



Extension to Mezzanine Floor  
Homebase, 255 Finchley Road

Transport Statement

For

Homebase Ltd

## Document Control Sheet

Transport Statement

Homebase, 255 Finchley Road

Homebase Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
19/06/2014	1 <sup>st</sup> Draft	Sheila Gough	Phil Bell
03/07/2014	Final	Sheila Gough	Phil Bell

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## Contents

1.0	Introduction .....	1
2.0	Policy .....	2
3.0	Existing Conditions .....	5
4.0	Development Proposals .....	9
5.0	Summary and Conclusions .....	12

## Appendices

- A Controlled Parking Zone
- B TRICS Output
- C Car Parking Occupancy Survey
- D Personal Injury Accident Data
- E Car Parking Accumulation

## 1.0 Introduction

- 1.1 This Transport Statement has been prepared by Motion, on behalf of Homebase Ltd, to accompany a planning application seeking consent for an increase in mezzanine floor area of 1,527 square metres at the existing Homebase store at 255 Finchley Road, Camden.
- 1.2 The existing store is located on Blackburn Road, off Finchley Road in Camden. The store is part of the O2 Centre which includes Vue Cinema, Virgin Active Health Club, Habitat, Sainsbury's, various cafes and restaurants and other retailers as well as Homebase. The Homebase store is accommodated in a separate building to the main O2 Centre and is accessed directly from Blackburn Road. There is a shared car park comprising 531 spaces also accessed from Blackburn Road.
- 1.3 The proposals relate to the extension of the mezzanine floor area within the Homebase store from the existing 1,428 square metres to provide an additional 1,527 square metres of floor area. This will result in an increase in a total floor area of the store from 5,134 square metres to 6,661 square metres.
- 1.4 The report demonstrates that the site is in an established town centre location, which is accessible by a choice of travel modes including foot, cycle and public transport. In addition the report demonstrates that the proposals will not result in significant additional traffic movements or a material increase in parking demand, and that the car park currently has significant spare capacity to accommodate the likely increase in demand for parking.
- 1.5 This Transport Statement has been prepared having regard to relevant national and local policy relevant to transport and in accordance with the guidance set out in the Department for Transport's '*Guidance on Transport Assessments*' (March 2007). Following this introduction, the report is split into the following sections:
  - ▶ Section 2 consider the relevant planning and transport policy;
  - ▶ Section 3 outlines the existing conditions with regard to site accessibility, traffic attraction and parking demand;
  - ▶ Section 4 details the current proposals and examines the implications with regard to traffic attraction and parking demand; and,
  - ▶ Section 5 provides a summary and conclusion.

## 2.0 Policy

### Introduction

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – March 2012;
- ▶ London Plan – July 2011;
- ▶ London Borough of Camden Core Strategy – November 2010; and,
- ▶ London Borough of Camden Development Policies – November 2010.

### National Planning Policy Guidance

2.2 The National Planning Policy Framework (NPPF) was published in March 2012 and replaces the previous national planning policies that were set out in the various Planning Policy Guidance Notes / Statements. With regard to transport, the NPPF replaces policy contained in PPG13 (Transport).

2.3 The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 32 of the NPPF states:

*“All developments that generate significant amounts of movements, as determined by local criteria, should be supported by a Transport Statement or Transport Assessment. Planning policies and decisions should consider whether:*

- ▶ *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- ▶ *Safe and suitable access to the site can be achieved for all people;”*

2.4 Paragraph 35 of the NPPF states:

*“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*

- ▶ *accommodate the efficient delivery of goods and supplies;*
- ▶ *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;”*

2.5 Furthermore, when considering development proposals paragraph 32 of the NPPF states that:

*“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

### London Plan

2.6 The London Plan was published in 2011. It is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.

2.7 With regard to transport and new development, Policy 6.3 states that:

*“Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.”*

- 2.8 Standards and guidance on parking provision are included as an addendum to Chapter 6 of the London Plan. With regard to parking at retail development it states:

*"The starting point for meeting parking demand for new retail development should be use of existing public off-street provision. Parking needs should be assessed taking account of the reduction in demand associated with linked trips."*

#### London Borough of Camden Core Strategy

- 2.9 The London Borough of Camden's Core Strategy was adopted in November 2010 and forms part of the borough's Local Development Framework. Policy CS11 seeks to promote sustainable and efficient travel and states that, in order to make private transport more sustainable, the Council will:

- ▶ *"restrict new public parking and promote the re-use of existing car parks, where appropriate;"* and
- ▶ *"Ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network."*

#### London Borough of Camden – Development Policies

- 2.10 The London Borough of Camden's Development Policies document provides detailed policy information. Specifically with regard to the transport implications of new development the following policies are considered most relevant.

- 2.11 DP16 – The transport implications of development

*"The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links."*

- 2.12 DP17 – Walking, cycling and public transport

*"The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport."*

- 2.13 DP18 – Parking standards and limiting the availability of car parking

*"The Council will seek to ensure that developments provide the minimum necessary car parking provision."*

- 2.14 DP19 – Managing the impact of parking

*"We will resist development that would:*

- ▶ *Add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;*
- ▶ *Create a shortfall of public car parking, operational business parking or residents' parking;"*

- 2.15 DP20 – Movement of goods and materials

*"The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to:*

- ▶ *Accommodate goods vehicles on site;"*

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### Camden Site Allocations – Local Development Document

- 2.16 The Camden Site Allocations Local Development document was adopted in September 2013. This identifies the car park adjacent to Homebase, 'Site 29' as being suitable for mixed-use development including residential, retail, community uses and open space. The supporting guidance with regard to the site notes that any proposals will need to be supported by a Transport Assessment which must consider the level of car parking required to be retained and to support new uses.

### Summary

- 2.17 It is clear from the foregoing that sustainable development is the key focus of policies at national, regional and local level. There is an emphasis within London as a whole and within the London Borough of Camden on the important role parking restraint has in encouraging sustainable travel. The subject site is located within an existing retail area and is accessible by a range of alternative modes of transport to the private car. There is an existing car park which serves the site and no additional parking is proposed as part of this development.
- 2.18 The following sections of this report provide further details regarding the accessibility of the site with regard to sustainable transport and demonstrate that the proposals are in accordance with relevant transport planning policy.

## 3.0 Existing Conditions

### Site and Surrounding Area

- 3.1 The site is located within the already established Homebase store, part of the O2 Centre on Finchley Road, in Camden. The land use within the vicinity of the site is predominantly retail along Finchley Road, with residential streets occupying the surrounding area.
- 3.2 There are currently 531 car parking spaces available in the O2 Centre car park for public use and patrons of the O2 Centre are entitled to reduced tariffs. The area surrounding the site is within a Controlled Parking Zone as shown on the plan in [Appendix A](#).

### Highway Network

- 3.3 Access to the site is provided from Blackburn Road, off Finchley Road (A41) which connects central London to the south with the A1 to the north. This highway network provides links to a number of destinations including Edgware, Boreham Wood and neighbouring London boroughs.
- 3.4 Blackburn Road is a two-way single lane carriageway off Finchley Road. It provides access to the O2 Centre car park, the Homebase service yard and car showrooms. There is no through access for vehicular traffic to the western end of Blackburn Road. The western end of Blackburn Road connects with West End Lane and West Hampstead.

### Accessibility by Foot and Cycle

- 3.5 There is a good network of pedestrian footways linking the site to Finchley Road in the east and West Hampstead in the west. These are well-lit and pedestrian crossing facilities are provided at junctions in the vicinity of the site. In addition there is a separate footway/cycleway linking Homebase with Blackburn Road and West Hampstead station to the west. Pedestrian linkages to the north and south are constrained by the railway lines but are available along Finchley Road and West End Lane.
- 3.6 Footways are provided along the frontage of the store as well as to other retail uses within the O2 Centre. There are designated walkways and crossings throughout the car park.
- 3.7 There is a network of signed cycle routes in the vicinity of the site including Local Cycle Route 50 which links Regents Park to the south with Finchley to the north along quieter streets. Cycle parking is provided within the O2 Centre car park with 6 sheffield stands located adjacent to the Homebase entrance and additional cycle parking close to the Sainsbury's entrance.

### Public Transport

#### Bus

- 3.8 There are four bus stops located within approximately 600 metres of the site. Of these two are located immediately adjacent to the site on Blackburn Road next to Homebase and Sainsbury's, and two are on West End Lane adjacent to West Hampstead Station to the west of the site. In addition there are bus stops on Finchley Road to the front of the O2 Centre. These stops are all provided with shelters and bus route information maps.
- 3.9 The principal bus routes and frequency of services from these bus stops are summarised in Table 3.1.



Service Number	Route	Approximate Frequency		
		Mon – Fri	Sat	Sun
C11	Archway – Swiss Cottage – Brent Cross	5 – 8 minutes	8 – 12 minutes	10 – 14 minutes
139	Waterloo – Marylebone – West End Green	6 – 10 minutes	6 – 8 minutes	9 – 13 minutes
187	O2 Centre – Kensal Rise – Central Middlesex Hospital	10 – 11 minutes	9 – 11 minutes	13 – 15 minutes
268	Golders Green – Belsize Park – West Hampstead	9 – 13 minutes	10 – 13 minutes	10 – 14 minutes
328	Golders Green – West Hampstead – West Brompton	4 - 8 minutes	5 – 8 minutes	9 – 11 minutes

Table 3.1 – Bus Services

### Rail

- 3.10 The nearest train station is West Hampstead Rail Station to the west of the site on West End Lane. The station is served by London Overground services between Stratford and Richmond/Clapham Junction. The service frequencies are summarised in Table 3.2.

