plan.
- 5.10 The London Plan advises that UDP policies should adopt parking strategies, which encourage access by sustainable transport options and which operate a policy of restraint. Maximum car parking standards are set out within Annex 4 of the document.
- 5.11 The London Plan seeks to integrate transport and development, and states at Policy 3C.1 that boroughs should be: "encouraging patterns and forms of development that reduce the need to travel especially by car;"
- 5.12 Policy 3C.23 sets out the Mayor of London's Parking Strategy which states that:
- "The Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people.*
- UDP policies and transport Local Implementation Plans should:*

- *adopt on- and off-street parking policies that encourage access by sustainable means of transport, assist in limiting the use of the car and contribute to minimising road traffic;*
- *adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local circumstances and allowing for reduced car parking provision in areas of good transport accessibility;"*

5.13 Annex 4 of the London Plan sets out three tiers of parking standards: less than 1 space per unit (mostly flats); between 1 and 1.5 spaces per unit (terraced houses and flats); and, between 1.5 and 2 spaces per unit (detached and semi-detached houses) for residential development.

5.14 Based on the above criteria, the matrix suggests that for a development of this nature, in an inner London Borough with a PTAL of 2, the proposed car parking provision of one space per unit is acceptable.

## **Local Policy**

### **Local Development Framework (Core Strategy and Development Policies)**

5.15 LB Camden policy guidance is set out in the Core Strategy and Development Policies, both of which were adopted in November 2010 with policies DP16 through DP19 covering transport related issues

5.16 Policy DP16 states that:

*"The Council will seek to ensure that development is properly integrated with the transport network. We will resist development that fails to assess and address any need for the following:*

- *Movements to, from and within the site;*
- *Links to existing transport networks;*
- *Additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet additional need generated by the development;*
- *Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches where this activity is likely to be associated with the development."*



- 5.17 Policy DP17 encourages walking, cycling and the use of public transport in all new developments and policies DP18 ("Parking standards and limiting the availability of car parking") and DP19 ("Managing the impact of parking") look to minimise the impact and amount of parking that comes forward as part of any new scheme.

### **Section Summary**

- 5.18 The planning application proposal accords with national, regional and local transport policy.

## 6 EFFECT OF PROPOSALS

### Traffic Impact

- 6.1 In light of the pre-existing use of the site for a mix of residential and workshop uses, the planning application proposal will have no material impact on trip/traffic generation in the vicinity of the site.
  
- 6.2 Even if one disregards the traffic movements generated by the previous use of the site, a research survey published in May 2010 called "21<sup>st</sup> Century London Living Update", which is endorsed by Transport for London, demonstrates that the level of activity generated by a development of the nature proposed will be negligible.
  
- 6.3 Findings of the study include: (1) that peak hour car use is very low with no significant relationship between levels of car ownership and car use; and, (2) that mode choice is not influenced by the PTAL value of individual sites and that people will walk further than the PTAL "cut-off" distance to public transport.
  
- 6.4 A summary of the findings of seven different sites (exhibiting a range of locational characteristics) indicated that the average AM peak two-way car driver trip rate per household was 0.115, whilst the equivalent figure for the PM peak was 0.057. Assuming similar trip rates to/from the application site would give 4 two-way movements in the AM peak hour and 2 two-way movements in the PM peak hour respectively.
  
- 6.5 Even if one calculated trip generation rates to/from the site on the "worst case" of the surveys in the research study (0.26 two-way movements during the AM peak, and 0.096 two-way movements during the PM peak), one would derive two-way movements of 10 (during the AM peak) and 4 (during the PM peak) respectively. This equates to one additional movement every 6 minutes during the AM peak and one additional movement every 15 minutes during the PM peak period respectively.
  
- 6.6 This level of increase will have no material impact on the operation and/or environmental condition of St Edmunds Terrace.
  
- 6.7 This matter has been discussed and agreed with the Council's Highway Officers.
  
- 6.8 However, notwithstanding this and in recognition of the existing concerns expressed by local residents during public consultation exercises, the applicant has indicated its willingness to

work with the Council to undertake a monitoring exercise following the proposed development and, if considered necessary / appropriate (by the Council) to facilitate the implementation of highway / environmental improvements to the immediately surrounding public highway. This could, for example, include the introduction of double yellow line parking restrictions where single yellow lines exist at present, in order to avoid the potential for obstruction parking from occurring at the weekend or, alternatively, the modification of Ormonde Terrace to one-way operation.

- 6.9 This will be secured by means of a Section 106 Agreement.

## Modal Split

- 6.10 We have interrogated the 2001 Census for the travel to work statistics for residents living in the local area. Our findings are set out below in **Table 6.1**.

<b>Table 6.1 Modal Split</b>	
<b>Mode</b>	<b>Modal Split for the Camden Town &amp; Primrose Hill Ward</b>
Underground	33%
Train	4%
Bus	15%
Taxi	2%
Car Driver	17%
Car Passenger	2%
Motorcycle	2%
Cycle	6%
Walk	18%

- 6.11 This demonstrates that 17% of journeys to work are made by car drivers. However, the largest proportion are made by public transport with 33% travelling by underground, 4% by train and 15% travelling by bus (despite the Ward's relative inaccessibility to Underground stations). The second most popular mode is walking with 18% of travel to work journeys.

## Parking

6.12 As previously noted, the planning application proposal includes car parking at a ratio of 1:1. The level of parking has been agreed in principle with LBC Highways Officers for the following reasons;

- The proposed development comprises above average sized apartments. It is reasonable to assume that the owners of such properties would own cars (although not necessarily that they would use their cars on a day to day basis).
- The location of the planning application site has a PTAL rating of 2, as previously noted, which indicates that it is relatively poorly located by public transport. It is reasonable to suggest, therefore, that there is a greater need for on-site car parking provision at this site than is the case for most development sites in the Borough, most of which benefits from better public transport accessibility.

6.13 Levels of car ownership for the Camden Town and Primrose Hill Ward are shown in **Table 6.2** below.

<b>Table 6.2: Car Ownership</b>	
<b>Tenure</b>	<b>Camden Town &amp; Primrose Hill Ward</b>
Owned Outright	0.92
Owned with mortgage or loan	0.87

6.14 Given that the development consists of 37 high quality private residential units, it is likely that the majority would be owner occupied. Hence Table 6.2 demonstrates that the level of car ownership for these type of tenures is between 0.87 to 0.92. This supports the proposed parking provision of one space per unit.

## Construction Management

6.15 The applicant is aware that it will be necessary to manage and control the construction process effectively so as to minimise any potential adverse impact on surrounding residents and, therefore, confirms that it is willing to enter into a (S106) legal agreement with the Council to outline the proposed construction management from the initial demolition and excavation stage through to the main construction phase.

- 6.16 The key components of the Construction Management Plan will include the proposed working hours; vehicle routeing both to/from the site and, also, within the site; and, the measures to be incorporated to ensure that highway safety is maintained throughout the construction process.
- 6.17 A draft Construction Management Plan has been prepared by Knight Harwood, which addresses all aspects of the construction process, with input from other members of the project team, including TTP Consulting.
- 6.18 A copy of a standalone (draft) Construction Traffic Management Plan (CTMP) is attached at **Appendix E**. The draft CTMP has been prepared in consultation with the applicant's project team and, also, following a meeting held with representatives of Saint Christina's School.

## **7 SUMMARY AND CONCLUSION**

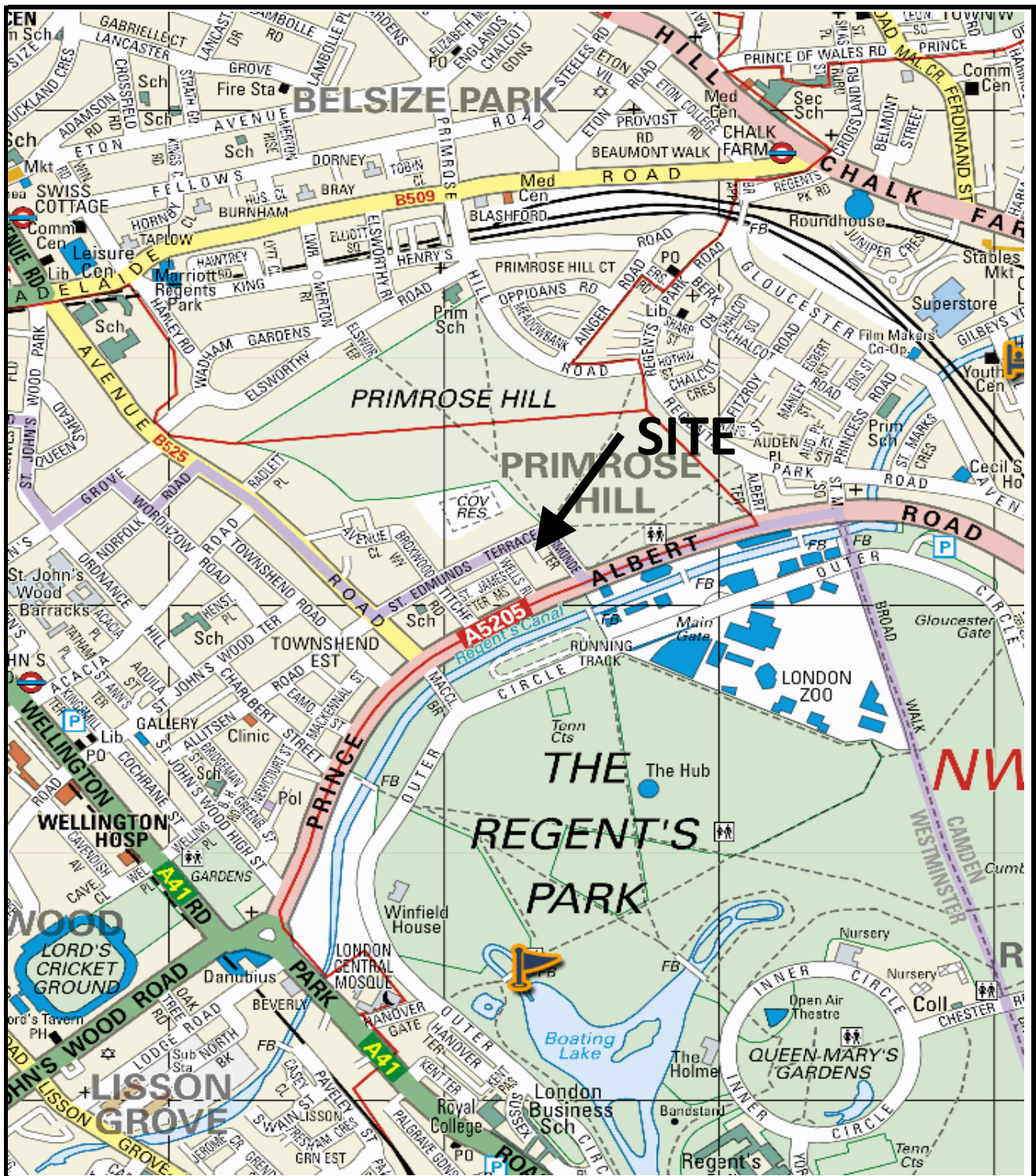
### **Summary**

- 7.1 Regents Park Estates (GP) Limited proposes to develop a site fronting on to St Edmunds Terrace immediately to the west of Primrose Hill with a residential development comprising 37 private residential units.
- 7.2 The site is situated in an area of relatively poor accessibility by non-car modes with a PTAL rating of 2. However, it is situated within walking distance of a range of services and facilities on Finchley Road and in Camden town centre, which would reduce the need to travel by car. The site is in a suitable location for the proposed residential development.
- 7.3 The proposed levels of car and cycle parking are considered to be acceptable for the development and consistent with guidance set out in the London Borough of Camden Unitary Development Plan, Core Strategy and the London Plan.
- 7.4 A development of the scale and nature proposed will not have a material impact on existing traffic flows. This view is supported by a recent Transport for London endorsed research study into the trip generation effects of residential development at a number of residential developments in central and outer London.
- 7.5 In order to encourage residents of the scheme to choose sustainable travel choices, the developer is prepared to enter into an agreement to set up and promote a residential Travel Plan and, also, to enter into a legal agreement to prevent residents of the scheme from purchasing residents' parking permits.
- 7.6 The applicant also proposes to work with the Council to facilitate the introduction of highway / environmental improvements if considered necessary / appropriate following a monitoring / consultation exercise. This will be secured via a Section 106 Agreement.

