Continuing west along Maygrove Road the street immediately exudes a quieter residential atmosphere in comparison to Iverson Road. The highway is narrower and the thick undergrowth and high tree line immediately adjacent to the northern footway provides a sheltered and intimate pedestrian environment. The atmosphere continues along Maygrove Road beyond the junction with Liddell Road. The three storey terraced houses, set 1 to 2 metres back along the southern footway provide enclosure to the street. The sense of enclosure dissipates with proximity to Kilburn High Road as housing style changes, being further set back from road and with basement access. The increased width of the road and presence of on-street parking along both sides of the road creates a more traffic dominated environment.

The junction at Fordwych Road / Maygrove Road has a raised table junction, as shown in Figure 1.6 which allows the pedestrian to informally assert a degree of priority over the motorist. Footway build-outs and bell kerb bollards are used at the junction with Ariel Road as a traffic calming measure and to reduce crossing distances for pedestrians. Overall there is inconsistency with traffic calming measures and crossing strategies.

Liddell Road

As shown in Figure 0.7 1.7, the wide bell-mouth access to Liddell Road has large signage stating the site occupants. It exudes the image of a private industrial use which the pedestrian does not feel inclined to enter. The entrance has a gated access for both vehicle and pedestrian access. The pedestrian access is overgrown and shut, which causes the pedestrian to walk in the highway to navigate the entrance. The footway is in bad condition and uninviting to the pedestrian. The pedestrian is inclined to walk at the kerb line of the highway.

Figure 0.7 shows the properties are set back 10 to 15 metres from the carriageway. Similarly the footway is located immediately outside the properties 10-15 metres back from the kerb line, inviting the pedestrian to walk in the carriageway. The wide cul-de-sac of light industrial plots is not welcoming to the pedestrian and does not provide a route through to Maygrove Peace Park, although it is clearly visible at the western end of the road, as can be seen in Figure 1.7**.**

Figure 0.7 – Liddell Road

a) Liddell Road / Maygrove Road Junction

b) Liddell Road Streetscape

c) Liddell Road / Maygrove Peace Park Access

d) Maygrove Peace Park Access

Maygrove Peace Park

Maygrove Peace Park is situated between West End Sidings Estate Liddell Road Maygrove Road and the Thameslink rail-line to the north. As can be seen in Figure 1.8, The park is clean and well managed, fashioned around a meandering pathway which runs from Maygrove Road through to Brassey Road. The park's facilities include an extensive play area and a separate toddler's play area, public gym equipment and a sports cage. A number of civic objects including public art, information plaques and historical quotes within the park provide a sense of character and history.

Figure 0.8 - Maygrove Peace Park

a) Maygrove Peace Park (view north)

b) Public Gym

c) Maygrove Peace Park (view west)

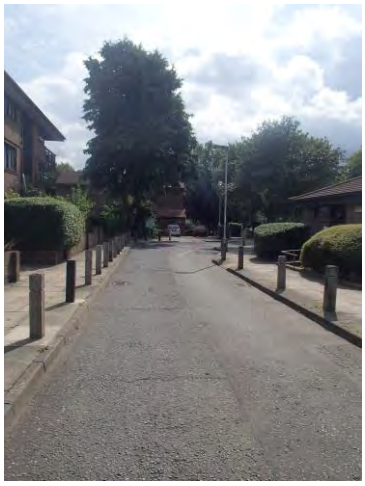
d) Toddler's Play Area

Brassey Road

Brassey Road is a quiet one-way estate road through West End Sidings Estate. As the road is through the estate it has a private atmosphere, no signage is provided to indicate any through routes. The southern footway is interrupted by vehicle access and parking for the adjacent residential property.

As seen in Figure 1.9, the western end of Brassey Road comes to a cul-de-sac with no immediate way finding signage leading to Wayne Kirkum Way. The cul-de-sac has a small sitting area with trees in brick planters. Again the area feels private and as if a through route is intruding on the property. No access is available to Fordwych Road at this point, as presumed prior to visit.

Figure 0.9 - Brassey Road



a) Brassey Road

b) Brassey Road cul-de-sac

Wayne Kirkum Way

Wayne kirkum Way is a pedestrian route between Mill Lane to the north and West End Sidings Estate. As can be seen in Figure 1.10, the area is formed from the negative space between the Thames link rail line to the north, West End Sidings Estate to the south-east, and St Cuthbert's Parish Church. The area is unwelcoming and intimidating due to its seclusion, immediate proximity to the rail line. A series of ramps encased in a steel cage provides the route up from the rail line to Mill Lane.

Figure 0.10 - Wayne Kirkum Way

a) Brassey Road / Wayne Kirkum Walk

b) Wayne Kirkum Walk

c) Ramps to Mill Lane

d) Ramps to Mill Lane

APPENDIX A

Assessment Extents

Appendix 4 – Public Transport Accessibility Index

PTAI Study Report File Details

Date	06/05/2014 11:52
Day of week	M-F
Time period	AM peak
Walk speed	4.8 kph
Walk file	PLSQLTest

POI Name: 525210, 184772

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 WEST END LN SHERRIFF RD
Walk time to stop from POI is 7.51 minutes
Walk distance to stop from POI is 600.61 metres
- Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
- Route 139 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
- Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
- Route 139 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 328 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 328 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 328 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 328 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Stop W HAMP STN BROADHURST GS
Walk time to stop from POI is 7.26 minutes
Walk distance to stop from POI is 580.55 metres
- Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes

Stop SHERRIFF ROAD STAND
Walk time to stop from POI is 7.33 minutes
Walk distance to stop from POI is 586.64 metres
Stop WEST HAMPSTEAD STATION
Walk time to stop from POI is 4.27 minutes
Walk distance to stop from POI is 341.89 metres
- Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes

Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 328 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 328 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 328 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 328 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Stop DENNINGTON PARK ROAD
Walk time to stop from POI is 7.04 minutes
Walk distance to stop from POI is 562.92 metres
Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 328 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 328 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 328 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 328 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Stop KILBURN LUL STATION
Walk time to stop from POI is 7.79 minutes
Walk distance to stop from POI is 623.52 metres
Route 316 Direction BACK Frequency 6.5 giving AWT of 4.62 minutes
Route 332 Direction BACK Frequency 5.5 giving AWT of 5.45 minutes
Route 189 Direction BACK Frequency 6.5 giving AWT of 4.62 minutes
Route 189 Direction BACK Frequency 6.5 giving AWT of 4.62 minutes
Route 32 Direction BACK Frequency 6.5 giving AWT of 4.62 minutes
Route 16 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

TATs for this mode
Route C11 Stop WEST HAMPSTEAD STATION TAT 10.27 minutes EDF 2.92
Route 139 Stop WEST HAMPSTEAD STATION TAT 10.27 minutes EDF 2.92
Route 328 Stop WEST HAMPSTEAD STATION TAT 9.61 minutes EDF 3.12
Route 316 Stop KILBURN LUL STATION TAT 14.41 minutes EDF 2.08
Route 332 Stop KILBURN LUL STATION TAT 15.25 minutes EDF 1.97
Route 189 Stop KILBURN LUL STATION TAT 14.41 minutes EDF 2.08
Route 32 Stop KILBURN LUL STATION TAT 14.41 minutes EDF 2.08
Route 16 Stop KILBURN LUL STATION TAT 13.13 minutes EDF 2.29

Best EDF is 3.12
Half of all other EDFs is 8.17

AI for this mode is 11.29

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 Kilburn
Walk time to stop from POI is 7.79 minutes
Walk distance to stop from POI is 623.2 metres
Route Jubilee Line Stratford to Stanmore Direction N/B Frequency 17.8 giving AWT of 1.69 minutes
Route Jubilee Line Willesden Green to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stanmore to Stratford Direction S/B Frequency 17.8 giving AWT of 1.69 minutes
Route Jubilee Line Stratford to Wembley Park Direction N/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stratford to Willesden Green Direction N/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Wembley Park to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
Stop West Hampstead
Walk time to stop from POI is 5.97 minutes
Walk distance to stop from POI is 477.88 metres
Route Jubilee Line Wembley Park to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stanmore to Stratford Direction S/B Frequency 17.8 giving AWT of 1.69 minutes
Route Jubilee Line Stratford to Stanmore Direction N/B Frequency 17.8 giving AWT of 1.69 minutes
Route Jubilee Line Willesden Green to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stratford to Willesden Green Direction N/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stratford to Wembley Park Direction N/B Frequency 4.4 giving AWT of 6.82 minutes