Route	Approximate Frequency		
	Mon – Fri	Sat	Sun
Stratford - Richmond	4 per hour	4 per hour	4 per hour
Stratford – Clapham Junction	4 per hour	4 per hour	3/5 per hour

Table 3.2 – Train Service Frequencies

- 3.11 In addition rail services to Bedford, Luton and St. Albans are available from West Hampstead Thameslink station.

### Tube

- 3.12 The site benefits from its close proximity to two Tube stations, West Hampstead and Finchley Road, within approximately 500 metres of the store. Both of these stations are served by the Metropolitan and Jubilee lines. Approximate service frequencies are summarised in Table 3.3.

Route	Approximate Frequency	
	Mon – Sat	Sun
Metropolitan	4 – 11 minutes	4 – 11 minutes
Jubilee	2 – 3 minutes	2 – 3 minutes

Table 3.3 – Tube Services

## Existing Site Use

### Existing Store

- 3.13 The existing Homebase store, including storage, is approximately 5,134 square metres in floor area, of which 1,428 square metres, is at mezzanine level. In addition there is an outside garden centre area of 1,326 square metres.

### Trip Attraction

- 3.14 In order to establish the existing trip attraction potential of the store reference has been made to the TRICS database. The database contains survey information on two other Homebase stores, of a similar size, situated in London.

- 3.15 Trip rates have therefore been extracted from these surveys and applied to the existing floor area in order to establish the potential trip attraction already associated with the store. The peak period for retail traffic attraction is recognised as occurring on a Saturday afternoon. Given the site is located in a town centre location and surrounded by other retail units it is considered that the Saturday peak hour represents the peak for traffic flows on the surrounding highway network. This analysis has therefore focussed on the Saturday peak hour.
- 3.16 The Saturday peak hour trip rates and estimated trips are summarised in Table 3.4. Full details of the TRICS sites are included as [Appendix B](#).

	Saturday Peak (15:00 – 16:00)	
	In	Out
Trips Rate (per 100sqm)	2.57	2.44
Trips	166	157

Table 3.4 - Trip Attraction Existing Homebase Store

- 3.17 It can be seen from the results in Table 3.4 that the unit is likely to currently be attracting a significant number of vehicle trips during the peak hour.

#### Parking

- 3.18 The existing car park at the O2 Centre comprises 531 car parking spaces. The car park is open to the public and offers discounted tariffs for patrons of the centre. To avail of the discount patrons of the centre must get their parking ticket validated within the centre. The car parking tariffs are summarised in Table 3.5.

	O2 Centre User Tariff	Non-User Tariff
0 – 2 hours	£3	£5 per hour
2 – 3 hours	£4	
3 – 5 hours	£6	
5 – 7 hours	£10	
7 – 10 hours	£12	
10 – 24 hours	£30	
Lost tickets	£30	

Table 3.5 – Car Parking Charging Structure

- 3.19 In addition to the above, Homebase customers are entitled to one hour free parking with a minimum spend of £10. Sainsbury's customers can have up to two hours free parking with a minimum spend of £10. These allowances for free parking cannot be combined and each parking ticket can only be validated once.
- 3.20 In order to establish the existing demand for parking in the car park a parking beat survey was undertaken on Saturday and Sunday the 7<sup>th</sup> and 8<sup>th</sup> June, 2014. The Saturday survey covered the period from 08:00 to 21:00 and the Sunday survey covered the period from 10:00 to 18:00. The results of the survey are summarised in Table 3.6 and the survey is included as [Appendix C](#).

Time	Saturday		Sunday	
	Spaces Occupied	Percentage Occupied	Spaces Occupied	Percentage Occupied
11:00	299	56%	188	35%
12:00	340	64%	243	46%
13:00	352	66%	215	40%
14:00	384	72%	211	40%
15:00	346	65%	185	35%
16:00	337	63%	193	36%
17:00	294	55%	150	28%

Table 3.6 – Car Park Occupancy

- 3.21 The results of the parking beat surveys clearly demonstrate that there is significant spare capacity within the existing O2 Centre car park. The peak demand for parking occurred at 14:00 on a Saturday with 384 vehicles parked which equates to only 72% of the available parking. There remained 147 unoccupied car parking spaces at this time.

### Road Safety

- 3.22 In order to assess the road safety record for the area surrounding the site, Personal Injury Accident data has been obtained from TfL for the most recently available three year period. This covered the thirty six months up to the 31<sup>st</sup> January 2014. During this period there were 31 accidents recorded in the study area. Of these, seven resulted in serious injury and the remaining twenty four resulted in slight injury. A review of the data received from TfL indicates that the recorded accidents were a result of human error rather than any inherent safety flaw in the highway.
- 3.23 Full details of the accidents are included as [Appendix D](#).

## 4.0 Development Proposals

### Proposed Development

- 4.1 The proposed development consists of an extension to the existing mezzanine floor area from 1,428 square metres to 2,955 square metres, an increase in floor area of 1,527 square metres. It is not proposed to provide any additional parking as the site is currently well provided for by the existing car park.

### Development Impact

#### Traffic Attraction

- 4.2 It is generally recognised that the addition of or extension to mezzanine floor in existing retail stores does not attract a pro-rata increase in customers or trade. Rather the addition of mezzanine floor space is used to extend the range of goods on offer in the store and to offer more choice to existing customers. On that basis, while the retail expenditure is expected to increase it is not anticipated that this will be accompanied by a pro-rata increase in traffic to the store. It is noted that while no retail impact assessment has been undertaken, the Planning Statement states that the 30% increase in floor area is expected to result in a 20% increase in sales indicating that the proposed mezzanine floor would operate at 66% of the sales capacity of the rest of the store. Notwithstanding that, experience from other stores indicates that the rate of traffic attraction to the new mezzanine floor area is likely to be 50% of the rate of traffic attraction to the existing floor space. The difference between the two approaches is due to the increase in spend per head and also the increase in dwell time in the store which means that turnover is expected to increase at a higher rate than actual customer numbers and therefore traffic attraction.
- 4.3 On the basis of the foregoing, the anticipated trip rate has been calculated with reference to the TRICS database. The TRICS database contains survey data for two Homebase stores located in Greater London and with similar floor areas to the Finchley Road store. These trip rates have been reduced by 50% to reflect the different traffic attraction profile of mezzanine floors.
- 4.4 The anticipated trip rates and resultant likely traffic attraction are summarised in Table 4.1.

	Saturday Peak (15:00 – 16:00)	
	In	Out
TRICS Trip Rate (per 100sqm)	2.57	2.44
Mezzanine Floor Trip Rate (per 100sqm)	1.29	1.22
New Mezzanine Area Trips	20	19

Table 4.1 – Traffic Increase from Mezzanine Floor (1,527 square metres)

- 4.5 It can be seen from Table 4.1 that the proposed development is likely to attract minimal additional traffic compared to the current situation.
- 4.6 Notwithstanding the above trip attraction information, it is important to note that when considering retail schemes it is commonly accepted that there are few, if any, new shopping trips, especially during peak periods. In this regard a large proportion of these trips are likely to already be present on the local highway network and thus pass the site to access other retail development.
- 4.7 In order to assess the potential impact of the development on the local highway network therefore, a further assessment of the types of trips that make up the overall traffic generating potential of the proposed retail uses will be undertaken. When completing this assessment reference will be made to the definitions provided within the DfT's 'Guidance on Transport Assessment', which include:
- ▶ *New Trips* – these are trips that do not appear on the local road network prior to the opening of the development;

- ▶ *Linked Trips* – these are trips that will have multiple destinations either within the proposed development site or between the development and adjacent site or between the development and an established town centre.
  - ▶ *Pass-by Trips* – these are trips that are already present on the network directly adjacent to the point(s) of access to the site;
  - ▶ *Diverted Trips* – these are trips that are already present on the local road network but not the roads from which the site access is taken and will divert from their existing route to access the site; and,
  - ▶ *Transferred Trips* – these are trips that are already present on the local road network, accessing similar existing sites in close proximity to the proposed development and will have the potential to transfer their destination to the proposed development.
- 4.8 There will be a level of linked trip between the Homebase store and other units within the O2 Centre and Finchley Road retail centre. A study, produced by F Kamali and G Crow from Imperial College London, considered the level of trip linkage between retail units that shared the same site. Based on the data collected within the study, it was concluded that “over 40% of shoppers indicated that they were going to visit more than one outlet”. In addition, reference is made to survey data presented within the Transport Assessment submitted in support of a planning application at Westwood Cross, Thanet (Planning Ref: TH/10/1005). The surveys, undertaken at a Retail Park in Hampshire, indicated that on 51% of trips to the retail units were linked with other units on the site.
- 4.9 On the basis of the above studies it is estimated that approximately 40% of the trips associated with the additional mezzanine would be linked with the trips to other units on the site or within Finchley Road retail centre.
- 4.10 In addition, it is widely acknowledged that a significant proportion of trips would already be on the local highway network and are either passing the site in any event or diverting to visit the proposed store.
- 4.11 The level of pass-by retail trips has based on the TRICS research Report 95/2 ‘Pass By & Diverted Traffic’ (JMP Consultants Ltd), which considers the traffic implications of “pass-by” and “diverted” trips to retail developments, acknowledging that the number of trips to a store will not be comprised of entirely of new trips. The report concludes that pass-by and diverted (non-primary) trips generally make up 30% to 40% of trips. These proportions are potentially towards the lower end of the range at weekends and higher on a weekday evening due to differing commuting levels at these times. Based on the above research and the site location, the predicted percentages of pass-by, diverted trips and linked trips associated with the development are shown in Table 4.2. The remaining trips associated with the mezzanine floor are considered to be new trips.