### **Conclusion**

- 7.7 In light of the above, we conclude that the planning application proposal is acceptable in traffic and transport terms.

## FIGURES



St. Edmunds Terrace

Drawing Title

Site Location Plan

**TTP Consulting Ltd**

131-151 Great Yitchfield Street

London W1W 5BB

020 3008 8940

Drawn

Checked

Scale

Drawing Number

Rev

Name

Date

Name

Date

Not to Scale

Figure 1

ADM

26.1.2011

PC

26.1.2011



## **APPENDIX A**

### **Note of Pre-Application Meeting**



# Note of Meeting

**TO:** Project Team

**FROM:** Peter Caneparo

**DATE:** 30 September 2010

**FILE REF:** 04197/pc/N01

**SUBJECT:** Note of Meeting held with Kristin Demasi @ LB Camden on 29 September 2010

---

## Attendees

Kristin Demasi (KD)	-	London Borough of Camden
Robert Bochel (RB)	-	Squire & Partners
Simon Goldstein (SG)	-	Squire & Partners
Peter Caneparo (PC)	-	Savell Bird & Axon

## Note of Meeting

1. The purpose of this note is to provide a summary of the key points arising from a meeting held at London Borough of Camden to discuss traffic / transport matters associated with the forthcoming planning application for a site situated immediately to the west of Primrose Hill, fronting onto St Edmunds Terrace.
2. PC/RB provided a brief summary of the recent planning history of the site, including the 2008 planning application for 22 luxury flats.
3. PC noted that he had had extensive pre-application discussions with Jonathan Morris (JM) in relation to the 2008 planning application and that JM had not identified any significant issues/ concerns arising from the 22 unit scheme.
4. PC noted that in traffic / transport terms the forthcoming planning application is similar to the 2008 scheme, except that the current scheme envisages 48 units – although RB confirmed that the number of units was likely to reduce to approximately 40 following recent pre-application feedback received from the Council's Planning / Design Officers.

October 2010

Our Reference: PC/04197/N01

## **Access**

5. PC noted that proposal envisaged the retention of the existing access at the northern end of Ormonde Terrace.
6. PC noted that, in addition, to the retention of the existing access, the planning application also envisaged the creation of two new accesses to/from St Edmunds Terrace: one at the western end of the site to cater for access to/from the Thames Water compound to the north of the site; and, a second a short distance to the east (of the proposed Thames Water access) to act as an exit only for delivery vehicles etc.
7. PC/RB confirmed that discussions had taken place with Thames Water who had indicated that the proposed access arrangement was suitable for their needs. RB confirmed that access to/from the Thames Water compound would be likely to be very infrequent – potentially in the order of one vehicle a month.
8. PC noted that the access to the east of the Thames Water access had not previously been proposed, but that the provision of a new access offered the following benefits: firstly, the avoidance of the need to undertake awkward u-turning manoeuvres within the site (particularly for delivery vehicles); and, also, the removal of any potential conflict between vehicles picking-up / dropping-off to/from the front of the site and vehicles accessing / egressing the basement car park. PC also noted that the proposed access would not result in the loss of any designated residents' permit parking spaces on St Edmunds Terrace.
9. KD acknowledged these points and confirmed that the access arrangements were acceptable in principle.

## **Car Parking**

10. PC/RB noted that, as before, the proposal envisaged residents' parking to be provided at a ratio of 1:1. KD confirmed that the maximum permissible level of car parking would be 1:1.

October 2010

Our Reference: PC/04197/N01

11. RB asked if it would be acceptable to make provision for a small amount of visitor parking. KD stated that LBC would not support the provision of any visitor parking and that, if anything, the level of residents' parking was already on the high side.
12. KD confirmed that disabled car parking should be provided at a minimum of 10%.
13. KD confirmed that 20% of spaces should be provided with electric charging points in accordance with the Council's policy.

### **Motorcycle Parking**

14. PC confirmed that no motorcycle parking is currently proposed, but that in light of the likely need to reduce the quantum of car parking, it may be that some space is allocated to motorcycle parking in due course. KD confirmed that this would be acceptable / welcomed.

### **Cycle Parking**

15. PC/RB confirmed that cycle parking would be provided in accordance with the Council's standards (ie a minimum of 1:1). PC confirmed that he had a copy of the Council's cycle parking note (attached for the team's information).

### **Servicing / Refuse**

16. PC/RB reiterated the proposal for delivery vehicles to enter / exit the site in forward gear along an access road running parallel to St Edmunds Terrace and, also, confirmed that refuse / recycling material would be transferred by site staff (from the basement to the ground floor) prior to collection by the Council (or a private contractor).
17. KD confirmed that she was satisfied with the proposed arrangements in-principle.

October 2010

Our Reference: PC/04197/N01

### **Third Party Consultation**

18. RB confirmed that a public exhibition had been held recently during which local residents raised a couple of traffic / transport related issues, as follows: firstly, issues arising from parking activity in the vicinity of the access to Primrose Hill on the corner of St Edmunds Terrace and Ormonde Terrace; and, secondly, a suggestion that the existing two-way operation of St Edmunds Terrace and Ormonde Terrace be revised to one-way operation.
19. PC/RB noted that currently, in addition to the existing designated residents' permit bays, there are single yellow lines on St Edmunds Terrace / Ormonde Terrace, which do not restrict parking on a Saturday or a Sunday. The influx of visitors to the area at the weekend means that there is often congestion / delay in the vicinity at these times.
20. PC noted that, in his view, the scale and nature of the development would give rise to very low levels of traffic generation and, hence, that the proposed development would have no material impact on the existing situation, but that the applicant was keen to work with the Council and local residents to deliver improvements.
21. PC noted that the introduction of double yellow lines in the vicinity of St Edmunds Terrace / Ormonde Terrace could improve the existing situation. KD noted that this would result in a loss of car parking. PC acknowledged that this was so, but that importantly this would not affect residents, rather that it would improve the situation for existing residents in the area and that the Council's policy was to discourage the use of cars and that, therefore, there was no overriding reason why the introduction of double yellow lines to improve traffic flow / movement in the area could not be considered further.
22. KD indicated that a S106 contribution could be provided towards "wider environmental improvements" which could be used towards such alterations, but that any formal decisions (about exactly how any such contribution would be used) were unlikely to be made in advance of the determination of the application.
23. KD indicated that the introduction of a one-way traffic circulation was highly unlikely to be considered favourably by the Council.

October 2010

Our Reference: PC/04197/N01

## **Travel Plan**

24. Despite the scale of development falling below the standard threshold for the requirement for a Travel Plan, KD indicated that in light of the level of car parking proposed, she would like the forthcoming planning application to be accompanied by a framework Travel Plan. PC acknowledged that this had also been the advice given by JM in 2008.

## **Construction Traffic Management Plan (CTMP)**

25. KD requested that a preliminary / draft CTMP be submitted with the forthcoming planning application.

[Note to team : we have helped to prepare a number of CTMPs but much of the detail / information needs to be supplied by others – eg in relation to the number / type of vehicles to be used during the construction process and, importantly, the approximately timeframes for the construction process.]

## **APPENDIX B**

### **Traffic Survey Results**

## Count on Us Class Profile

**Report Id** - CustomList-120

**Site Name** - SET-01; SET-01

**Description** - Multiple Files! See Header sheet.

**Direction** - North

**01 October 2010**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	5	0	0	1	0	0	0	0	0
0700	6	0	4	0	2	0	0	0	0	0	0
0800	11	1	6	0	2	2	0	0	0	0	0
0900	13	0	13	0	0	0	0	0	0	0	0
1000	14	1	12	0	1	0	0	0	0	0	0
1100	15	3	10	0	2	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0
1300	14	1	13	0	0	0	0	0	0	0	0
1400	16	0	14	0	2	0	0	0	0	0	0
1500	16	1	15	0	0	0	0	0	0	0	0
1600	13	1	11	0	0	1	0	0	0	0	0
1700	11	2	9	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0
1900	12	0	12	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0
2300	6	1	5	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>155</b>	<b>10</b>	<b>133</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>189</b>	<b>10</b>	<b>166</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>200</b>	<b>11</b>	<b>176</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>205</b>	<b>11</b>	<b>181</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



02 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	6	0	6	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0
0700	2	1	1	0	0	0	0	0	0	0	0
0800	3	1	2	0	0	0	0	0	0	0	0
0900	19	1	18	0	0	0	0	0	0	0	0
1000	20	1	19	0	0	0	0	0	0	0	0
1100	31	0	30	0	1	0	0	0	0	0	0
1200	20	0	20	0	0	0	0	0	0	0	0
1300	12	1	11	0	0	0	0	0	0	0	0
1400	12	0	11	0	1	0	0	0	0	0	0
1500	12	1	10	0	1	0	0	0	0	0	0
1600	13	2	11	0	0	0	0	0	0	0	0
1700	12	1	8	0	3	0	0	0	0	0	0
1800	9	0	9	0	0	0	0	0	0	0	0
1900	6	1	5	0	0	0	0	0	0	0	0
2000	8	2	6	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2200	7	1	6	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0
07-19	165	9	150	0	6	0	0	0	0	0	0
06-22	184	12	166	0	6	0	0	0	0	0	0
06-00	196	13	177	0	6	0	0	0	0	0	0
00-00	206	13	187	0	6	0	0	0	0	0	0

03 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	6	0	6	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0
0200	2	2	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0
0800	7	2	5	0	0	0	0	0	0	0	0
0900	11	0	9	0	2	0	0	0	0	0	0
1000	16	0	16	0	0	0	0	0	0	0	0
1100	10	2	7	0	1	0	0	0	0	0	0
1200	6	0	5	0	1	0	0	0	0	0	0
1300	6	2	4	0	0	0	0	0	0	0	0
1400	7	0	7	0	0	0	0	0	0	0	0
1500	12	0	12	0	0	0	0	0	0	0	0
1600	9	2	7	0	0	0	0	0	0	0	0
1700	11	0	11	0	0	0	0	0	0	0	0
1800	11	0	10	0	0	1	0	0	0	0	0
1900	9	1	7	0	1	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0
2200	3	1	2	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
07-19	108	8	95	0	4	1	0	0	0	0	0
06-22	125	9	110	0	5	1	0	0	0	0	0
06-00	131	10	115	0	5	1	0	0	0	0	0
00-00	145	12	127	0	5	1	0	0	0	0	0

04 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0700	11	2	8	0	1	0	0	0	0	0	0
0800	19	1	15	0	2	1	0	0	0	0	0
0900	9	0	8	0	1	0	0	0	0	0	0
1000	16	0	13	0	2	1	0	0	0	0	0
1100	8	0	7	0	1	0	0	0	0	0	0
1200	10	0	7	0	2	1	0	0	0	0	0
1300	13	0	11	1	1	0	0	0	0	0	0
1400	8	2	6	0	0	0	0	0	0	0	0
1500	15	2	12	0	1	0	0	0	0	0	0
1600	8	1	5	0	2	0	0	0	0	0	0
1700	13	2	10	0	1	0	0	0	0	0	0
1800	13	0	13	0	0	0	0	0	0	0	0
1900	11	1	10	0	0	0	0	0	0	0	0
2000	5	1	4	0	0	0	0	0	0	0	0
2100	7	1	6	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0
2300	7	2	4	0	1	0	0	0	0	0	0
07-19	143	10	115	1	14	3	0	0	0	0	0
06-22	167	13	136	1	14	3	0	0	0	0	0
06-00	177	15	143	1	15	3	0	0	0	0	0
00-00	179	15	145	1	15	3	0	0	0	0	0

05 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	0	0	1	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	4	1	3	0	0	0	0	0	0	0	0
0700	9	1	7	0	1	0	0	0	0	0	0
0800	20	0	14	0	5	1	0	0	0	0	0
0900	6	2	4	0	0	0	0	0	0	0	0
1000	6	0	6	0	0	0	0	0	0	0	0
1100	8	1	6	0	0	0	1	0	0	0	0
1200	6	2	4	0	0	0	0	0	0	0	0
1300	10	0	10	0	0	0	0	0	0	0	0
1400	9	0	7	0	2	0	0	0	0	0	0
1500	24	2	17	0	4	1	0	0	0	0	0
1600	13	2	10	0	1	0	0	0	0	0	0
1700	11	0	11	0	0	0	0	0	0	0	0
1800	14	3	11	0	0	0	0	0	0	0	0
1900	10	3	7	0	0	0	0	0	0	0	0
2000	6	1	4	0	1	0	0	0	0	0	0
2100	5	2	3	0	0	0	0	0	0	0	0
2200	6	1	5	0	0	0	0	0	0	0	0
2300	4	1	3	0	0	0	0	0	0	0	0
07-19	136	13	107	0	13	2	1	0	0	0	0
06-22	161	20	124	0	14	2	1	0	0	0	0
06-00	171	22	132	0	14	2	1	0	0	0	0
00-00	175	23	134	0	15	2	1	0	0	0	0