TATs for this mode
Route Jubilee Line Stanmore to Stratford Stop West Hampstead TAT 8.41 minutes EDF 3.57
Route Jubilee Line Willesden Green to Stratford Stop West Hampstead TAT 13.54 minutes EDF 2.22
Route Jubilee Line Wembley Park to Stratford Stop West Hampstead TAT 13.54 minutes EDF 2.22

Best EDF is 3.57
Half of all other EDFs is 2.22

AI for this mode is 5.78

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 WEST HAMPSTEAD
Walk time to stop from POI is 4.97 minutes
Walk distance to stop from POI is 397.58 metres
Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes
Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes
Stop BRONDESBURY
Walk time to stop from POI is 8.59 minutes
Walk distance to stop from POI is 686.83 metres
Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes
Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes
Stop WEST HAMPSTEAD THAMESLINK
Walk time to stop from POI is 6.23 minutes
Walk distance to stop from POI is 498.7 metres
Route ST ALBANS BR to WEST NORWOOD BR Direction T86-T437 Frequency 0.33 giving AWT of 90.91 minutes
Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
Route ST ALBANS BR to MOORGATE Direction T86-T621 Frequency 0.67 giving AWT of 44.78 minutes
Route MOORGATE to LUTON Direction T621-T82 Frequency 0.33 giving AWT of 90.91 minutes
Route MOORGATE to ST ALBANS BR Direction T621-T86 Frequency 1.0 giving AWT of 30.0 minutes
Route MOORGATE to LUTON Direction T621-T82 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 ST ALBANS BR to SUTTON (SURREY) Direction T86-T390 Frequency 0.67 giving AWT of 44.78 minutes
Route WIMBLEDON BR to ST ALBANS BR Direction T512-T86 Frequency 1.33 giving AWT of 22.56 minutes
Route LUTON to MOORGATE Direction T82-T621 Frequency 0.67 giving AWT of 44.78 minutes
Route LUTON to MOORGATE Direction T82-T621 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to MOORGATE Direction T72-T621 Frequency 1.0 giving AWT of 30.0 minutes
Route SELHURST to ST ALBANS BR Direction T433-T86 Frequency 0.33 giving AWT of 90.91 minutes

TATs for this mode
Route RICHMOND to STRATFORD Stop WEST HAMPSTEAD TAT 13.22 minutes EDF 2.27
Route CLAPHAM JUNCTION to STRATFORD Stop WEST HAMPSTEAD TAT 20.72 minutes EDF 1.45
Route ST ALBANS BR to WEST NORWOOD BR Stop WEST HAMPSTEAD THAMESLINK TAT 97.89 minutes EDF 0.31
Route WIMBLEDON BR to BEDFORD MIDLAND Stop WEST HAMPSTEAD THAMESLINK TAT 97.89 minutes EDF 0.31
Route ST ALBANS BR to MOORGATE Stop WEST HAMPSTEAD THAMESLINK TAT 51.76 minutes EDF 0.58
Route MOORGATE to LUTON Stop WEST HAMPSTEAD THAMESLINK TAT 97.89 minutes EDF 0.31
Route MOORGATE to ST ALBANS BR Stop WEST HAMPSTEAD THAMESLINK TAT 36.98 minutes EDF 0.81
Route MOORGATE to LUTON Stop WEST HAMPSTEAD THAMESLINK TAT 51.76 minutes EDF 0.58
Route WIMBLEDON BR to LUTON Stop WEST HAMPSTEAD THAMESLINK TAT 97.89 minutes EDF 0.31
Route ST ALBANS BR to SUTTON (SURREY) Stop WEST HAMPSTEAD THAMESLINK TAT 51.76 minutes EDF 0.58
Route WIMBLEDON BR to ST ALBANS BR Stop WEST HAMPSTEAD THAMESLINK TAT 29.54 minutes EDF 1.02
Route LUTON to MOORGATE Stop WEST HAMPSTEAD THAMESLINK TAT 51.76 minutes EDF 0.58
Route LUTON to MOORGATE Stop WEST HAMPSTEAD THAMESLINK TAT 97.89 minutes EDF 0.31
Route BEDFORD MIDLAND to MOORGATE Stop WEST HAMPSTEAD THAMESLINK TAT 36.98 minutes EDF 0.81
Route SELHURST to ST ALBANS BR Stop WEST HAMPSTEAD THAMESLINK TAT 97.89 minutes EDF 0.31

Best EDF is 2.27
Half of all other EDFs is 4.12

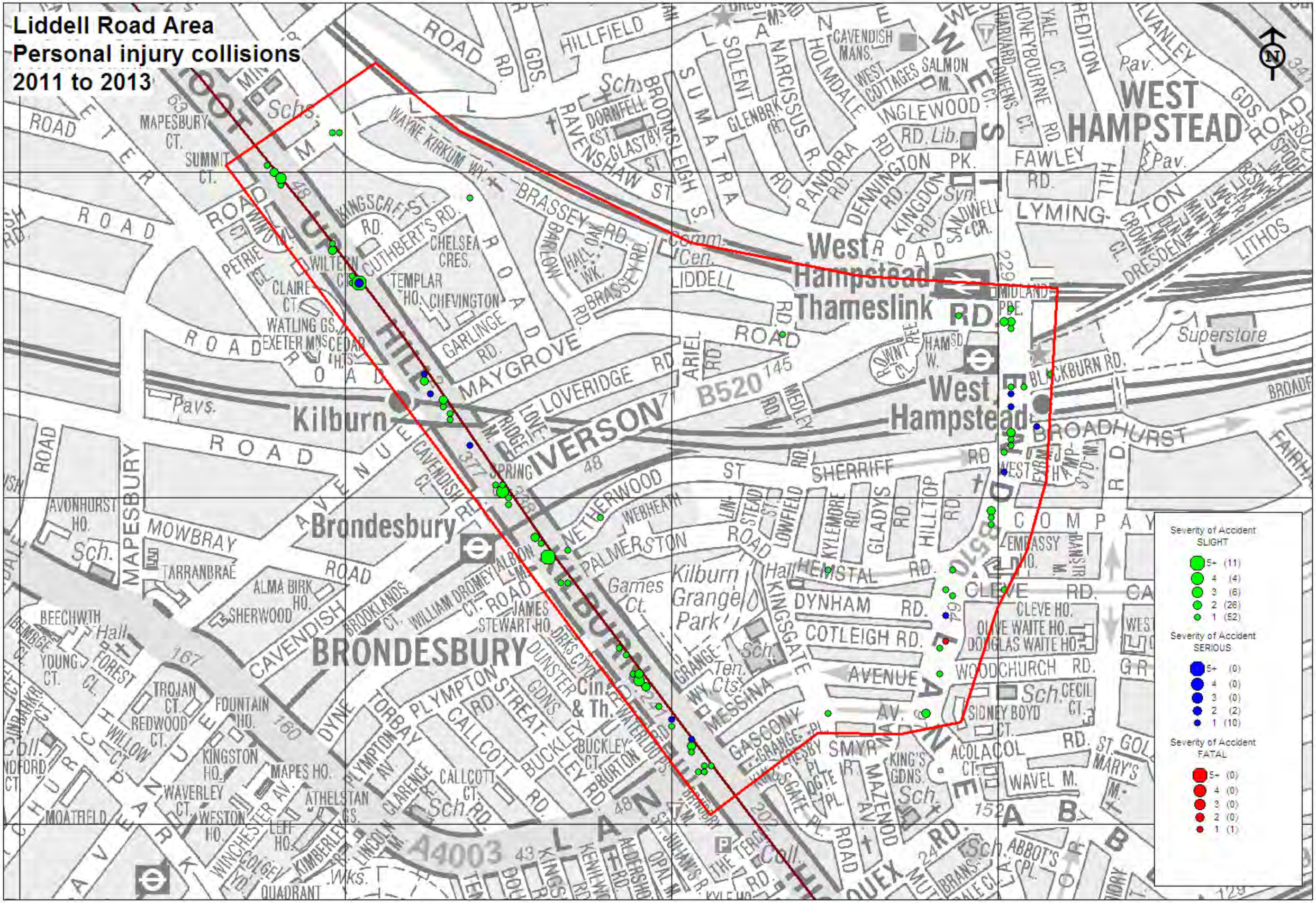
AI for this mode is 6.39

Total AI for this POI is 23.47. X: 525210, Y: 184772.

