

## **Appendix G**

## **Travel Plan Framework**

As part of a comprehensive development committed to sustainable modes of travel, the applicant would promote the introduction of a Travel Plan (TP) for the entire site, with generic measures applying to each of the constituent land-uses therein and bespoke measures being brought forward for each of the constituent land-uses to ensure that the selected measures maximise the access opportunities.

Within the parallel Travel Plan document, targets and measures to help achieve these will be set firstly for the site overall and then set secondly for the office use and retail units separately.

The TP would seek by a number of means to reduce the impact of private car use to and from the development, by introducing attractive alternative incentives to achieve a reduction in mode split by car.

The key principles of the Travel Plan are: the need to provide sustainable access to the site for employees, shoppers, leisure users and visitors; the promotion of alternative modes of transport to the private car; the need to encourage cycling and walking to minimise traffic impact and also the impact on overstretched public transport in the area, especially the Camden Town underground station at weekends.

The Travel Plan would have the overarching objective of delivering a number of measures against the background of the key principles therein. As such, there would be measures to reduce car use, to promote bus use, to enable use of public transport, to encourage cycling and walking.

## **Appendix H**

### ***Servicing Management Plan Framework***

A Servicing Management Plan is aimed at managing the deliveries and servicing of the scheme, with the objective of minimising the impact of service vehicle deliveries and mitigating environmental effects. Details of the Servicing Management Plan will relate to the scale and kind of the development, however, in terms of assessing the impact on transport the plan should demonstrate that the following has been considered and where necessary the impacts mitigated:

- (a) Location and layout of servicing bays;
- (b) Likely frequency and duration of serving movements;
- (c) The sizes of service vehicles proposed to enter the site;
- (d) Swept paths should be provided to ascertain manoeuvring within the site;
- (e) Delivery vehicles should have a sufficient turning area to be able to both enter and exit the site in a forward gear. This will need to be demonstrated by swept paths;
- (f) Nature of goods to be delivered;
- (g) Route to and from on-street servicing bays to the building
- (h) Statement setting out how pedestrian and highway safety will be maintained during servicing movements;
- (i) Statement setting out how servicing movement to the site can be combined and/or reduced to minimise traffic and service vehicle activity at the site;
- (j) If on-street servicing is intended, a detailed statement giving reasons why this is necessary/reasonable and how it is expected to impact on safety and the operation of the public highway;
- (k) Details of arrangements for refuse storage and servicing;
- (l) How your approach to servicing takes into consideration the cumulative effects of other developments local to your site with regard to traffic and transport; and
- (m) Any other relevant information with regard to traffic and transport.

The transport statement has provided some information required for the SMP however a stand alone document will need to be presented to the LB Camden presenting more detail relating to the above points is required. Note the SMP is a requirement for the site and the local authority will not grant planning permission without the above information.

## **Appendix I**

## Construction Management Plan Framework

LB Camden has also requested a Construction Management Plan be submitted and approved before any works start onsite, as the proposal involves significant construction to create a large extension to the existing building which is located within an extremely busy town-centre.

A Construction Management Plan outlines how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.

Details of the Construction Management Plan will relate to the scale and kind of the development, however, in terms of assessing the impact on transport the plan should demonstrate that the following has been considered and where necessary the impacts mitigated:

- (a) Access arrangements for all vehicles;
- (b) Proposed routes of vehicles to and from the site;
- (c) Sizes of all vehicles and a schedule when they will access the site;
- (d) Swept path analysis for the vehicle routes for all vehicles sizes;
- (e) Details of any highway works necessary to enable construction to take place;
- (f) Parking and Loading arrangement of vehicles and delivery of materials and plant to the site;
- (g) Details of proposed parking bays suspensions and temporary traffic management orders;
- (h) Proposed overhang (if any) of the public highway (scaffolding, cranes etc.);
- (i) Details of hoarding required on the public highway;
- (j) Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary);
- (k) The proposed working hours;
- (l) Start and end dates for each phase of construction;
- (m) Details of how traffic associated with the development will be managed in order to reduce congestion;
- (n) Details of any other measure designed to reduce the impact of associated traffic;
- (o) Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented;
- (p) Details of any Construction Working Group that maybe required, addressing the concerns of surrounding residents;
- (q) How your approach to servicing takes into consideration the cumulative effects of other developments local to your site with regard to traffic and transport;
- (r) Any other relevant information with regard to traffic and transport.