06 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0700	7	0	6	0	1	0	0	0	0	0	0
0800	18	0	15	0	2	1	0	0	0	0	0
0900	10	0	9	0	1	0	0	0	0	0	0
1000	14	1	9	0	4	0	0	0	0	0	0
1100	7	1	5	0	1	0	0	0	0	0	0
1200	17	3	13	0	1	0	0	0	0	0	0
1300	10	1	9	0	0	0	0	0	0	0	0
1400	10	1	9	0	0	0	0	0	0	0	0
1500	14	1	12	0	1	0	0	0	0	0	0
1600	18	1	17	0	0	0	0	0	0	0	0
1700	15	3	12	0	0	0	0	0	0	0	0
1800	17	3	14	0	0	0	0	0	0	0	0
1900	10	2	8	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0
2100	16	2	14	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0
2300	3	1	2	0	0	0	0	0	0	0	0
07-19	157	15	130	0	11	1	0	0	0	0	0
06-22	190	19	159	0	11	1	0	0	0	0	0
06-00	198	20	166	0	11	1	0	0	0	0	0
00-00	208	20	176	0	11	1	0	0	0	0	0

07 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	4	2	2	0	0	0	0	0	0	0	0
0700	10	0	8	0	2	0	0	0	0	0	0
0800	14	1	13	0	0	0	0	0	0	0	0
0900	13	0	13	0	0	0	0	0	0	0	0
1000	7	0	6	0	1	0	0	0	0	0	0
1100	10	2	6	0	2	0	0	0	0	0	0
1200	6	3	3	0	0	0	0	0	0	0	0
1300	14	1	11	0	1	0	1	0	0	0	0
1400	4	1	3	0	0	0	0	0	0	0	0
1500	18	0	15	0	2	1	0	0	0	0	0
1600	8	0	7	0	1	0	0	0	0	0	0
1700	19	2	17	0	0	0	0	0	0	0	0
1800	22	2	20	0	0	0	0	0	0	0	0
1900	14	2	12	0	0	0	0	0	0	0	0
2000	9	2	7	0	0	0	0	0	0	0	0
2100	8	0	7	0	1	0	0	0	0	0	0
2200	10	1	9	0	0	0	0	0	0	0	0
2300	6	1	5	0	0	0	0	0	0	0	0
07-19	145	12	122	0	9	1	1	0	0	0	0
06-22	180	18	150	0	10	1	1	0	0	0	0
06-00	196	20	164	0	10	1	1	0	0	0	0
00-00	202	20	170	0	10	1	1	0	0	0	0

**Virtual Day (7)**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	3	0	2	0	0	0	0	0	0	0	0
0700	7	1	5	0	1	0	0	0	0	0	0
0800	13	1	10	0	2	1	0	0	0	0	0
0900	12	0	11	0	1	0	0	0	0	0	0
1000	13	0	12	0	1	0	0	0	0	0	0
1100	13	1	10	0	1	0	0	0	0	0	0
1200	11	1	9	0	1	0	0	0	0	0	0
1300	11	1	10	0	0	0	0	0	0	0	0
1400	9	1	8	0	1	0	0	0	0	0	0
1500	16	1	13	0	1	0	0	0	0	0	0
1600	12	1	10	0	1	0	0	0	0	0	0
1700	13	1	11	0	1	0	0	0	0	0	0
1800	14	1	13	0	0	0	0	0	0	0	0
1900	10	1	9	0	0	0	0	0	0	0	0
2000	7	1	6	0	0	0	0	0	0	0	0
2100	7	1	6	0	0	0	0	0	0	0	0
2200	6	1	5	0	0	0	0	0	0	0	0
2300	5	1	4	0	0	0	0	0	0	0	0
07-19	144	11	122	0	9	2	0	0	0	0	0
06-22	171	14	144	0	10	2	0	0	0	0	0
06-00	181	16	153	0	10	2	0	0	0	0	0
00-00	189	16	160	0	10	2	0	0	0	0	0

**Virtual Week (1)**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
Mon	179	15	145	1	15	3	0	0	0	0	0
Tue	175	23	134	0	15	2	1	0	0	0	0
Wed	208	20	176	0	11	1	0	0	0	0	0
Thu	202	20	170	0	10	1	1	0	0	0	0
Fri	205	11	181	0	9	4	0	0	0	0	0
Sat	206	13	187	0	6	0	0	0	0	0	0
Sun	145	12	127	0	5	1	0	0	0	0	0
--	1320	114	1120	1	71	12	2	0	0	0	0

**Grand Total**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
--	1320	114	1120	1	71	12	2	0	0	0	0

## Count on Us Class Profile

**Report Id** - CustomList-120

**Site Name** - SET-01; SET-01

**Description** - Multiple Files! See Header sheet.

**Direction** - South

**01 October 2010**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	4	0	4	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	3	1	1	0	1	0	0	0	0	0	0
0700	10	1	7	0	2	0	0	0	0	0	0
0800	30	6	23	0	0	1	0	0	0	0	0
0900	20	3	17	0	0	0	0	0	0	0	0
1000	11	1	8	0	2	0	0	0	0	0	0
1100	19	0	17	0	1	0	0	0	1	0	0
1200	14	1	12	0	1	0	0	0	0	0	0
1300	19	1	14	0	3	1	0	0	0	0	0
1400	22	2	18	0	2	0	0	0	0	0	0
1500	26	1	24	0	1	0	0	0	0	0	0
1600	18	4	11	0	3	0	0	0	0	0	0
1700	19	4	15	0	0	0	0	0	0	0	0
1800	26	0	24	0	2	0	0	0	0	0	0
1900	21	1	19	0	1	0	0	0	0	0	0
2000	14	1	12	0	1	0	0	0	0	0	0
2100	9	0	8	0	1	0	0	0	0	0	0
2200	10	1	9	0	0	0	0	0	0	0	0
2300	5	0	4	0	1	0	0	0	0	0	0
<b>07-19</b>	<b>234</b>	<b>24</b>	<b>190</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>281</b>	<b>27</b>	<b>230</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>296</b>	<b>28</b>	<b>243</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>305</b>	<b>28</b>	<b>252</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>



02 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	2	1	1	0	0	0	0	0	0	0	0
0700	2	1	0	0	1	0	0	0	0	0	0
0800	12	0	11	0	1	0	0	0	0	0	0
0900	15	1	14	0	0	0	0	0	0	0	0
1000	31	2	25	0	4	0	0	0	0	0	0
1100	23	0	23	0	0	0	0	0	0	0	0
1200	35	3	32	0	0	0	0	0	0	0	0
1300	21	2	18	0	1	0	0	0	0	0	0
1400	20	0	20	0	0	0	0	0	0	0	0
1500	20	2	18	0	0	0	0	0	0	0	0
1600	21	2	18	0	1	0	0	0	0	0	0
1700	11	1	10	0	0	0	0	0	0	0	0
1800	13	1	12	0	0	0	0	0	0	0	0
1900	14	0	14	0	0	0	0	0	0	0	0
2000	10	2	8	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
07-19	224	15	201	0	8	0	0	0	0	0	0
06-22	261	18	235	0	8	0	0	0	0	0	0
06-00	264	18	238	0	8	0	0	0	0	0	0
00-00	273	18	247	0	8	0	0	0	0	0	0

03 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0
0200	4	1	3	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0
0800	7	0	6	0	1	0	0	0	0	0	0
0900	7	1	6	0	0	0	0	0	0	0	0
1000	17	2	14	0	1	0	0	0	0	0	0
1100	16	0	15	0	1	0	0	0	0	0	0
1200	18	0	16	0	2	0	0	0	0	0	0
1300	16	1	15	0	0	0	0	0	0	0	0
1400	18	0	17	0	1	0	0	0	0	0	0
1500	15	0	14	0	1	0	0	0	0	0	0
1600	10	3	7	0	0	0	0	0	0	0	0
1700	16	0	15	0	1	0	0	0	0	0	0
1800	10	1	9	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0
2100	6	1	5	0	0	0	0	0	0	0	0
2200	3	1	2	0	0	0	0	0	0	0	0
2300	3	0	2	0	1	0	0	0	0	0	0
07-19	153	8	137	0	8	0	0	0	0	0	0
06-22	175	9	158	0	8	0	0	0	0	0	0
06-00	181	10	162	0	9	0	0	0	0	0	0
00-00	194	11	174	0	9	0	0	0	0	0	0

04 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0
0700	6	2	4	0	0	0	0	0	0	0	0
0800	25	4	20	0	1	0	0	0	0	0	0
0900	29	6	21	0	2	0	0	0	0	0	0
1000	11	2	8	0	1	0	0	0	0	0	0
1100	19	1	15	0	3	0	0	0	0	0	0
1200	16	1	14	0	1	0	0	0	0	0	0
1300	18	4	13	0	1	0	0	0	0	0	0
1400	8	0	7	0	1	0	0	0	0	0	0
1500	17	0	16	0	1	0	0	0	0	0	0
1600	18	3	13	0	2	0	0	0	0	0	0
1700	16	0	15	0	1	0	0	0	0	0	0
1800	36	3	33	0	0	0	0	0	0	0	0
1900	23	0	22	0	1	0	0	0	0	0	0
2000	8	0	7	0	0	0	1	0	0	0	0
2100	7	2	5	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0
07-19	219	26	179	0	14	0	0	0	0	0	0
06-22	264	28	220	0	15	0	1	0	0	0	0
06-00	275	28	231	0	15	0	1	0	0	0	0
00-00	278	29	233	0	15	0	1	0	0	0	0

05 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	4	1	3	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	4	1	2	0	1	0	0	0	0	0	0
0700	15	3	10	0	1	1	0	0	0	0	0
0800	26	2	24	0	0	0	0	0	0	0	0
0900	30	5	21	0	4	0	0	0	0	0	0
1000	18	0	17	0	1	0	0	0	0	0	0
1100	11	0	9	0	2	0	0	0	0	0	0
1200	13	1	12	0	0	0	0	0	0	0	0
1300	15	0	12	0	2	1	0	0	0	0	0
1400	4	1	3	0	0	0	0	0	0	0	0
1500	24	0	23	0	1	0	0	0	0	0	0
1600	21	4	14	1	2	0	0	0	0	0	0
1700	20	1	18	0	1	0	0	0	0	0	0
1800	26	1	25	0	0	0	0	0	0	0	0
1900	18	3	15	0	0	0	0	0	0	0	0
2000	10	1	9	0	0	0	0	0	0	0	0
2100	6	1	5	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
07-19	223	18	188	1	14	2	0	0	0	0	0
06-22	261	24	219	1	15	2	0	0	0	0	0
06-00	263	24	221	1	15	2	0	0	0	0	0
00-00	268	25	225	1	15	2	0	0	0	0	0

06 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	4	0	4	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0700	8	0	6	0	2	0	0	0	0	0	0
0800	25	2	21	0	2	0	0	0	0	0	0
0900	26	2	21	0	3	0	0	0	0	0	0
1000	14	1	13	0	0	0	0	0	0	0	0
1100	13	1	10	0	2	0	0	0	0	0	0
1200	18	3	14	0	0	1	0	0	0	0	0
1300	7	0	6	0	1	0	0	0	0	0	0
1400	13	3	9	0	0	1	0	0	0	0	0
1500	23	2	21	0	0	0	0	0	0	0	0
1600	27	2	25	0	0	0	0	0	0	0	0
1700	28	7	18	0	3	0	0	0	0	0	0
1800	26	2	24	0	0	0	0	0	0	0	0
1900	22	5	16	0	1	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0
2100	8	1	6	0	0	1	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0
2300	7	1	5	0	1	0	0	0	0	0	0
07-19	228	25	188	0	13	2	0	0	0	0	0
06-22	266	31	218	0	14	3	0	0	0	0	0
06-00	277	32	227	0	15	3	0	0	0	0	0
00-00	283	32	233	0	15	3	0	0	0	0	0