PTAL Rating is 5.

Appendix 5 – Accident Data

Liddell Road Area
Personal injury collisions
2011 to 2013



Scale : 1:5000

Created: 10-NOV-2014

Liddell Road Area - personal injury collisions - 2011 to 2013

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
SC01 GIS AREA Liddell Road-Kingsgate School (P)	36 MTS TO DEC-2013	112

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

1 0111CW10391 FRI 07/01/11 15:00 LIGHT WEST END LANE J/W WOODCHURCH ROAD. 02 LINK 146-179 525410 / 184230

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V.1 OVERTOOK V.2 JUST AS V.2 MOVED OFF TO TURN RIGHT AND BOTH V.S COLLIDED.

CASUALTY 001 (001) (29 Yrs - M HA9) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (29 Yrs - M HA9) OVERTAKE MOVE VEH O/S S TO N COMM TO/FROM WORK JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (001) CAR (34 Yrs - M CM9) TURNING RIGHT S TO E COMM TO/FROM WORK JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 405 (FAILED TO LOOK PROPERLY)

---

2 0111QK50011 TUE 11/01/11 09:54 LIGHT SHOOT-UP HILL J/W EXETER ROAD 28 LINK 728-729 524630 / 184660

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

HEAVILY INTOXICATED PED WALKED INTO ROAD & COLLIDED WITH NEARSIDE OF V1

CASUALTY 001 (001) (46 Yrs - M UNKN) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) GDS =< 3.5T (18 Yrs - M W3) GOING AHEAD OTHER SE TO NW JNY PART OF WORK JCT MID
BT - NEGATIVE N/S HIT FIRST

C001 A 806 (IMPAIRED BY ALCOHOL)
C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

---

3 0111QK50035 TUE 01/02/11 16:30 DARK KILBURN HUGH ROAD J.W BUCKLEY ROAD 28 LINK 726-727 524950 / 184220

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

V2 PULLED OUT INTO THE SIDE OF V1

CASUALTY 001 (001) (78 Yrs - F UNKN) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (78 Yrs - F UNKN) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) TURNING RIGHT SW TO SE JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 405 (FAILED TO LOOK PROPERLY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

4 0111TB00210 TUE 08/02/11 18:50 DARK SHOOT-UP-HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524520 / 184830

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 FILTERING SOLO AND COLLIDED

CASUALTY 001 (002) (59 Yrs - M CF34) SERIOUS DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(37 Yrs - F NW6)	TURNING RIGHT	SE TO NE O/S HIT FIRST	JCT MID
VEHICLE	002 (001)	M/C > 500CC BT - NOT REQUESTED	(59 Yrs - M CF34)	OVERTAKE STAT VEH O/S	SE TO NW FRONT HIT FIRST	JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 B 710 (VISION AFFECTED - VEHICLE BLIND SPOT)
V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

---

5 0111CW10062 FRI 11/02/11 12:45 LIGHT FORDWYCH ROAD J/W MILL LANE 02 LINK 206-729 524480 / 185060

POLICE - OVER COU ROAD-WET RAINING SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 FAILED TO GIVEWAY AND COLLIDED MID-JUNCTION WITH V1.

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

VEHICLE	001 (002)	CAR BT - NEGATIVE	(28 Yrs - F NW6)	GOING AHEAD OTHER	SE TO NW O/S HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	GOING AHEAD OTHER	NE TO SW FRONT HIT FIRST	JCT MID

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V002 A 405 (FAILED TO LOOK PROPERLY)

---

6 0111TB00364 FRI 11/02/11 17:30 LIGHT KILBURN HIGH ROAD 10M NORTH WEST J/W BUCKLEY ROAD 28 LINK 726-727 524940 / 184230

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

AS V1 MOVED OFF ON FLASHING AMBER LIGHT PED CROSSED ROAD & WAS HIT BY V1

CASUALTY 001 (001) (74 Yrs - M NW10) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS N/SIDE

VEHICLE	001 (000)	GDS =< 3.5T BT - NOT REQUESTED	(48 Yrs - M DA16)	GOING AHEAD OTHER	NW TO SE JNY PART OF WORK FRONT HIT FIRST	JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

7 0111TB00265 FRI 25/02/11 18:30 DARK WEST END LANE 15M SOUTH J/W BROADHURST GARDENS 02 NODE 179 525520 / 184580

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

PED WALKING WITH BICYCLE CROSSED ROAD ON CROSSING WITHOUT LOOKING & DISOBEYING THE ATS COLLIDING WITH V1

CASUALTY 001 (001) (31 Yrs - M NW2) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (002) M/C 50-125CC (18 Yrs - M HA9) GOING AHEAD OTHER N TO S JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (31 Yrs - M NW2) GOING AHEAD OTHER E TO W JCT MID
BT - NOT APPLICABLE O/S HIT FIRST

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))

---

8 0111QK50078 WED 02/03/11 10:22 LIGHT KILBURN HIGH ROAD J/W MAYGROVE ROAD 28 NODE 728 524660 / 184630

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

PED STEPPED OUT INTO THE PATH OF V1

CASUALTY 001 (001) (36 Yrs - M UNKN) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) GDS =< 3.5T (37 Yrs - M UB3) GOING AHEAD OTHER NW TO SE JCT CLEARED
BT - NOT REQUESTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 806 (IMPAIRED BY ALCOHOL)

---

9 0111CW10417 FRI 18/03/11 17:37 DARK SHOOT-UP HILL J/W KINGSCROFT ROAD 28 LINK 728-729 524480 / 184880

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

V1 ATTEMPTED TO TURN RIGHT WHEN THEY COLLIDED WITH V2.

CASUALTY 001 (002) (48 Yrs - M UNKN) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (51 Yrs - M HP1) TURNING RIGHT SE TO NE JCT MID
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (48 Yrs - M UNKN) OVERTAKE MOVE VEH O/S SE TO NW JCT MID
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST

V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)
V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 405 (FAILED TO LOOK PROPERLY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

10 0111TB00626 TUE 29/03/11 13:00 LIGHT WEST END LANE J/W CLEVE ROAD 02 LINK 146-179 525420 / 184360

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

V1 DISOBEYED A RED ATS COLLIDING WITH V2 WHO WAS TRAVELLING THROUGH JUNCTION.

CASUALTY 001 (001) (50 Yrs - M NW11) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (50 Yrs - M NW11) TURNING RIGHT E TO N JCT MID
BT - NOT APPLICABLE N/S HIT FIRST

VEHICLE 002 (001) CAR (46 Yrs - F NW6) GOING AHEAD OTHER S TO N JCT MID
BT - NEGATIVE FRONT HIT FIRST

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

---

11 0111TB00638 TUE 05/04/11 10:45 LIGHT BLACKBURN ROAD 65M EAST J/W WEST END LANE 02 CELL 525500/184500 525580 / 184690

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

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

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

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

V001 A 999 (OTHER FACTOR) V001 A 603 (NERVOUS/UNCERTAIN/ PANIC)

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12 0111CW10547 SAT 09/04/11 16:06 LIGHT NETHERWOOD STREET, 30 METRES EAST OF KILBURN HIGH ROAD. 02 CELL 524500/184000 524840 / 184420

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

V.2 PULLED OUT OF PARKING SPACE & HIT ON-COMING V.1.