## **Appendix J**

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**Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008**

**Summary of Accidents Selected**

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
SC01 GIS AREA B02 Jamestown Rd (P)	60 MTS TO SEP-2008	28

*The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation*



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Stick Diagram



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## Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008

SC01 GIS AREA B02 Jamestown Rd (P)										60 MTS TO SEP-2008 SORTED BY REF.
	1	2	3	4	5	6	7	8	9	10
Accident Reference	0103EO01811	0103EO02137	0104EO00291	0104EO00492	0104EO00961	0104EO01119	0104EO01237	0104TA00498	0105EO40060	0105EK40154
Day	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SUNDAY	SUNDAY	WEDNESDAY	FRIDAY	SATURDAY	WEDNESDAY
Date	21/10/2003	17/12/2003	18/03/2004	09/04/2004	04/07/2004	01/08/2004	25/08/2004	01/10/2004	19/02/2005	09/03/2005
Time	17:50	18:20	15:45	14:24	12:05	15:42	12:35	17:45	15:00	11:50
Light Conditions	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location										
Contributory Factors (* denotes pre 2005)	221*	221*	0 404*	50M 224*	X 205*	214*	0 404*	0 0*	0 802 C001 A	405 V002 A 405 V001 A
Easting/Northing	528550 183930	528560 183890	528840 183970	528790 184060	528770 184050	528870 184000	528830 183990	528760 184040	528850 183950	528860 183940

Pedestrian	18	64 %
Wet	2	7 %
Dark	9	32 %

Site Diagram



Severity / Months To	12 09/2004	12 09/2005	12 09/2006	12 09/2007	12 09/2008	Total	Pct
Fatal	0	0	0	0	0	0	0.0 %
Serious	1	1	3	1	0	6	21.4 %
Slight	6	4	4	5	3	22	78.6 %
<b>Total</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>28</b>	
<b>Pct</b>	<b>25.0 %</b>	<b>17.9 %</b>	<b>25.0 %</b>	<b>21.4 %</b>	<b>10.7 %</b>		

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Stick Diagram



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**Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008**

SC01 GIS AREA B02 Jamestown Rd (P)										60 MTS TO SEP-2008 SORTED BY REF.
	11	12	13	14	15	16	17	18	19	20
Accident Reference	0105TA00117	0105EO40534	0105EO41219	0105EO41258	0106EO40305	0106EO40087	0106EO40178	0106EO40550	0106EO40694	0106EO41173
Day	WEDNESDAY	TUESDAY	SATURDAY	TUESDAY	SUNDAY	WEDNESDAY	SATURDAY	WEDNESDAY	SATURDAY	MONDAY
Date	25/05/2005	07/06/2005	29/10/2005	08/11/2005	01/01/2006	08/02/2006	25/02/2006	07/06/2006	01/07/2006	02/10/2006
Time	03:10	21:30	16:50	20:00	03:48	12:48	13:20	22:42	14:15	03:30
Light Conditions	DARK	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SERIOUS
Conflict										
Pedestrian Location				0	50M	0	50M		X	0
Contributory Factors (* denotes pre 2005)	403 V001 A 405 V001 A 602 V002 A	602 V002 A 601 V002 A 405 V002 A 403 V002 A	405 V002 A 406 V002 A 904 V001 A	802 C002 A 808 C002 A	806 C001 A 802 C001 A	706 V001 A 802 C001 A	802 C001 A 405 V001 A	403 V001 A 510 V001 A 406 V001 A 999 V001 A	808 C001 A 602 V001 A	999 C001 A 802 C001 A
Easting/Northing	528790 184050	528790 184050	528770 184070	528860 183940	528790 184050	528700 184000	528800 184040	528840 183980	528790 184050	528860 183940

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## Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008

