create
CONSULTING
ENGINEERS LTD

19 FORTESS ROAD, LONDON, NW5 1AD

Transport Statement

19 FORTESS ROAD
LONDON
NW5 1AD

Transport Statement

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Reference: MP/HB/P14-708/01

Date: June 2014

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Registration of Amendments

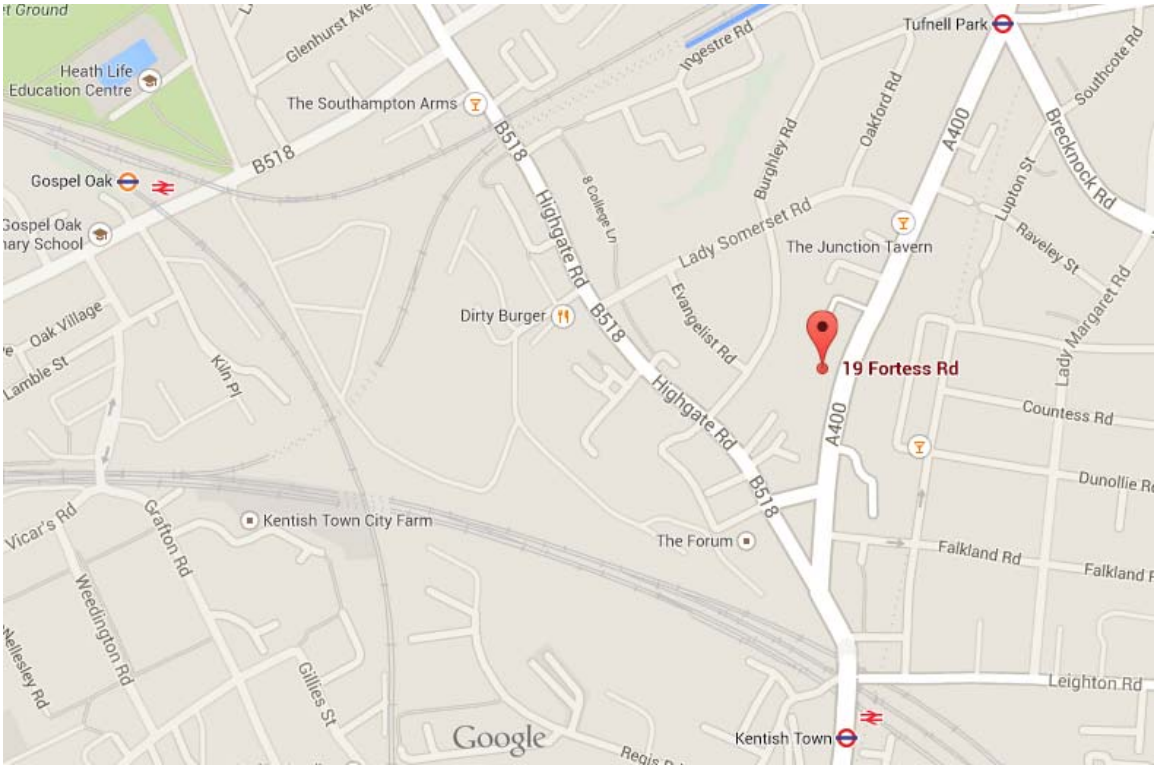
Revision	Amendment Details	Revision Prepared By	Revision Approved By

1.0 INTRODUCTION

1.1 Empyrean Developments Ltd (the "Applicant") is seeking to convert existing ground floor non-food retail (A1) space at 19 Fortess Road, London (the "Site"), in the London Borough of Camden ("LBC" or the "Council").

1.2 This application is seeking Prior Approval under the Part 3, new Class 1 of the Town and Country Planning (General Permitted Development Order) 1995 Change of use from A1/A2 (i.e. shops/financial and professional services) to C3 dwelling houses.

1.3 The location of the Site is shown in Figure 1 below, and also presented in Section 3 of this report. Development plans prepared by Pernille Bisgaard Architect (the "Architect") are included as part of the main planning application.



(Source: Google Maps)

Figure 1.1 Site Location Plan

1.4 The redevelopment proposal for the Site is for the conversion of approximately 120 sq.m. of existing non-food retail space (A1 Use Class) to a residential scheme consisting of 2 no. residential units (C3 Use Class). The units will comprise 2 no. 1-bed flats at ground floor level.

1.5 The "Proposed Development" will not provide dedicated car parking. Cycle parking will be provided in line with Camden Development Policy DP18 (one per unit). As existing, delivery/servicing would also be take place from Fortess Road.

1.6 Create Consulting Engineers Ltd ("Create") has been appointed by the Applicant to provide specialist transport and highways consultancy advice to support a planning application for the Proposed Development. Specifically, Create has been appointed to prepare a detailed Transport Statement (TS) to accompany the Application.

1.7 It is noted that the London Borough of Camden ("LBC" or "the Council") is the Local Planning and Highway Authority for the Application.

Transport Statement Scope

1.8 The core objective of a TS is to provide a thorough and objective assessment of the transport and highways elements of the Proposed Development. This TS has been prepared in accordance with current national and London guidance including LBC's Development Policies, 2010 (policy DP16).

1.9 In addition to compliance with LBC's criteria, this TS complies with advice set out in the Department for Transport's (DfT)/Communities and Local Government (CLG) Guidance on Transport Assessment (the "DfT TA Guidance"), published in March 2007. This document utilises the principles in support of paragraph 32 of the National Planning Policy Framework.)

1.10 In accordance with the threshold criteria described in the DfT Guidance, it is noted that no Travel Plan is required.

Transport Statement Structure

1.11 Following this brief introductory section, the TS is structured as follows:

- **Section 2** analyses the current and emerging transport policy context relevant to the Proposed Development;
- **Section 3** describes the transport baseline or existing conditions currently prevailing at the Site and the surrounding area;
- **Section 4** describes the Proposed Development;
- **Section 5** considers the Proposed Development's travel characteristics, reporting the findings of a multi-modal person trip assessment;
- **Section 6** sets out the conclusions of the TS.

1.12 All supporting appendices and plans are included at the end of the TS.

2.0 POLICY ANALYSIS

General

2.1 This section of the TS identifies and analyses the current and emerging transport policy context of the Scheme.

2.2 The current statutory development plan for the Site comprises of:

- The National Planning Policy Framework; and
- The LBC Development Policies.

2.3 A comprehensive policy analysis is included in the separate Planning Statement that accompanies the Application.

National Policies

National Planning Policy Framework

2.4 The Government's Department for Communities and Local Government (CLG) published the *National Planning Policy Framework* (NPPF) in March 2012.

2.5 The NPFF identifies a set of core land use planning principles, which include (Paragraph. 17):

'… actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.'

2.6 In considering transport objectives, the NPPF states (Paragraph. 29):

'Transport policies have an important role to play in facilitating development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.'

2.7 The NPPF states that (Paragraph. 30):

'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.'

2.8 The NPPF states that (Paragraph. 32):

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the location and nature of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

2.9 The NPPF states that developments should be located and designed where practicable to (Paragraph. 35):

- *'accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have high access to quality public transport facilities;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.'*

Local Policies

2.10 The Camden Development Policies 2010 and accompanying Camden Planning Guidance 7 (Transport) present the Council's required approach to development within the Borough. Policy DP16 sets out the approach to assessing transport implications. The scale of and nature of development at this site will have negligible implications on the highway network.

> ***"Policy 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. We will resist development that fails to assess and address any need for:*
>
> *a) movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;*
>
> *b) additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to*

mitigate those impacts, for example using transport assessments and travel plans;

c) safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development."

2.11 Policy DP17 refers to the factors affecting walking, cycling and public transport. The development will not provide car parking. The site is very well located with regard to the public transport network and will provide cycle parking for future residents.

> ***"Policy 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. Provision may include:*
> *a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;*
> *b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;*
> *c) safe road crossings where needed;*
> *d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information.*
> *The Council will resist development that would be dependent on travel by private motor vehicles.*
> *The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the co-ordination of arrival and departure timetabling on different services as far as possible.*
> *Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers."*

2.12 Policy DP18 seeks to manage parking provision and the resulting potential for impacts on the network. The site is located in the Kentish Town centre identified in the policy. As such parking is not being provided as part of the development. Cycle parking is being provided in accordance with the Council's parking standards.

> ***"Policy 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. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.*
> *Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled*

people). Developments in areas of on-street parking stress should be 'car capped'.
For car free and car capped developments, the Council will:

a) limit on-site car parking to:
- spaces designated for disabled people,
- any operational or servicing needs, and
- spaces designated for the occupiers of development specified as car capped;
b) not issue on-street parking permits; and
c) use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2.
The Council will:

d) strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and
e) *seek the provision of electric charging points as part of any car parking provision."*

2.13 Policy DP19 reinforces the constraints affecting parking provision (extract below). It is proposed that the future residents will make use of nearby car-club vehicles.

"Policy DP19 - Managing the impact of parking
The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces. We will resist development that would:

a) harm highway safety or hinder pedestrian movement;
b) provide inadequate sightlines for vehicles leaving the site;
c) add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;
d) require detrimental amendment to existing or proposed Controlled Parking Zones;
e) create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities, service vehicles, coaches and taxis;
f) create a shortfall of public car parking, operational business parking or residents' parking;
g) create, or add to, an area of car parking that has a harmful visual impact."

2.14 Policy DP20 refers to the potential impacts arising from goods vehicle trips. The proposed development will utilise the existing single yellow line controls south of the site that currently serve the commercial premises – this allows deliveries to the proposed development to operate as per the existing situation. Construction vehicles will operate in a similar manner and will be, by definition, temporary.

"Policy DP20 - Movement of goods and materials

Minimising the movement of goods and materials by road
In order to minimise the movement of goods and materials by road the Council will:

a) expect development that would generate significant movement of goods or materials both during construction and in operation to minimise the movement of goods and materials by road, and consider the use of more sustainable alternatives such as rail and canal links;
b) promote the development and use of freight consolidation facilities and other initiatives with potential to reduce the impact of goods vehicles, and encourage the use of cycle courier services for local deliveries; and
c) seek to promote and protect facilities for the movement of goods by rail and water, including facilities for transfer between road, rail and canal.

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

a) be located close to the Transport for London Road Network or other Major Roads;
b) avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;
c) accommodate goods vehicles on site; and
d) seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries."

Policy Analysis Summary

2.15 The proposed development in this location meets fully with national transport planning requirements as contained in the National Planning Policy Framework. It is also compatible with the LBC Development Policies and its supporting documents.

3.0 TRANSPORT BASELINE

General

3.1 This section of the TS describes the existing or baseline transport conditions prevailing at the Site and the surrounding area. These conditions need to be established to understand fully the context of the Proposed Development and to develop an appropriate Transport Strategy.

Site Location & Description

3.2 The building on the Site is currently designated as retail space and fronts onto Fortess Road. An adjacent vehicular access to the Site is outside the Applicant's control but is served by a crossover in the built-out footway.

3.3 The Site location records a Public Transport Accessibility Level (PTAL) score of 6a ("Excellent").

3.4 There is no existing car parking associated with the site. Pedestrian and cyclist access is via the frontage of the building. The main entrance threshold has a small step.

3.5 The surrounding area is a thriving mix of established residential and ground floor commercial uses. The Site is well located in relation to a wide range of local amenities including public transport, retail, educational, employment and leisure facilities. The commercial / retail environments of Kentish Town and Tufnell Park lie within less than half a mile of the Site.

3.6 There are a number of public amenities and facilities in the vicinity, including Parliament Hill and Hampstead Heath, Eleanor Palmer Primary School, Kentish Town Underground and Rail stations, and Tufnell Park Underground Station.

Public Transport Accessibility

Underground

3.7 Kentish Town Underground Station is located approximately 300m to the south of the Site. Tufnell Park Underground Station lies approximately 425m to the north. These stations serve the Northern Line with typical peak frequencies of trains every 6-7 minutes.

Rail

3.8 Gospel Oak Overground station lies approximately 1km to the north-west and operates typically 4 services per hour.

3.9 Kentish Town rail station lies 300m to the south providing interchange with the Northern line. The station accommodates a number of train lines though not all stop at the station.

3.10 First Capital Connect and Southeastern currently run trains that serve the station. The network connects Luton and Bedford to the north with Sutton in the south.

3.11 Off-peak services are typically four trains per hour southbound and northbound. Stations served include (but not limited to) Central London, Wimbledon, Sutton, St Albans, Luton and Bedford.

Bus

3.12 The nearest bus routes operate along Fortess Road with the closest pair of bus stops located approximately 50m to the north, and 50m to the south, of the site. The routes serving Fortess Road are route 134 and N20 (night route).

3.13 Kentish Town station is served by routes 134, 214, 393, C2 and N20. The local Bus Map is presented in the Appendices.