CASUALTY 001 (001) (16 Yrs - M NW5) SLIGHT DRIVER/RIDER
Sch Attended : N/R

VEHICLE 001 (002) M/C <= 50CC (16 Yrs - M NW5) GOING AHEAD OTHER NE TO SW
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (50 Yrs - M NW6) MOVING OFF SW TO NE COMM TO/FROM WORK
BT - NEGATIVE FRONT HIT FIRST

V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS) V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

13 0111TB00737 THU 14/04/11 16:32 LIGHT KILBURN HIGH RD J/W MAYGROVE RD 28 NODE 728 524650 / 184650

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

V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1 (CYCLIST-CAS1), CAUSING COLLISION.

CASUALTY 001 (001) (17 Yrs - M HA8) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE (17 Yrs - M HA8) BT - NOT APPLICABLE	GOING AHEAD OTHER	NW TO SE FRONT HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR (? Yrs - U UNKN) BT - DRV NOT CONTACTED	TURNING RIGHT	SE TO NE N/S HIT FIRST	LEAVING MAIN RD

V002 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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14 0111CW10721 THU 05/05/11 18:35 LIGHT SHOOT-UP HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524510 / 184830

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

V2 WAS OVERTAKING STATIONARY VEHICLE WHEN THEY COLLIDED WITH ONCOMING V1.

CASUALTY 001 (002) (27 Yrs - M LU2) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR (25 Yrs - M NW2) BT - NOT REQUESTED	GOING AHEAD OTHER	SE TO NW O/S HIT FIRST	JCT MID
VEHICLE	002 (001)	M/C > 500CC (27 Yrs - M LU2) BT - NOT REQUESTED	GOING AHEAD OTHER	NW TO SE O/S HIT FIRST	JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 403 (POOR TURN OR MANOEUVRE)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

15 0111CW10831 SAT 14/05/11 18:57 LIGHT CLEVE ROAD J/W WEST END LANE 02 LINK 146-179 525430 / 184350

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

V1 WAS SLOWING FOR ATS WHEN V2 COLLIDED WITH REAR.

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

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(28 Yrs - F NW6)	SLOWING OR STOPPING	E TO W BACK HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQUESTED	(53 Yrs - F W14)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST	JCT MID

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 308 (FOLLOWING TOO CLOSE)
V002 A 405 (FAILED TO LOOK PROPERLY)

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16 0111CW10853 MON 16/05/11 07:50 LIGHT WEST END LANE J/W GASCONY AVENUE 02 LINK 146-179 525390 / 184170

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

V2 MOVED OFF FROM JUNCTION AS V1 WAS PASSING CAUSING COLLISION.

CASUALTY 001 (001) (60 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(60 Yrs - M NW6)	GOING AHEAD OTHER	S TO N N/S HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - F KT2)	TURNING LEFT	W TO N FRONT HIT FIRST	JCT MID

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

17 0111CW11955 MON 16/05/11 11:40 LIGHT SHOOT - UP HILL CRICKLEWOOD BROADWAY J/W MAPESBURY ROAD. 28 NODE 729 524400 / 184990

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

V.1 WAS OVERTAKING STATIONARY V.S ON THE OUTSIDE, V.2 SUDDENLY TURNED RIGHT, IN-FRONT OF V.1 BOTH V.S COLLIDED.

CASUALTY 001 (001) (? Yrs - M N11) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C 125-500CC (? Yrs - M N11) BT - DRV NOT CONTACTED	OVERTAKE STAT VEH O/S	NW TO SE FRONT HIT FIRST		JCT APP
VEHICLE	002 (001)	CAR (? Yrs - M NW2) BT - DRV NOT CONTACTED	TURNING RIGHT	NW TO SW O/S HIT FIRST		JCT APP

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)

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18 0111CW10902 THU 26/05/11 07:44 LIGHT WEST END LANE J/W BROADHURST GARDENS. 02 NODE 179 525520 / 184600

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

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

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

VEHICLE	001 (002)	CAR (34 Yrs - M LU3) BT - NEGATIVE	GOING AHEAD OTHER	N TO S JNY PART OF WORK FRONT HIT FIRST		JCT APP
VEHICLE	002 (001)	CAR (44 Yrs - M HP3) BT - NOT PROVD (MEDCL REASONS)	GOING AHEAD HELD UP	N TO S BACK HIT FIRST		JCT APP
VEHICLE	003 (002)	CAR (28 Yrs - F WD6) BT - DRV NOT CONTACTED	GOING AHEAD HELD UP	N TO S COMM TO/FROM WORK BACK HIT FIRST		JCT APP
VEHICLE	004 (003)	BUS/COACH (? Yrs - M LU1) BT - DRV NOT CONTACTED	TURNING LEFT	N TO E JNY PART OF WORK BACK HIT FIRST		JCT MID

V001 A 503 (FATIGUE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 410 (LOSS OF CONTROL)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

19 0111QK50267 THU 02/06/11 10:30 LIGHT WILLESDEN LANE J.W KILBURN HIGH ROAD 02 NODE 726 525050 / 184090

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

V2 REVERSED INTO THE FRONT OF STAT V1

CASUALTY	001 (001)	(55 Yrs - M NW10)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? Yrs - M UNKN)	SLIGHT	PASSENGER	FRONT SEAT		
VEHICLE	001 (002)	CAR (55 Yrs - M NW10) BT - DRV NOT CONTACTED			WAITING TO TURN RIGHT	SW TO SE FRONT HIT FIRST	JCT APP
VEHICLE	002 (001)	CAR (? Yrs - M UNKN) BT - DRV NOT CONTACTED			REVERSING	NE TO SW BACK HIT FIRST	JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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20 0111QK50296 FRI 10/06/11 15:48 LIGHT SHOOT-UP HILL J.W ST CUTHBERT#S ROAD 28 LINK 728-729 524510 / 184840

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

V2 PULLED OUT INTO THE PATH OF FILTERING V1

CASUALTY	001 (001)	(35 Yrs - M N21)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	M/C > 500CC (35 Yrs - M N21) BT - NOT REQUESTED			OVERTAKE STAT VEH O/S	SE TO NW N/S HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR (44 Yrs - M NW2) BT - NEGATIVE			TURNING RIGHT	SW TO SE FRONT HIT FIRST	JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

21 0111QK50307 FRI 17/06/11 10:23 LIGHT SHOOT-UP HILL CRICKLEWOOD BROADWAY J/W MILL LANE 28 NODE 729 524390 / 185000

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

V2 BRAKED AND WAS HIT IN REAR BY V1

CASUALTY 001 (001) (? Yrs - F W5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - F W5) GOING AHEAD OTHER SE TO NW JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (? Yrs - M UNKN) GOING AHEAD OTHER SE TO NW JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST

V002 A 408 (SUDDEN BRAKING) V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001 A 405 (FAILED TO LOOK PROPERLY)

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22 0111QK50333 SAT 18/06/11 22:35 DARK KILBURN HIGH STREET J.W BUCKLEY ROAD 28 LINK 726-727 524960 / 184210

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V2 PULLED AWAY FROM KERB INTO THE SIDE OF V1

CASUALTY 001 (001) (? Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (? Yrs - M NW2) GOING AHEAD OTHER SE TO NW JCT APP
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) MOVING OFF SE TO NW JCT APP
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

23 0111CW11412 MON 11/07/11 19:20 LIGHT WEST END LANE J/W HEMSTAL ROAD 02 LINK 146-179 525430 / 184390

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

V1 TURNED LEFT AT THE LAST MOMENT ACROSS THE PATH OF V2 CAUSING THEM TO LOOSE CONTROL.

CASUALTY 001 (002) (37 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	GDS =< 3.5T BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	TURNING LEFT	S TO W DID NOT IMPACT	JNY PART OF WORK	JCT MID
VEHICLE	002 (000)	PEDAL CYCLE BT - NOT APPLICABLE	(37 Yrs - M NW6)	GOING AHEAD RIGHT BEND	S TO NE DID NOT IMPACT		JCT MID

V001 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

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

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24 0111CW11452 SUN 31/07/11 20:42 DARK WEST END LANE J/W IVERSON ROAD. 02 NODE 181 525520 / 184770

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

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

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

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

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

25 0111CW11604 WED 24/08/11 02:11 DARK KILBURN HIGH ROAD J/W CAVENDISH ROAD 28 NODE 727 524740 / 184510

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

EITHER V1 OR V2 DISOBEYED A RED ATS COLLIDING MID - JUNCTION.