	Proportions		Trips (15:00 – 16:00)	
	Arrivals	Departures	Arrivals	Departures
Pass-by Trips	15%	15%	3	3
Diverted Trips	15%	15%	3	3
Linked Trips	40%	40%	8	8
New Trips	30%	30%	6	6

Table 4.2 – Mezzanine Trip Composition

- 4.12 It can be seen from the figures set out in Table 4.2 that the number of new trips resulting from the increase in mezzanine floor area is anticipated to be low with only 12 new trips during the peak hour.

### Parking

- 4.13 In order to establish the effect on car parking demand as a result of the increase in floor space a car parking accumulation exercise has been undertaken. This has been based on the existing car parking demand as established during the car parking surveys and an assessment of the additional parking demand associated with the proposed increase in floor area. The trip rates used in the trip attraction analysis have been used in this assessment and allowance has been made for an increase in dwell time of 30 minutes.
- 4.14 The full car parking accumulation analysis is included as [Appendix E](#) and a summary is provided in Table 4.3.

	Time	Observed	Homebase Increased Demand	Total Demand	Percentage Occupancy	Remaining Spaces
Saturday	14:00	384	13	397	75%	134

Table 4.3 – Effect on Parking

- 4.15 It can be seen from the results in Table 4.3 that the proposed increase in floor area is likely to result in a small increase in demand for car parking. However, there is currently ample spare capacity within the car park to accommodate any increase in demand associated with the increase in floor area with a significant surplus of 134 car parking spaces remaining.

### Summary

- 4.16 The site is well located with regard to sustainable modes of transport and as such is in accordance with transport planning policy.
- 4.17 The increase in mezzanine floor area at the Homebase store will improve the range of goods available to Homebase customers. The proposed development will attract only a marginal increase in traffic to the store. As such it is considered that traffic associated with the proposals can be safely accommodated on the surrounding highway network with no detrimental impact on free flow of traffic.
- 4.18 Parking associated with the proposals will be easily accommodated within the existing car park notwithstanding the increased dwell time.

## 5.0 Summary and Conclusions

- 5.1 The development, comprising an increase in mezzanine floor area of 1,527 square metres, is proposed to fulfil the requirements of Homebase who currently occupy the site off Finchley Road, Camden.
- 5.2 The site is located in an accessible location with good pedestrian and cycle links to public transport and local amenities. As such it is in accordance with both national and local planning policy which recommends that new development be focussed in accessible locations.
- 5.3 The proposed development is not expected to attract significant peak hour traffic and the traffic attraction analysis has demonstrated that the proposals would attract few new peak hour trips to the local highway network. Therefore the proposals are not considered to be detrimental on traffic flows on the adjacent highway network.
- 5.4 There is currently significant spare capacity within the car park serving the site and adjacent retail uses.
- 5.5 This Transport Statement has been prepared with regard to relevant planning policy and the guidance contained within the Department for Transport's '*Guidance on Transport Assessment*' (March 2007). It demonstrates that:
  - ▶ The development proposals accord with national, regional and local policies relevant to transport;
  - ▶ The site is accessible by a range of sustainable modes of transport;
  - ▶ The development proposals will result in only a marginal increase in traffic attraction; and,
  - ▶ Parking demand associated with the increased floor area at the store can be accommodated within the existing O2 Centre car park.
- 5.6 On this basis it is considered that there is no reason to resist the proposals on transportation or traffic grounds.

Appendix A

Controlled Parking Zone



# Controlled Parking Zones in Camden

Times shown are correct at time of publication (April 2010). Please check controlled times on-street when you park. You can park in any sub-area or 'buffer zone' with the main letter of your permit. For example, with a Swiss Cottage permit, CA-R, you can park in either sub-areas, CA-R(a) and CA-R(b), or any of the buffer zones with this letter - e.g. CA-R/Q, CA-Q/R, CA-R/K/Q. The zone times of the buffer zones follow the first letter - e.g. CA-D/E follows CA-D zone times, rather than those of CA-E.



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**CA-B Belsize**  
 Mon-Fri 09:00-18:30  
 Sat 09:30-13:30

**CA-C Holborn & Covent Garden**  
 Residents Bays are controlled 24 hrs a day, 7 days a week. Parking controls on single yellow lines/Pay & Display bays are Mon-Sat 8:30-18:30

**CA-D Kings Cross Area**  
 Mon-Fri 08:30-18:30  
 Sat 08:30-13:30

**CA-E Bloomsbury & Fitzrovia**  
 Mon-Sat 08:30-18:30

**CA-F(n) Camden Town: North**  
 Mon-Fri 08:30-18:30  
 Sat & Sun 09:30-17:30

**CA-F(nw) Camden Town: North West**  
 Mon-Fri 08:30-23:00  
 Sat & Sun 09:30-23:00

**CA-F(s) Camden Town: South**  
 Mon-Fri 08:30-18:30  
 Sat 09:30-17:30  
 Sun (resident bays only) 9:30-17:30

**CA-G Somers Town**  
 Mon-Fri 08:30-18:30

**CA-G Crown Estate**  
 Every day 00:00-23:59  
 Private Parking Only

**CA-H(a) Hampstead: South Hill Park**  
 Mon-Sat 09:00-18:00

**CA-H(b) Hampstead: Town Centre & Vale of Heath**  
 Mon-Sat 09:00-20:00  
 No charge on Pay & Display after 18.00

**CA-H(c) Frognal**  
 Mon-Sat 09:00-19:00  
 No charge on Pay & Display after 18.00

**CA-H(d) Hampstead: Church Row**  
 Mon-Sat 09:00-22:00  
 No charge on Pay & Display after 18.00

**CA-H/B**  
 Mon-Sat 09:00-20:00

**CA-J Primrose Hill**  
 Mon-Fri 08:30-18:00

**CA-K Kilburn Priory**  
 Mon-Fri 08:30-18:30

**CA-L West Kentish Town: Inner**  
 Mon-Fri 09:00-11:00

**CA-L West Kentish Town: Outer**  
 Mon-Fri 08:30-18:30  
 St Leonards Square  
 Mon-Fri 08:30-18:30  
 Sat & Sun 09:30-17:30

**CA-M East Kentish Town**  
 Mon-Fri 08:30-18:30

**CA-N Camden Square**  
 Mon-Fri 08:30-18:30

**CA-P(a) Fortune Green: Central**  
 Mon-Fri 08:30-18:30

**CA-P(b) Fortune Green: East**  
 Mon-Sat 08:30-18:30

**CA-P(c) Fortune Green: West**  
 Mon-Fri 10:00-12:00

**CA-Q Kilburn**  
 Mon-Fri 08:30-18:30

**CA-R(a) Swiss Cottage: West End Lane**  
 Mon-Fri 08:30-18:30

**CA-R(b) Swiss Cottage: Finchley Road**  
 Mon-Sat 08:30-22:00

**CA-S(a) Redington & Frognal: North**  
 Mon-Fri 12:30-14:30

**CA-S(b) Redington & Frognal: South**  
 Mon-Sat 09:00-18:00

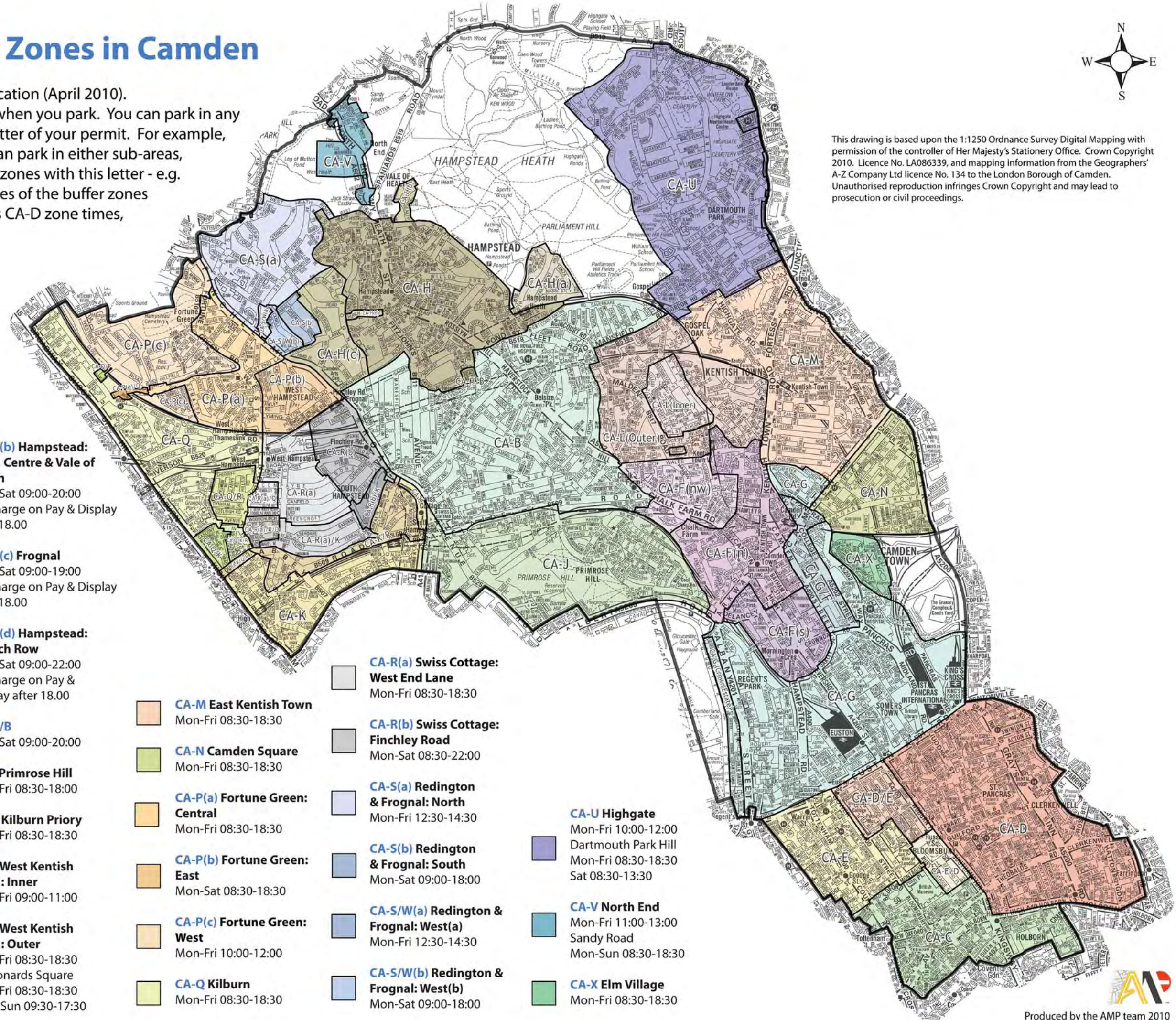
**CA-S/W(a) Redington & Frognal: West(a)**  
 Mon-Fri 12:30-14:30