Pedestrian Network

3.14 The Site's locality benefits from a high level of pedestrian infrastructure. Tactile paving is provided at local controlled pedestrian crossings, including the nearby puffin crossing on Fortess Road to the north of the Site.

3.15 Uncontrolled crossings along the local road network are provided with dropped kerbs and also tactile paving, where appropriate.

3.16 Footway widths on the local section of Fortess Road are wide (in excess of 2m) with localised widening in the immediate vicinity of the site. The council have undertaken decluttering exercises to improve amenity.

Cycle Network

3.17 Though not a designated cycle route, Fortess Road does include lengths of bus lane to provide facilities for cyclists. The site lies in close proximity to Routes 6a and 14. An extract from the TfL mapping is included at the Appendices.

Local & Strategic Highway Network

3.18 The Site is directly fronts Fortess Road (A400) which in turn connects with Kentish Town Road (A400) and Highgate Road (B518) via a signalised junction. Levels of visibility at the junction are good.

3.19 The area is subject to a 30mph speed limit. Fortess Road is effectively an urban corridor with residential, retail and commercial frontage on both sides of the road. Visibility to/from the existing site entry and exit points on to Highfield Road will remain unchanged.

Parking

Off-Street

3.20 The current use of the Site does not provide parking spaces.

On-Street

3.21 The local section of Fortess Road is within a Controlled Parking Zone (CPZ ref. CA-M) operating Monday to Friday between 8.30am and 6.30pm. The available kerbside servicing space (single yellow lines) on Fortess Road allows on-street loading. The facility appears well used with some capacity remaining.

Road Safety

3.22 The latest available STATS19 personal injury accident (PIA) data have been requested from Transport for London for the local area covering the 36 month time period to 31st January 2014 (which is the latest available from the police). TfL have advised that the 2014 data is provisional at this time.

3.23 The STATS19 data are included in the Appendices for information with the accident locations and classifications (i.e. "Slight", "Serious" or "Fatal") being transposed onto digital mapping.

3.24 The STATS19 data have been analysed in the immediate vicinity of the Site and the local section of the Fortess Road corridor. The data have been analysed focusing on Fortess Road (Link 198-741) and the junction of Fortess Road with Highgate Road (Node 198). Table 3.1 summarises the casualty numbers by severity and mode for each year.

Severity / Mode	2011	2012	2013	2014	Total
Slight					21
Pedestrian		1			1
Pedal Cycle	7	1	2	1	11
Powered 2 Wheeler	4	1	1	1	7
Car	1				1
Goods Vehicle	1				1
Sub-Total	*13*	*3*	*3*	*2*	
Serious					1
Pedestrian	1				1
Sub-Total	*1*				
Total	**14**	**3**	**3**	**2**	**22**

Table 3.1 Incident Summary by Severity, Mode and Year

3.25 It is evident from the three year local accident data that the local highway network presented on the plan in the Appendices does not exhibit any readily identifiable multi-modal safety issues atypical of a highly urbanised setting such as this. There is a clear trend of a reduction in incidents.

3.26 There have been two slight incidents (one in 2011, the other in 2012) in the vicinity of the site. Both these were a result of driver error: a cyclist was injured by a driver opening their door in to the cyclist's path (2011) and a driver failing to give way and injuring the rider of a powered two-wheeler.

3.27 The development proposals considered in this report are very modest in scale against the backdrop of existing development and highly unlikely to lead to any significant increase in accident risk on the local highway network.

4.0 PROPOSED DEVELOPMENT

General

4.1 This section of the TS describes the Proposed Development, with specific reference to transport and highways matters.

Land Use Proposals

4.2 The Proposed Development is summarised as follows:

- 3 residential units total, comprising one-bed units (2no. flats at ground floor, 1no basement studio);
- no off-street parking spaces;
- 3 cycle parking spaces (within units)..

4.3 The Site's servicing access points would remain on-street as existing

4.4 The main point of pedestrian and cyclist access into the Site would be via the front door at the front of the site.

Parking

4.5 On-street parking will not be provided directly in connection with the proposed residential use. The Applicant is willing to enter in to a legal agreement to ensure the potential impacts on on-street parking are limited.

4.6 Future residents will be advised of the nearby Zipcar facilities (2no. vehicles) available on Falkland Road to the south of the site.

4.7 Space for cycle parking is proposed inside each unit. Access to the cycle parking facilities will be via the Site's access from Fortess Road.

Servicing & Delivery Proposals

4.8 For the servicing and deliveries, including waste collection, the proposed retail land uses are to be serviced directly from the Fortess Road frontage.

4.9 Refuse collection proposals will remain as existing (on-street, see Figure 4.1).

Figure 4.1 Existing Waste Collection Arrangements

4.10 The existing waste collection regime for the rest of Fortess Road will be unaffected; it will also be able to service the Proposed Development.

5.0 TRAVEL CHARACTERISTICS

Trip Generation

5.1 Bespoke travel surveys for existing Site are not currently available. Consequently, the TRICS database has been interrogated with a view to determining appropriate trip rates that could be applied.

5.2 The Site samples available in TRICS were selected based on their generic land use classifications appropriate to the Proposed Development (presented in the Appendices).

5.3 With respect to an account of existing potential trip generation for the A1 retail space, Table 5.1 below shows the figures for the 12-hour arrivals and departures using Local Shops from the TRICS database. These figures have been used as the AM and PM peak hour periods record negligible trips.

5.4 These data have the multi-modal trip rate calculations factored to the appropriate floor area (120 sq.m.).

Existing Use: Local Shops	Arrivals		Departures	
Existing GFA: 120 sq. m.	Trip Rate	Trips	Trip Rate	Trips
Vehicles	54.391	65	53.763	65
Cyclists	1.625	2	1.551	2
Vehicle Occupants	66.942	80	65.878	79
Pedestrians	49.069	59	49.264	59
Public Transport Users	1.772	2	1.402	2
Total People	119.411	143	118.095	142

Table 5.1: "Total People" Trip Generation Estimate (A1 retail Space, 120sq.m)

5.5 An account of potential future trip generation for the proposed flats/apartments is shown in Table 5.2 below. This again shows figures for the 12-hour period owing to the negligible hourly figures. Multi-modal trip rate calculations factored to the appropriate number of dwellings (two units).

Proposed Use: Private Flats	Arrivals		Departures	
Proposed Units: 2	**Trip Rate**	**Trips**	**Trip Rate**	**Trips**
Vehicles	0.638	1	0.718	1
Cyclists	0.049	0	0.054	0
Vehicle Occupants	0.831	2	0.935	2
Pedestrians	0.862	2	0.880	2
Public Transport Users	0.497	1	0.707	1
Total People	2.243	4	2.576	5

Table 5.2: "Total People" Trip Generation Estimate (2 Proposed Flats/Apartments)

5.6 The estimates of trip generation above suggest peak hour trip levels arising from the residential use of the Proposed Development would be reduced compared to the existing A1 retail use. Vehicular movements record a significant decrease.

5.7 Given the Site's urbanised location, the net trip generation arising from the development proposals would be highly unlikely to have any detrimental impact on the operation of the local highway network with respect to capacity, or safety.

5.8 The findings of this report demonstrate that the levels of AM and PM peak hour period vehicular trip generation arising from the Proposed Development are likely to be very modest and less than the levels arising from the existing land use.

6.0 CONCLUSIONS

6.1 Create Consulting Engineers Ltd has been instructed by Empyrean Developments Ltd which is seeking to redevelop existing office space at 19 Fortess Road, London, NW5 1AD.

6.2 The Site is in the jurisdiction of the London Borough of Camden and this report supports the planning application for the Proposed Development.

6.3 The main component of the redevelopment proposals comprise a residential scheme consisting of 2no. units (C3 Use Class) with cycle parking and no off-street car.

6.4 The Site is in an accessible, highly urbanised location with extensive pedestrian and cyclist infrastructure and lies in close proximity to existing public transport connections. The site records a PTAL score of 6a ("Excellent").

6.5 The Proposed Development considered in this report would be limited to no off-street parking spaces and would use the existing on-street delivery/service arrangements (single yellow lines, loading permitted). The Applicant is willing to enter in to a legal agreement to ensure the potential impacts on on-street parking are limited.

6.6 The development proposals considered in this report are very modest in scale against the backdrop of existing development and highly unlikely to lead to any significant increase in accidents risk on the local highway network.

6.7 From the trip generation analysis carried out as part of this Transport Statement, the development proposals would be highly unlikely to have any significant detrimental impact on the operation of the local highway network with respect to capacity, or safety compared to the existing consent A1 use (120 sq.m.).

6.8 The development proposals fully comply with national and local transport policies and the planning application should raise no undue concerns from the Highway Authority with respect to highway safety and capacity.

7.0 DISCLAIMER

7.1 Create Consulting Engineers Ltd disclaims any responsibility to Empyrean Developments Ltd, our Client and others in respect of any matters outside the scope of this report.

7.2 The copyright of this report is vested in Create Consulting Engineers Ltd and the Client, namely, Empyrean Developments Ltd.

7.3 The Client or their appointed representatives may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without written consent by Create Consulting Engineers Ltd or the Client.

7.4 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

APPENDICES

APPENDIX A

Buses from Kentish Town

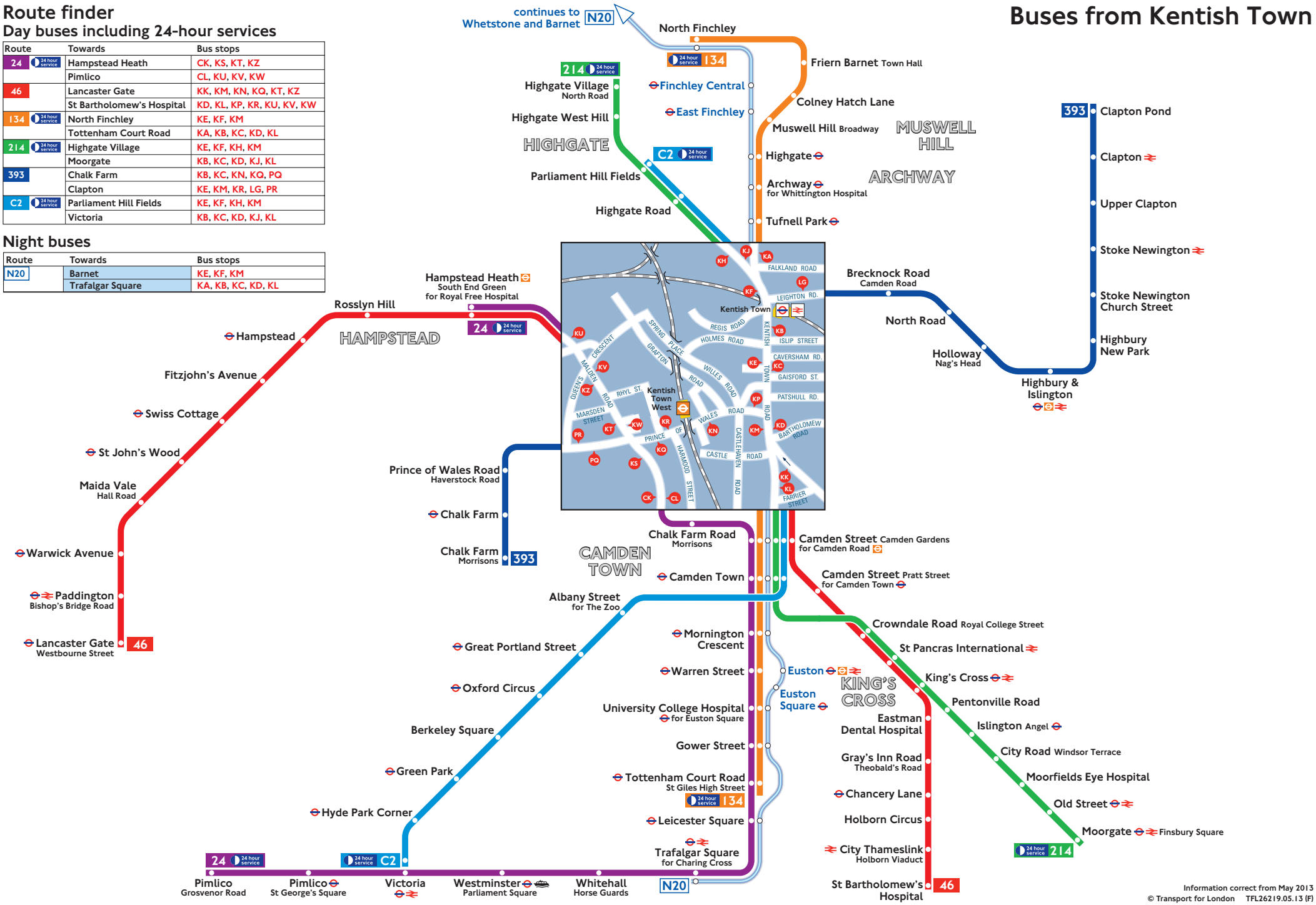
Route finder

Day buses including 24-hour services

Route	Towards	Bus stops
24 (24 hour service)	Hampstead Heath	CK, KS, KT, KZ
	Pimlico	CL, KU, KV, KW
46	Lancaster Gate	KK, KM, KN, KQ, KT, KZ
	St Bartholomew's Hospital	KD, KL, KP, KR, KU, KV, KW
134 (24 hour service)	North Finchley	KE, KF, KM
	Tottenham Court Road	KA, KB, KC, KD, KL
214 (24 hour service)	Highgate Village	KE, KF, KH, KM
	Moorgate	KB, KC, KD, KJ, KL
393	Chalk Farm	KB, KC, KN, KQ, PQ
	Clapton	KE, KM, KR, LG, PR
C2 (24 hour service)	Parliament Hill Fields	KE, KF, KH, KM
	Victoria	KB, KC, KD, KJ, KL