CASUALTY 001 (002) (18 Yrs - M NW10) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (23 Yrs - M NW7) GOING AHEAD OTHER SE TO NW JCT MID
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (19 Yrs - M NW11) GOING AHEAD OTHER NE TO SW JCT MID
BT - NEGATIVE N/S HIT FIRST

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

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26 0111CW11642 TUE 30/08/11 00:02 DARK SHOOT - UP HILL 50M NW J/W MAYGROVE ROAD 28 LINK 728-729 524620 / 184690

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

V1 WAS STATIONARY WHEN V2 COLLIDED WITH REAR.

CASUALTY 001 (001) (26 Yrs - F W12) SERIOUS DRIVER/RIDER

VEHICLE 001 (002) CAR (26 Yrs - F W12) GOING AHEAD HELD UP NW TO SE
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) GOING AHEAD OTHER NW TO SE
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

27 0111QK59070 SUN 04/09/11 04:30 DARK KILBURN HIGH ROAD J.W IVERSON ROAD 28 NODE 727 524730 / 184520
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
V1 BRAKED AND WAS HIT IN REAR BY V2

CASUALTY 001 (001) (34 Yrs - M LU1) SLIGHT DRIVER/RIDER
CASUALTY 002 (001) (21 Yrs - M UNKN) SLIGHT PASSENGER FRONT SEAT
CASUALTY 003 (002) (44 Yrs - M NW9) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (34 Yrs - M LU1) SLOWING OR STOPPING NW TO SE JCT APP
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) TAXI (44 Yrs - M NW9) SLOWING OR STOPPING NW TO SE JCT APP
BT - NEGATIVE FRONT HIT FIRST

V002 A 307 (TRAVELLING TOO FAST FOR CONDITIONS) V002 A 405 (FAILED TO LOOK PROPERLY)
V001 A 408 (SUDDEN BRAKING) V002 A 308 (FOLLOWING TOO CLOSE)

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28 0111CW11698 WED 07/09/11 13:25 LIGHT KILBURN HIGH ROAD J/W BUCKLEY ROAD. 28 LINK 726-727 524950 / 184230
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR ROADWORKS
PED. CROSSED THE ROAD AS TRAFFIC WAS STATIONARY & COLLIDED WITH V.1 (M/BIKE) WHO WAS OVERTAKING STATIONARY TRAFFIC.

CASUALTY 001 (001) (52 Yrs - M NW8) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS N/SIDE MSK
CASUALTY 002 (001) (49 Yrs - M WD7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (49 Yrs - M WD7) OVERTAKE STAT VEH O/S NW TO SE JNY PART OF WORK JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

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29 0111QK50532 SUN 18/09/11 19:22 LIGHT BUCKLEY ROAD J/W KILBURN HIGH ROAD 28 LINK 726-727 524950 / 184220
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PEDN PHASE AT ATS
V1 WAS NOT LOOKING PROPLEY AND FELL FROM BIKE

CASUALTY 001 (001) (30 Yrs - M KT5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 125-500CC (30 Yrs - M KT5) SLOWING OR STOPPING NE TO SW JCT MID
BT - NEGATIVE N/S HIT FIRST

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

30 0111CW11948 MON 26/09/11 20:32 DARK KILBURN HIGH ROAD J/W PALMERSTON ROAD 28 LINK 726-727 524840 / 184370
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
FOR UNKNOWN REASONS V1 SWERVED AND COLLIDED WITH BOLLARD.

CASUALTY 001 (001) (20 Yrs - F NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (20 Yrs - F NW6) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT REQUESTED FRONT HIT FIRST
LEFT CWY OFFSIDE HIT BOLLARD HIT OTH OBJECT

V001 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER) V001 A 410 (LOSS OF CONTROL)

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31 0111CW12066 WED 28/09/11 12:30 LIGHT KILBURN HIGH ROAD J/W CHRISTCHURCH AVENUE 28 NODE 728 524650 / 184640
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
PED WAS ON THE CROSSING WHEN V1 DISOBEYED RED ATS COLLIDING WITH THEM.

CASUALTY 001 (001) (21 Yrs - F UNKN) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (? Yrs - U UNKN) GOING AHEAD OTHER SE TO NW JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 405 (FAILED TO LOOK PROPERLY)

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32 0111CW12177 SAT 15/10/11 06:20 DARK FORDWYCH ROAD J/W ST CUTHBERT'S ROAD 02 CELL 524500/184500 524690 / 184960
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
FOLLOWING PREVIOUS ALTERCATION V1 TURNED RIGHT ACROSS THE PATH OF V2.

CASUALTY 001 (002) (24 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - M UNKN) TURNING RIGHT NW TO SW JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (24 Yrs - M NW2) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT APPLICABLE N/S HIT FIRST

V001 A 601 (AGGRESSIVE DRIVING) V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

33 0111CW12207 TUE 18/10/11 17:55 LIGHT SHOOT-UP HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524520 / 184830

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

V1 ATTEMPTED TO TURN RIGHT BUT COLLIDED WITH V2 WHO WAS OVERTAKING.

CASUALTY 001 (002) (26 Yrs - M HA3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(36 Yrs - M EN5)	TURNING RIGHT	SE TO NE O/S HIT FIRST	JCT MID
VEHICLE	002 (001)	M/C 50-125CC BT - NEGATIVE	(26 Yrs - M HA3)	OVERTAKE MOVE VEH O/S	SE TO NW 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 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

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34 0111CW12469 WED 30/11/11 08:25 LIGHT IVERSON ROAD J/W WEST END LANE 02 NODE 181 525510 / 184770

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

PED WAS ATTEMPTING TO CROSS WHEN V1 CLIPPED THEM.

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

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

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

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35 0111CW12473 TUE 06/12/11 08:10 LIGHT KILBURN HIGH ROAD J/W NETHERWOOD STREET 28 LINK 726-727 524810 / 184410

POLICE - AT SCENE ROAD-FROST/ICE WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V2 TURNED LEFT ACROSS PATH OF V1 (CYCLIST)

CASUALTY 001 (001) (39 Yrs - F NW2) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(39 Yrs - F NW2)	GOING AHEAD OTHER	NW TO SE FRONT HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	TURNING LEFT	NW TO NE N/S HIT FIRST	JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

36 0111CW12784 WED 14/12/11 18:00 DARK WEST END LANE J/W BLACKBURN ROAD 02 LINK 179-181 525520 / 184660
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
PED STEPPED OUT INTO THE PATH OF V1 CAUSING THEM TO SWERVE AND LOOSE CONTROL.

CASUALTY 001 (001) (40 Yrs - M NW4) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (40 Yrs - M NW4) GOING AHEAD OTHER S TO N JCT MID
BT - NOT PROVD (MEDCL REASONS) SKIDDED N/S HIT FIRST

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

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37 0112EK40032 MON 09/01/12 21:00 DARK WEST END LANE J/W IVERSON ROAD 02 NODE 181 525520 / 184770
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
F.T.S V2 TURNED RIGHT BUT FAILED TO SEE V1 OVERTAKING ON THE O/S

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

VEHICLE 001 (000) M/C > 500CC (? Yrs - M NW3) OVERTAKE MOVE VEH O/S N TO S JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) TURNING RIGHT N TO W JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

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

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38 0112EK40085 SAT 25/02/12 03:55 DARK CLEVE ROAD 94M E OF WEST END LANE 02 CELL 525500/184000 525510 / 184360
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
V1 REVERSED AND HIT THE PED IN THE ROAD

CASUALTY 001 (001) (52 Yrs - M SE17) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING

VEHICLE 001 (000) CAR (46 Yrs - M E10) REVERSING W TO E COMM TO/FROM WORK
BT - NEGATIVE BACK HIT FIRST

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

39 0112EK40125 MON 19/03/12 08:25 LIGHT SHOOT- UP HILL J/W EXETER ROAD 28 LINK 728-729 524620 / 184680
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
THE PED CROSSED THE ROAD BETWEEN STAT TRAFFIC AND INTO V1'S PATH