SC01 GIS AREA B02 Jamestown Rd (P)								60 MTS TO SEP-2008 SORTED BY REF.
	21	22	23	24	25	26	27	28
Accident Reference	0107EO40290	0107EO40047	0107EO40149	0107EO40231	0107EO40337	0108EO40149	0108CW10622	0108CW10769
Day	SUNDAY	SUNDAY	SATURDAY	SUNDAY	SATURDAY	WEDNESDAY	FRIDAY	MONDAY
Date	07/01/2007	04/02/2007	17/02/2007	18/03/2007	14/04/2007	27/02/2008	16/05/2008	02/06/2008
Time	14:40	01:50	12:27	12:55	11:35	09:15	20:04	17:20
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict								
Pedestrian Location	0	0		X	0	0	0	
Contributory Factors (* denotes pre 2005)	801 C001 A 802 C001 A 401 V001 A	802 C001 A 808 C001 A	510 V001 A 999 V001 A 602 V001 A	802 C001 A 808 C001 A 804 C001 A	801 C001 A 802 C001 A	405 V001 A 602 V001 A 706 V001 A	808 C001 A	403 V001 A 405 V001 A 602 V001 A
Easting/Northing	528790 184050	528870 184010	528740 184020	528840 183970	528790 184050	528770 183880	528790 184060	528600 183970



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**Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008**

**Summary of Accidents Selected**

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
SC01 GIS AREA B02 Jamestown Rd (P)	60 MTS TO SEP-2008	28

*The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation*

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## Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008

SC01 GIS AREA B02 Jamestown Rd (P)										60 MTS TO SEP-2008 SORTED BY REF.	
1	0103EO01811	TUE 21/10/03 17:50	DARK	NFL FLAGGED AT OVAL ROAD 30M S J/W JAMESTOWN ROAD	02	LINK 610-640	528550 / 183930				
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				221	
	V1 CHANGED LANES INTO PATH OF V2										
	CASUALTY	001 (002) (29 Yrs - M N19)	SLIGHT	DRIVER/RIDER							
	VEHICLE	001 (002) CAR	(30 Yrs - F W11)	CHANGE LANE TO RIGHT	NW TO SE	O/S HIT FIRST	DAMAGE OFFSIDE			221	
		BT - NEGATIVE									
	VEHICLE	002 (001) M/C 125-500CC	(29 Yrs - M N19)	OVERTAKE MOVE VEH O/S	NW TO SE	FRONT HIT FIRST	DAMAGE FRONT			601	
		BT - NEGATIVE									
2	0103EO02137	WED 17/12/03 18:20	DARK	OVAL ROAD J/W GLOUCESTER CRESCENT	02	LINK 610-640	528560 / 183890				
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M			221	
	V2 CHANGED LANES ACROSS PATH OF V1										
	CASUALTY	001 (001) (17 Yrs - M NW3)	SLIGHT	DRIVER/RIDER							
	VEHICLE	001 (002) M/C 50-125CC	(17 Yrs - M NW3)	GOING AHEAD OTHER	SE TO NW	FRONT HIT FIRST	DAMAGE OFFSIDE	JCT MID	NEARSIDE	601	
		BT - NOT REQUESTED									
	VEHICLE	002 (001) CAR	(51 Yrs - M E5)	CHANGE LANE TO RIGHT	SE TO NW	O/S HIT FIRST	DAMAGE OFFSIDE	JCT MID		221	
		BT - NOT REQUESTED									
3	0104EO00291	THU 18/03/04 15:45	LIGHT	CAMDEN HIGH STREET 20M N J/W INVERNESS STREET	02	LINK 129-667	528840 / 183970				
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	NO XING FACILITY IN 50M				404	
	DRUNKEN PED CROSSED INTO PATH OF V1										
	CASUALTY	001 (001) (37 Yrs - M NW1)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	SW BOUND FROM DRIVERS O/SIDE				400	
	VEHICLE	001 (000) CAR	(38 Yrs - F N6)	GOING AHEAD OTHER	SE TO NW	FRONT HIT FIRST	DAMAGE NONE			601	
		BT - NOT REQUESTED									
4	0104EO00492	FRI 09/04/04 14:24	LIGHT	JAMESTOWN ROAD J/W CAMDEN HIGH STREET	02	NODE 667	528790 / 184060				
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			224	
	PED CROSSING ROAD STRUCK BY V1										
	CASUALTY	001 (001) (17 Yrs - F X-UK)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	NW BOUND FROM DRIVERS N/SIDE				404	
	VEHICLE	001 (000) CAR	(21 Yrs - M NW1)	GOING AHEAD OTHER	NE TO SW	FRONT HIT FIRST	DAMAGE FRONT	JCT MID		224	
		BT - NEGATIVE									

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## Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008