Night buses

Route	Towards	Bus stops
N20	Barnet	KE, KF, KM
	Trafalgar Square	KA, KB, KC, KD, KL



Information correct from May 2013
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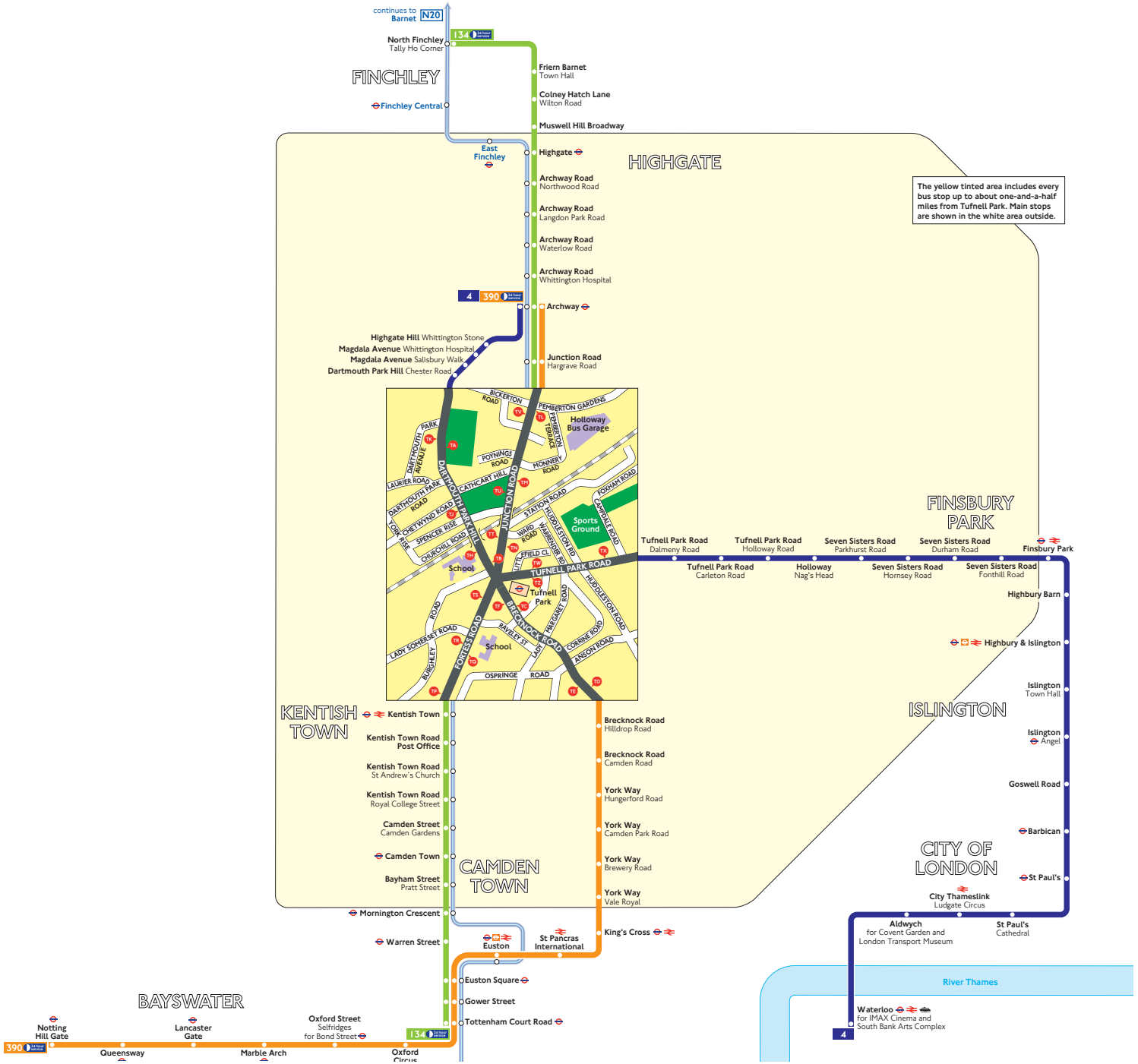
Buses from Tufnell Park



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
4	Archway	TH TJ TK TZ
	Waterloo	TA TB TW TX
134 (24 hour service)	North Finchley	TP TR TS TT TU TV
	Tottenham Court Road	TL TM TN TQ
390 (24 hour service)	Archway	TE TF TT TU TV
	Notting Hill Gate	

Night buses

Bus route	Towards	Bus stops
N20	Barnet	TP TR TS TT TU TV
	Trafalgar Square	TL TM TN TQ

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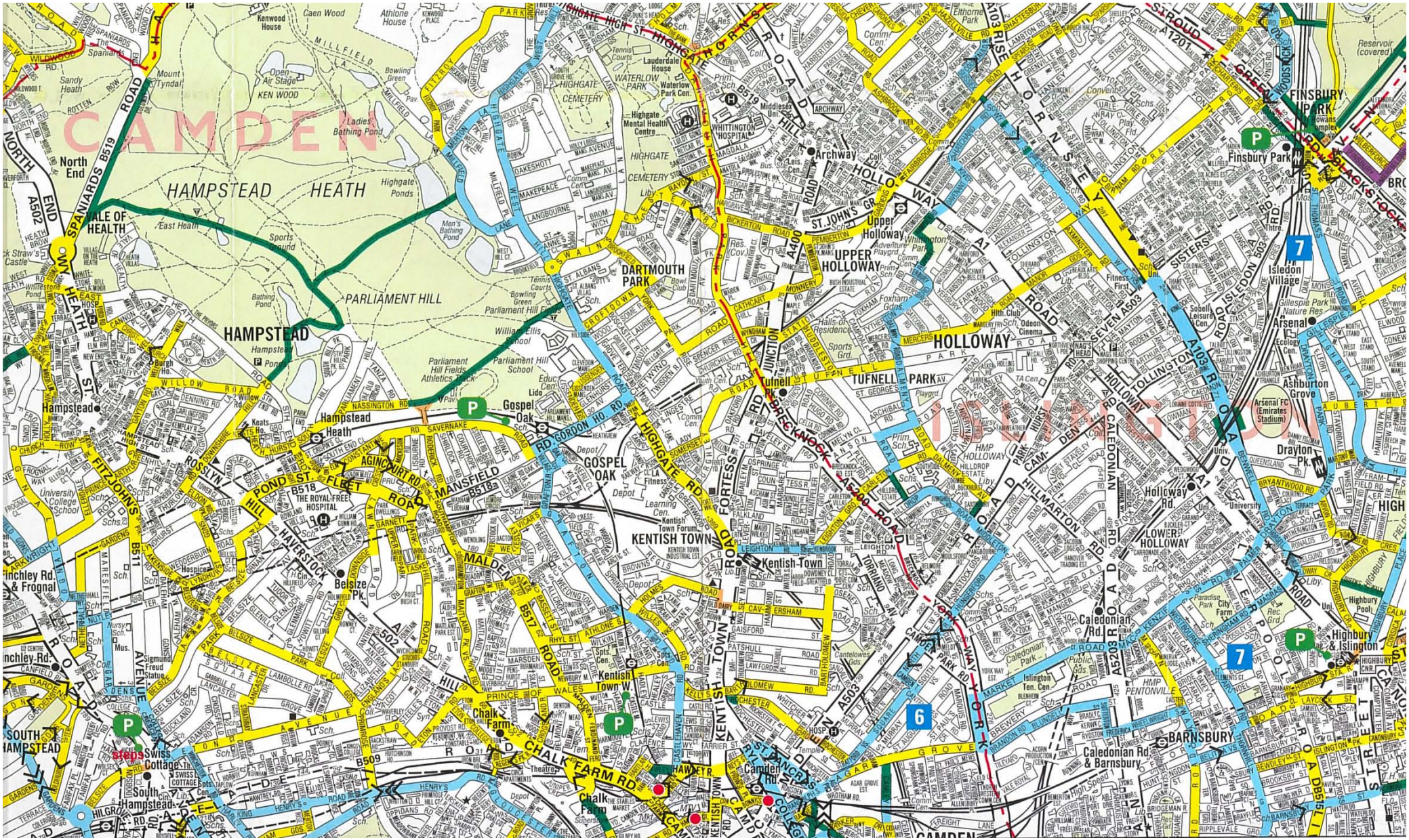
Information correct from February 2011

APPENDIX B



Extract from the TfL Local Cycling Guide 4, Published April 2012.

This extract includes information from the Geographers A-Z map Co Ltd, TfL Licence B5772
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APPENDIX C

PTAI Study Report File Details

Date	23/05/2014 15:06
Day of week	M-F
Time period	AM peak
Walk speed	4.8 kph
Walk file	PLSQLTest

POI Name: 528976, 185429

Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop HIGHGATE R GORDON HO RD
Walk time to stop from POI is 7.67 minutes
Walk distance to stop from POI is 613.55 metres
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop CAVERSHAM ROAD
Walk time to stop from POI is 6.4 minutes
Walk distance to stop from POI is 511.95 metres
Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop KENTISH TOWN STATION
Walk time to stop from POI is 3.33 minutes
Walk distance to stop from POI is 266.66 metres
Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop KENTISH TOWN HIGHGATE RD
Walk time to stop from POI is 1.99 minutes
Walk distance to stop from POI is 158.9 metres
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop HIGHGATE RD SANDERSON CL
Walk time to stop from POI is 3.6 minutes
Walk distance to stop from POI is 288.18 metres
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop HIGHGATE RD L SOMERSET R
Walk time to stop from POI is 6.24 minutes
Walk distance to stop from POI is 498.99 metres
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop FORTESS R JUNCTION TAVRN
Walk time to stop from POI is 2.9 minutes
Walk distance to stop from POI is 232.11 metres
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Stop KENTISH TN FORTESS WALK
Walk time to stop from POI is 0.12 minutes
Walk distance to stop from POI is 9.27 metres
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Stop KENTISH TOWN LEIGHTON ROAD
Walk time to stop from POI is 5.74 minutes
Walk distance to stop from POI is 459.53 metres
Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Stop TUFNELL PARK STATION
Walk time to stop from POI is 5.67 minutes
Walk distance to stop from POI is 453.24 metres
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Stop TUFNELL PK BRECKNOCK RD
Walk time to stop from POI is 6.56 minutes
Walk distance to stop from POI is 524.75 metres
Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop TUFNELL PK STN T'LL PK R
Walk time to stop from POI is 6.92 minutes
Walk distance to stop from POI is 553.95 metres
Route 4 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 4 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Stop TUFNELL P STN D'MTH PK H
Walk time to stop from POI is 6.8 minutes
Walk distance to stop from POI is 543.77 metres
Route 4 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 4 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Stop TUFNELL PK JUNCTION ROAD
Walk time to stop from POI is 7.36 minutes
Walk distance to stop from POI is 589 metres
Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

TATs for this mode
Route 214 Stop KENTISH TOWN HIGHGATE RD TAT 7.74 minutes EDF 3.88
Route C2 Stop KENTISH TOWN HIGHGATE RD TAT 7.74 minutes EDF 3.88
Route 393 Stop KENTISH TOWN STATION TAT 11.33 minutes EDF 2.65
Route 134 Stop KENTISH TN FORTESS WALK TAT 4.62 minutes EDF 6.5
Route 390 Stop TUFNELL PARK STATION TAT 11.42 minutes EDF 2.63
Route 4 Stop TUFNELL P STN D'MTH PK H TAT 13.8 minutes EDF 2.17

Best EDF is 6.5
Half of all other EDFs is 7.6

AI for this mode is 14.1

Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop Kentish Town
Walk time to stop from POI is 3.26 minutes
Walk distance to stop from POI is 260.4 metres
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes

Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Stop Tufnell Park
Walk time to stop from POI is 6.18 minutes
Walk distance to stop from POI is 494.66 metres
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes

TATs for this mode
Route Northern Line Morden to Mill Hill East Stop Kentish Town TAT 15.12 minutes EDF 1.98
Route Northern Line High Barnet to Morden Stop Kentish Town TAT 7.34 minutes EDF 4.09
Route Northern Line Morden to High Barnet Stop Kentish Town TAT 12.11 minutes EDF 2.48
Route Northern Line Mill Hill East to Kennington Stop Kentish Town TAT 10.98 minutes EDF 2.73
Route Northern Line High Barnet to Kennington Stop Kentish Town TAT 9.56 minutes EDF 3.14
Route Northern Line Morden to Mill Hill East Stop Kentish Town TAT 34.01 minutes EDF 0.88

Best EDF is 4.09
Half of all other EDFs is 5.61

AI for this mode is 9.69

Rail Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop KENTISH TOWN BR
Walk time to stop from POI is 3.26 minutes
Walk distance to stop from POI is 260.4 metres
Route ST ALBANS BR to SUTTON (SURREY) Direction T86-T390 Frequency 0.67 giving AWT of 44.78 minutes
Route LUTON to MOORGATE Direction T82-T621 Frequency 0.67 giving AWT of 44.78 minutes

Route ST ALBANS BR to WEST NORWOOD BR Direction T86-T437 Frequency 0.33 giving AWT of 90.91 minutes
Route WIMBLEDON BR to ST ALBANS BR Direction T512-T86 Frequency 1.33 giving AWT of 22.56 minutes
Route ST ALBANS BR to MOORGATE Direction T86-T621 Frequency 0.67 giving AWT of 44.78 minutes
Route WIMBLEDON BR to LUTON Direction T512-T82 Frequency 0.33 giving AWT of 90.91 minutes
Route MOORGATE to LUTON Direction T621-T82 Frequency 0.67 giving AWT of 44.78 minutes
Route MOORGATE to ST ALBANS BR Direction T621-T86 Frequency 1.0 giving AWT of 30.0 minutes

TATs for this mode
Route ST ALBANS BR to SUTTON (SURREY) Stop KENTISH TOWN BR TAT 48.78 minutes EDF 0.61
Route LUTON to MOORGATE Stop KENTISH TOWN BR TAT 48.78 minutes EDF 0.61
Route ST ALBANS BR to WEST NORWOOD BR Stop KENTISH TOWN BR TAT 94.91 minutes EDF 0.32
Route WIMBLEDON BR to ST ALBANS BR Stop KENTISH TOWN BR TAT 26.56 minutes EDF 1.13
Route ST ALBANS BR to MOORGATE Stop KENTISH TOWN BR TAT 48.78 minutes EDF 0.61
Route WIMBLEDON BR to LUTON Stop KENTISH TOWN BR TAT 94.91 minutes EDF 0.32
Route MOORGATE to LUTON Stop KENTISH TOWN BR TAT 48.78 minutes EDF 0.61
Route MOORGATE to ST ALBANS BR Stop KENTISH TOWN BR TAT 34.01 minutes EDF 0.88

Best EDF is 1.13
Half of all other EDFs is 1.99

AI for this mode is 3.12

Total AI for this POI is 26.91. X: 528976, Y: 185429.

PTAL Rating is 6a.

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
	SG	SOUTH GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	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:	240 to 1890 (units: sqm)
Range Selected by User:	240 to 2500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 21/11/12

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	5 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	10

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	16
No Sub Category	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:

Not Known	1 days
A1	13 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:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	6 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	9 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	18 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	18 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 CF-01-I-01 LOCAL SHOPS CARDIFF
MICHAELSTON ROAD

CARDIFF
Edge of Town
No Sub Category
Total Gross floor area: 500 sqm
Survey date: MONDAY 08/10/07 Survey Type: MANUAL

2 CH-01-I-02 LOCAL SHOPS CHESHIRE
CHRISTLETON ROAD
BOUGHTON HEATH
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 260 sqm
Survey date: TUESDAY 15/05/12 Survey Type: MANUAL

3 CH-01-I-03 LOCAL SHOPS CHESHIRE
MILL LANE
BACHE
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 365 sqm
Survey date: THURSDAY 17/05/12 Survey Type: MANUAL

4 DS-01-I-01 LOCAL SHOPS DERBYSHIRE
STONELOW ROAD
HOLMESDALE
DRONFIELD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1130 sqm
Survey date: WEDNESDAY 21/06/06 Survey Type: MANUAL

5 EB-01-I-01 LOCAL SHOPS CITY OF EDINBURGH
COLINTON ROAD
CRAIGLOCKHART
EDINBURGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 825 sqm
Survey date: THURSDAY 28/10/10 Survey Type: MANUAL

6 EX-01-I-01 LOCAL SHOPS ESSEX
PYRLES LANE

LOUGHTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 650 sqm
Survey date: THURSDAY 22/11/07 Survey Type: MANUAL

7 GS-01-I-01 LOCAL SHOPS GLOUCESTERSHIRE
SALISBURY AVENUE
WARDEN HILL
CHELTENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 525 sqm
Survey date: MONDAY 26/04/10 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 HC-01-I-02 LOCAL SHOPS HAMPSHIRE
OLIVER'S BATTERY ROAD S.
OLIVERS BATTERY
WINCHESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1605 sqm
Survey date: TUESDAY 20/11/07 Survey Type: MANUAL

9 LE-01-I-01 LOCAL SHOPS LEICESTERSHIRE
RYDER ROAD
BRAUNSTONE FRITH
LEICESTER
Edge of Town
Residential Zone
Total Gross floor area: 606 sqm
Survey date: WEDNESDAY 26/09/12 Survey Type: MANUAL

10 MS-01-I-01 LOCAL SHOPS MERSEYSIDE
HUNTS CROSS AVENUE

LIVERPOOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1890 sqm
Survey date: TUESDAY 18/10/05 Survey Type: MANUAL

11 NR-01-I-01 LOCAL SHOPS NORTHAMPTONSHIRE
OCCUPATION ROAD

CORBY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 755 sqm
Survey date: WEDNESDAY 19/11/08 Survey Type: MANUAL

12 NY-01-I-01 LOCAL SHOPS NORTH YORKSHIRE
NEWLANDS PARK DRIVE

SCARBOROUGH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1200 sqm
Survey date: FRIDAY 28/09/07 Survey Type: MANUAL

13 SG-01-I-01 LOCAL SHOPS SOUTH GLOUCESTERSHIRE
BURLEY GROVE
KINGSWOOD
BRISTOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 240 sqm
Survey date: FRIDAY 06/10/06 Survey Type: MANUAL

14 SH-01-I-01 LOCAL SHOPS SHROPSHIRE
WREKIN DRIVE
DONNINGTON
TELFORD
Edge of Town
Residential Zone
Total Gross floor area: 820 sqm
Survey date: WEDNESDAY 24/06/09 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 TW-01-I-01 LOCAL SHOPS TYNE & WEAR
FARRINGDON ROAD
MARDEN
NORTH SHIELDS
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 850 sqm
Survey date: TUESDAY 17/10/06 Survey Type: MANUAL

16 TW-01-I-02 LOCAL SHOPS TYNE & WEAR
DURHAM ROAD
BARNES PARK
SUNDERLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 540 sqm
Survey date: WEDNESDAY 21/11/12 Survey Type: MANUAL

17 WM-01-I-01 LOCAL SHOPS WEST MIDLANDS
HOLYHEAD ROAD

COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1550 sqm
Survey date: THURSDAY 27/09/07 Survey Type: MANUAL

18 WM-01-I-02 LOCAL SHOPS WEST MIDLANDS
MARSHALL LAKE ROAD
SHIRLEY
SOLIHULL
Edge of Town
Commercial Zone
Total Gross floor area: 515 sqm
Survey date: TUESDAY 18/09/07 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/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	18	824	3.487	18	824	3.231	18	824	6.718
08:00 - 09:00	18	824	4.519	18	824	4.209	18	824	8.728
09:00 - 10:00	18	824	4.701	18	824	4.377	18	824	9.078
10:00 - 11:00	18	824	4.533	18	824	4.337	18	824	8.870
11:00 - 12:00	18	824	4.364	18	824	4.364	18	824	8.728
12:00 - 13:00	18	824	5.248	18	824	5.167	18	824	10.415
13:00 - 14:00	18	824	4.587	18	824	4.721	18	824	9.308
14:00 - 15:00	18	824	4.195	18	824	4.195	18	824	8.390
15:00 - 16:00	18	824	4.593	18	824	4.728	18	824	9.321
16:00 - 17:00	18	824	4.775	18	824	4.937	18	824	9.712
17:00 - 18:00	18	824	4.883	18	824	4.931	18	824	9.814
18:00 - 19:00	18	824	4.506	18	824	4.566	18	824	9.072
19:00 - 20:00	16	888	3.352	16	888	3.472	16	888	6.824
20:00 - 21:00	12	865	2.140	12	865	2.496	12	865	4.636
21:00 - 22:00	4	623	2.890	4	623	3.011	4	623	5.901
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			64.069			64.038			128.107

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:	240 - 1890 (units: sqm)
Survey date date range:	01/01/05 - 21/11/12
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	18	824	0.229	18	824	0.189	18	824	0.418
08:00 - 09:00	18	824	0.121	18	824	0.088	18	824	0.209
09:00 - 10:00	18	824	0.101	18	824	0.115	18	824	0.216
10:00 - 11:00	18	824	0.088	18	824	0.074	18	824	0.162
11:00 - 12:00	18	824	0.115	18	824	0.108	18	824	0.223
12:00 - 13:00	18	824	0.047	18	824	0.067	18	824	0.114
13:00 - 14:00	18	824	0.081	18	824	0.094	18	824	0.175
14:00 - 15:00	18	824	0.108	18	824	0.101	18	824	0.209
15:00 - 16:00	18	824	0.162	18	824	0.148	18	824	0.310
16:00 - 17:00	18	824	0.290	18	824	0.209	18	824	0.499
17:00 - 18:00	18	824	0.135	18	824	0.169	18	824	0.304
18:00 - 19:00	18	824	0.148	18	824	0.189	18	824	0.337
19:00 - 20:00	16	888	0.035	16	888	0.063	16	888	0.098
20:00 - 21:00	12	865	0.010	12	865	0.019	12	865	0.029
21:00 - 22:00	4	623	0.080	4	623	0.080	4	623	0.160
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.935			1.713			3.648

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:	240 - 1890 (units: sqm)
Survey date date range:	01/01/05 - 21/11/12
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	18	824	4.114	18	824	3.676	18	824	7.790
08:00 - 09:00	18	824	5.558	18	824	5.113	18	824	10.671
09:00 - 10:00	18	824	5.605	18	824	5.261	18	824	10.866
10:00 - 11:00	18	824	5.450	18	824	5.153	18	824	10.603
11:00 - 12:00	18	824	5.234	18	824	5.261	18	824	10.495
12:00 - 13:00	18	824	6.468	18	824	6.306	18	824	12.774
13:00 - 14:00	18	824	5.551	18	824	5.598	18	824	11.149
14:00 - 15:00	18	824	5.065	18	824	5.113	18	824	10.178
15:00 - 16:00	18	824	6.138	18	824	6.077	18	824	12.215
16:00 - 17:00	18	824	5.996	18	824	6.300	18	824	12.296
17:00 - 18:00	18	824	6.070	18	824	6.246	18	824	12.316
18:00 - 19:00	18	824	5.693	18	824	5.774	18	824	11.467
19:00 - 20:00	16	888	4.007	16	888	4.288	16	888	8.295
20:00 - 21:00	12	865	2.650	12	865	3.084	12	865	5.734
21:00 - 22:00	4	623	3.332	4	623	3.452	4	623	6.784
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			78.412			78.183			156.595

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:	240 - 1890 (units: sqm)
Survey date date range:	01/01/05 - 21/11/12
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	18	824	2.583	18	824	2.246	18	824	4.829
08:00 - 09:00	18	824	5.956	18	824	5.578	18	824	11.534
09:00 - 10:00	18	824	4.323	18	824	3.993	18	824	8.316
10:00 - 11:00	18	824	3.939	18	824	3.649	18	824	7.588
11:00 - 12:00	18	824	3.872	18	824	3.831	18	824	7.703
12:00 - 13:00	18	824	5.146	18	824	4.667	18	824	9.813
13:00 - 14:00	18	824	3.602	18	824	3.939	18	824	7.541
14:00 - 15:00	18	824	3.157	18	824	3.393	18	824	6.550
15:00 - 16:00	18	824	6.118	18	824	6.428	18	824	12.546
16:00 - 17:00	18	824	4.060	18	824	4.539	18	824	8.599
17:00 - 18:00	18	824	3.851	18	824	3.919	18	824	7.770
18:00 - 19:00	18	824	2.462	18	824	3.082	18	824	5.544
19:00 - 20:00	16	888	2.387	16	888	2.612	16	888	4.999
20:00 - 21:00	12	865	1.253	12	865	1.532	12	865	2.785
21:00 - 22:00	4	623	2.128	4	623	2.609	4	623	4.737
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			59.096			59.350			118.446