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

VEHICLE 001 (000) M/C 50-125CC (28 Yrs - M NW9) OVERTAKE STAT VEH O/S N TO S COMM TO/FROM WORK JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

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

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40 0112QK50383 WED 21/03/12 17:11 LIGHT WILLESDEN ROAD 25M SW J/W KILBURN HIGH ROAD 28 LINK 74-726 525040 / 184080
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS
V1 SLOWED AND WAS HIT IN REAR BY V2

CASUALTY 001 (001) (57 Yrs - M E8) SLIGHT DRIVER/RIDER
CASUALTY 002 (001) (? Yrs - M UNKN) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (57 Yrs - M E8) SLOWING OR STOPPING NE TO SW
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) GOING AHEAD OTHER NE TO SW
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)

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41 0112EK40134 TUE 27/03/12 07:15 LIGHT KILBURN HIGH ROAD J/W LOVERIDGE ROAD 28 LINK 727-728 524690 / 184580
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED RIGHT BUT FAILED TO SEE ONCOMING PEDAL CYCLIST V2

CASUALTY 001 (002) (32 Yrs - M HP19) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (26 Yrs - M SE13) TURNING RIGHT SE TO NE JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (32 Yrs - M HP19) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

42 0112EK40173 WED 28/03/12 06:30 LIGHT KILBURN HIGH ROAD 38M NW OF NETHERWOOD STREET 28 LINK 726-727 524790 / 184440

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

THE UNINJURED PED RAN OUT INTO V1'S PATH

CASUALTY 001 (001) (22 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C > 500CC (22 Yrs - M NW2) OVERTAKE STAT VEH O/S NW TO SE
BT - NOT REQUESTED FRONT HIT FIRST

U000 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) U000 A 802 (FAILED TO LOOK PROPERLY)
U000 A 808 (CARELESS/RECKLESS/IN A HURRY)

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43 0112QK50194 TUE 03/04/12 15:50 LIGHT KILBURN HIGH ROAD J.W BURTON ROAD 28 LINK 726-727 525000 / 184150

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PEDN PHASE AT ATS

V1 TURNED RIGHT ACROSS PATH OF ONCOMING UNDERTAKING V2 (CYCLIST)

CASUALTY 001 (002) (25 Yrs - M MW9) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (44 Yrs - F NW6) TURNING RIGHT NW TO SW JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (25 Yrs - M MW9) OVERTAKING NEARSIDE SE TO NW JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

44 0112EK40181 THU 19/04/12 10:42 LIGHT SHOOT- UP HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524520 / 184830

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

V2 TURNED RIGHT AND CROSSED V1'S PATH. V1 HIT V2'S N/S. V1 THEN HIT ONCOMING V3 HEAD ON

CASUALTY 001 (002) (39 Yrs - M NW2) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) GDS =< 3.5T (41 Yrs - M ME1) GOING AHEAD OTHER SE TO NW JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (35 Yrs - M NW6) TURNING RIGHT NE TO NW JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 003 (000) CAR (47 Yrs - M SL7) GOING AHEAD OTHER NW TO SE JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

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

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45 0112QK50204 THU 19/04/12 17:50 LIGHT KILBURN HIGH ROAD 45M SE J.W DRAKES COURTYARD 28 LINK 726-727 524920 / 184270

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

V1 DOOR OPENED INTO THE PATH OF V2 (CYCLIST) V2 SWERVED AND RIDER FELL OFF

CASUALTY 001 (002) (23 Yrs - F WD7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (28 Yrs - M UNKN) PARKED P TO P
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (23 Yrs - F WD7) GOING AHEAD OTHER SE TO NW
BT - NOT APPLICABLE FRONT HIT FIRST
HIT OPEN DOOR

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

46 0112EK40190 MON 23/04/12 02:10 DARK KILBURN HIGH ROAD J/W IVERSON ROAD 28 NODE 727 524740 / 184510

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

V2 TRYED TO OVERTAKE V1 AS V1 TURNED RIGHT. V2'S DRIVER THEN DECAMPED

CASUALTY	001	(002)	(22 Yrs - M MK45)	SLIGHT	PASSENGER	BACK SEAT			
CASUALTY	002	(002)	(24 Yrs - M LV4)	SLIGHT	PASSENGER	BACK SEAT			
VEHICLE	001	(000)	GDS => 7.5T BT - NEGATIVE	(42 Yrs - M UB3)	TURNING RIGHT	SE TO NE O/S HIT FIRST	JNY PART OF WORK	JCT MID	
VEHICLE	002	(000)	CAR BT - DRV NOT CONTACTED	(? Yrs - M)	OVERTAKE MOVE VEH O/S	SE TO NW N/S HIT FIRST		JCT MID	

V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 601 (AGGRESSIVE DRIVING)

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47 0112QK50297 SAT 26/05/12 15:14 LIGHT KILBURN HIGH ROAD J/W BUCKLEY ROAD 28 LINK 726-727 524960 / 184210

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

PASSENGER ATTEMPTING TO BOARD V1 WHEN DOORS CLOSED ON THEM. - [DOOR CLOSED ON BOARDING PASSENGER. (C001)]

CASUALTY	001	(001)	(? Yrs - M UNKN)	SLIGHT	PASSENGER	BOARDING PSV			
VEHICLE	001	(000)	BUS/COACH BT - DRV NOT CONTACTED	(37 Yrs - M NW6)	PARKED	P TO P DID NOT IMPACT	JNY PART OF WORK	JCT MID	

C001 A 999 (OTHER FACTOR)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

48 0112EK40250 TUE 29/05/12 08:35 LIGHT SHOOT- UP HILL CRICKLEWOOD BROADWAY J/W MILL LANE 28 NODE 729 524380 / 185010
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
F.T.S V2 HIT PEDAL CYCLIST V1 WHILE OVERTAKING

CASUALTY 001 (001) (30 Yrs - F BR3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (30 Yrs - F BR3) OVERTAKE STAT VEH O/S SE TO NW COMM TO/FROM WORK JCT CLEARED
BT - NOT APPLICABLE O/S HIT FIRST

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

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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49 0112EK40253 FRI 01/06/12 15:48 LIGHT WEST END LANE J/W IVERSON ROAD 02 NODE 181 525520 / 184790
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
THE PASS IN STAT V2 OPENED THE DOOR BUT FAILED TO SEE MOTORCYCLIST V1

CASUALTY 001 (001) (44 Yrs - M SE1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (44 Yrs - M SE1) OVERTAKE STAT VEH O/S N TO S JCT APP
BT - NOT REQUESTED FRONT HIT FIRST
HIT OPEN DOOR

VEHICLE 002 (000) CAR (18 Yrs - M NW3) GOING AHEAD HELD UP N TO S JCT APP
BT - NOT REQUESTED O/S HIT FIRST

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

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50 0112EK40298 FRI 08/06/12 10:45 LIGHT WEST END LANE J/W COMPAYNE GARDENS 02 LINK 146-179 525490 / 184480
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
AS V1 MOVED OFF A PASS FELL DOWN THE STAIRS - [NOT HOLDING ON (C001)]

CASUALTY 001 (001) (60 Yrs - F) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (46 Yrs - M EN5) MOVING OFF S TO N JNY PART OF WORK JCT CLEARED
BT - NEGATIVE DID NOT IMPACT

C001 B 999 (OTHER FACTOR)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

51 0112QK50330 SAT 09/06/12 13:14 LIGHT KILBURN HIGH ROAD J/W LOVERIDGE ROAD 28 LINK 727-728 524690 / 184580

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

V1 PULLED OUT OF JUNCTION COLLIDING WITH V2 WHO WAS OVERTAKING STATIONARY VEHICLE.

CASUALTY 001 (002) (50 Yrs - M NW9) SERIOUS DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(23 Yrs - M NW2)	TURNING RIGHT	NE TO NW O/S HIT FIRST	JCT MID
VEHICLE	002 (001)	M/C > 500CC BT - NOT REQUESTED	(50 Yrs - M NW9)	GOING AHEAD OTHER	NW TO SE FRONT HIT FIRST	JCT MID

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

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52 0112QK50332 SAT 09/06/12 16:54 LIGHT KILBURN HIGH ROAD J/W BUCKLEY ROAD 28 LINK 726-727 524950 / 184220

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

V1 TURNED RIGHT ACROSS THE PATH OF V2.