SC01 GIS AREA B02 Jamestown Rd (P)										60 MTS TO SEP-2008 SORTED BY REF.	
5	0104EO00961	SUN 04/07/04 12:05	LIGHT	JAMESTOWN ROAD J/W CAMDEN HIGH STREET				02	NODE 667	528770 / 184050	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT ZEBRA			205		
V1 DISOBEYED ZEBRA CROSSING HIT PED											
CASUALTY 001 (001) (15 Yrs - M EN6 )			SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING		S BOUND	FROM DRIVERS N/SIDE		650	
Sch Attended : NOT REPORTED											
VEHICLE	001 (000)	CAR	(? Yrs - U UNKN)	GOING AHEAD OTHER		SW TO NE		JCT APP		224	
			BT - DRV NOT CONTACTED		FRONT HIT FIRST						
6	0104EO01119	SUN 01/08/04 15:42	LIGHT	BUCK STREET J/W STUCLEY PLACE				02	CELL 528500/184000	528870 / 184000	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			214		
STARTING V1 FELL FROM MACHINE											
CASUALTY 001 (001) (21 Yrs - M E15)			SERIOUS DRIVER/RIDER								
VEHICLE	001 (000)	M/C 125-500CC	(21 Yrs - M E15)	MOVING OFF		W TO E				214	
			BT - NOT PROVD (MEDCL REASONS)		DID NOT IMPACT		DAMAGE FRONT				
7	0104EO01237	WED 25/08/04 12:35	LIGHT	CAMDEN HIGH STREET J/W BUCK STREET				02	LINK 129-667	528830 / 183990	
POLICE - AT SCENE ROAD-WET			RAINING	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			404		
PED CROSSED INTO PATH OF V1											
CASUALTY 001 (001) (16 Yrs - F E7)			SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)		NE BOUND	FROM DRIVERS O/SIDE		404	
Sch Attended : WANSTEAD HIGH											
VEHICLE	001 (000)	CAR	(27 Yrs - F NW2)	GOING AHEAD OTHER		SE TO NW		JCT CLEARED		224	
			BT - NEGATIVE		FRONT HIT FIRST						
8	0104TA00498	FRI 01/10/04 17:45	LIGHT	JAMESTOWN ROAD 15M WEST J/W CAMDEN HIGH STREET				02	NODE 667	528760 / 184040	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			000	
PED IN PATH OF V1											
CASUALTY 001 (001) (29 Yrs - M NW6 )			SERIOUS	PEDESTRIAN	IN ROAD - NOT CROSSING		N BOUND	IN RD NOT CROSSING		400	
VEHICLE	001 (000)	CAR	(36 Yrs - M NW6 )	GOING AHEAD OTHER		NE TO SW		JCT CLEARED		601	
			BT - NEGATIVE		N/S HIT FIRST		DAMAGE FRONT		NEARSIDE		



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**Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008**

SC01 GIS AREA B02 Jamestown Rd (P)										60 MTS TO SEP-2008 SORTED BY REF.	
9	0105EO40060	SAT 19/02/05 15:00	LIGHT	NFL CAMDEN HIGH STREET J/W INVERNESS STREET	02	LINK 129-667				528850 / 183950	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
PED STEPPED OUT INTO PATH OF V1											
CASUALTY 001 (001) (14 Yrs - M E4 )			SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)			SW BOUND FROM DRIVERS O/SIDE			
					Sch Attended : BANCROFTS SCHOOL						
VEHICLE 001 (000) M/C <= 50CC (? Yrs - U UNKN)			GOING AHEAD OTHER			SE TO NW			JCT CLEARED		
BT - DRV NOT CONTACTED					FRONT HIT FIRST						
C001 A 802 (FAILED TO LOOK PROPERLY)											
10	0105EK40154	WED 09/03/05 11:50	LIGHT	CAMDEN HIGH STREET J/W INVERNESS STREET	02	LINK 129-667				528860 / 183940	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
V1 DROVE INFRONT OF V2, V2 DID NOT SEE V1 IN TIME AND HIT IT											
CASUALTY 001 (001) (24 Yrs - M NW5 )			SLIGHT	DRIVER/RIDER							
VEHICLE 001 (000) PEDAL CYCLE (24 Yrs - M NW5 )			GOING AHEAD OTHER			S TO N			JCT APP		
BT - NOT APPLICABLE					FRONT HIT FIRST						
VEHICLE 002 (000) GDS =< 3.5T (30 Yrs - M E9 )			GOING AHEAD OTHER			E TO W			JCT APP		
BT - NEGATIVE					FRONT HIT FIRST						
V002 A 405 (FAILED TO LOOK PROPERLY)					V001 A 405 (FAILED TO LOOK PROPERLY)						
11	0105TA00117	WED 25/05/05 03:10	DARK	CAMDEN HIGH STREET J/W JAMESTOWN ROAD	02	NODE 667				528790 / 184050	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS				
V'S 1 & 2 COLLIDD AT JUNCTION											
CASUALTY 001 (002) (21 Yrs - M NW5 )			SLIGHT	DRIVER/RIDER							
VEHICLE 001 (002) CAR (? Yrs - M )			TURNING LEFT			SE TO SW JNY PART OF WORK			JCT MID		
BT - NEGATIVE					DID NOT IMPACT						
VEHICLE 002 (001) PEDAL CYCLE (21 Yrs - M NW5 )			OVERTAKING NEARSIDE			SE TO NW			JCT MID		
BT - NOT APPLICABLE					SKIDDED			DID NOT IMPACT			
V001 A 403 (POOR TURN OR MANOEUVRE)					V001 A 405 (FAILED TO LOOK PROPERLY)						
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)											