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:	240 - 1890 (units: sqm)
Survey date date range:	01/01/05 - 21/11/12
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	18	824	0.094	18	824	0.094	18	824	0.188
08:00 - 09:00	18	824	0.074	18	824	0.101	18	824	0.175
09:00 - 10:00	18	824	0.088	18	824	0.094	18	824	0.182
10:00 - 11:00	18	824	0.155	18	824	0.101	18	824	0.256
11:00 - 12:00	18	824	0.236	18	824	0.216	18	824	0.452
12:00 - 13:00	18	824	0.209	18	824	0.162	18	824	0.371
13:00 - 14:00	18	824	0.175	18	824	0.169	18	824	0.344
14:00 - 15:00	18	824	0.148	18	824	0.148	18	824	0.296
15:00 - 16:00	18	824	0.337	18	824	0.088	18	824	0.425
16:00 - 17:00	18	824	0.101	18	824	0.081	18	824	0.182
17:00 - 18:00	18	824	0.108	18	824	0.074	18	824	0.182
18:00 - 19:00	18	824	0.047	18	824	0.074	18	824	0.121
19:00 - 20:00	16	888	0.049	16	888	0.014	16	888	0.063
20:00 - 21:00	12	865	0.010	12	865	0.029	12	865	0.039
21:00 - 22:00	4	623	0.161	4	623	0.161	4	623	0.322
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.733			2.717			5.450

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:	240 - 1890 (units: sqm)
Survey date date range:	01/01/05 - 21/11/12
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	18	824	7.021	18	824	6.205	18	824	13.226
08:00 - 09:00	18	824	11.709	18	824	10.880	18	824	22.589
09:00 - 10:00	18	824	10.117	18	824	9.463	18	824	19.580
10:00 - 11:00	18	824	9.632	18	824	8.977	18	824	18.609
11:00 - 12:00	18	824	9.456	18	824	9.416	18	824	18.872
12:00 - 13:00	18	824	11.871	18	824	11.203	18	824	23.074
13:00 - 14:00	18	824	9.409	18	824	9.800	18	824	19.209
14:00 - 15:00	18	824	8.478	18	824	8.755	18	824	17.233
15:00 - 16:00	18	824	12.755	18	824	12.741	18	824	25.496
16:00 - 17:00	18	824	10.448	18	824	11.129	18	824	21.577
17:00 - 18:00	18	824	10.165	18	824	10.407	18	824	20.572
18:00 - 19:00	18	824	8.350	18	824	9.119	18	824	17.469
19:00 - 20:00	16	888	6.478	16	888	6.978	16	888	13.456
20:00 - 21:00	12	865	3.923	12	865	4.665	12	865	8.588
21:00 - 22:00	4	623	5.701	4	623	6.303	4	623	12.004
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			142.180			141.967			284.147

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:	240 - 1890 (units: sqm)
Survey date date range:	01/01/05 - 21/11/12
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HG	HARINGEY	1 days
	HK	HACKNEY	1 days
	IS	ISLINGTON	1 days
	KI	KINGSTON	1 days
	KN	KENSINGTON AND CHELSEA	3 days
	RD	RICHMOND	1 days
	TH	TOWER HAMLETS	2 days
	WH	WANDSWORTH	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: Number of dwellings
Actual Range: 9 to 294 (units:)
Range Selected by User: 9 to 294 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 11/05/12

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	6

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	9
Built-Up Zone	2
No Sub Category	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:

C1	1 days
C3	11 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	6 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:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	10 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	5 days
0.6 to 1.0	6 days
1.1 to 1.5	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.

Travel Plan:

No	12 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 CN-03-C-01 BLOCK OF FLATS CAMDEN
OVAL ROAD

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

2 HG-03-C-01 BLOCK OF FLATS HARINGEY
CHADWELL LANE
NEW RIVER VILLAGE
HORNSEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 25
Survey date: TUESDAY 27/10/09 Survey Type: MANUAL

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

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

4 IS-03-C-01 FLATS ISLINGTON
RAMSEY WALK

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 31
Survey date: TUESDAY 04/11/08 Survey Type: MANUAL

5 KI-03-C-02 BLOCK OF FLATS KINGSTON
SOPWITH WAY

KINGSTON UPON THAMES
Edge of Town Centre
No Sub Category
Total Number of dwellings: 132
Survey date: MONDAY 14/06/10 Survey Type: MANUAL

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

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

7 KN-03-C-02 BLOCK OF FLATS KENSINGTON AND CHELSEA
BECKFORD CLOSE

SOUTH KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 294
Survey date: TUESDAY 15/06/10 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 KN-03-C-03 BLOCK OF FLATS KENSINGTON AND CHELSEA
ALLEN STREET

KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 72
Survey date: FRIDAY 11/05/12 Survey Type: MANUAL

9 RD-03-C-02 BLOCK OF FLATS RICHMOND
B306 QUEENS RIDE

BARNES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 29/01/07 Survey Type: MANUAL

10 TH-03-C-02 FLATS TOWER HAMLETS
BURNHAM STREET

BETHNAL GREEN
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 24
Survey date: MONDAY 10/11/08 Survey Type: MANUAL

11 TH-03-C-03 FLATS TOWER HAMLETS
PALMERS ROAD

BETHNAL GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 69
Survey date: WEDNESDAY 12/11/08 Survey Type: MANUAL

12 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET

CLAPHAM JUNCTION
Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 09/05/12 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	62	0.016	12	62	0.080	12	62	0.096
08:00 - 09:00	12	62	0.061	12	62	0.147	12	62	0.208
09:00 - 10:00	12	62	0.067	12	62	0.067	12	62	0.134
10:00 - 11:00	12	62	0.027	12	62	0.043	12	62	0.070
11:00 - 12:00	12	62	0.059	12	62	0.043	12	62	0.102
12:00 - 13:00	12	62	0.050	12	62	0.057	12	62	0.107
13:00 - 14:00	12	62	0.038	12	62	0.040	12	62	0.078
14:00 - 15:00	12	62	0.035	12	62	0.046	12	62	0.081
15:00 - 16:00	12	62	0.070	12	62	0.050	12	62	0.120
16:00 - 17:00	12	62	0.051	12	62	0.038	12	62	0.089
17:00 - 18:00	12	62	0.084	12	62	0.046	12	62	0.130
18:00 - 19:00	12	62	0.080	12	62	0.061	12	62	0.141
19:00 - 20:00	1	294	0.071	1	294	0.058	1	294	0.129
20:00 - 21:00	1	294	0.054	1	294	0.034	1	294	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.763			0.810			1.573

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

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

Parameter summary

Trip rate parameter range selected:	9 - 294 (units:)
Survey date date range:	01/01/05 - 11/05/12
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	62	0.004	12	62	0.007	12	62	0.011
08:00 - 09:00	12	62	0.008	12	62	0.018	12	62	0.026
09:00 - 10:00	12	62	0.000	12	62	0.007	12	62	0.007
10:00 - 11:00	12	62	0.004	12	62	0.004	12	62	0.008
11:00 - 12:00	12	62	0.001	12	62	0.005	12	62	0.006
12:00 - 13:00	12	62	0.004	12	62	0.003	12	62	0.007
13:00 - 14:00	12	62	0.000	12	62	0.000	12	62	0.000
14:00 - 15:00	12	62	0.003	12	62	0.000	12	62	0.003
15:00 - 16:00	12	62	0.000	12	62	0.001	12	62	0.001
16:00 - 17:00	12	62	0.004	12	62	0.001	12	62	0.005
17:00 - 18:00	12	62	0.005	12	62	0.001	12	62	0.006
18:00 - 19:00	12	62	0.016	12	62	0.007	12	62	0.023
19:00 - 20:00	1	294	0.017	1	294	0.014	1	294	0.031
20:00 - 21:00	1	294	0.007	1	294	0.000	1	294	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.068			0.141

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

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

Parameter summary

Trip rate parameter range selected:	9 - 294 (units:)
Survey date date range:	01/01/05 - 11/05/12
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	62	0.022	12	62	0.093	12	62	0.115
08:00 - 09:00	12	62	0.066	12	62	0.252	12	62	0.318
09:00 - 10:00	12	62	0.075	12	62	0.082	12	62	0.157
10:00 - 11:00	12	62	0.036	12	62	0.051	12	62	0.087
11:00 - 12:00	12	62	0.063	12	62	0.051	12	62	0.114
12:00 - 13:00	12	62	0.055	12	62	0.070	12	62	0.125
13:00 - 14:00	12	62	0.050	12	62	0.055	12	62	0.105
14:00 - 15:00	12	62	0.046	12	62	0.055	12	62	0.101
15:00 - 16:00	12	62	0.131	12	62	0.057	12	62	0.188
16:00 - 17:00	12	62	0.071	12	62	0.042	12	62	0.113
17:00 - 18:00	12	62	0.120	12	62	0.062	12	62	0.182
18:00 - 19:00	12	62	0.096	12	62	0.065	12	62	0.161
19:00 - 20:00	1	294	0.092	1	294	0.068	1	294	0.160
20:00 - 21:00	1	294	0.065	1	294	0.044	1	294	0.109
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.988			1.047			2.035

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

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

Parameter summary

Trip rate parameter range selected:	9 - 294 (units:)
Survey date date range:	01/01/05 - 11/05/12
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	62	0.013	12	62	0.055	12	62	0.068
08:00 - 09:00	12	62	0.028	12	62	0.156	12	62	0.184
09:00 - 10:00	12	62	0.035	12	62	0.063	12	62	0.098
10:00 - 11:00	12	62	0.034	12	62	0.075	12	62	0.109
11:00 - 12:00	12	62	0.058	12	62	0.050	12	62	0.108
12:00 - 13:00	12	62	0.084	12	62	0.057	12	62	0.141
13:00 - 14:00	12	62	0.074	12	62	0.080	12	62	0.154
14:00 - 15:00	12	62	0.070	12	62	0.077	12	62	0.147
15:00 - 16:00	12	62	0.113	12	62	0.054	12	62	0.167
16:00 - 17:00	12	62	0.094	12	62	0.061	12	62	0.155
17:00 - 18:00	12	62	0.135	12	62	0.089	12	62	0.224
18:00 - 19:00	12	62	0.124	12	62	0.063	12	62	0.187
19:00 - 20:00	1	294	0.085	1	294	0.020	1	294	0.105
20:00 - 21:00	1	294	0.078	1	294	0.058	1	294	0.136
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.025			0.958			1.983

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

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

Parameter summary

Trip rate parameter range selected:	9 - 294 (units:)
Survey date date range:	01/01/05 - 11/05/12
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	62	0.009	12	62	0.150	12	62	0.159
08:00 - 09:00	12	62	0.027	12	62	0.183	12	62	0.210
09:00 - 10:00	12	62	0.024	12	62	0.081	12	62	0.105
10:00 - 11:00	12	62	0.008	12	62	0.044	12	62	0.052
11:00 - 12:00	12	62	0.016	12	62	0.042	12	62	0.058
12:00 - 13:00	12	62	0.015	12	62	0.035	12	62	0.050
13:00 - 14:00	12	62	0.024	12	62	0.030	12	62	0.054
14:00 - 15:00	12	62	0.035	12	62	0.038	12	62	0.073
15:00 - 16:00	12	62	0.049	12	62	0.019	12	62	0.068
16:00 - 17:00	12	62	0.071	12	62	0.042	12	62	0.113
17:00 - 18:00	12	62	0.102	12	62	0.020	12	62	0.122
18:00 - 19:00	12	62	0.117	12	62	0.023	12	62	0.140
19:00 - 20:00	1	294	0.092	1	294	0.010	1	294	0.102
20:00 - 21:00	1	294	0.037	1	294	0.000	1	294	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.626			0.717			1.343

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

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

Parameter summary

Trip rate parameter range selected:	9 - 294 (units:)
Survey date date range:	01/01/05 - 11/05/12
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	62	0.049	12	62	0.305	12	62	0.354
08:00 - 09:00	12	62	0.129	12	62	0.609	12	62	0.738
09:00 - 10:00	12	62	0.135	12	62	0.233	12	62	0.368
10:00 - 11:00	12	62	0.082	12	62	0.175	12	62	0.257
11:00 - 12:00	12	62	0.139	12	62	0.148	12	62	0.287
12:00 - 13:00	12	62	0.158	12	62	0.164	12	62	0.322
13:00 - 14:00	12	62	0.148	12	62	0.164	12	62	0.312
14:00 - 15:00	12	62	0.154	12	62	0.170	12	62	0.324
15:00 - 16:00	12	62	0.292	12	62	0.131	12	62	0.423
16:00 - 17:00	12	62	0.241	12	62	0.146	12	62	0.387
17:00 - 18:00	12	62	0.363	12	62	0.173	12	62	0.536
18:00 - 19:00	12	62	0.353	12	62	0.158	12	62	0.511
19:00 - 20:00	1	294	0.286	1	294	0.112	1	294	0.398
20:00 - 21:00	1	294	0.187	1	294	0.102	1	294	0.289
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.716			2.790			5.506