**CA-S/W(b) Redington & Frognal: West(b)**  
 Mon-Sat 09:00-18:00

**CA-U Highgate**  
 Dartmouth Park Hill  
 Mon-Fri 10:00-12:00  
 Mon-Fri 08:30-18:30  
 Sat 08:30-13:30

**CA-V North End**  
 Sandy Road  
 Mon-Fri 11:00-13:00  
 Mon-Sun 08:30-18:30

**CA-X Elm Village**  
 Mon-Fri 08:30-18:30





Appendix B

TRICS Output

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : D - DIY SUPERSTORE - WITH GARDEN CENTRE  
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
KN	KENSINGTON AND CHELSEA	1 days
LB	LAMBETH	1 days

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

## Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	4453 to 4459 (units: sqm)
Range Selected by User:	3550 to 4459 (units: sqm)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/05 to 17/10/09
-------------	----------------------

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

Selected survey days:

Saturday	2 days
----------	--------

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1

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

## Filtering Stage 3 selection:

Use Class:

A1	2 days
----	--------

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

## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
101,000 or More	1 days

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

Population within 5 miles:

500,001 or More	2 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 days
----	--------

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

LIST OF SITES relevant to selection parameters

1	KN-01-D-01	HOMEBASE		KENSINGTON AND CHELSEA
	WARWICK ROAD			
	KENSINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:		4459 sqm	
	Survey date: SATURDAY		10/11/07	Survey Type: MANUAL
2	LB-01-D-01	HOMEBASE		LAMBETH
	WOODGATE DRIVE			
	STREATHAM VALE			
	STREATHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		4453 sqm	
	Survey date: SATURDAY		17/10/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4459	0.112	1	4459	0.045	1	4459	0.157
08:00 - 09:00	2	4456	0.539	2	4456	0.382	2	4456	0.921
09:00 - 10:00	2	4456	1.335	2	4456	1.100	2	4456	2.435
10:00 - 11:00	2	4456	1.818	2	4456	1.627	2	4456	3.445
11:00 - 12:00	2	4456	2.311	2	4456	2.211	2	4456	4.522
12:00 - 13:00	2	4456	1.975	2	4456	1.941	2	4456	3.916
13:00 - 14:00	2	4456	2.020	2	4456	2.110	2	4456	4.130
14:00 - 15:00	2	4456	2.121	2	4456	2.076	2	4456	4.197
15:00 - 16:00	2	4456	2.570	2	4456	2.435	2	4456	5.005
16:00 - 17:00	2	4456	1.941	2	4456	1.986	2	4456	3.927
17:00 - 18:00	2	4456	1.380	2	4456	1.391	2	4456	2.771
18:00 - 19:00	2	4456	0.696	2	4456	1.189	2	4456	1.885
19:00 - 20:00	2	4456	0.539	2	4456	0.763	2	4456	1.302
20:00 - 21:00	1	4459	0.045	1	4459	0.224	1	4459	0.269
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			19.402			19.480			38.882

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

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

## Parameter summary

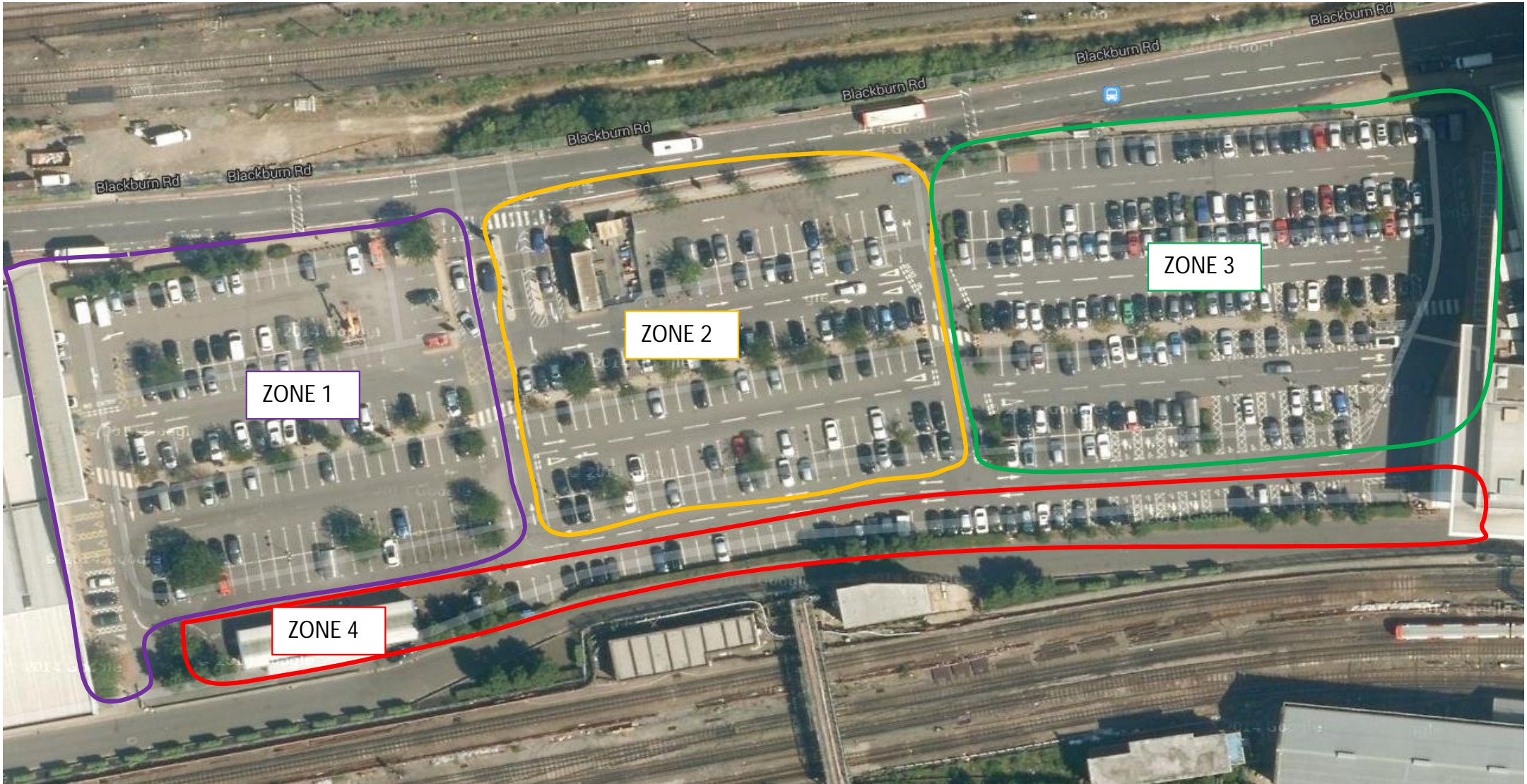
Trip rate parameter range selected: 4453 - 4459 (units: sqm)  
 Survey date range: 01/01/05 - 17/10/09  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 2  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

## Appendix C

### Car Parking Occupancy Survey

# SURVEY AREA





# PARKING BEATS

JOB REF: 17583  
 JOB NAME: FINCHLEY  
 SITE: 1  
 LOCATION: HOMEBASE  
 NOTES: THE SHARED SPACES ARE A COMBINATION OF PAY & DISPLAY, DISABLED AND PROMO SPACES.