07 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	3	1	0	0	2	0	0	0	0	0	0
0700	8	3	5	0	0	0	0	0	0	0	0
0800	31	4	26	0	1	0	0	0	0	0	0
0900	16	3	12	0	1	0	0	0	0	0	0
1000	21	2	14	0	5	0	0	0	0	0	0
1100	10	0	9	0	1	0	0	0	0	0	0
1200	23	3	16	0	4	0	0	0	0	0	0
1300	19	1	15	0	3	0	0	0	0	0	0
1400	18	2	14	0	2	0	0	0	0	0	0
1500	20	1	16	0	3	0	0	0	0	0	0
1600	23	1	21	0	1	0	0	0	0	0	0
1700	17	1	14	0	1	1	0	0	0	0	0
1800	16	2	13	0	1	0	0	0	0	0	0
1900	16	2	14	0	0	0	0	0	0	0	0
2000	10	1	9	0	0	0	0	0	0	0	0
2100	8	2	6	0	0	0	0	0	0	0	0
2200	7	1	6	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
07-19	222	23	175	0	23	1	0	0	0	0	0
06-22	259	29	204	0	25	1	0	0	0	0	0
06-00	269	30	213	0	25	1	0	0	0	0	0
00-00	274	30	218	0	25	1	0	0	0	0	0

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	3	1	2	0	1	0	0	0	0	0	0
0700	7	1	5	0	1	0	0	0	0	0	0
0800	22	3	19	0	1	0	0	0	0	0	0
0900	20	3	16	0	1	0	0	0	0	0	0
1000	18	1	14	0	2	0	0	0	0	0	0
1100	16	0	14	0	1	0	0	0	0	0	0
1200	20	2	17	0	1	0	0	0	0	0	0
1300	16	1	13	0	2	0	0	0	0	0	0
1400	15	1	13	0	1	0	0	0	0	0	0
1500	21	1	19	0	1	0	0	0	0	0	0
1600	20	3	16	0	1	0	0	0	0	0	0
1700	18	2	15	0	1	0	0	0	0	0	0
1800	22	1	20	0	0	0	0	0	0	0	0
1900	18	2	16	0	0	0	0	0	0	0	0
2000	9	1	8	0	0	0	0	0	0	0	0
2100	8	1	7	0	0	0	0	0	0	0	0
2200	5	0	4	0	0	0	0	0	0	0	0
2300	4	0	3	0	0	0	0	0	0	0	0
07-19	215	20	180	0	14	1	0	0	0	0	0
06-22	252	24	212	0	15	1	0	0	0	0	0
06-00	261	24	219	0	16	1	0	0	0	0	0
00-00	268	25	226	0	16	1	0	0	0	0	0

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
Mon	278	29	233	0	15	0	1	0	0	0	0
Tue	268	25	225	1	15	2	0	0	0	0	0
Wed	283	32	233	0	15	3	0	0	0	0	0
Thu	274	30	218	0	25	1	0	0	0	0	0
Fri	305	28	252	0	22	2	0	0	1	0	0
Sat	273	18	247	0	8	0	0	0	0	0	0
Sun	194	11	174	0	9	0	0	0	0	0	0
--	1875	173	1582	1	109	8	1	0	1	0	0

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
--	1875	173	1582	1	109	8	1	0	1	0	0

## Count on Us Class Profile

**Report Id** - CustomList-121

**Site Name** - SET-02; SET-02

**Description** - Multiple Files! See Header sheet.

**Direction** - East

**01 October 2010**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0600	6	2	3	0	1	0	0	0	0	0	0
0700	10	0	8	0	2	0	0	0	0	0	0
0800	33	7	25	0	0	0	1	0	0	0	0
0900	23	3	20	0	0	0	0	0	0	0	0
1000	13	1	10	0	2	0	0	0	0	0	0
1100	23	1	18	0	3	1	0	0	0	0	0
1200	16	2	13	0	1	0	0	0	0	0	0
1300	23	0	19	0	3	1	0	0	0	0	0
1400	25	2	19	0	4	0	0	0	0	0	0
1500	29	1	27	0	1	0	0	0	0	0	0
1600	23	4	17	0	2	0	0	0	0	0	0
1700	22	5	17	0	0	0	0	0	0	0	0
1800	25	0	23	0	1	1	0	0	0	0	0
1900	30	4	24	0	2	0	0	0	0	0	0
2000	16	1	14	0	1	0	0	0	0	0	0
2100	11	1	10	0	0	0	0	0	0	0	0
2200	9	2	7	0	0	0	0	0	0	0	0
2300	5	0	4	0	1	0	0	0	0	0	0
<b>07-19</b>	<b>265</b>	<b>26</b>	<b>216</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>328</b>	<b>34</b>	<b>267</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>342</b>	<b>36</b>	<b>278</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>350</b>	<b>36</b>	<b>286</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



02 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0700	5	1	3	0	1	0	0	0	0	0	0
0800	14	0	13	0	1	0	0	0	0	0	0
0900	19	1	18	0	0	0	0	0	0	0	0
1000	30	0	26	0	4	0	0	0	0	0	0
1100	29	0	28	0	0	1	0	0	0	0	0
1200	36	2	33	0	1	0	0	0	0	0	0
1300	3	1	2	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	10	0	0	0	0	0	0	0	0
1800	19	2	16	0	1	0	0	0	0	0	0
1900	22	1	21	0	0	0	0	0	0	0	0
2000	14	1	12	1	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
07-19	165	7	149	0	8	1	0	0	0	0	0
06-22	207	9	188	1	8	1	0	0	0	0	0
06-00	215	9	196	1	8	1	0	0	0	0	0
00-00	224	9	205	1	8	1	0	0	0	0	0

03 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	6	0	6	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0
0900	11	1	10	0	0	0	0	0	0	0	0
1000	27	1	25	0	1	0	0	0	0	0	0
1100	21	0	20	0	1	0	0	0	0	0	0
1200	22	0	21	0	1	0	0	0	0	0	0
1300	23	1	22	0	0	0	0	0	0	0	0
1400	28	0	28	0	0	0	0	0	0	0	0
1500	26	0	26	0	0	0	0	0	0	0	0
1600	19	3	16	0	0	0	0	0	0	0	0
1700	18	0	18	0	0	0	0	0	0	0	0
1800	7	1	6	0	0	0	0	0	0	0	0
1900	11	1	10	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0
2200	3	1	2	0	0	0	0	0	0	0	0
2300	4	1	3	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>212</b>	<b>7</b>	<b>202</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>242</b>	<b>8</b>	<b>231</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>249</b>	<b>10</b>	<b>236</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>262</b>	<b>10</b>	<b>249</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

04 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0100	2	1	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	7	1	5	0	1	0	0	0	0	0	0
0700	15	4	10	0	0	1	0	0	0	0	0
0800	33	5	28	0	0	0	0	0	0	0	0
0900	39	7	31	0	1	0	0	0	0	0	0
1000	16	2	12	0	2	0	0	0	0	0	0
1100	22	1	18	0	3	0	0	0	0	0	0
1200	25	1	23	0	1	0	0	0	0	0	0
1300	17	4	13	0	0	0	0	0	0	0	0
1400	12	1	11	0	0	0	0	0	0	0	0
1500	24	1	22	0	1	0	0	0	0	0	0
1600	21	2	17	0	2	0	0	0	0	0	0
1700	20	2	17	0	1	0	0	0	0	0	0
1800	54	4	49	1	0	0	0	0	0	0	0
1900	30	2	28	0	0	0	0	0	0	0	0
2000	11	0	10	0	0	1	0	0	0	0	0
2100	12	5	7	0	0	0	0	0	0	0	0
2200	10	1	9	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0
07-19	298	34	251	1	11	1	0	0	0	0	0
06-22	358	42	301	1	12	2	0	0	0	0	0
06-00	373	43	315	1	12	2	0	0	0	0	0
00-00	376	44	317	1	12	2	0	0	0	0	0

05 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	5	1	4	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	5	1	3	0	1	0	0	0	0	0	0
0700	21	4	16	0	0	1	0	0	0	0	0
0800	45	4	39	0	2	0	0	0	0	0	0
0900	36	6	26	0	3	1	0	0	0	0	0
1000	21	2	19	0	0	0	0	0	0	0	0
1100	18	1	14	0	3	0	0	0	0	0	0
1200	18	1	17	0	0	0	0	0	0	0	0
1300	18	0	17	0	0	1	0	0	0	0	0
1400	8	3	4	0	1	0	0	0	0	0	0
1500	37	1	36	0	0	0	0	0	0	0	0
1600	31	4	27	0	0	0	0	0	0	0	0
1700	27	3	24	0	0	0	0	0	0	0	0
1800	34	3	31	0	0	0	0	0	0	0	0
1900	30	6	24	0	0	0	0	0	0	0	0
2000	17	2	15	0	0	0	0	0	0	0	0
2100	10	1	9	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
07-19	314	32	270	0	9	3	0	0	0	0	0
06-22	376	42	321	0	10	3	0	0	0	0	0
06-00	381	42	326	0	10	3	0	0	0	0	0
00-00	388	44	331	0	10	3	0	0	0	0	0

06 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0400	2	1	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	4	2	2	0	0	0	0	0	0	0	0
0700	10	0	8	0	2	0	0	0	0	0	0
0800	44	8	33	0	3	0	0	0	0	0	0
0900	35	3	30	0	2	0	0	0	0	0	0
1000	30	2	26	0	1	1	0	0	0	0	0
1100	17	1	14	0	2	0	0	0	0	0	0
1200	25	2	21	0	1	0	0	0	0	1	0
1300	15	0	14	0	1	0	0	0	0	0	0
1400	21	3	18	0	0	0	0	0	0	0	0
1500	36	5	30	0	0	0	1	0	0	0	0
1600	32	5	27	0	0	0	0	0	0	0	0
1700	32	5	24	0	3	0	0	0	0	0	0
1800	26	2	24	0	0	0	0	0	0	0	0
1900	2	1	1	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0
2100	13	1	12	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0
2300	9	1	8	0	0	0	0	0	0	0	0
07-19	323	36	269	0	15	1	1	0	0	1	0
06-22	353	40	295	0	15	1	1	0	0	1	0
06-00	369	41	310	0	15	1	1	0	0	1	0
00-00	376	42	316	0	15	1	1	0	0	1	0

07 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0400	4	1	3	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	4	1	1	0	2	0	0	0	0	0	0
0700	11	3	8	0	0	0	0	0	0	0	0
0800	47	7	40	0	0	0	0	0	0	0	0
0900	22	2	18	0	2	0	0	0	0	0	0
1000	26	3	18	0	5	0	0	0	0	0	0
1100	14	1	11	0	1	1	0	0	0	0	0
1200	31	3	25	0	3	0	0	0	0	0	0
1300	31	2	26	0	3	0	0	0	0	0	0
1400	23	4	16	0	3	0	0	0	0	0	0
1500	38	6	29	0	3	0	0	0	0	0	0
1600	26	1	24	0	1	0	0	0	0	0	0
1700	18	0	15	0	3	0	0	0	0	0	0
1800	26	5	19	0	1	1	0	0	0	0	0
1900	29	5	24	0	0	0	0	0	0	0	0
2000	16	1	15	0	0	0	0	0	0	0	0
2100	15	2	13	0	0	0	0	0	0	0	0
2200	9	1	8	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
07-19	313	37	249	0	25	2	0	0	0	0	0
06-22	377	46	302	0	27	2	0	0	0	0	0
06-00	389	47	313	0	27	2	0	0	0	0	0
00-00	400	48	323	0	27	2	0	0	0	0	0