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

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

Parameter summary

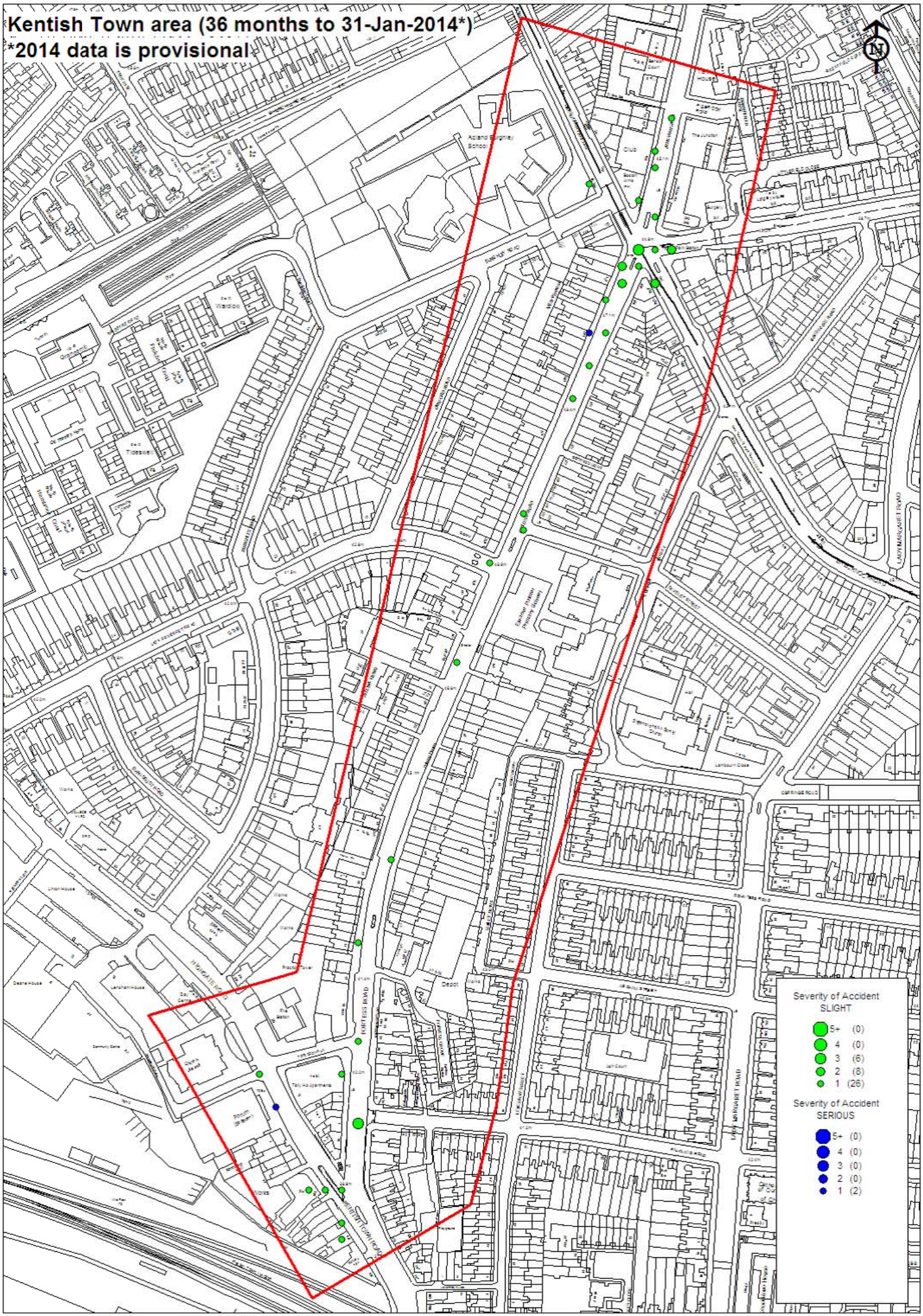
Trip rate parameter range selected:	9 - 294 (units:)
Survey date date range:	01/01/05 - 11/05/12
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX E

Kentish Town area (36 months to 31-Jan-2014*)

*2014 data is provisional



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Scale : 1:2000

Created: 13-JUN-2014

Kentish Town area (36 months to 31-Jan-2014) - Provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
LP001 GIS AREA Kentish Town area_ (P)	36 MTS TO JAN-2014	42

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

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

1 0111TB00235 FRI 25/02/11 08:45 LIGHT FORTRESS ROAD J.W FALKLAND ROAD 02 LINK 198-741 528980 / 185330
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2 (CYCLIST)

CASUALTY 001 (002) (41 Yrs - M N8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (68 Yrs - F NW5) TURNING RIGHT S TO E JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (41 Yrs - M N8) GOING AHEAD OTHER N TO S JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 510 (DISTRACTION OUTSIDE VEHICLE)

---

2 0111CW10182 WED 02/03/11 17:30 LIGHT FORTESS ROAD 56M SW J/W BRECKNOCK ROAD 02 LINK 198-741 529120 / 185810
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
PED WAS CROSSING BETWEEN STATIONARY VEHICLES WHEN THEY STEPPED INTO THE PATH OF V1.

CASUALTY 001 (001) (21 Yrs - M NW5) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) M/C 50-125CC (26 Yrs - M N3) OVERTAKE STAT VEH O/S S TO N
BT - NEGATIVE FRONT HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)

---

3 0111EO40145 FRI 01/04/11 09:52 LIGHT TUFNELL PARK ROAD J.W BRECKNOCK ROAD 03 NODE 741 529170 / 185860
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
V1 REVERSED INTO THE FRONT OF V2

CASUALTY 001 (002) (45 Yrs - F E5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (24 Yrs - M NW5) REVERSING W TO E JCT APP
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) M/C > 500CC (45 Yrs - F E5) GOING AHEAD OTHER E TO W JCT APP
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

4 0111TB00643 MON 04/04/11 17:48 LIGHT FORTESS ROAD J/W LADY SOMERSET ROAD 02 LINK 198-741 529080 / 185690

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

PED CROSSED ROAD BUT NOT ON THE CROSSING & WALKED INTO PATH V1 (CYCLIST)

CASUALTY 001 (001) (36 Yrs - M N22) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (30 Yrs - M NW5) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) PEDAL CYCLE (36 Yrs - M N22) GOING AHEAD OTHER SW TO NE JCT CLEARED
BT - NOT APPLICABLE FRONT HIT FIRST

C002 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
C002 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C002 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

---

5 0111TB00828 WED 20/04/11 20:35 DARK HIGHGATE ROAD J/W FORTESS WALK. 02 LINK 196-198 528920 / 185360

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

V.1 PULLED OUT OF SIDE ROAD, IN FRONT OF ON-COMING V.2 AND BOTH V.S COLLIDED.

CASUALTY 001 (002) (22 Yrs - M NW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (50 Yrs - F NW3) TURNING RIGHT E TO NW COMM TO/FROM WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (22 Yrs - M NW1) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT APPLICABLE N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

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6 0111CW10941 THU 02/06/11 09:00 LIGHT NFL - FORTRESS ROAD, 30 METRES NORTH OF BELLINA MEWS. 02 LINK 198-741 529040 / 185610

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

DRIVER OF V.2 OPENED CAR DOOR IN PATH OF V.1 (CYCLIST) CAUSING V.1 TO FALL TO THE GROUND.

CASUALTY 001 (001) (34 Yrs - M U19) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (34 Yrs - M U19) OVERTAKE STAT VEH O/S N TO S
BT - NOT APPLICABLE FRONT HIT FIRST
HIT OPEN DOOR

VEHICLE 002 (001) CAR (? Yrs - M N18) PARKED P TO P
BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

7 0111CW11115 FRI 24/06/11 06:40 LIGHT HIGHGATE ROAD J/W FORTESS ROAD 02 NODE 198 528970 / 185290

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

V1 ATTEMPTED TO TURN LEFT BUT COLLIDED WITH V2 WHO WAS ON THE NEARSIDE.

CASUALTY 001 (002) (26 Yrs - M NW3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	GDS =< 3.5T BT - NEGATIVE	(51 Yrs - M N17)	TURNING LEFT	NW TO N N/S HIT FIRST	JNY PART OF WORK	JCT MID
VEHICLE	002 (001)	M/C 50-125CC BT - NEGATIVE	(26 Yrs - M NW3)	GOING AHEAD OTHER	NW TO SE O/S HIT FIRST		JCT MID

V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

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8 0111CW11166 SAT 25/06/11 19:50 LIGHT FORTESS ROAD J/W FALKLAND ROAD. 02 LINK 198-741 528980 / 185330

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V.2 TURNED RIGHT, ACROSS PATH OF ON-COMING V.1, V.1 & V.2 COLLIDED.

CASUALTY 001 (002) (20 Yrs - M UB5) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(27 Yrs - M NW5)	OVERTAKING NEARSIDE	N TO S FRONT HIT FIRST	JCT MID
VEHICLE	002 (001)	M/C 50-125CC BT - DRV NOT CONTACTED	(20 Yrs - M UB5)	TURNING RIGHT	S TO E N/S HIT FIRST	JCT MID

V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
V002 A 405 (FAILED TO LOOK PROPERLY)
V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

9 0111CW11411 THU 07/07/11 16:10 LIGHT FORTESS ROAD, 34 METRES SOUTH OF JUNCTION ROAD. 02 LINK 198-741 529130 / 185830

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V.1 OVERTOOK STATIONARY V.S ON THE NEARSIDE, V.2 IN FRONT OF V.1, STARTED TO DO A U'TURN & V.1 & V.2 COLLIDED.

CASUALTY 001 (001) (28 Yrs - M N2) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C > 500CC BT - DRV NOT CONTACTED	(28 Yrs - M N2)	OVERTAKING NEARSIDE	SW TO NE FRONT HIT FIRST	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(25 Yrs - M N19)	U-TURNING	SW TO SW N/S HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 405 (FAILED TO LOOK PROPERLY)

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10 0111EO40396 FRI 15/07/11 18:00 LIGHT TUFNELL PARK ROAD J/W JUNCTION ROAD 03 NODE 741 529150 / 185860

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

V2 WAS NOT LOOKING PROPLEY AND HIT THE REAR OF V1

CASUALTY 001 (002) (36 Yrs - F N19) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(23 Yrs - F N5)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST	JCT MID
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(36 Yrs - F N19)	SLOWING OR STOPPING	E TO W BACK HIT FIRST	JCT MID

V002 A 308 (FOLLOWING TOO CLOSE)
V002 A 405 (FAILED TO LOOK PROPERLY)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) — 36 MTS TO JAN-2014 SORTED BY DATE

11 0111CW11442 FRI 29/07/11 21:09 DARK FORTESS ROAD J/W BRECKNOCK ROAD 03 NODE 741 529140 / 185850

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M

FOLLOWING A PREVIOUS ALTERCATION, V1 BRAKED HARD AT RED ATS CAUSING V2 TO COLLIDE WITH REAR.

CASUALTY 001 (001) (51 Yrs - M N8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002)	CAR BT - NEGATIVE	(51 Yrs - M N8)	SLOWING OR STOPPING	S TO N BACK HIT FIRST		JCT MID
VEHICLE 002 (001)	CAR BT - NEGATIVE	(44 Yrs - F W1K)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST		JCT MID

V002 A 308 (FOLLOWING TOO CLOSE) V001 A 408 (SUDDEN BRAKING)

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12 0111CW11470 SUN 31/07/11 16:15 LIGHT FORTESS ROAD 33M N J/W GOTTFRIED MEWS 02 LINK 198-741 529110 / 185770

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 PASSED TO CLOSE TO V2 CAUSING THEM TO LOOSE CONTROL.

CASUALTY 001 (002) (28 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	OVERTAKE MOVE VEH O/S	S TO N N/S HIT FIRST		
VEHICLE 002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(28 Yrs - M NW6)	GOING AHEAD OTHER	S TO N O/S HIT FIRST		

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

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13 0111CW11455 TUE 02/08/11 10:15 LIGHT KENTISH TOWN ROAD J/W HIGHGATE ROAD 02 NODE 198 528970 / 185260

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

V1 MOVED OFF AS ATS CHANGED COLLIDING WITH V2 WHO HADN'T MOVED.