DATE: 07/06/2014  
 DAY: SATURDAY

TIME	ZONE													
	1			2	3				4					
	NOR	DIS	P&C	NOR	NOR	DIS	P&C	SHARED	NOR	DIS	P&C	SHARED	MCL	
TOTAL SPACES	156	7	4	138	137	13	14	5	37	1	5	6	8	
08:00	2	0	0	8	18	0	2	0	2	0	0	0	0	
08:15	3	0	0	8	32	1	6	0	4	0	0	0	0	
08:30	6	0	0	9	69	4	14	1	3	0	0	0	0	
08:45	11	0	0	21	74	5	14	2	2	0	0	0	1	
09:00	14	2	0	48	78	5	14	3	8	0	0	0	1	
09:15	17	2	0	53	83	7	14	2	11	0	0	0	2	
09:30	17	3	2	61	89	9	13	1	14	0	0	0	2	
09:45	23	3	2	65	93	8	14	2	17	1	2	1	2	
10:00	29	3	2	75	97	7	13	1	18	1	0	0	2	
10:15	34	2	1	79	102	6	11	2	21	1	3	1	2	
10:30	38	2	2	81	109	10	14	2	22	1	3	1	3	
10:45	37	4	2	81	112	10	14	2	24	1	3	2	1	
11:00	41	3	2	83	110	11	14	3	23	1	3	4	1	
11:15	45	3	1	85	121	10	14	3	25	1	3	4	1	
11:30	48	3	2	88	122	10	14	3	25	1	4	4	1	
11:45	51	2	1	103	115	7	12	2	27	1	4	4	1	
12:00	51	2	2	109	119	6	12	1	28	1	3	4	2	
12:15	53	2	2	102	123	10	14	2	31	1	4	5	1	
12:30	57	1	2	110	124	11	14	2	32	1	4	5	2	
12:45	58	1	1	115	120	9	13	2	31	1	4	4	1	
13:00	58	1	1	112	118	6	13	2	31	1	4	3	2	
13:15	59	1	2	119	117	6	13	2	33	0	4	4	2	
13:30	61	1	2	121	115	8	14	3	33	0	4	6	2	
13:45	63	1	1	128	121	8	14	2	34	1	4	6	1	
14:00	60	1	1	135	120	8	14	1	33	0	4	6	1	
14:15	58	1	2	130	117	9	14	2	30	0	4	4	1	
14:30	62	1	2	133	119	10	14	2	28	1	4	4	1	



# PARKING BEATS

JOB REF: 17583  
 JOB NAME: FINCHLEY  
 SITE: 1  
 LOCATION: HOMEBASE  
 NOTES: THE SHARED SPACES ARE A COMBINATION OF PAY & DISPLAY, DISABLED AND PROMO SPACES.



DATE: 08/06/2014  
 DAY: SUNDAY

TIME	ZONE													
	1			2	3				4					
	NOR	DIS	P&C	NOR	NOR	DIS	P&C	SHARED	NOR	DIS	P&C	SHARED	MCL	
TOTAL SPACES	156	7	4	138	137	13	14	5	37	1	5	6	8	
10:00	5	0	0	15	42	3	14	2	4	0	5	0	1	
10:15	5	0	0	15	40	2	14	1	5	0	4	0	1	
10:30	15	0	0	16	47	1	14	3	5	1	5	4	1	
10:45	16	0	0	23	73	2	14	4	8	1	5	6	2	
11:00	25	0	0	27	85	5	14	4	14	1	5	6	2	
11:15	41	0	2	26	96	7	14	4	13	1	5	6	2	
11:30	46	1	2	28	107	5	14	4	10	1	5	6	2	
11:45	49	1	2	31	100	4	14	3	12	1	5	5	2	
12:00	60	1	3	36	101	3	14	3	11	0	4	5	2	
12:15	64	0	3	34	102	4	13	4	14	1	5	5	2	
12:30	54	0	3	34	99	4	14	3	14	0	5	5	2	
12:45	57	0	3	35	104	4	14	2	15	1	4	5	2	
13:00	42	1	3	26	98	4	14	2	14	1	4	5	1	
13:15	44	0	3	30	89	2	12	1	12	1	4	3	1	
13:30	48	0	4	32	81	2	11	1	11	0	4	3	1	
13:45	52	1	3	37	95	4	14	4	8	0	4	3	1	
14:00	44	2	3	31	91	4	14	4	10	0	4	3	1	
14:15	46	2	3	25	91	3	14	4	11	0	3	1	1	
14:30	34	1	3	25	92	3	14	1	9	0	5	2	1	
14:45	39	1	3	26	88	6	14	1	12	0	4	2	1	
15:00	36	0	4	27	83	5	12	0	12	0	3	2	1	
15:15	37	0	3	28	88	6	13	1	13	0	5	2	1	
15:30	39	0	3	25	86	2	13	1	9	0	4	2	1	
15:45	38	0	2	28	84	1	12	0	11	0	2	2	2	
16:00	39	2	2	25	87	2	13	1	12	0	5	3	2	
16:15	39	0	2	26	99	5	13	1	12	0	4	4	2	
16:30	46	0	2	28	97	5	13	1	12	0	5	2	3	

# PARKING BEATS

JOB REF: 17583  
 JOB NAME: FINCHLEY  
 SITE: 1  
 LOCATION: HOMEBASE  
 NOTES: THE SHARED SPACES ARE A COMBINATION OF PAY & DISPLAY, DISABLED AND PROMO SPACES.



DATE: 08/06/2014  
 DAY: SUNDAY

TIME	ZONE													
	1			2	3				4					
	NOR	DIS	P&C	NOR	NOR	DIS	P&C	SHARED	NOR	DIS	P&C	SHARED	MCL	
TOTAL SPACES	156	7	4	138	137	13	14	5	37	1	5	6	8	
16:45	33	1	3	30	84	6	11	1	9	0	5	5	1	
17:00	31	0	3	28	52	4	12	2	9	0	5	3	1	
17:15	13	0	1	28	47	3	9	0	9	0	2	4	1	
17:30	10	0	1	24	36	2	7	0	5	0	1	4	1	
17:45	9	0	1	21	35	2	5	0	5	0	1	4	1	
18:00	11	0	1	20	44	2	4	0	5	0	1	4	1	

## Appendix D

Personal Injury Accident Data



**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

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**Summary of Accidents Selected**

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
.001 GIS AREA Finchley Rd station area (P)	36 MTS TO JAN-2014	31

*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*



**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)											36 MTS TO JAN-2014 SORTED BY DATE										
	1	2	3	4	5	6	7	8	9	10											
Accident Reference	0111CW10432	0111TB00638	0111CW10806	0111CW10742	0111CW10902	0111CW10977	0111CW11452	0111CW12012	0111CW12469	0111CW12784											
Day	SUNDAY	TUESDAY	SATURDAY	MONDAY	THURSDAY	TUESDAY	SUNDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY											
Date	20/03/2011	05/04/2011	23/04/2011	09/05/2011	26/05/2011	07/06/2011	31/07/2011	28/09/2011	30/11/2011	14/12/2011											
Time	17:05	10:45	15:09	18:20	07:44	17:49	20:42	08:26	08:25	18:00											
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK											
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY											
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS											
Conflict																					
Pedestrian Location		X				X		X	0												
Contributory Factors (* denotes pre 2005)	405 V002 A 904 V001 B 307 V002 B	999 V001 A 603 V001 A	405 V001 A 710 V001 A 410 V002 A	408 V001 A 802 U00C A 804 U00C A	503 V001 A 410 V001 A 405 V001 A	408 V001 A 999 C001 A	405 V002 A 406 V002 A 602 V002 A	802 C001 A 804 C001 A 808 C001 A	802 C001 A 803 C001 A	802 U00C A 803 U00C A 410 V001 A											
Easting/Northing	526200 184880	525580 184690	525780 184600	526210 184880	525520 184600	526300 184690	525520 184770	526320 184660	525510 184770	525520 184660											

Pedestrian	15	48 %
Wet	1	3 %
Dark	9	29 %

Site Diagram



Severity / Months To	12 01/2012	12 01/2013	12 01/2014	Total	Pct
Fatal	0	0	0	0	0.0 %
Serious	2	3	2	7	22.6 %
Slight	10	6	8	24	77.4 %
<b>Total</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>31</b>	
<b>Pct</b>	<b>38.7 %</b>	<b>29.0 %</b>	<b>32.3 %</b>		


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)										36 MTS TO JAN-2014 SORTED BY DATE
	11	12	13	14	15	16	17	18	19	20
Accident Reference	0112EK40032	0112EK40028	0112TB00295	0112EK40127	0112EK40253	0112EK40413	0112EK40439	0112EK40468	0112EK40621	0112EK49018
Day	MONDAY	TUESDAY	THURSDAY	FRIDAY	FRIDAY	WEDNESDAY	WEDNESDAY	FRIDAY	MONDAY	MONDAY
Date	09/01/2012	17/01/2012	15/03/2012	23/03/2012	01/06/2012	25/07/2012	08/08/2012	17/08/2012	15/10/2012	10/12/2012
Time	21:00	10:25	23:39	16:40	15:48	20:20	09:14	15:30	12:35	08:07
Light Conditions	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location			X	0		X	X		X	
Contributory Factors (* denotes pre 2005)	405 V002 A 403 V002 A 602 V002 A	405 V002 A 904 V002 A 602 V002 A	801 C001 A 802 C001 A 701 V001 A 405 V001 A	409 V001 A 306 V001 B 410 V001 B	405 V002 A 904 V002 B	405 V001 A 802 C001 A	802 C002 A 803 C002 A 808 C002 A	405 V001 A 904 V001 A	999 C001 A	405 V002 A 403 V002 A
Easting/Northing	525520 184770	526159 184975	526210 184860	526360 184640	525520 184790	526310 184690	526310 184690	525540 184670	525520 184590	526160 184950