CASUALTY 001 (002) (23 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(33 Yrs - F WS12)	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST	JCT MID
VEHICLE	002 (001)	M/C 125-500CC BT - NOT REQUESTED	(23 Yrs - M NW6)	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST	JCT MID

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

53 0112EK40308 SUN 24/06/12 21:43 DARK SHOOT-UP HILL J/W MAPESBURY ROAD 28 NODE 729 524400 / 184980

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

V1 TURNED RIGHT ON A GREEN LIGHT BUT FAILED TO SEE AMBULANCE V2

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

VEHICLE	001 (000)	CAR BT - NOT REQUESTED	(54 Yrs - M NW2)	TURNING RIGHT	SW TO SE O/S HIT FIRST	COMM TO/FROM WORK	JCT MID
VEHICLE	002 (000)	OTH MOT VEH BT - NOT REQUESTED	(21 Yrs - M)	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST	JNY PART OF WORK	JCT MID

V002 A 903 (EMERGENCY VEHICLE ON CALL) V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 403 (POOR TURN OR MANOEUVRE)

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54 0112EK40426 MON 23/07/12 09:05 LIGHT SHOOT-UP HILL J/W MILL LANE 28 NODE 729 524400 / 184990

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI AUTO SIG PEDN PHASE AT ATS
TRAF SIG DEF

V1 STRUCK V2 WHICH WAITED TO TURN RIGHT

CASUALTY 001 (002) (45 Yrs - M SE27) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	BUS/COACH BT - NOT REQUESTED	(40 Yrs - M CM19)	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST	JNY PART OF WORK	JCT MID
VEHICLE	002 (001)	M/C > 500CC BT - NOT REQUESTED LEFT CWY NEARSIDE	(45 Yrs - M SE27)	TURNING RIGHT	SE TO NE BACK HIT FIRST		JCT MID

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55 0112EK40468 FRI 17/08/12 15:30 LIGHT BLACKBURN ROAD 23M E OF WEST END LANE 02 LINK 179-181 525540 / 184670

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

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

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

VEHICLE	001 (000)	TAXI BT - NOT REQUESTED	(59 Yrs - M UB4)	PARKED	P TO P O/S HIT FIRST	JNY PART OF WORK
VEHICLE	002 (000)	PEDAL CYCLE BT - NOT APPLICABLE	(26 Yrs - F NW6)	GOING AHEAD OTHER HIT OPEN DOOR	W TO E FRONT HIT FIRST	

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

56 0112QK50527 FRI 31/08/12 08:40 LIGHT KILBURN HIGH ROAD J/W MESSINA AVENUE 28 LINK 726-727 525030 / 184120
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
V1 TURNED INFRONT OF V2, V1 DIDNT SEE V2 OR A.T.S V1 HIT V2

CASUALTY 001 (002) (? Yrs - M N2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (27 Yrs - M NW6) TURNING RIGHT NE TO NW JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) M/C <= 50CC (? Yrs - M N2) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

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

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57 0112EK40494 THU 06/09/12 10:05 LIGHT SHOOT- UP HILL J/W EXETER ROAD 28 LINK 728-729 524620 / 184680
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
THE PED STEPPED OUT FROM THE FRONT OF A STAT BUS AND INTO V1'S PATH

CASUALTY 001 (001) (33 Yrs - M NW2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) GDS =< 3.5T (44 Yrs - M MK18) OVERTAKE STAT VEH O/S NW TO SE COMM TO/FROM WORK JCT APP
BT - NOT REQUESTED N/S HIT FIRST

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

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58 0112EK40528 FRI 07/09/12 07:45 LIGHT KILBURN HIGH ROAD J/W BURTON ROAD 28 LINK 726-727 525000 / 184160
POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 LOST CONTROL CAUSING THE RIDER TO FALL OFF

CASUALTY 001 (001) (23 Yrs - M NW2) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (23 Yrs - M NW2) GOING AHEAD OTHER NW TO SE JCT APP
BT - DRV NOT CONTACTED DID NOT IMPACT

V001 A 410 (LOSS OF CONTROL) V001 B 306 (EXCEEDING SPEED LIMIT)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) — 36 MTS TO DEC-2013 SORTED BY DATE

59 0112QK50559 WED 19/09/12 17:00 LIGHT KILBURN HIGH ROAD J/W BUCKLEY ROAD 28 LINK 726-727 524950 / 184230

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

V1 WASNT PAYING ATTENTION AND HIT PED

CASUALTY 001 (001) (19 Yrs - F NW6) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - M) GOING AHEAD OTHER SE TO NW JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)
V001 A 405 (FAILED TO LOOK PROPERLY)

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60 0112TB01041 TUE 09/10/12 19:10 LIGHT KILBURN HIGH ROAD J/W MAYGROVE ROAD 28 NODE 728 524660 / 184620

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

PED WAS CROSSING ROAD WHEN UNKNOWN V1 (SOLO) PASSES RUNNING PED FOOT OVER

CASUALTY 001 (001) (23 Yrs - F WV14) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING SW BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) M/C 50-125CC (? Yrs - U UNKN) GOING AHEAD OTHER SE TO NW JCT APP
BT - DRV NOT CONTACTED O/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)
V001 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

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61 0112EK40621 MON 15/10/12 12:35 LIGHT WEST END LANE J/W BROADHURST GARDENS 02 NODE 179 525520 / 184590

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

V1 NORTH-BD UNABLE TO AVOID PED CAS 1 WHO WALKED OUT INTO CARRIAGEWAY - [PWD CAS LOOKED WRONG WAY (C001)]

CASUALTY 001 (001) (57 Yrs - M 1) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) M/C 125-500CC (32 Yrs - M NW6) GOING AHEAD OTHER S TO N JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

C001 A 999 (OTHER FACTOR)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

62 0112EK40554 WED 17/10/12 15:29 LIGHT MAYGROVE ROAD 35M W OF LIDDELL ROAD 02 LINK 190-728 525170 / 184750
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
MOTORCYCLIST V2 SWERVED AND HIT ONCOMING V1'S O/S WING MIRROR

CASUALTY 001 (002) (44 Yrs - F N10) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) GDS =< 3.5T (33 Yrs - M NW11) GOING AHEAD OTHER W TO E JNY PART OF WORK
BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (000) M/C 50-125CC (44 Yrs - F N10) GOING AHEAD OTHER E TO W COMM TO/FROM WORK
BT - NOT REQUESTED O/S HIT FIRST

V002 A 409 (SWERVED) V002 B 410 (LOSS OF CONTROL)

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63 0112QK50670 THU 01/11/12 17:30 LIGHT KILBURN HIGH ROAD J/W CAVENDISH ROAD 28 NODE 727 524740 / 184510
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
PED WALKED INTO THE ROAD, V1 HIT PED AND FELL FROM MOTORBIKE TO THE FLOOR

CASUALTY 001 (001) (74 Yrs - M NW6) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS O/SIDE
CASUALTY 002 (001) (28 Yrs - M WD6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (28 Yrs - M WD6) GOING AHEAD OTHER SE TO NW JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

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

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64 0112QK50671 THU 01/11/12 17:40 LIGHT SHOOT-UP HILL CRICKLEWOOD BROADWAY J/W MAPESBURY ROAD 28 NODE 729 524400 / 184990
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
V2 WASNT PAYING ATTENTION TO A.T.S AND TURNED RIGHT HITTING V1

CASUALTY 001 (001) (44 Yrs - M HA2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (44 Yrs - M HA2) GOING AHEAD OTHER SE TO NW JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M) TURNING RIGHT NW TO SW JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) — 36 MTS TO DEC-2013 SORTED BY DATE

65 0112EK40586 THU 08/11/12 06:55 LIGHT SHOOT- UP HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524520 / 184830