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	5	1	3	0	1	0	0	0	0	0	0
0700	11	2	8	0	1	0	0	0	0	0	0
0800	32	4	27	0	1	0	0	0	0	0	0
0900	26	3	22	0	1	0	0	0	0	0	0
1000	23	2	19	0	2	0	0	0	0	0	0
1100	21	1	18	0	2	0	0	0	0	0	0
1200	25	2	22	0	1	0	0	0	0	0	0
1300	19	1	16	0	1	0	0	0	0	0	0
1400	17	2	14	0	1	0	0	0	0	0	0
1500	27	2	24	0	1	0	0	0	0	0	0
1600	22	3	18	0	1	0	0	0	0	0	0
1700	21	2	18	0	1	0	0	0	0	0	0
1800	27	2	24	0	0	0	0	0	0	0	0
1900	22	3	19	0	0	0	0	0	0	0	0
2000	13	1	12	0	0	0	0	0	0	0	0
2100	11	1	9	0	0	0	0	0	0	0	0
2200	6	1	6	0	0	0	0	0	0	0	0
2300	5	0	4	0	0	0	0	0	0	0	0
07-19	270	26	229	0	13	2	0	0	0	0	0
06-22	320	32	272	0	14	2	0	0	0	0	0
06-00	331	33	282	0	14	2	0	0	0	0	0
00-00	339	33	290	0	14	2	0	0	0	0	0

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
Mon	376	44	317	1	12	2	0	0	0	0	0
Tue	388	44	331	0	10	3	0	0	0	0	0
Wed	376	42	316	0	15	1	1	0	0	1	0
Thu	400	48	323	0	27	2	0	0	0	0	0
Fri	350	36	286	0	24	3	1	0	0	0	0
Sat	224	9	205	1	8	1	0	0	0	0	0
Sun	262	10	249	0	3	0	0	0	0	0	0
--	2376	233	2027	2	99	12	2	0	0	1	0

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
--	2376	233	2027	2	99	12	2	0	0	1	0

## Count on Us Class Profile

**Report Id** - CustomList-121

**Site Name** - SET-02; SET-02

**Description** - Multiple Files! See Header sheet.

**Direction** - West

**01 October 2010**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	8	1	7	0	0	0	0	0	0	0	0
0700	7	1	5	0	1	0	0	0	0	0	0
0800	20	5	12	0	3	0	0	0	0	0	0
0900	15	0	15	0	0	0	0	0	0	0	0
1000	12	1	10	0	1	0	0	0	0	0	0
1100	14	2	9	0	3	0	0	0	0	0	0
1200	13	0	12	0	1	0	0	0	0	0	0
1300	21	0	20	1	0	0	0	0	0	0	0
1400	25	0	24	0	1	0	0	0	0	0	0
1500	21	1	20	0	0	0	0	0	0	0	0
1600	16	1	14	0	1	0	0	0	0	0	0
1700	16	2	13	0	1	0	0	0	0	0	0
1800	8	1	7	0	0	0	0	0	0	0	0
1900	17	1	16	0	0	0	0	0	0	0	0
2000	15	0	15	0	0	0	0	0	0	0	0
2100	5	1	4	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0
2300	7	1	6	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>188</b>	<b>14</b>	<b>161</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>233</b>	<b>17</b>	<b>203</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>243</b>	<b>18</b>	<b>212</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>250</b>	<b>18</b>	<b>219</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



02 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	5	0	5	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0
0800	9	2	7	0	0	0	0	0	0	0	0
0900	15	1	14	0	0	0	0	0	0	0	0
1000	23	1	21	0	0	1	0	0	0	0	0
1100	34	0	33	0	1	0	0	0	0	0	0
1200	24	1	23	0	0	0	0	0	0	0	0
1300	5	0	5	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0
1700	12	2	10	0	0	0	0	0	0	0	0
1800	15	1	14	0	0	0	0	0	0	0	0
1900	9	1	8	0	0	0	0	0	0	0	0
2000	9	1	8	0	0	0	0	0	0	0	0
2100	5	1	4	0	0	0	0	0	0	0	0
2200	10	1	9	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0
07-19	141	8	131	0	1	1	0	0	0	0	0
06-22	164	11	151	0	1	1	0	0	0	0	0
06-00	179	12	165	0	1	1	0	0	0	0	0
00-00	189	12	175	0	1	1	0	0	0	0	0

03 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	7	0	7	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0
0200	4	1	3	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	6	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0
0800	6	0	6	0	0	0	0	0	0	0	0
0900	10	1	8	0	1	0	0	0	0	0	0
1000	20	0	20	0	0	0	0	0	0	0	0
1100	18	3	15	0	0	0	0	0	0	0	0
1200	23	1	22	0	0	0	0	0	0	0	0
1300	20	2	18	0	0	0	0	0	0	0	0
1400	16	0	16	0	0	0	0	0	0	0	0
1500	14	0	14	0	0	0	0	0	0	0	0
1600	11	2	9	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0
1800	11	0	11	0	0	0	0	0	0	0	0
1900	12	0	11	0	1	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0
2200	4	1	3	0	0	0	0	0	0	0	0
2300	3	1	2	0	0	0	0	0	0	0	0
07-19	165	9	155	0	1	0	0	0	0	0	0
06-22	195	9	184	0	2	0	0	0	0	0	0
06-00	202	11	189	0	2	0	0	0	0	0	0
00-00	217	12	203	0	2	0	0	0	0	0	0

04 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	6	0	5	0	1	0	0	0	0	0	0
0700	23	4	19	0	0	0	0	0	0	0	0
0800	28	7	21	0	0	0	0	0	0	0	0
0900	24	2	20	0	2	0	0	0	0	0	0
1000	19	0	16	0	3	0	0	0	0	0	0
1100	7	0	6	0	1	0	0	0	0	0	0
1200	17	1	14	0	2	0	0	0	0	0	0
1300	14	1	10	1	2	0	0	0	0	0	0
1400	10	2	7	0	1	0	0	0	0	0	0
1500	22	3	19	0	0	0	0	0	0	0	0
1600	8	1	7	0	0	0	0	0	0	0	0
1700	15	5	8	0	2	0	0	0	0	0	0
1800	26	3	23	0	0	0	0	0	0	0	0
1900	25	2	23	0	0	0	0	0	0	0	0
2000	10	2	8	0	0	0	0	0	0	0	0
2100	6	1	5	0	0	0	0	0	0	0	0
2200	7	1	6	0	0	0	0	0	0	0	0
2300	5	1	4	0	0	0	0	0	0	0	0
07-19	213	29	170	1	13	0	0	0	0	0	0
06-22	260	34	211	1	14	0	0	0	0	0	0
06-00	272	36	221	1	14	0	0	0	0	0	0
00-00	276	36	225	1	14	0	0	0	0	0	0

05 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	6	0	5	0	1	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0700	13	2	11	0	0	0	0	0	0	0	0
0800	29	1	26	0	1	0	0	0	1	0	0
0900	12	2	10	0	0	0	0	0	0	0	0
1000	10	0	9	0	1	0	0	0	0	0	0
1100	9	2	5	0	2	0	0	0	0	0	0
1200	9	2	6	0	1	0	0	0	0	0	0
1300	18	0	18	0	0	0	0	0	0	0	0
1400	9	1	6	0	2	0	0	0	0	0	0
1500	35	2	31	0	2	0	0	0	0	0	0
1600	13	1	12	0	0	0	0	0	0	0	0
1700	14	3	11	0	0	0	0	0	0	0	0
1800	19	4	15	0	0	0	0	0	0	0	0
1900	16	3	13	0	0	0	0	0	0	0	0
2000	12	1	10	0	1	0	0	0	0	0	0
2100	8	2	6	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0
2300	4	1	3	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>190</b>	<b>20</b>	<b>160</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>227</b>	<b>26</b>	<b>190</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>234</b>	<b>27</b>	<b>196</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>243</b>	<b>28</b>	<b>203</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

06 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0700	10	1	9	0	0	0	0	0	0	0	0
0800	28	4	22	0	1	1	0	0	0	0	0
0900	10	0	10	0	0	0	0	0	0	0	0
1000	24	1	21	0	2	0	0	0	0	0	0
1100	9	1	7	0	1	0	0	0	0	0	0
1200	21	3	17	0	1	0	0	0	0	0	0
1300	13	3	10	0	0	0	0	0	0	0	0
1400	21	2	18	0	1	0	0	0	0	0	0
1500	20	1	17	0	2	0	0	0	0	0	0
1600	24	3	21	0	0	0	0	0	0	0	0
1700	12	1	11	0	0	0	0	0	0	0	0
1800	17	4	13	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0
2000	9	1	8	0	0	0	0	0	0	0	0
2100	17	2	15	0	0	0	0	0	0	0	0
2200	10	3	7	0	0	0	0	0	0	0	0
2300	9	1	8	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>209</b>	<b>24</b>	<b>176</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>237</b>	<b>27</b>	<b>201</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>256</b>	<b>31</b>	<b>216</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>267</b>	<b>31</b>	<b>227</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

07 October 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0600	3	1	2	0	0	0	0	0	0	0	0
0700	14	3	10	0	1	0	0	0	0	0	0
0800	24	4	20	0	0	0	0	0	0	0	0
0900	23	3	17	0	1	2	0	0	0	0	0
1000	8	0	7	0	1	0	0	0	0	0	0
1100	8	2	5	0	1	0	0	0	0	0	0
1200	9	3	4	0	2	0	0	0	0	0	0
1300	18	0	17	0	0	0	1	0	0	0	0
1400	8	3	5	0	0	0	0	0	0	0	0
1500	25	2	21	0	2	0	0	0	0	0	0
1600	13	1	12	0	0	0	0	0	0	0	0
1700	19	4	14	0	1	0	0	0	0	0	0
1800	23	3	20	0	0	0	0	0	0	0	0
1900	20	1	18	0	1	0	0	0	0	0	0
2000	15	4	11	0	0	0	0	0	0	0	0
2100	17	3	14	0	0	0	0	0	0	0	0
2200	13	2	11	0	0	0	0	0	0	0	0
2300	8	4	4	0	0	0	0	0	0	0	0
07-19	192	28	152	0	9	2	1	0	0	0	0
06-22	247	37	197	0	10	2	1	0	0	0	0
06-00	268	43	212	0	10	2	1	0	0	0	0
00-00	280	43	224	0	10	2	1	0	0	0	0

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	4	0	4	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	0	0	0	0	0	0	0	0
0700	11	2	9	0	0	0	0	0	0	0	0
0800	21	3	16	0	1	0	0	0	0	0	0
0900	16	1	13	0	1	0	0	0	0	0	0
1000	17	0	15	0	1	0	0	0	0	0	0
1100	14	1	11	0	1	0	0	0	0	0	0
1200	17	2	14	0	1	0	0	0	0	0	0
1300	16	1	14	0	0	0	0	0	0	0	0
1400	13	1	11	0	1	0	0	0	0	0	0
1500	20	1	17	0	1	0	0	0	0	0	0
1600	12	1	11	0	0	0	0	0	0	0	0
1700	14	2	11	0	1	0	0	0	0	0	0
1800	17	2	15	0	0	0	0	0	0	0	0
1900	14	1	13	0	0	0	0	0	0	0	0
2000	11	1	9	0	0	0	0	0	0	0	0
2100	9	1	8	0	0	0	0	0	0	0	0
2200	7	1	6	0	0	0	0	0	0	0	0
2300	6	1	5	0	0	0	0	0	0	0	0
07-19	185	19	158	0	8	1	0	0	0	0	0
06-22	223	23	191	0	8	1	0	0	0	0	0
06-00	236	25	202	0	8	1	0	0	0	0	0
00-00	246	26	211	0	8	1	0	0	0	0	0

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
Mon	276	36	225	1	14	0	0	0	0	0	0
Tue	243	28	203	0	11	0	0	0	1	0	0
Wed	267	31	227	0	8	1	0	0	0	0	0
Thu	280	43	224	0	10	2	1	0	0	0	0
Fri	250	18	219	1	12	0	0	0	0	0	0
Sat	189	12	175	0	1	1	0	0	0	0	0
Sun	217	12	203	0	2	0	0	0	0	0	0
--	1722	180	1476	2	58	4	1	0	1	0	0

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
--	1722	180	1476	2	58	4	1	0	1	0	0

## **APPENDIX C**

### **Architect's Layout Plans**





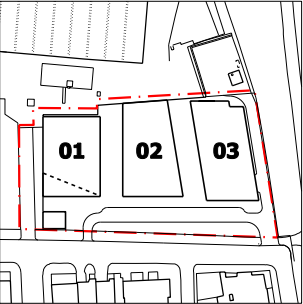
NOTES:

DO NOT SCALE FROM THIS DRAWING.

ALL DIMENSIONS TO BE CHECKED ON SITE.

ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.