CASUALTY 001 (002) (32 Yrs - M CM14) SLIGHT DRIVER/RIDER

VEHICLE 001 (002)	GDS =< 3.5T BT - NOT REQUESTED	(32 Yrs - M N10)	MOVING OFF	SE TO NW JNY PART OF WORK FRONT HIT FIRST		JCT MID
VEHICLE 002 (001)	GDS =< 3.5T BT - NOT REQUESTED	(32 Yrs - M CM14)	GOING AHEAD HELD UP	SE TO NW JNY PART OF WORK BACK HIT FIRST		JCT MID

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V001 A 405 (FAILED TO LOOK PROPERLY)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

14 0111CW11467 WED 03/08/11 23:45 DARK HIGHGATE ROAD J/W KENTISH TOWN ROAD 02 NODE 198 528950 / 185290
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
INTOXICATED PED STEPPED OUT INTO THE PATH OF V1.

CASUALTY 001 (001) (32 Yrs - M HP2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (32 Yrs - M HP2) GOING AHEAD OTHER SE TO NW JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

U000 A 806 (IMPAIRED BY ALCOHOL) U000 A 802 (FAILED TO LOOK PROPERLY)
U000 A 808 (CARELESS/RECKLESS/IN A HURRY)

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15 0111CW11514 SAT 13/08/11 17:05 LIGHT FORTESS ROAD 76M N J/W FORTESS GROVE 02 LINK 198-741 529000 / 185490
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
DRIVER OF V1 OPENED THERE DOOR INTO THE PATH OF V2.

CASUALTY 001 (002) (? Yrs - F UNKN) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (69 Yrs - M NW5) PARKED P TO P
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (? Yrs - F UNKN) OVERTAKE STAT VEH O/S N TO S
BT - NOT APPLICABLE FRONT HIT FIRST
HIT PARKED VEH

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY) V001 A 405 (FAILED TO LOOK PROPERLY)

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16 0111EO40797 FRI 07/10/11 16:30 LIGHT JUNCTION ROAD J.W FULBROOK ROAD 03 LINK 656-741 529170 / 185940
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 UNDERTOOK STAT VEHICLE AND COLLIDED WITH TURNING RIGHT V2

CASUALTY 001 (002) (22 Yrs - M N22) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (46 Yrs - M SE24) OVERTAKING NEARSIDE N TO S JCT MID
BT - NOT REQUESTED FRONT HIT FIRST
BUS LANE

VEHICLE 002 (001) CAR (22 Yrs - M N22) TURNING RIGHT S TO E JCT MID
BT - NOT REQUESTED N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

17 0111CW12319 SAT 12/11/11 14:30 LIGHT FORTESS ROAD J/W FORTESS WALK 02 LINK 198-741 528970 / 185360
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 WAS ATTEMPTING TO PULL INTO A PARKING SPACE BUT COLLIDED WITH V2 WHO WAS ON THE OFFSIDE.

CASUALTY 001 (002) (38 Yrs - M N8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (32 Yrs - M RM9) TURNING RIGHT N TO W JCT MID
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) M/C > 500CC (38 Yrs - M N8) OVERTAKE MOVE VEH O/S N TO S JCT MID
BT - NOT REQUESTED N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

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18 0111CW12542 SUN 20/11/11 18:16 DARK FORTESS ROAD J/W LADY SOMERSET ROAD 02 LINK 198-741 529060 / 185670
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED LEFT OUT OF JUNCTION COLLIDING WITH V2 WHO WAS PASSING.

CASUALTY 001 (002) (51 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (45 Yrs - M NW1) TURNING LEFT NW TO NE JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (51 Yrs - M NW6) GOING AHEAD OTHER SW TO NE JCT MID
BT - NOT APPLICABLE BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 507 (CYCLIST WEARING DARK CLOTHING AT NIGHT)

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19 0112EK40047 FRI 27/01/12 21:17 DARK FORTESS ROAD J/W RAWELEY STREET 02 LINK 198-741 529080 / 185700
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
V1 MOVED OFF AND HIT THE PED

CASUALTY 001 (001) (16 Yrs - M NW5) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING W BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) M/C 50-125CC (25 Yrs - M E12) MOVING OFF N TO S JNY PART OF WORK JCT APP
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001 A 802 (FAILED TO LOOK PROPERLY)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

20 0112EK40056 MON 30/01/12 08:40 LIGHT HIGHGATE ROAD J/W FORTESS ROAD 02 NODE 198 528960 / 185290

POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

F.T.S V2 HIT STAT PEDAL CYCLIST V1 WHILE OVERTAKING

CASUALTY 001 (001) (? Yrs - M) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (? Yrs - M) GOING AHEAD HELD UP NW TO SE COMM TO/FROM WORK JCT APP
BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - M) OVERTAKE STAT VEH O/S NW TO SE JCT APP
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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21 0112EO40094 TUE 07/02/12 15:50 LIGHT BRECKNOCK ROAD J/W DARTMOUTH PARK HILL. 03 NODE 741 529160 / 185840

POLICE - AT SCENE ROAD-FROST/ICE WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS

PED. SLIPPED WHILST RUNNING ACROSS THE ROAD AND COLLIDED WITH SIDE OF ON-COMING V.1. - [PED. SLIPPED IN ROAD WHILST RUNNING, (C001)]

CASUALTY 001 (001) (11 Yrs - F E15) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS O/SIDE
JOURNEY TO/FROM SCHOOL Sch Attended : N/R

VEHICLE 001 (000) MINIBUS (54 Yrs - M N5) MOVING OFF NW TO SE JNY PART OF WORK JCT CLEARED
BT - NEGATIVE O/S HIT FIRST

C001 A 808 (CARELESS/RECKLESS/IN A HURRY) C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
C001 A 999 (OTHER FACTOR)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

22 0112EO40078 WED 08/02/12 08:40 LIGHT JUNCTION ROAD 35M S J/W FULBROOK ROAD 03 LINK 656-741 529160 / 185910

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 ATTEMPTED TO OVERTAKE STATIONARY VEHICLES, HOWEVER PULLED INTO PATH OF SOLO V2 CAUSING COLLISION.

CASUALTY 001 (002) (33 Yrs - M N10) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (32 Yrs - M N19) OVERTAKING NEARSIDE S TO N JNY PART OF WORK
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) M/C <= 50CC (33 Yrs - M N10) OVERTAKING NEARSIDE S TO N JNY PART OF WORK
BT - DRV NOT CONTACTED N/S HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE) V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

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23 0112EO40092 FRI 17/02/12 10:14 LIGHT BRECKNOCK ROAD J/W TUFNELL PARK ROAD. 03 NODE 741 529150 / 185860

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

V.1 & V.2 ENTERED JUNCTION FROM DIFFERENT DIRECTIONS, BOTH V.S ATTEMPTED TO TURN RIGHT & COLLIDED.

CASUALTY 001 (001) (64 Yrs - F N5) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (66 Yrs - M N5) TURNING RIGHT E TO NW JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (39 Yrs - M KT16) TURNING RIGHT SE TO NE JNY PART OF WORK JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)
V002 A 405 (FAILED TO LOOK PROPERLY) V002 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

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24 0112EO40090 MON 27/02/12 17:45 DARK FORTESS ROAD J/W BRECKNOCK ROAD 03 NODE 741 529140 / 185840

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

F.T.S PEDAL CYCLIST V1 WENT THROUGH A RED A.T.S AND HIT THE PED CROSSING THE ROAD

CASUALTY 001 (001) (12 Yrs - M NW5) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NW BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) PEDAL CYCLE (? Yrs - M) GOING AHEAD OTHER N TO S JCT CLEARED
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

25 0112EO40264 SUN 15/04/12 10:00 LIGHT NFL JUNCTION ROAD 30M S J.W FULBROOK ROAD 03 LINK 656-741 529160 / 185920
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
PASSENGER V1 OPENED DOOR AND COLLIDED WITH PED ON PAVEMENT

CASUALTY	001 (001)	(83 Yrs - F N19)	SLIGHT	PEDESTRIAN	ON FOOTPATH - VERGE	S BOUND
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	PARKED	P TO P N/S HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

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26 0112EK40226 MON 07/05/12 12:25 LIGHT FORTESS ROAD J/W FORTESS WALK 02 LINK 198-741 528980 / 185380
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 FAILED TO GIVEWAY AND CROSSED V2'S PATH

CASUALTY	001 (002)	(33 Yrs - F N10)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQUESTED	(35 Yrs - M NW5)	TURNING RIGHT	W TO S O/S HIT FIRST	JCT MID
VEHICLE	002 (000)	M/C 125-500CC BT - NOT REQUESTED	(33 Yrs - F N10)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST	JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V001 A 403 (POOR TURN OR MANOEUVRE)

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27 0112EO40390 TUE 03/07/12 22:31 DARK BRECKNOCK ROAD, 30 METRES SOUTH OF TUFNELL PARK ROAD. 03 LINK 730-741 529160 / 185840
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
V.1 ATTEMPTED TO DO A U'TURN (BEHIND A STATIONARY BUS) AND COLLIDED WITH ON-COMING V.2.

CASUALTY	001 (001)	(48 Yrs - M E1)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - NEGATIVE	(48 Yrs - M E1)	U-TURNING	SE TO SE N/S HIT FIRST	
VEHICLE	002 (001)	CAR BT - NEGATIVE	(23 Yrs - F SG5)	GOING AHEAD OTHER	NW TO SE O/S HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

28 0112EK40461 TUE 14/08/12 19:16 LIGHT HIGHGATE ROAD 22M S OF GREENWOOD PLACE 02 LINK 196-198 528930 / 185340
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
THE PED CROSSED THE ROAD INTO PEDAL CYCLIST V1'S PATH

CASUALTY 001 (001) (47 Yrs - M NW1) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) PEDAL CYCLE (? Yrs - M) GOING AHEAD OTHER N TO S
BT - NOT APPLICABLE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

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29 0112EO40550 FRI 07/09/12 16:20 LIGHT JUNCTION ROAD J/W TUFNELL PARK ROAD 03 NODE 741 529160 / 185880
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M
DRIVER OF V2 OPENED THERE DOOR INTO THE PATH OF V1.

CASUALTY 001 (002) (29 Yrs - F NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - U UNKN) PARKED P TO P JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (29 Yrs - F NW6) OVERTAKE STAT VEH O/S N TO S JCT MID
BT - NOT PROVD (MEDCL REASONS) N/S HIT FIRST

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY) V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 410 (LOSS OF CONTROL)

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30 0112EK49090 SAT 22/12/12 04:12 DARK FORTESS RD J/W KENTISH TOWN 03 NODE 741 529140 / 185850
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
PED CROSSED RD AND GOT HIT BY V1

CASUALTY 001 (001) (37 Yrs - F SM6) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) CAR (38 Yrs - M NW10) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT APP
BT - NEGATIVE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

31 0113EO40124 THU 03/01/13 08:20 LIGHT JUNCTION RD J/W TUFNELL PARK RD 03 NODE 741 529150 / 185860

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M

V1 MOVED OFF, TURNING RIGHT ACROSS PATH OF ONCOMING V2, CAUSING COLLISION.

CASUALTY 001 (002) (21 Yrs - M N20) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(32 Yrs - M NW5)	TURNING RIGHT	S TO E N/S HIT FIRST	LEAVING MAIN RD
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(21 Yrs - M N20)	GOING AHEAD OTHER	N TO S FRONT HIT FIRST	JCT MID

V001 A 402 (JUNCTION RESTART)
V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

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32 0113EO40090 FRI 22/02/13 09:08 LIGHT BRECKNOCK RD J/W TUFNELL PARK RD 03 NODE 741 529150 / 185850

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M

AS V1 TURNED RIGHT V2 TURNED LEFT, OVERTAKING V1, CAUSING COLLISION.

CASUALTY 001 (001) (56 Yrs - M SG18) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(56 Yrs - M SG18)	TURNING RIGHT	E TO NW O/S HIT FIRST	ENTERING MAIN RD
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - F UNKN)	TURNING LEFT	E TO SW N/S HIT FIRST	ENTERING MAIN RD

V002 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

33 0113EO40201 SAT 20/04/13 13:25 LIGHT TUFNELL PARK RD J/W BRECKNOCK RD 03 NODE 741 529170 / 185860

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M

V2 HIT REAR OF STAT V1, PUSHING V1 INTO STAT V3.