**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)										36 MTS TO JAN-2014 SORTED BY DATE
	21	22	23	24	25	26	27	28	29	30
Accident Reference	0113EK40086	0113EK40067	0113EK40124	0113EK40230	0113EK40287	0113EK40541	0113EK40519	0113EK40540	0113EK40633	0113EK40729
Day	TUESDAY	SATURDAY	THURSDAY	SATURDAY	FRIDAY	TUESDAY	WEDNESDAY	THURSDAY	TUESDAY	TUESDAY
Date	22/01/2013	16/02/2013	14/03/2013	06/04/2013	24/05/2013	30/07/2013	14/08/2013	29/08/2013	24/09/2013	29/10/2013
Time	18:25	13:25	17:30	19:40	16:40	17:50	00:21	21:15	20:50	12:29
Light Conditions	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK	LIGHT
Road Surface	FROST/ICE	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Pedestrian Location	0	0	50M	X		X				
Contributory Factors (* denotes pre 2005)	405 V001 A	405 V001 A 407 V001 A 602 V001 A	804 C001 A 802 C001 A 803 C001 A 605 V001 B 701 V001 B	405 V001 B 406 V001 A 307 V001 B	405 V001 A 406 V002 A 403 V002 A	405 V001 A 304 V001 A 602 V001 A	501 V001 A 410 V001 A	405 V002 A 302 V002 A 403 V002 A 408 V001 A 410 V001 A	405 V002 A 602 V002 A	405 V003 A 308 V003 A
Easting/Northing	525560 184610	526320 184650	526300 184710	526310 184700	525520 184600	525520 184640	525520 184760	525520 184670	526190 184920	526310 184700


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)

36 MTS TO JAN-2014 SORTED BY DATE

	<b>31</b>
Accident Reference	0113EK40890
Day	MONDAY
Date	23/12/2013
Time	16:17
Light Conditions	DARK
Road Surface	WET
Severity	SLIGHT
Conflict	
Pedestrian Location	X
Contributory Factors (* denotes pre 2005)	405 V001 A 802 C001 A 804 C001 A
Easting/Northing	525510 184770



**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

---

**Summary of Accidents Selected**

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
.001 GIS AREA Finchley Rd station area (P)	36 MTS TO JAN-2014	31

*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*


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)							36 MTS TO JAN-2014 SORTED BY DATE	
--	--	--	--	--	--	--	-----------------------------------	--

1	0111CW10432	SUN 20/03/11 17:05	LIGHT	FINCHLEY ROAD J/W BLACKBURN ROAD	02	LINK 173-184	526200 / 184880
---	-------------	--------------------	-------	----------------------------------	----	--------------	-----------------

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

DRIVER OF V1 OPENED THERE DOOR CLIPPING V2 AND CAUSING THE RIDER TO FALL INTO V3.

CASUALTY 001 (002) (25 Yrs - M SM3) SERIOUS DRIVER/RIDER

VEHICLE	001 (002)	CAR	(30 Yrs - M LU3)	PARKED	P TO P	JCT MID
		BT - NEGATIVE			O/S HIT FIRST	

VEHICLE	002 (001)	M/C 50-125CC	(25 Yrs - M SM3)	OVERTAKE STAT VEH O/S	S TO N	JCT MID
		BT - NOT PROVD (MEDCL REASONS)			FRONT HIT FIRST	

VEHICLE	003 (002)	CAR	(21 Yrs - F UNKN)	GOING AHEAD HELD UP	S TO N	JCT MID
		BT - NEGATIVE			N/S HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

V001 B 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

2	0111TB00638	TUE 05/04/11 10:45	LIGHT	BLACKBURN ROAD 65M EAST J/W WEST END LANE	02	CELL 525500/184500	525580 / 184690
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

DRIVER V1'S VISION WAS AFFECTED WHEN HER SCARF BLEW INTO HER FACE, V1 THEN DISOBEYED ZEBRA CROSSING COLLIDING WITH PED - [VISION AFFECTED WHEN DRIVERS SCARF BLEW INTO FACE (V001)]

CASUALTY 001 (001) (31 Yrs - F NW6) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS N/SIDE

VEHICLE	001 (000)	CAR	(75 Yrs - F NW3)	MOVING OFF	N TO S
		BT - DRV NOT CONTACTED			FRONT HIT FIRST

V001 A 999 (OTHER FACTOR)

V001 A 603 (NERVOUS/UNCERTAIN/ PANIC)


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)	36 MTS TO JAN-2014 SORTED BY DATE
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3	0111CW10806	SAT 23/04/11 15:09	LIGHT	BROADHURST GARDENS 101M E J/W PRIORY ROAD	02	LINK 173-179	525780 / 184600
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M							
V1 MOVED TO THE LEFT TO GO PAST A STATIONARY VEHICLE WHEN THEY COLLIDED WITH V2.							

CASUALTY 001 (002) (33 Yrs - M NW11) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (23 Yrs - M NW1) GOING AHEAD OTHER E TO W  
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (33 Yrs - M NW11) GOING AHEAD OTHER E TO W  
BT - NOT APPLICABLE O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

V002 A 410 (LOSS OF CONTROL)

4	0111CW10742	MON 09/05/11 18:20	LIGHT	FINCHLEY ROAD J/W BLACKBURN ROAD	02	LINK 173-184	526210 / 184880
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS							
V1 HAD TO BRAKE SHARPLY DUE TO PED STEPPING OUT, CAUSING PASSENGER TO FALL.							

CASUALTY 001 (001) (54 Yrs - F W9) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (40 Yrs - M W3) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT MID  
BT - DRV NOT CONTACTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)

U000 A 802 (FAILED TO LOOK PROPERLY)

U000 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)	36 MTS TO JAN-2014 SORTED BY DATE
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5	0111CW10902	THU 26/05/11 07:44	LIGHT	WEST END LANE J/W BROADHURST GARDENS.	02	NODE 179	525520 / 184600
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V.4 TURNED LEFT BUT HAD TO STOP DUE TO LORRY BLOCKING ROAD, V.1 TRAVELLING BEHIND, HIT V.2, WHO HIT V.3, V.3 HIT V.4.

CASUALTY 001 (002) (44 Yrs - M HP3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(34 Yrs - M LU3)	GOING AHEAD OTHER	N TO S	JNY PART OF WORK	JCT APP
		BT - NEGATIVE				FRONT HIT FIRST	

VEHICLE	002 (001)	CAR	(44 Yrs - M HP3)	GOING AHEAD HELD UP	N TO S		JCT APP
		BT - NOT PROVD (MEDCL REASONS)				BACK HIT FIRST	

VEHICLE	003 (002)	CAR	(28 Yrs - F WD6)	GOING AHEAD HELD UP	N TO S	COMM TO/FROM WORK	JCT APP
		BT - DRV NOT CONTACTED				BACK HIT FIRST	

VEHICLE	004 (003)	BUS/COACH	(? Yrs - M LU1)	TURNING LEFT	N TO E	JNY PART OF WORK	JCT MID
		BT - DRV NOT CONTACTED				BACK HIT FIRST	

V001 A 503 (FATIGUE)

V001 A 410 (LOSS OF CONTROL)

V001 A 405 (FAILED TO LOOK PROPERLY)

6	0111CW10977	TUE 07/06/11 17:49	LIGHT	FINCHLEY ROAD J/W CANFIELD GARDENS	02	LINK 173-184	526300 / 184690
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

TRAF SIG OUT

V1 HAD TO BRAKE SHARPLY CAUSING PASSENGER TO FALL. - [PASSENGER LOST BALANCE. (C001)]

CASUALTY 001 (001) (60 Yrs - F NW3) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS O/SIDE

VEHICLE	001 (000)	BUS/COACH	(53 Yrs - M HA6)	GOING AHEAD OTHER	SE TO NW		JCT MID
		BT - NOT REQUESTED			DID NOT IMPACT		

V001 A 408 (SUDDEN BRAKING)

C001 A 999 (OTHER FACTOR)


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)							36 MTS TO JAN-2014 SORTED BY DATE	
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7	0111CW11452	SUN 31/07/11 20:42	DARK	WEST END LANE J/W IVERSON ROAD.	02	NODE 181	525520 / 184770
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V.2 WAS WAITING TO TURN RIGHT, AS ON-COMING V.1 WAS MID JUNCTION, V.2 TURNED TOO QUICKLY AND HIT V.1 & DROVE OFF.

CASUALTY 001 (001) (31 Yrs - M E6) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C <= 50CC	(31 Yrs - M E6)	GOING AHEAD OTHER	S TO N	JNY PART OF WORK	JCT MID
		BT - NEGATIVE		SKIDDED		BACK HIT FIRST	

VEHICLE	002 (001)	CAR	(? Yrs - U UNKN)	TURNING RIGHT	N TO W		JCT MID
		BT - NEGATIVE				FRONT HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

8	0111CW12012	WED 28/09/11 08:26	LIGHT	FINCHLEY ROAD J/W CANFIELD GARDENS	02	NODE 173	526320 / 184660
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

PED PUSHING PRAM, STEPPED OUT INTO THE PATH OF V1 AS THEY PULLED AWAY.

CASUALTY 001 (001) (18 Yrs - F NW3) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS N/SIDE

CASUALTY 002 (001) (0 Yrs - M NW3) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS N/SIDE

VEHICLE	001 (000)	GDS =< 3.5T	(34 Yrs - M HA8)	MOVING OFF	SE TO NW		JCT MID
		BT - NOT REQUESTED				FRONT HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

9	0111CW12469	WED 30/11/11 08:25	LIGHT	IVERSON ROAD J/W WEST END LANE	02	NODE 181	525510 / 184770
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED WAS ATTEMPTING TO CROSS WHEN V1 CLIPPED THEM.