ALL RIGHTS RESERVED. THIS WORK IS COPYRIGHT AND CANNOT BE REPRODUCED OR COPIED OR MODIFIED IN ANY FORM OR BY ANY MEANS, GRAPHIC ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING WITHOUT THE WRITTEN PERMISSION OF SQUIRE AND PARTNERS ARCHITECTS.



--- SITE BOUNDARY

#### Area Totals

##### Block 01 6 Storeys

GEA 506 sq.m  
GIA 477 sq.m  
NIA 392 sq.m

##### Block 02 6 Storeys

GEA 627 sq.m  
GIA 592 sq.m  
NIA 436 sq.m

##### Block 03 5 Storeys

GEA 644 sq.m  
GIA 601 sq.m  
NIA 504 sq.m

##### House 2 Storeys

GEA 49 sq.m  
GIA 38 sq.m  
NIA 38 sq.m

Issued For Planning	07/02/11	SG	A
Revision description	Date	Check	Rev

## Squire and Partners

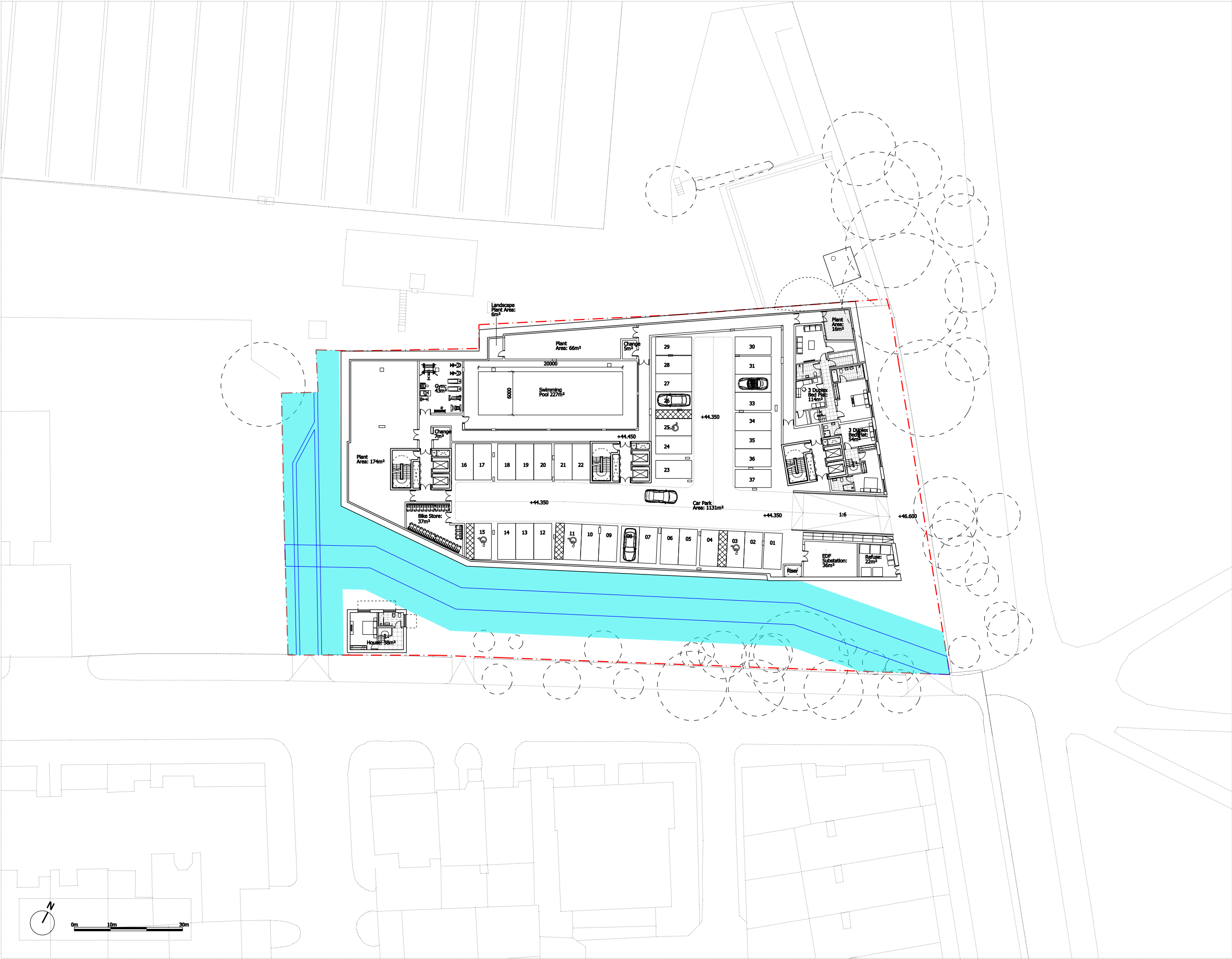
77 Wicklow Street London WC1X 9JY  
T: 020 7278 5555 F: 020 7239 0495

info@squireandpartners.com  
www.squireandpartners.com

Project:  
St Edmunds Terrace,  
London, NW8

Drawing  
Proposed Plan  
Ground Floor

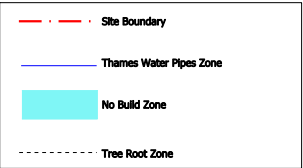
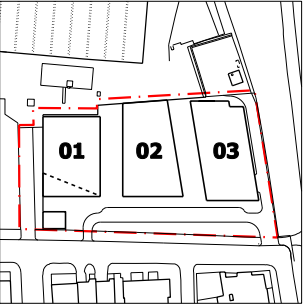
Drawn	Date	Scale
SG	13/05/2010	1:2500 A1 1:500 A3
Job number	Drawing number	Revision
10004	P_00_G200_002	A



NOTES:

DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS TO BE CHECKED ON SITE.  
ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.

ALL RIGHTS RESERVED. THIS WORK IS COPYRIGHT AND CANNOT BE REPRODUCED OR COPIED OR MODIFIED IN ANY FORM OR BY ANY MEANS, GRAPHIC ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING WITHOUT THE WRITTEN PERMISSION OF SQUIRE AND PARTNERS ARCHITECTS.



#### Area Totals

##### Basement Level 1

GEA 2494 sq.m  
GIA 2296 sq.m  
NIA 1938 sq.m

Residential: 168m²  
Plant: 298m²  
Car Park: 1131m²  
Bike Store: 37m²  
Refuse Store: 22m²  
Health Club: 282m²

##### House Basement Level

GEA 49 sq.m  
GIA 38 sq.m  
NIA 38 sq.m

##### Car Parking Numbers:

Disabled Spaces: 4  
Total Spaces: 37  
Cycle Spaces: 40

Issued for Planning	07/02/11	SG	A
Revision description	Date	Check	Rev

## Squire and Partners

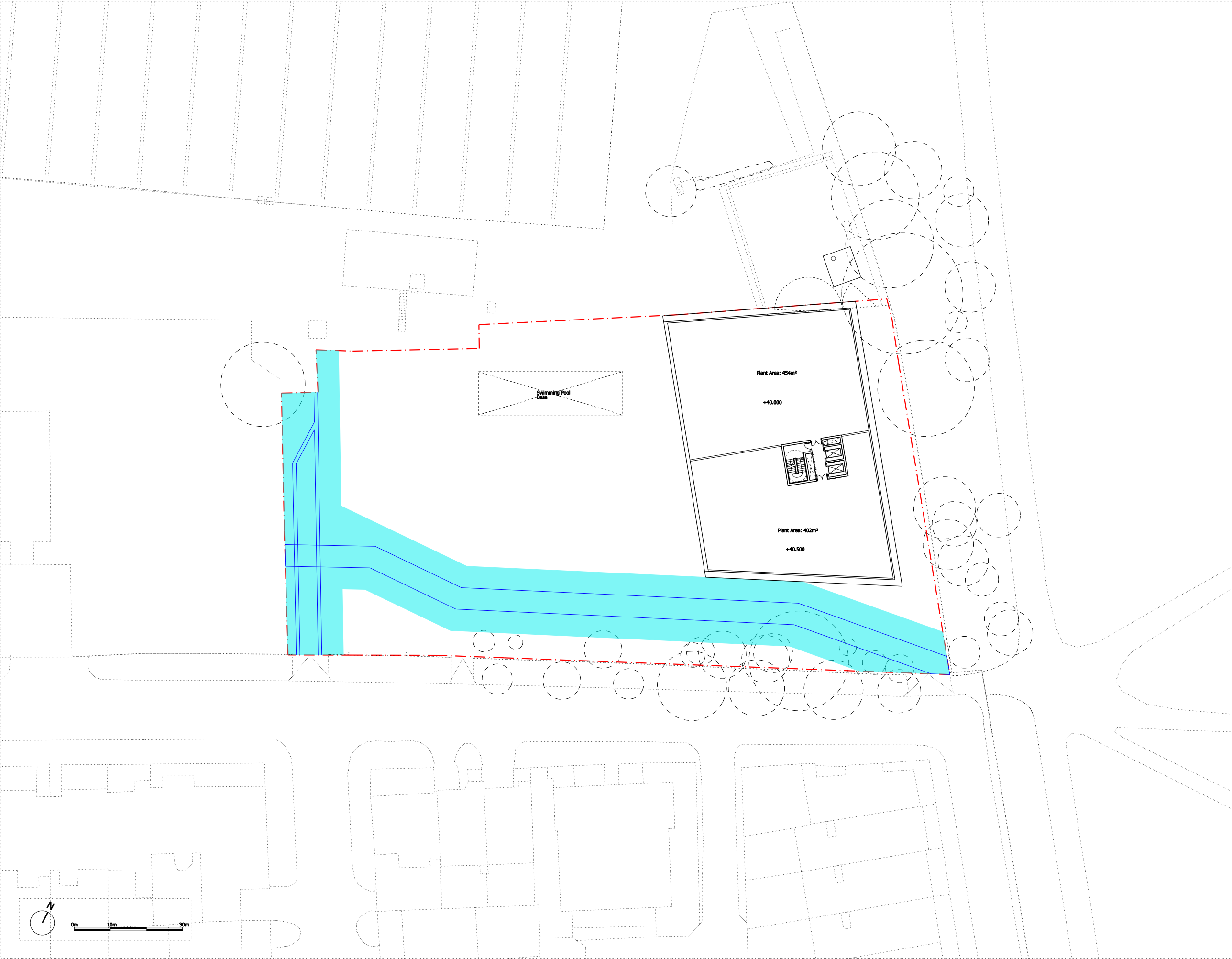
77 Wicklow Street London WC1X 9JY  
T: 020 7278 5555 F: 020 7239 0495

info@squireandpartners.com  
www.squireandpartners.com

Project:  
St Edmunds Terrace,  
London, NW8

Drawing  
Proposed Plan  
Basement  
Level 1

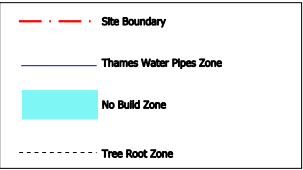
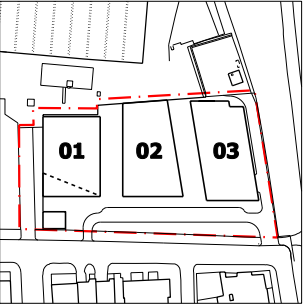
Drawn	Date	Scale
SG	09/06/2010	1: 2300 A3 1: 500 A3
Job number	Drawing number	Revision
10004	P_B1_G200_002	A



NOTES:

DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS TO BE CHECKED ON SITE.  
ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.

ALL RIGHTS RESERVED. THIS WORK IS COPYRIGHT AND CANNOT BE REPRODUCED OR COPIED OR MODIFIED IN ANY FORM OR BY ANY MEANS, GRAPHIC ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING WITHOUT THE WRITTEN PERMISSION OF SQUIRE AND PARTNERS ARCHITECTS.