CASUALTY	001 (001)	(37 Yrs - F EN5)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(72 Yrs - F N1)	SLIGHT	PASSENGER	FRONT SEAT		
VEHICLE	001 (002)	CAR BT - NEGATIVE	(37 Yrs - F EN5)	GOING AHEAD HELD UP	E TO W BACK HIT FIRST	JCT APP	
VEHICLE	002 (001)	CAR BT - NEGATIVE	(31 Yrs - M N19)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST	JCT APP	
VEHICLE	003 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - F OX7)	GOING AHEAD HELD UP	E TO W BACK HIT FIRST	JCT APP	

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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34 0113EK40216 THU 25/04/13 12:30 LIGHT FORTRESS ROAD J/W FALKLANDS ROAD 02 LINK 198-741 528980 / 185330

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

V1 NORTH-BD BEGAN TO TURN RIGHT AND COLLIDED WITH SOUTH-BD CYCLIST V2

CASUALTY	001 (002)	(36 Yrs - M N19)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(79 Yrs - M N3)	TURNING RIGHT	S TO E N/S HIT FIRST	JCT MID	
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(36 Yrs - M N19)	GOING AHEAD OTHER	N TO S N/S HIT FIRST	JCT MID	

V001 A 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)

V001 B 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)

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

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

35 0113EK40374 MON 01/07/13 16:40 LIGHT KENTISH TOWN ROAD J/W FORTESS ROAD 02 NODE 198 528970 / 185270
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
MOTORCYCLIST V2 WENT INTO THE BACK OF V1

CASUALTY 001 (002) (23 Yrs - M EN4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (32 Yrs - M MK10) SLOWING OR STOPPING SE TO NW JCT APP
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (000) M/C 50-125CC (23 Yrs - M EN4) GOING AHEAD OTHER SE TO NW JCT APP
BT - NEGATIVE FRONT HIT FIRST

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 308 (FOLLOWING TOO CLOSE)

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36 0113EO40426 WED 24/07/13 01:07 DARK FORTESS ROAD J/W TUFNELL PARK ROAD. 03 NODE 741 529140 / 185840
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
PED. RAN ACROSS THE ROAD WITHOUT LOOKING IN PATH OF ON-COMING V.1. V.1 HIT PED.

CASUALTY 001 (001) (18 Yrs - M E17) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) TAXI (28 Yrs - M N13) MOVING OFF S TO N JNY PART OF WORK JCT APP
BT - NEGATIVE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 806 (IMPAIRED BY ALCOHOL)
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

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37 0113EO40654 FRI 13/09/13 11:10 LIGHT JUNCTION ROAD, 30 METRES NORTH OF DARTMOUTH PARK HALL. 03 LINK 656-741 529150 / 185890
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS
V.1 WAS TRAVELLING ON THE NEARSIDE OF V.2. V.2 SLIGHTLY SWERVED & V.1 & V.2 COLLIDED.

CASUALTY 001 (001) (35 Yrs - M NW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (35 Yrs - M NW5) OVERTAKING NEARSIDE N TO S COMM TO/FROM WORK
BT - NEGATIVE SKIDDED O/S HIT FIRST
LEFT CWY OFFSIDE HIT KERB HIT OTH OBJECT

VEHICLE 002 (001) GDS => 7.5T (21 Yrs - M NG19) GOING AHEAD OTHER N TO S JNY PART OF WORK
BT - NEGATIVE N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 410 (LOSS OF CONTROL) V002 A 410 (LOSS OF CONTROL)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

38 0113EK40941 WED 30/10/13 08:34 LIGHT N.F.L FORTESS ROAD 25M N OF FORTESS GROVE 02 LINK 198-741 528980 / 185440

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

F.T.S V2 HIT PEDAL CYCLIST V1 AS IT OVERTOOK

CASUALTY 001 (001) (40 Yrs - M N8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (40 Yrs - M N8) GOING AHEAD OTHER S TO N
BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (000) GDS =< 3.5T (? Yrs - U) OVERTAKE MOVE VEH O/S S TO N
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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39 0113EK40879 WED 18/12/13 19:11 DARK DARTMOUTH PARK HILL J/W BURGHLEY ROAD 03 LINK 739-741 529120 / 185900

POLICE - AT SCENE ROAD-WET RAINING/HIGH WINDS SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
ANIMAL IN CWY (NOT RID-HORSE)

A DOG RAN OUT INTO THE PATH OF MOTORCYCLIST V1

CASUALTY 001 (001) (21 Yrs - M NW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (21 Yrs - M NW5) GOING AHEAD OTHER N TO S JCT APP
BT - NOT REQUESTED FRONT HIT FIRST
HIT ANIMAL (NOT RID-HORSE

V001 A 109 (ANIMAL OR OBJECT IN CARRIAGEWAY)

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40 0113EO40825 SUN 22/12/13 23:26 DARK TUFNELL PARK ROAD, JUNCTION WITH BRECKNOCK ROAD 03 NODE 741 529160 / 185860

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M

V2 HIT REAR OF STATIONARY V1, DRIVER OF V2 WAS ARRESTED FOR BEING EXTREMELY DRUNK

CASUALTY 001 (001) (24 Yrs - M NW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (24 Yrs - M NW5) GOING AHEAD HELD UP E TO W JCT APP
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) CAR (50 Yrs - M NW6) SLOWING OR STOPPING E TO W JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 501 (IMPAIRED BY ALCOHOL) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

41 0114EK40228 SAT 04/01/14 19:25 LIGHT FORTRESS ROAD 50M SW OF J/W BRECKOCK ROAD 02 LINK 198-741 529130 / 185810

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 EXITED DRIVE INTO PATH OF V2, V2 COLLIDED WITH V1'S REAR

CASUALTY 001 (002) (18 Yrs - M SE18) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (45 Yrs - F KT6) TURNING LEFT SE TO SW JCT MID
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (18 Yrs - M SE18) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 408 (SUDDEN BRAKING) V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

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42 0114EK40210 TUE 14/01/14 20:50 DARK NFL- FORTESS ROAD 54 M NE OF J/W GOTFRIED MEWS 02 LINK 198-741 529120 / 185790

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V2 OCERTAKING V1 CLIPPED V1'S ARM

CASUALTY 001 (001) (42 Yrs - M N19) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (42 Yrs - M N19) GOING AHEAD OTHER NE TO SW
BT - NOT APPLICABLE O/S HIT FIRST
BUS LANE

VEHICLE 002 (001) BUS/COACH (31 Yrs - M N7) OVERTAKE MOVE VEH O/S NE TO SW JNY PART OF WORK
BT - NOT REQUESTED N/S HIT FIRST
BUS LANE

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

End of Accidents for LP001 GIS AREA Kentish Town area_ (P)

End of Report

Kentish Town area (36 months to 31-Jan-2014) - Provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
LP001 GIS AREA Kentish Town area_ (P)	36 MTS TO JAN-2014	42

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

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) — 36 MTS TO JAN-2014 SORTED BY DATE

	1	2	3	4	5	6	7	8	9	10
Accident Reference	0111TB00235	0111CW10182	0111EO40145	0111TB00643	0111TB00828	0111CW10941	0111CW11115	0111CW11166	0111CW11411	0111EO40396
Day	FRIDAY	WEDNESDAY	FRIDAY	MONDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	THURSDAY	FRIDAY
Date	25/02/2011	02/03/2011	01/04/2011	04/04/2011	20/04/2011	02/06/2011	24/06/2011	25/06/2011	07/07/2011	15/07/2011
Time	08:45	17:30	09:52	17:48	20:35	09:00	06:40	19:50	16:10	18:00
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0		50M						
Contributory Factors (* denotes pre 2005)	405 V001 A 602 V001 A 510 V001 A	801 C001 A 802 C001 A	405 V001 A 406 V002 A	804 C002 A 803 C002 A 805 C002 A 407 V001 A	405 V001 A 406 V001 A 602 V001 A	405 V002 A 904 V002 A	710 V001 A 405 V001 A 406 V002 A 404 V001 B	307 V001 A 405 V001 A 701 V001 A 701 V002 A 405 V002 A	403 V001 A 403 V002 A 405 V001 A 405 V002 A	308 V002 A 405 V002 A
Easting/Northing	528980 185330	529120 185810	529170 185860	529080 185690	528920 185360	529040 185610	528970 185290	528980 185330	529130 185830	529150 185860

Pedestrian	9	21 %
Wet	9	21 %
Dark	12	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	1	1	0	**2**	**4.8 %**
Slight	19	10	11	**40**	**95.2 %**
Total	**20**	**11**	**11**	**42**	
Pct	**47.6 %**	**26.2 %**	**26.2 %**		

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) — 36 MTS TO JAN-2014 SORTED BY DATE

	11	12	13	14	15	16	17	18	19	20
Accident Reference	0111CW11442	0111CW11470	0111CW11455	0111CW11467	0111CW11514	0111EO40797	0111CW12319	0111CW12542	0112EK40047	0112EK40056
Day	FRIDAY	SUNDAY	TUESDAY	WEDNESDAY	SATURDAY	FRIDAY	SATURDAY	SUNDAY	FRIDAY	MONDAY
Date	29/07/2011	31/07/2011	02/08/2011	03/08/2011	13/08/2011	07/10/2011	12/11/2011	20/11/2011	27/01/2012	30/01/2012
Time	21:09	16:15	10:15	23:45	17:05	16:30	14:30	18:16	21:17	08:40
Light Conditions	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location									50M	
Contributory Factors (* denotes pre 2005)	308 V002 A 408 V001 A	405 V001 A 407 V001 A	406 V001 A 405 V001 A	806 U000 A 802 U000 A 808 U000 A	904 V001 A 405 V001 A	405 V001 A 602 V001 A 701 V002 A	405 V001 A 406 V001 A 404 V001 A	405 V001 A 406 V001 A 602 V001 A 507 V002 A	405 V001 A 801 C001 A 802 C001 A	407 V002 A 403 V002 A 602 V002 A
Easting/Northing	529140 185850	529110 185770	528970 185260	528950 185290	529000 185490	529170 185940	528970 185360	529060 185670	529080 185700	528960 185290

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) — 36 MTS TO JAN-2014 SORTED BY DATE

	21	22	23	24	25	26	27	28	29	30
Accident Reference	0112EO40094	0112EO40078	0112EO40092	0112EO40090	0112EO40264	0112EK40226	0112EO40390	0112EK40461	0112EO40550	0112EK49090
Day	TUESDAY	WEDNESDAY	FRIDAY	MONDAY	SUNDAY	MONDAY	TUESDAY	TUESDAY	FRIDAY	SATURDAY
Date	07/02/2012	08/02/2012	17/02/2012	27/02/2012	15/04/2012	07/05/2012	03/07/2012	14/08/2012	07/09/2012	22/12/2012
Time	15:50	08:40	10:14	17:45	10:00	12:25	22:31	19:16	16:20	04:12
Light Conditions	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK
Road Surface	FROST/ICE	WET	DRY	DRY	DRY	WET	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	X			X	0			0		0
Contributory Factors (* denotes pre 2005)	808 C001 A 804 C001 A 999 C001 A	403 V001 A 406 V001 A 407 V001 A	405 V001 A 301 V001 B 405 V002 A 301 V002 B	301 V001 A 602 V001 A	405 V001 A 904 V001 A	405 V001 A 302 V001 A 403 V001 A	403 V001 A 405 V001 A 701 V001 A 701 V002 A	802 C001 A 803 C001 A	904 V001 A 405 V001 A 410 V002 A	802 C001 A 808 C001 A
Easting/Northing	529160 185840	529160 185910	529150 185860	529140 185840	529160 185920	528980 185380	529160 185840	528930 185340	529160 185880	529140 185850

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) — 36 MTS TO JAN-2014 SORTED BY DATE

	31	32	33	34	35	36	37	38	39	40
Accident Reference	0113EO40124	0113EO40090	0113EO40201	0113EK40216	0113EK40374	0113EO40426	0113EO40654	0113EK40941	0113EK40879	0113EO40825
Day	THURSDAY	FRIDAY	SATURDAY	THURSDAY	MONDAY	WEDNESDAY	FRIDAY	WEDNESDAY	WEDNESDAY	SUNDAY
Date	03/01/2013	22/02/2013	20/04/2013	25/04/2013	01/07/2013	24/07/2013	13/09/2013	30/10/2013	18/12/2013	22/12/2013
Time	08:20	09:08	13:25	12:30	16:40	01:07	11:10	08:34	19:11	23:26
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	WET	DRY	DRY	WET	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location						50M				
Contributory Factors (* denotes pre 2005)	402 V001 A 403 V001 A 405 V001 A 407 V001 A	404 V002 A 403 V002 A 405 V002 A 407 V002 A	405 V002 A 602 V002 A	405 V001 A 406 V001 A 307 V001 B 707 V001 B 701 V001 B	406 V002 A 308 V002 A	802 C001 A 806 C001 A 808 C001 A	405 V001 A 406 V001 A 410 V001 A 410 V002 A	407 V002 A 602 V002 A	109 V001 A	501 V002 A 602 V002 A
Easting/Northing	529150 185860	529150 185850	529170 185860	528980 185330	528970 185270	529140 185840	529150 185890	528980 185440	529120 185900	529160 185860

Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE

	41	42
Accident Reference	0114EK40228	0114EK40210
Day	SATURDAY	TUESDAY
Date	04/01/2014	14/01/2014
Time	19:25	20:50
Light Conditions	LIGHT	DARK
Road Surface	WET	WET
Severity	SLIGHT	SLIGHT
Conflict		
Pedestrian Location		
Contributory Factors (* denotes pre 2005)	408 V002 A 403 V001 A 602 V001 A	407 V002 A 406 V002 A
Easting/Northing	529130 185810	529120 185790