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**Jamestown Road Area - personal injury accidents - 5 years to 30 September 2008**

SC01 GIS AREA B02 Jamestown Rd (P)										60 MTS TO SEP-2008 SORTED BY REF.	
12	0105EO40534	TUE 07/06/05 21:30	DARK	CAMDEN HIGH ST J/W JAMESTOWN RD					02	NODE 667	528790 / 184050
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
V2 HIT V1 AS V2 OVERTOOK V1 AND THEN TURNED LEFT											
CASUALTY 001 (001) (41 Yrs - M NW3 )			SLIGHT		DRIVER/RIDER						
VEHICLE	001 (002)	PEDAL CYCLE (41 Yrs - M NW3 )		GOING AHEAD OTHER			SE TO NW BACK HIT FIRST		JCT MID		
		BT - NOT APPLICABLE									
VEHICLE	002 (001)	CAR (? Yrs - M UNKN)		TURNING LEFT			SE TO SW N/S HIT FIRST		JCT MID		
		BT - DRV NOT CONTACTED									
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)							V002 A 601 (AGGRESSIVE DRIVING)				
V002 A 405 (FAILED TO LOOK PROPERLY)							V002 A 403 (POOR TURN OR MANOEUVRE)				
13	0105EO41219	SAT 29/10/05 16:50	LIGHT	CAMDEN HIGH STREET J/W HAWLEY CRESCENT					02	NODE 667	528770 / 184070
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M				
PARKED V1 OPENED DOOR IN PATH V2 CAUSING RIDER TO BRAKE SHARPLY & FALL OFF											
CASUALTY 001 (002) (26 Yrs - M UNKN)			SERIOUS		DRIVER/RIDER						
VEHICLE	001 (000)	CAR (24 Yrs - M N4 )		PARKED			P TO P DID NOT IMPACT		JCT APP		
		BT - NOT REQUESTED									
VEHICLE	002 (000)	PEDAL CYCLE (26 Yrs - M UNKN)		OVERTAKE STAT VEH O/S			S TO N DID NOT IMPACT		JCT APP		
		BT - NOT APPLICABLE									
V002 A 405 (FAILED TO LOOK PROPERLY)							V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)											
14	0105EO41258	TUE 08/11/05 20:00	DARK	CAMDEN HIGH STREET J/W INVERNESS STREET					02	LINK 129-667	528860 / 183940
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M				
PED STEPPED OUT INTO PATH OF V1											
CASUALTY 001 (001) (55 Yrs - M NW3 )			SLIGHT		DRIVER/RIDER						
CASUALTY 002 (001) (34 Yrs - M NW3 )			SERIOUS		PEDESTRIAN			CROSSING ROAD (NOT ON XING)		NE BOUND FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 125-500CC (55 Yrs - M NW3 )		GOING AHEAD OTHER			S TO N FRONT HIT FIRST		JCT APP		
		BT - NEGATIVE									
C002 A 802 (FAILED TO LOOK PROPERLY)							C002 A 808 (CARELESS/RECKLESS/IN A HURRY)				