CASUALTY 001 (001) (43 Yrs - F WD6) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE

VEHICLE	001 (000)	CAR	(34 Yrs - M NW10)	GOING AHEAD OTHER	E TO W		JCT MID
		BT - NOT REQUESTED				N/S HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)



**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P) 36 MTS TO JAN-2014 SORTED BY DATE

**10** 0111CW12784 WED 14/12/11 18:00 DARK WEST END LANE J/W BLACKBURN ROAD 02 LINK 179-181 525520 / 184660  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M  
 PED STEPPED OUT INTO THE PATH OF V1 CAUSING THEM TO SWERVE AND LOOSE CONTROL.  
 CASUALTY 001 (001) (40 Yrs - M NW4 ) SERIOUS DRIVER/RIDER  
 VEHICLE 001 (000) M/C 50-125CC (40 Yrs - M NW4 ) GOING AHEAD OTHER S TO N JCT MID  
 BT - NOT PROVD (MEDCL REASONS) SKIDDED N/S HIT FIRST

U000 A 802 (FAILED TO LOOK PROPERLY) U000 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)  
 V001 A 410 (LOSS OF CONTROL)

**11** 0112EK40032 MON 09/01/12 21:00 DARK WEST END LANE J/W IVERSON ROAD 02 NODE 181 525520 / 184770

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS  
 F.T.S V2 TURNED RIGHT BUT FAILED TO SEE V1 OVERTAKING ON THE O/S  
 CASUALTY 001 (001) (? Yrs - M NW3 ) SLIGHT DRIVER/RIDER  
 VEHICLE 001 (000) M/C > 500CC (? Yrs - M NW3 ) OVERTAKE MOVE VEH O/S N TO S JCT MID  
 BT - DRV NOT CONTACTED N/S HIT FIRST  
 VEHICLE 002 (000) CAR (? Yrs - U ) TURNING RIGHT N TO W JCT MID  
 BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 403 (POOR TURN OR MANOEUVRE)  
 V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

**12** 0112EK40028 TUE 17/01/12 10:25 LIGHT FROGNAL J/W FINCHLEY ROAD 02 LINK 173-184 526159 / 184975

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M  
 A PASS IN F.T.S V2 OPENED THE DOOR INTO MOTORCYCLIST V1'S PATH  
 CASUALTY 001 (001) (45 Yrs - F NW3 ) SLIGHT DRIVER/RIDER  
 VEHICLE 001 (000) M/C <= 50CC (45 Yrs - F NW3 ) OVERTAKING NEARSIDE NE TO SW JCT APP  
 BT - DRV NOT CONTACTED FRONT HIT FIRST  
 HIT OPEN DOOR  
 VEHICLE 002 (000) CAR (? Yrs - F ) GOING AHEAD HELD UP NE TO SW JCT APP  
 BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)  
 V002 A 602 (CARELESS/RECKLESS/IN A HURRY)




**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)							36 MTS TO JAN-2014 SORTED BY DATE	
13	0112TB00295	THU 15/03/12 23:39	DARK	FINCHLEY ROAD 107M SE OF J/W FROGNAL	02	LINK 173-184	526210 / 184860	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	PELICAN OR SIMILAR		
PED CROSSED FROM OFFSIDE OF STAT VAN INTO PATH OF V1 WHO WAS ON NEARSIDE OF THE STAT VAN								
CASUALTY 001 (001) (24 Yrs - F LU4)			SERIOUS	PEDESTRIAN	CROSSING ROAD ON PED XING	E BOUND	FROM DRIVERS O/SIDE MSK	
VEHICLE 001 (000) CAR			(58 Yrs - M NW7)	OVERTAKING NEARSIDE	NW TO SE	FRONT HIT FIRST		
BT - NOT REQUESTED						BUS LANE		
C001	A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)			C001	A	802 (FAILED TO LOOK PROPERLY)	
V001	A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))			V001	A	405 (FAILED TO LOOK PROPERLY)	
14	0112EK40127	FRI 23/03/12 16:40	LIGHT	FINCHLEY ROAD 28M S OF CANFIELD GARDENS	02	LINK 173-674	526360 / 184640	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		
V1 SWERVED AND HIT A ROAD SIGN. THE ROAD SIGN THEN FELL OVER AND HIT THE PED								
CASUALTY 001 (001) (11 Yrs - M E13)			SLIGHT	PEDESTRIAN	ON FOOTPATH - VERGE	UNKNOWN		
VEHICLE 001 (000) BUS/COACH			(? Yrs - M )	GOING AHEAD OTHER	N TO S	JNY PART OF WORK		
BT - DRV NOT CONTACTED						FRONT HIT FIRST		
LEFT CWY NEARSIDE			HIT KERB	HIT RD SIGN/ATS			FOOTWAY	
V001	A	409 (SWERVED)			V001	B	306 (EXCEEDING SPEED LIMIT)	
V001	B	410 (LOSS OF CONTROL)						
15	0112EK40253	FRI 01/06/12 15:48	LIGHT	WEST END LANE J/W IVERSON ROAD	02	NODE 181	525520 / 184790	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
THE PASS IN STAT V2 OPENED THE DOOR BUT FAILED TO SEE MOTORCYCLIST V1								
CASUALTY 001 (001) (44 Yrs - M SE1)			SLIGHT	DRIVER/RIDER				
VEHICLE 001 (000) M/C 50-125CC			(44 Yrs - M SE1)	OVERTAKE STAT VEH O/S	N TO S	JCT APP		
BT - NOT REQUESTED						FRONT HIT FIRST		
			HIT OPEN DOOR					
VEHICLE 002 (000) CAR			(18 Yrs - M NW3)	GOING AHEAD HELD UP	N TO S	JCT APP		
BT - NOT REQUESTED						O/S HIT FIRST		
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	B	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)	


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)	36 MTS TO JAN-2014 SORTED BY DATE
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16 0112EK40413 WED 25/07/12 20:20 LIGHT FINCHLEY ROAD J/W CANFIELD GARDENS	02 NODE 173	526310 / 184690
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V1 HIT THE PED CROSSING THE ROAD

CASUALTY 001 (001) (18 Yrs - F NW11) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (39 Yrs - M NW3) TURNING LEFT SW TO N JCT CLEARED  
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

C001 A 802 (FAILED TO LOOK PROPERLY)

17 0112EK40439 WED 08/08/12 09:14 LIGHT FINCHLEY ROAD J/W CANFIELD GARDENS	02 NODE 173	526310 / 184690
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

THE PED RAN OUT INTO THE PATH OF MOTORCYCLIST V1

CASUALTY 001 (001) (25 Yrs - M E5) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (31 Yrs - M NW11) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) M/C 50-125CC (25 Yrs - M E5) GOING AHEAD OTHER S TO N JCT CLEARED  
BT - NOT REQUESTED FRONT HIT FIRST

C002 A 802 (FAILED TO LOOK PROPERLY)

C002 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

C002 A 808 (CARELESS/RECKLESS/IN A HURRY)

18 0112EK40468 FRI 17/08/12 15:30 LIGHT BLACKBURN ROAD 23M E OF WEST END LANE	02 LINK 179-181	525540 / 184670
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

THE DRIVER OF PARKED V1 OPENED THE DOOR INTO PEDAL CYCLIST V2'S PATH

CASUALTY 001 (002) (26 Yrs - F NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) TAXI (59 Yrs - M UB4) PARKED P TO P JNY PART OF WORK  
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (26 Yrs - F NW6) GOING AHEAD OTHER W TO E  
BT - NOT APPLICABLE FRONT HIT FIRST

HIT OPEN DOOR

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)							36 MTS TO JAN-2014 SORTED BY DATE	
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<b>19</b>	0112EK40621	MON 15/10/12 12:35	LIGHT	WEST END LANE J/W BROADHURST GARDENS	02	NODE 179	525520 / 184590	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
V1 NORTH-BD UNABLE TO AVOID PED CAS 1 WHO WALKED OUT INTO CARRIAGEWAY - [PWD CAS LOOKED WRONG WAY (C001)]								
CASUALTY 001 (001) (57 Yrs - M 1)			SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 125-500CC	(32 Yrs - M NW6)	GOING AHEAD OTHER	S TO N	FRONT HIT FIRST		JCT MID
BT - NOT REQUESTED								

C001 A 999 (OTHER FACTOR)

<b>20</b>	0112EK49018	MON 10/12/12 08:07	LIGHT	FINCHLEY RD J/W FROGNAL	02	LINK 173-184	526160 / 184950	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVE WAY/UNCONT PELICAN OR SIMILAR		
V2 PULLED OUT OF PRIVATE DRIVEWAY AND GOT HIT BY V1								
CASUALTY 001 (001) (26 Yrs - M NW2)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	PEDAL CYCLE	(26 Yrs - M NW2)	GOING AHEAD OTHER	S TO N	FRONT HIT FIRST		JCT APP
BT - NOT APPLICABLE								
VEHICLE	002 (001)	CAR	(44 Yrs - M TW4)	MOVING OFF	W TO E	O/S HIT FIRST		JCT APP
BT - DRV NOT CONTACTED								
						FOOTWAY		
						FOOTWAY		

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)

<b>21</b>	0113EK40086	TUE 22/01/13 18:25	DARK	NFL: BROADHURST GARDENS 38M E J/W WEST END LANE	02	LINK 173-179	525560 / 184610	
POLICE - AT SCENE ROAD-FROST/ICE			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		
V1 REVERSED WITH TAIL LIFT DOWN; STRUCK PED CAS 1 ON LOWER LEG								
CASUALTY 001 (001) (25 Yrs - M NW10)			SERIOUS	PEDESTRIAN	ON FOOTPATH - VERGE	STANDING		
VEHICLE	001 (000)	GDS =< 3.5T	(30 Yrs - M NW10)	REVERSING	W TO E	JNY PART OF WORK		
BT - NEGATIVE								
						BACK HIT FIRST		

V001 A 405 (FAILED TO LOOK PROPERLY)