Area Totals	
<b>Basement Level 2</b>	
GEA	1022 sq.m
GIA	909 sq.m
<b>Plant Area:</b>	
NIA	856 sq.m

Issued for Planning	07/02/11	SG	A
Revision description	Date	Check	Rev

## Squire and Partners

77 Wicklow Street London WC1X 9JY  
T: 020 7278 5555 F: 020 7239 0495

info@squireandpartners.com  
www.squireandpartners.com

Project  
St Edmunds Terrace,  
London, NW8

Drawing  
Proposed Plan  
Basement  
Level 2

Drawn	Date	Scale
GR	20/05/2010	1: 2300 A1 1: 500 A3
Job number	Drawing number	Revision
10004	P_B2_G200_002	A

## **APPENDIX D**

### **Travel Plan Initiatives**

## Travel Plan Initiatives

1. All residents will be provided with a Welcome Pack on first occupation containing information on the opportunities for and benefits of sustainable travel.
2. The Welcome Pack will include but not be limited to the following information;
  - A plan illustrating walking and cycling routes in the vicinity;
  - A pamphlet outlining the benefits of walking and cycling;
  - A plan illustrating local bus routes and the location of nearby bus stops, LUL and mainline railway stations;
  - Timetables for all of the bus routes;
  - A LUL network plan
  - An application form for an Oyster Card;
  - A plan of the local area illustrating all key local amenities such as shops, schools, health and leisure facilities;
  - Contact details for local taxi operators;
  - Information on local car club operators including the locations of the closest on-street bays;
  - Contact numbers and web details for Transport for London and National Rail Enquiries

## **APPENDIX E**

### **Draft Construction Traffic Management Plan**

**Regents Park Estates  
(GP) Limited**

**ST EDMUNDS TERRACE**

**Draft Construction Traffic  
Management Plan**

**February 2011**

**TTP Consulting**

**131-151 Great Titchfield Street  
London**

**W1W 5BB**

**Tel: 020 3008 8940**

**[www.ttp-consulting.co.uk](http://www.ttp-consulting.co.uk)**

Registered in England: 7441800

## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
	<b>Purpose of CTMP .....</b>	<b>1</b>
<b>2</b>	<b>CTMP SCOPE &amp; STRUCTURE.....</b>	<b>2</b>
<b>3</b>	<b>CONSTRUCTION TRAFFIC MANAGEMENT PLAN .....</b>	<b>3</b>
	<b>Access Arrangements for Vehicles .....</b>	<b>3</b>
	<b>Access Route .....</b>	<b>3</b>
	<b>Vehicle Size and Schedule of Use.....</b>	<b>4</b>
	<b>Hours of Operation.....</b>	<b>5</b>
	<b>Necessary Highway Works.....</b>	<b>5</b>
	<b>Parking and Loading Arrangements .....</b>	<b>6</b>
	<b>Parking Bay Suspension.....</b>	<b>6</b>
	<b>Traffic Management Orders .....</b>	<b>6</b>
	<b>Proposed Overhang of Public Highway.....</b>	<b>6</b>
	<b>Proposed Start and End Dates for Each Phase of Construction.....</b>	<b>7</b>
	<b>Details of Measures to Reduce Congestion.....</b>	<b>7</b>
<b>4</b>	<b>OTHER ISSUES .....</b>	<b>9</b>
	<b>Public Consultation .....</b>	<b>9</b>
	<b>General.....</b>	<b>9</b>
	<b>Developer Obligation .....</b>	<b>9</b>

## FIGURES

- 1 Site Location

## APPENDICES

- A Note of Meeting with Saint Christina's School



# 1 INTRODUCTION

- 1.1 TTP Consulting are retained by Regents Park Estates (GP) Limited in relation to the Thames Water Utilities Ltd (T.W.U.L) site located at the eastern end of St Edmund's Terrace. This draft Construction Traffic Management Plan has been prepared to support a planning application for a residential development of 37 units on the site. It is anticipated that the final / agreed Construction Management Plan (of which this document forms a part) will be subject to a Section 106 Agreement signed between the London Borough of Camden (Council) and Regents Park Estates (GP) Limited.
- 1.2 This Construction Traffic Management Plan (CTMP) seeks to outline how traffic will be managed during the construction period and has been prepared with experience gained through the preparation of similar documents prepared in relation to other developments in the Borough and, following discussions held with the London Borough of Camden and representatives of the Saint Christina's Roman Catholic School (which is located in St Edmund's Terrace).
- 1.3 The construction process involves the relocation, decommissioning and diversion of an element of the existing TWUL works, followed by the demolition of the existing buildings on the site, substructure works, superstructure works, envelope works and, finally, fit out and landscaping works.
- 1.4 The site location is shown at **Figure 1**.

## **Purpose of CTMP**

- 1.5 The principle purpose of the CTMP is to outline how the construction process will be managed / controlled, so as to minimise traffic disruption arising from the work and to ensure the safety of road users in the vicinity of the site. This Plan has been prepared in accordance with the Council's normal CTMP requirements for new developments in the Borough.
- 1.6 The preparation of this CTMP follows detailed site visits, consideration of the location of the site and surrounding area, a meeting with the Council's Highways Department and consultation with neighbours of the site, in particular, including Saint Christina's School and the appointed professional team.

## 2 CTMP SCOPE & STRUCTURE

2.1 The London Borough of Camden has a standard clause, which it includes in Section 106 Agreements, which defines the scope and structure of CTMPs. We have, therefore, prepared our draft CTMP in light of the Council's standard requirements, which are listed below for ease of reference:

- The access arrangements for vehicles;
- Proposed routes of vehicles to and from the site;
- Sizes of all vehicles and the schedule of when they will need access to the site;
- Details of any highway works necessary to enable construction to take place;
- Parking and loading arrangement of vehicles and delivery of materials and plant to the site;
- Details of proposed parking bay suspensions and temporary traffic management orders;
- Proposed overhang (if any) of the public highway (scaffolding, cranes etc);
- Details of hoarding required on the public highway;
- Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary) and any Banksman arrangements;
- The proposed working hours;
- Proposed start and end dates for each phase of construction;
- Details of how traffic associated with the development will be managed in order to reduce congestion; and,
- Details of any other measure designed to reduce the impact of associated traffic.

### 3 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

#### **Access Arrangements for Vehicles**

- 3.1 All vehicular access / egress to the site will be provided at the site frontage from St Edmunds Terrace. The routes to be used in the immediate vicinity of the site are set out below.

#### **Access Route**

- 3.2 Ormonde Terrace, which proceeds north-south to/from Prince Albert Road (to the south) and St Edmunds Terrace (to the north) is a relatively narrow two-way road, along which it is difficult for two vehicles to pass, given the incidence of parking on its western side. In light of this, it is not considered appropriate for vehicles associated with the construction process to access the site via Ormonde Terrace.
- 3.3 Wells Road, also proceeds north-south to/from Prince Albert Road (to the south) and St Edmunds Terrace (to the north). It is slightly wider than Ormonde Terrace, with better / more opportunities for vehicles to pass, however, our view is that access for construction vehicles via Wells Road would not be ideal.
- 3.4 St Edmunds Terrace (to/from) Avenue Road and Titchfield Road (to/from Prince Albert Road) offer the best options in physical (vehicle) access terms, however, following discussions with representatives of Saint Christina's School it is agreed that access via Titchfield Road would be preferable / more appropriate, so as to avoid the need for construction vehicles to pass in front of the school.
- 3.5 All construction traffic will arrive in the area via the A41 (Finchley Road) / A5205 (Prince Albert Road), before turning left into Titchfield Road and right into St Edmunds Terrace. Vehicles will then enter the site at its eastern end via its existing vehicular access. Construction traffic will subsequently exit the site onto St Edmunds Terrace, a short distance to the west of the existing vehicular access and will turn right onto St Edmunds Terrace, left into Titchfield Road, right onto Prince Albert Road and then right onto the A41.
- 3.6 The Construction Site Manager will liaise with the Council throughout the construction process (see Section 4) and if, for any reason, the Council considers it necessary or appropriate to modify the currently proposed access arrangements, the Council will confirm such a request in writing and the new access arrangements will be adopted with immediate effect.

- 3.7 All personnel responsible for delivering material to the site and/or transporting material away from the site will be advised in writing of the proposed / agreed vehicular access route and advised that failure to comply with the agreed route (other than in exceptional circumstances, such as the temporary closure of a road) will result in appropriate action being taken against the driver and his employer.
- 3.8 Subject to discussion / agreement with the London Borough of Camden, it is proposed that road signage will be erected to reinforce the agreed route to/from the site.
- 3.9 No vehicles will be permitted to reverse out of the site onto the public highway, and banksmen will be employed to manage/control safe and efficient vehicle movements into and out of the site during all periods of operation.

### **Vehicle Size and Schedule of Use**

- 3.10 All vehicles will be stationed at their depots not on site overnight.
- 3.11 The proposed construction traffic arrival / departure schedule will be achieved by utilising a system where drivers will call ahead to the duty Banksman en route to the site to confirm / establish if they are clear to arrive. Deliveries will be staggered so that, other than in unforeseen circumstances, drivers will be able to proceed directly to the site without the need to wait before proceeding to the site.
- 3.12 In the event that drivers are advised to wait before proceeding to the site, it is proposed that they will divert from the A41 Finchley Road to the B525 Avenue Road to wait until instructed to proceed to the site. Given the amount of space available on the site, it is considered unlikely that vehicles will need to divert in this way and, thus, the strategy has been identified in case of any unexpected circumstances.

### **Vehicle Size**

- 3.13 The likely range and size of vehicles used during the construction process is as follows:

4 Wheel Tipper Lorry

6 Wheel Tipper Lorry

8 Wheel Tipper Lorry

Concrete Pump Vehicles

Crane

**Schedule of Use**

- 3.14 At peak times, it is anticipated that there may be circa 4-5 inbound and 4-5 outbound vehicle movements per hour.
- 3.15 For the majority of the construction process, there will be significantly fewer vehicle movements per hour.
- 3.16 In addition, there will be the requirement for two cranes on site during the construction period.

**Hours of Operation**

- 3.17 The construction site will operate between:
- Monday – Friday 08:00 – 18:00 (site opens at 07:45 work starts 08:00)
  - Saturday 08:00 – 13:00
- 3.18 As discussed with the LB Camden and Saint Christina's School during meetings held in January 2011, construction vehicle movements will be programmed to avoid the beginning and end of the school day between 08:30 & 09:15 on weekday mornings and between 15:15 & 16:00, so as to minimise any conflict between construction vehicle activity and school pick-up / drop off activity.
- 3.19 Restricting construction traffic movements between 08:30 & 09:15 on weekday mornings will allow work to begin on site every morning (at 08:00) while still minimising any potential conflict with the busy school opening period.
- 3.20 In order for work to commence on site at 08:00, on weekdays, vehicles will arrive between 07:45 & 08:00 but loading / unloading will not commence until 08:00.

**Necessary Highway Works**

- 3.21 There is an existing vehicle crossover at the site entrance, which will be retained in its current format. In addition, it will be necessary to create a new vehicular access to cater for vehicles leaving the site, which will be retained to serve the completed development.
- 3.22 The Applicant will agree a schedule of the condition of the footway along the site frontage with the Highway Authority prior to works commencing and will pay to have it replaced / made good once the construction process is complete.

**Parking and Loading Arrangements**

- 3.23 As stated above, vehicle arrivals will be staggered. All vehicles will arrive and depart in forward gear.
- 3.24 The security gates will be kept open (under supervision) throughout the working day, in order to allow vehicles to enter the site without the need to wait on the public highway beforehand.
- 3.25 Banks-men will supervise all arrivals and departures of vehicles and all vehicles will undergo a wheel wash before vehicles leave the site to minimise mud being deposited on the public highway. In addition, the road outside the site will be swept if required.

**Parking Bay Suspension**

- 3.26 Parking on the north side of St Edmunds Terrace is limited to single yellow line waiting / loading only. Therefore, no residents' parking will be lost during the construction process.

**Traffic Management Orders****Temporary Footway Closure**

- 3.27 Footway closures will be required along the St Edmunds Terrace frontage to facilitate the installation of new statutory services. Where feasible, this work will be programmed to coincide with the school holiday period.

**Temporary Road Closure**

- 3.28 It is not currently envisaged that it will be necessary to apply for any road closures during the construction process, subject to formal confirmation of Thames Water's load restrictions over existing water mains in the vicinity of the site.

**Proposed Overhang of Public Highway**

- 3.29 It is not currently anticipated that there will be a requirement for any activity associated with the construction process to overhang the public highway.

**Proposed Hoarding**

- 3.30 Hoarding will be erected to the north, south and east of the site and, in addition, security fences will be erected to the north and west of the site. The proposed hoarding will be erected within the site and will serve to protect members of the public from audio and visual intrusion emanating from construction related activity on the site.

### **Pedestrian and Cyclist Safety**

- 3.31 Construction traffic poses a potential risk to pedestrian's and cyclist's safety, particularly when entering and exiting the site / loading area. Vulnerable road users' safety will be ensured by the use of banksmen during all periods of operation at the site. Professional banksmen will supervise all arrivals and departures of construction traffic.
- 3.32 Additionally, and as outlined earlier in this Plan, it is proposed that construction traffic movements will be avoided, where possible at the start and end of the school day.
- 3.33 In addition to peak levels of pedestrian activity at the beginning and end of the school day, representatives of Saint Christina's School have also indicated that there are occasions particularly during the Spring and Summer terms when children access Primrose Hill to/from the school. In light of this, it is proposed that the construction site management team maintain a close dialogue with the school to ensure, as far as possible, that vehicle activity is avoided at times when pedestrian movement is anticipated. Notwithstanding this, as noted above, banks-men will be employed at all times and, therefore, vehicle activity will be constantly monitored / supervised throughout the construction process.

### **Proposed Start and End Dates for Each Phase of Construction**

- 3.34 The whole construction process is scheduled to be undertaken within a 130 week programme, as follows:
- Site Preparation and Substructure Works from week 1 to week 65
  - Superstructure Works from week 61 to week 91
  - Remaining Construction Works from week 62 to week 126
  - External Works from week 101 to week 130

### **Details of Measures to Reduce Congestion**

- 3.35 Arrivals will be staggered to prevent any on-site congestion. When drivers approach the site, they will be required to call ahead to the duty banksman to be given permission to proceed to the site. If, for any reason, the banksman advises a driver not to proceed to the site (e.g. if there is no available space on-site), the driver will be instructed to wait off site (in Avenue Road).
- 3.36 Construction traffic movements will be programmed so as avoid the start or end of the Saint Christina's School day.

- 3.37 Construction traffic will be required to access and egress the site area via the A41 Finchley Road / A5205 Prince Albert Road (a primary route capable of absorbing the additional construction traffic) and signs will be erected to this effect.



## 4 OTHER ISSUES

### Public Consultation

#### Saint Christina's School

- 4.1 On 06 January 2011, TTP met with representatives of Saint Christina's School to discuss the planning application proposal and, in particular, any concerns they may have with respect to the construction process, and to determine the most appropriate times at the start and end of the school day to suspend construction traffic. **Appendix A** contains a copy of minutes of the meeting with the school. In summary:

- Traffic restriction times were agreed with the School.
- Vehicle routeing was agreed with the School.
- A commitment to maintain an active dialogue throughout the construction process was agreed.

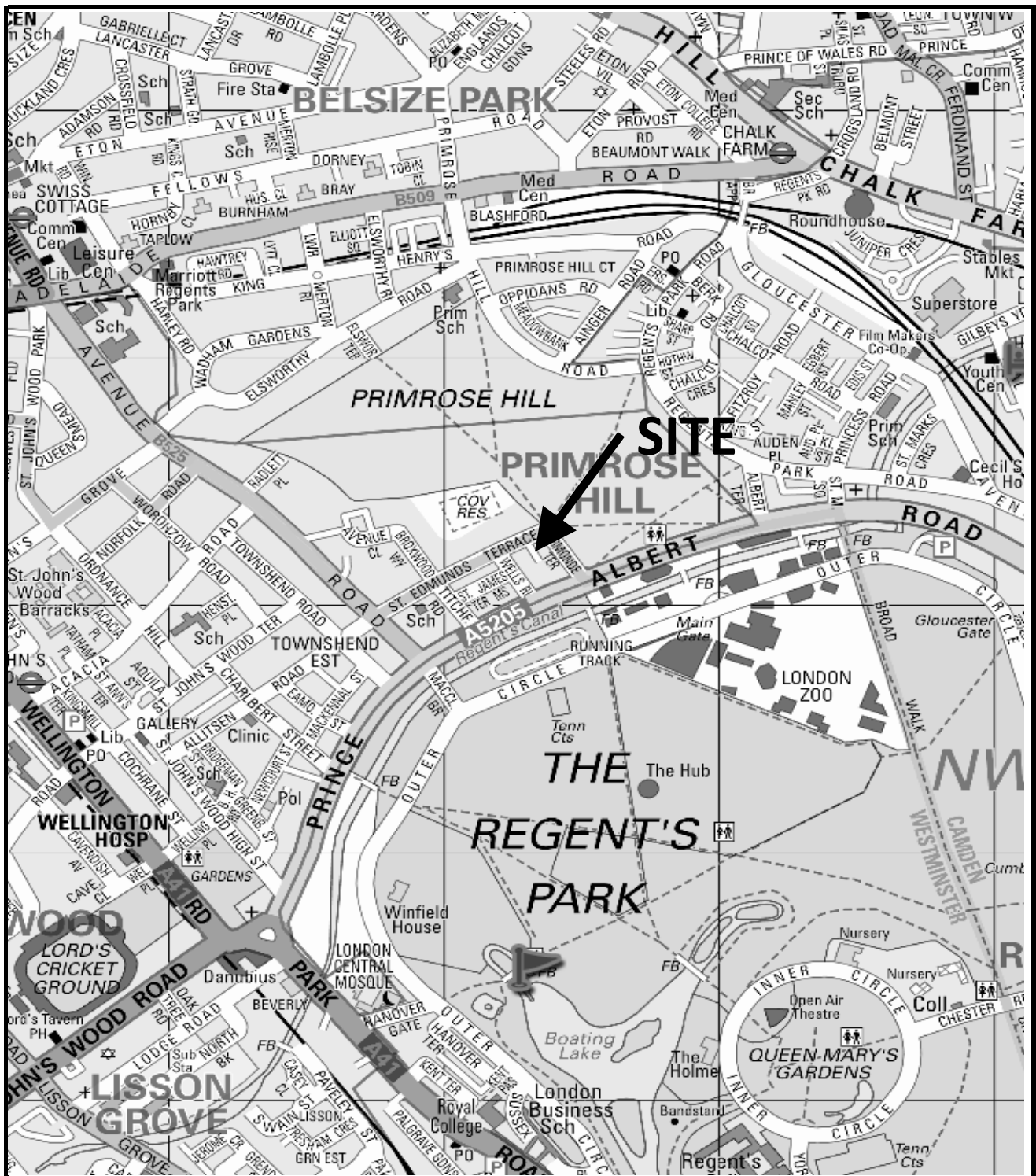
#### General

- 4.2 The developer will write to people living in the immediate vicinity of the site prior to the start of the construction programme detailing the scope of the project and the contact details for the Contractor and the Site Manager who they can contact in the event that they have any concerns or difficulties.
- 4.3 During the construction phase, information will be provided through a monthly newsletter to people living in the immediate vicinity of the site and they will also be invited to a monthly surgery meeting on site with the developer and the Site Manager so that any concerns can be voiced and agreement reached on action to be taken to tackle those concerns where practical.

#### Developer Obligation

- 4.4 The agreed contents of the Construction Traffic Management Plan will be complied with unless otherwise agreed in writing by the Council. The Plan will be subject to review during the course of the construction process and in the event that the Council (acting reasonably) considers it necessary to materially modify the Plan, the developer will incorporate any such changes, following a written request.

## FIGURES



St. Edmunds Terrace

Drawing Title

Site Location Plan

TTP Consulting Ltd

131-151 Great Yitchfield Street

London W1W 5BB

020 3008 8940

Drawn

Checked

Scale

Drawing Number

Rev

Name

Date

Name

Date

Not to Scale

Figure 1

ADM

26.1.2011

PC

26.1.2011

## **APPENDIX A**

### **Note of Meeting with Saint Christina's School**

## Project St Edmund's Terrace

### Note of Meeting (06/01/2011)

**To:** Nathalie Clyne-Wilson (NCW)  
David Phillips (DP)

**Copies:** Matt Hawkins (CIT),  
Nick Sharpe (ME),  
Neil Smith (Knight Harwood),  
Steve Lancashire (Four Communications),  
Chris Shaw (Shaw Corporation)

**From:** Peter Caneparo (PC)

**Date:** 06 / 01 / 2011

**File Ref:** 2011-1017 / N01

**Subject:** Note of Meeting

1. This note provides a summary of the key points discussed at a meeting attended by Nathalie Clyne-Wilson and David Phillips of Saint Christina's School and Peter Caneparo of TTP Consulting in relation to construction activity associated with the site formerly occupied by Thames Water at the eastern end of St Edmunds Terrace.
2. PC passed on Neil Smith's apologies for missing the meeting for personal reasons.
3. PC provided a brief update on the planning history of the site and confirmed that a planning application for redevelopment of the site would be submitted in the next 4 to 8 weeks.
4. PC indicated that one of the reports that is being prepared to support the planning application is a "Construction Management Plan" and that the purpose of the meeting was to confirm the applicant's initial thoughts in relation to how the construction process would be managed / controlled and, also, importantly, to seek the school's preliminary views / feedback in relation to the construction process.

5. PC noted that he had arrived on site shortly after 08:00 and had observed the arrival of children, starting slowly from circa 08:15, with peak activity between circa 08:40 and 09:00. NCW confirmed that this was typical and noted that whilst some children arrived early for pre-school clubs, the majority of children are only allowed into the school when the school doors are opened at 08:45.
6. NCW indicated that in light of the fact that peak arrival activity typically takes place between 08:30 and 09:15 and that peak departure activity takes place between 15:00 and 15:45, it would be preferable to avoid any heavy vehicle access during these times. NCW noted that children leave the school any time up to 17:00 following after school clubs, but appreciated that it would not be reasonable / appropriate to expect there to be no heavy vehicle activity between 15:45 and 17:00.
7. DP asked what the proposal was for vehicle routeing. PC indicated that having reviewed the main access routes to/from the site, his view was as follows: (1) that Ormonde Terrace was not suitable for construction vehicle access due to its width; (2) that whilst Wells Rise is wider than Ormonde Terrace, it is still relatively narrow and, therefore, not necessarily appropriate for construction traffic; and (3) that either Titchfield Road or St Edmunds Terrace via Avenue Road were the most appropriate routes – purely in terms of the physical characteristics of the road and not taking into account of factors, such as the existence of the school.
8. DP / NCW acknowledged that access from the western end of St Edmunds Terrace (ie either via Avenue Road or via Titchfield Road) was most appropriate in physical terms, but that their clear preference would be for construction access to be via Titchfield Road, so as to avoid the need for such vehicles to pass by the school.
9. PC noted this and confirmed that the CMP would be developed on the basis that vehicular access would be Titchfield Road.
10. NCW noted that, in addition to activity at the start and end of the school day, there are occasions when school trips are organized during the day, which involve children being transported to/from the school in a coach (which picks up / drops off children to/from the door). PC noted that it would be difficult to plan too far ahead for such instances, but that a feature of the CMP would be that one (or two) members of site staff would be regularly available to discuss matters arising and that if necessary or appropriate, it may be possible to either limit heavy vehicle activity at times that coaches are picking up / dropping off children or that it may be appropriate for vehicles to access the site via Wells Rise, say, during certain time periods (ie to minimise any potential safety hazard in the vicinity of the school).

11. DP noted the presence of the convent next door to the school and indicated that out of hours activity should be avoided. PC confirmed that virtually all construction activity would take place Monday to Friday 08:00-18:00 and Saturday mornings 09:00-13:00, other than in exceptional circumstances where it is necessary for a crane, say, to access the site “out of hours”. This would need to be discussed and agreed with the planning / highway authority in advance.
12. DP asked whether there had been any dialogue with the developers of the Guinness Court site. PC indicated that he had not personally been involved in any such discussions but indicated that he would establish what if any discussions had been held and would advise accordingly.
13. NCW indicated that during the summer + autumn terms, groups of school children (of all ages) occasionally walk to/from the school and Primrose Hill past the site. PC said that it would be difficult to manage / plan for such activity at this stage and suggested that this matter should be discussed with site staff at the appropriate time. PC re-affirmed that in numerical terms the number of heavy vehicles accessing the site would be relatively low and that, as long as children are supervised, highway safety issues should not arise.
14. PC noted that he would issue a copy of a/the draft CMP to NCW / DP for comment / information prior to the planning application submission and stressed that the developer’s team would be happy to discuss any issues arising from the proposed construction process both before and if/when appropriate during the construction process.

#### **Other Issues / Queries Requiring a Response**

- Confirm the likely / potential timescales leading up to commencement of construction works on site.
- Confirm the anticipated duration of construction works on site.