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)							36 MTS TO JAN-2014 SORTED BY DATE	
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<b>22</b>	0113EK40067	SAT 16/02/13 13:25	LIGHT	FINCHLEY ROAD J/W CANFIELD GARDENS	02	NODE 173	526320 / 184650	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
F.T.S V1'S N/S WING MIRROR HIT THE PED WHILE PASSING								
CASUALTY 001 (001) (21 Yrs - F NW1)			SLIGHT	PEDESTRIAN	ON FOOTPATH - VERGE		UNKNOWN	
VEHICLE 001 (000) BUS/COACH (? Yrs - U )			BT - DRV NOT CONTACTED		GOING AHEAD OTHER		S TO N	JNY PART OF WORK
							N/S HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

<b>23</b>	0113EK40124	THU 14/03/13 17:30	LIGHT	NFL: FINCHLEY ROAD 32M NW J/W CANFIELD GARDENS	02	LINK 173-184	526300 / 184710	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	PEDN PHASE AT ATS		
V1 MAIN ROAD N/B UNABLE TO AVOID PED CAS1 WALKING OUT INTO HIS PATH								
CASUALTY 001 (001) (31 Yrs - F NW6)			SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING E BOUND		FROM DRIVERS N/SIDE	
VEHICLE 001 (000) M/C 50-125CC (20 Yrs - M NW4)			BT - NOT REQUESTED		SLOWING OR STOPPING		SE TO NW	COMM TO/FROM WORK
							N/S HIT FIRST	

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

V001 B 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)

V001 B 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

<b>24</b>	0113EK40230	SAT 06/04/13 19:40	LIGHT	FINCHLEY ROAD J/W BROADHURST GARDENS	02	LINK 173-184	526310 / 184700	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
V1 SOUTH-EAST BD ON MAIN ROAD COLLIDED WITH PED CAS ON PEDX								
CASUALTY 001 (001) (39 Yrs - M NW3)			SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING		SW BOUND FROM DRIVERS N/SIDE	
VEHICLE 001 (000) M/C 50-125CC (? Yrs - M 1)			BT - DRV NOT CONTACTED		GOING AHEAD OTHER		NW TO SE	JNY PART OF WORK
							FRONT HIT FIRST	

V001 B 405 (FAILED TO LOOK PROPERLY)

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)



**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)							36 MTS TO JAN-2014 SORTED BY DATE	
<b>25</b>	0113EK40287	FRI 24/05/13 16:40	LIGHT	WEST END LANE J/W BROADHURST GARDENS	02	NODE 179	525520 / 184600	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT PELICAN OR SIMILAR			
MOTORCYCLIST V2 TRYED TO OVERTAKE V1 AS V1 WAS TURNING RIGHT								
CASUALTY 001 (002) (23 Yrs - M UB1)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	GDS =< 3.5T (70 Yrs - M HA8)		TURNING RIGHT	S TO E	JCT MID		
		BT - NOT REQUESTED			O/S HIT FIRST			
VEHICLE	002 (000)	M/C <= 50CC (23 Yrs - M UB1)		OVERTAKE MOVE VEH O/S	S TO N	JCT MID		
		BT - NOT REQUESTED			N/S HIT FIRST			
V001 A 405 (FAILED TO LOOK PROPERLY)				V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
V002 A 403 (POOR TURN OR MANOEUVRE)								
<b>26</b>	0113EK40541	TUE 30/07/13 17:50	LIGHT	WEST END LANE 30M S OF BLACKBURN ROAD	02	LINK 179-181	525520 / 184640	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY NO JUN IN 20M	PELICAN OR SIMILAR			
F.T.S PEDAL CYCLIST V1 HIT THE PED ON THE PELICAN CROSSING								
CASUALTY 001 (001) (26 Yrs - F AL2)			SERIOUS	PEDESTRIAN		CROSSING ROAD ON PED XING W BOUND FROM DRIVERS N/SIDE		
VEHICLE	001 (000)	PEDAL CYCLE (? Yrs - M )		GOING AHEAD OTHER	N TO S	JCT MID		
		BT - NOT APPLICABLE			FRONT HIT FIRST			
V001 A 405 (FAILED TO LOOK PROPERLY)				V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)				
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)								
<b>27</b>	0113EK40519	WED 14/08/13 00:21	DARK	WEST END LANE J/W IVERSON RD	02	NODE 181	525520 / 184760	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			
INTOXICATED RIDER FELL FROM V1								
CASUALTY 001 (001) (21 Yrs - M NW2)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PEDAL CYCLE (21 Yrs - M NW2)		GOING AHEAD OTHER	S TO N	JCT APP		
		BT - NOT APPLICABLE			DID NOT IMPACT			
V001 A 501 (IMPAIRED BY ALCOHOL)				V001 A 410 (LOSS OF CONTROL)				


**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P)							36 MTS TO JAN-2014 SORTED BY DATE	
<b>28</b>	0113EK40540	THU 29/08/13 21:15	DARK	WEST END LANE J/W BLACKBURN ROAD	02	LINK 179-181	525520 / 184670	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			
V2 FAILED TO GIVEWAY TO MOTORCYCLIST V1. V1 BROKE BUT LOST CONTROL AND SLID ONTO IT'S O/S								
CASUALTY 001 (001) (24 Yrs - M W9)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 50-125CC (24 Yrs - M W9)		GOING AHEAD OTHER	N TO S	JNY PART OF WORK	JCT APP	
		BT - NOT REQUESTED		SKIDDED	O/S HIT FIRST			
VEHICLE	002 (000)	CAR (25 Yrs - M EN9)		TURNING RIGHT	E TO N		JCT MID	
		BT - NOT REQUESTED			DID NOT IMPACT			
V002 A 405 (FAILED TO LOOK PROPERLY)				V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)				
V002 A 403 (POOR TURN OR MANOEUVRE)				V001 A 408 (SUDDEN BRAKING)				
V001 A 410 (LOSS OF CONTROL)								
<b>29</b>	0113EK40633	TUE 24/09/13 20:50	DARK	FINCHLEY ROAD 39M S OF FROGNAL	02	LINK 173-184	526190 / 184920	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M			
F.T.S V2 MOVED OFF AND HIT PEDAL CYCLIST V1								
CASUALTY 001 (001) (36 Yrs - F NW6)			SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	PEDAL CYCLE (36 Yrs - F NW6)		GOING AHEAD OTHER	N TO S		N/S HIT FIRST	
		BT - NOT APPLICABLE						
VEHICLE	002 (000)	M/C 125-500CC (? Yrs - M )		MOVING OFF	N TO S		O/S HIT FIRST	
		BT - DRV NOT CONTACTED						
V002 A 405 (FAILED TO LOOK PROPERLY)				V002 A 602 (CARELESS/RECKLESS/IN A HURRY)				



**Personal injury collisions 36 months to 31 Jan 2014 for Finchley Road Station (PROVISIONAL)**

.001 GIS AREA Finchley Rd station area (P) 36 MTS TO JAN-2014 SORTED BY DATE

30 0113EK40729 TUE 29/10/13 12:29 LIGHT FINCHLEY ROAD J/W SUMPTER CLOSE 02 LINK 173-184 526310 / 184700

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V3 WENT INTO THE BACK OF V2. V2 THEN HIT V1

CASUALTY 001 (001) (34 Yrs - M NW9) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (? Yrs - F NW9) SLIGHT PASSENGER

VEHICLE 001 (000) GDS =< 3.5T (34 Yrs - M NW9) GOING AHEAD HELD UP NW TO SE JCT APP  
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (000) CAR (46 Yrs - F WD7) SLOWING OR STOPPING NW TO SE JCT APP  
BT - NEGATIVE BACK HIT FIRST

VEHICLE 003 (000) CAR (33 Yrs - M NW2) GOING AHEAD OTHER NW TO SE JCT APP  
BT - NEGATIVE FRONT HIT FIRST

V003 A 405 (FAILED TO LOOK PROPERLY)

V003 A 308 (FOLLOWING TOO CLOSE)

31 0113EK40890 MON 23/12/13 16:17 DARK IVERSON ROAD J/W WEST END LANE 02 NODE 181 525510 / 184770

POLICE - AT SCENE ROAD-WET RAINING/HIGH WINDS SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V1 HIT THE PED CROSSING THE ROAD

CASUALTY 001 (001) (46 Yrs - F NW6) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (28 Yrs - M NW8) TURNING LEFT S TO W JCT CLEARED  
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

End of Accidents for .001 GIS AREA Finchley Rd station area (P)

**End of Report**

## Appendix E

Car Parking Accumulation



### Homebase, Mezzanine Floor Parking Accumulation

Increase in Floor Area 1,527 square metres

Increased Dwell Time 30 minutes

Time Range	Trip Rate	Trip Rate	Arrivals	Departures	Accumulation	Arrivals	Departures (with increased dwell time)	Accumulation (with increased dwell time)
08:00-09:00	0.270	0.191	4	3	1	4	1	3
09:00-10:00	0.668	0.550	10	8	3	10	6	7
10:00-11:00	0.909	0.814	14	12	4	14	10	11
11:00-12:00	1.156	1.106	18	17	5	18	15	14
12:00-13:00	0.988	0.971	15	15	5	15	16	13
13:00-14:00	1.010	1.055	15	16	5	15	15	13
14:00-15:00	1.061	1.038	16	16	5	16	16	13
15:00-16:00	1.285	1.218	20	19	6	20	17	15
16:00-17:00	0.971	0.993	15	15	6	15	17	13
17:00-18:00	0.690	0.696	11	11	6	11	13	11
18:00-19:00	0.348	0.595	5	9	2	5	10	7
19:00-20:00	0.270	0.382	4	6	0	4	10	0