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

V2 TURNED RIGHT AND CROSSED PEDAL CYCLIST V1'S PATH

CASUALTY 001 (001) (53 Yrs - M HA7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (53 Yrs - M HA7) GOING AHEAD OTHER NW TO SE COMM TO/FROM WORK JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - F NW6) TURNING RIGHT SE TO NE COMM TO/FROM WORK JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

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

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66 0112EK40608 THU 08/11/12 20:37 DARK KILBURN HIGH ROAD J/W MESSINA AVENUE 28 LINK 726-727 525030 / 184130

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

V1 WENT INTO THE BACK OF MOTORCYCLIST V2

CASUALTY 001 (002) (24 Yrs - M NW2) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (44 Yrs - M MK18) GOING AHEAD OTHER NW TO SE JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) M/C 50-125CC (24 Yrs - M NW2) GOING AHEAD HELD UP NW TO SE JCT APP
BT - NOT REQUESTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 509 (DISTRACTION IN VEHICLE)

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67 0112TD00145 SAT 10/11/12 20:38 DARK WEST END LANE J/W COTLEIGH ROAD 02 LINK 146-179 525420 / 184280

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

V1 MOUNTED PAVEMENT AND LOST CONTROL (POSSIBLY DUE TO ACCELERATOR PEDAL) HITTING PED 1 AND 2

CASUALTY 001 (001) (33 Yrs - F SE22) FATAL PEDESTRIAN UNKNOWN

CASUALTY 002 (001) (23 Yrs - F NW6) SERIOUS PEDESTRIAN UNKNOWN

VEHICLE 001 (000) CAR (83 Yrs - M NW8) GOING AHEAD OTHER N TO S JCT APP
BT - NOT REQUESTED N/S HIT FIRST
LEFT CWY NEARSIDE HIT KERB HIT OTH OBJECT

V001 A 410 (LOSS OF CONTROL) V001 B 602 (CARELESS/RECKLESS/IN A HURRY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

68 0112QK59045 THU 15/11/12 18:45 DARK SHOOT UP HILL J/W MAYGROVE ROAD. 28 NODE 728 524650 / 184650
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
C.1 RAN ACROSS THE ROAD IN PATH OF ON-COMING V.1. V.1 HIT PED.

CASUALTY 001 (001) (11 Yrs - F NW10) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS O/SIDE
Sch Attended : N/R

VEHICLE 001 (000) M/C > 500CC (32 Yrs - M NW2) GOING AHEAD OTHER NW TO SE COMM TO/FROM WORK JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

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69 0112EK40630 TUE 27/11/12 18:20 DARK SHOOT- UP HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524520 / 184830
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED RIGHT BUT FAILED TO SEE MOTORCYCLIST V2 ON THE O/S

CASUALTY 001 (002) (49 Yrs - M LU6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (38 Yrs - M WD3) TURNING RIGHT SE TO NE COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (000) M/C 125-500CC (49 Yrs - M LU6) GOING AHEAD OTHER SE TO NW COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED N/S HIT FIRST

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

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70 0112EK40681 TUE 11/12/12 11:56 LIGHT SHOOT- UP HILL CRICKLEWOOD BROADWAY J/W MILL LANE 28 NODE 729 524390 / 185000
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
V2 WENT INTO THE BACK OF MOTORCYCLIST V1

CASUALTY 001 (001) (51 Yrs - M HP1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C > 500CC (51 Yrs - M HP1) GOING AHEAD HELD UP NW TO SE COMM TO/FROM WORK JCT APP
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (67 Yrs - M HA0) GOING AHEAD OTHER NW TO SE JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

71 0112QK59013 MON 24/12/12 18:00 DARK HIGH ROAD J/W WILLESDEN LANE. 02 NODE 726 525060 / 184090

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

V.1 TURNED RIGHT, ACROSS PATH OF ON-COMING V.2 CAUSING COLLISION.

CASUALTY 001 (002) (25 Yrs - M NW10) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - U UNKN) TURNING RIGHT NW TO SW JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (25 Yrs - M NW10) GOING AHEAD OTHER SE TO NW JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)
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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72 0112EK40702 SAT 29/12/12 04:30 DARK SHOOT- UP HILL J/W KINGSCROFT ROAD 28 LINK 728-729 524480 / 184880

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

V1 TURNED LEFT BUT FAILED TO SEE MOTORCYCLIST V2 ON THE N/S

CASUALTY 001 (002) (48 Yrs - M HA8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (45 Yrs - M B66) TURNING LEFT NW TO NE LEAVING MAIN RD
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (000) M/C > 500CC (48 Yrs - M HA8) OVERTAKING NEARSIDE NW TO SE JCT APP
BT - NOT REQUESTED O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 403 (POOR TURN OR MANOEUVRE)

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73 0113EK40086 TUE 22/01/13 18:25 DARK NFL: BROADHURST GARDENS 38M E J/W WEST END LANE 02 LINK 173-179 525560 / 184610

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

V1 REVERSED WITH TAIL LIFT DOWN; STRUCK PED CAS 1 ON LOWER LEG

CASUALTY 001 (001) (25 Yrs - M NW10) SERIOUS PEDESTRIAN ON FOOTPATH - VERGE STANDING

VEHICLE 001 (000) GDS =< 3.5T (30 Yrs - M NW10) REVERSING W TO E JNY PART OF WORK
BT - NEGATIVE BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

74 0113EK40096 THU 07/02/13 18:00 DARK WEST END LANE J/W DYNHAM ROAD 02 LINK 146-179 525420 / 184320

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

F.T.S V2 TURNED RIGHT AND HIT ONCOMING PEDAL CYCLIST V1 ON THE O/S

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

VEHICLE	001 (000)	PEDAL CYCLE (28 Yrs - M NW6) BT - NOT APPLICABLE	GOING AHEAD OTHER	S TO N O/S HIT FIRST	COMM TO/FROM WORK	JCT MID	
VEHICLE	002 (000)	CAR (? Yrs - M) BT - DRV NOT CONTACTED	TURNING RIGHT	N TO W FRONT HIT FIRST		JCT MID	

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

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

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75 0113EK40077 SAT 09/02/13 14:06 LIGHT WEST END LANE J/W WEST HAMPSTEAD MEWS 02 LINK 146-179 525510 / 184540

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

V2 TURNED RIGHT BUT FAILED TO SEE MOTORCYCLIST V1 OVERTAKING ON THE O/S

CASUALTY 001 (001) (31 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	M/C > 500CC (31 Yrs - M NW6) BT - NOT REQUESTED	OVERTAKE MOVE VEH O/S	S TO N N/S HIT FIRST		JCT MID	
VEHICLE	002 (000)	CAR (77 Yrs - M W9) BT - NOT REQUESTED	TURNING RIGHT	S TO E O/S HIT FIRST		JCT MID	

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) — 36 MTS TO DEC-2013 SORTED BY DATE

76 0113EK40071 WED 20/02/13 19:30 DARK MILL LANE J/W FORDWYCH ROAD 02 LINK 206-729 524490 / 185060
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M
F.T.S V2 FAILED TO GIVEWAY AND HIT THE O/S OF MOTORCYCLIST V1

CASUALTY 001 (001) (32 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	M/C 50-125CC BT - NOT PROVD (MEDCL REASONS)	(32 Yrs - M NW2)	GOING AHEAD OTHER	NE TO SW O/S HIT FIRST	JCT MID
VEHICLE	002 (000)	GDS =< 3.5T BT - DRV NOT CONTACTED	(? Yrs - M)	GOING AHEAD OTHER	NW TO SE FRONT HIT FIRST	JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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77 0113EK40128 SAT 23/02/13 13:40 LIGHT WEST END LANE J/W SHERRIFF ROAD 02 LINK 146-179 525510 / 184570
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 FAILED TO GIVEWAY AND CROSSED THE PATH OF MOTORCYCLIST V1

CASUALTY 001 (001) (30 Yrs - M NW10) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	M/C 50-125CC BT - NEGATIVE	(30 Yrs - M NW10)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NEGATIVE	(29 Yrs - M W11)	TURNING RIGHT	W TO S O/S HIT FIRST	JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V002 A 403 (POOR TURN OR MANOEUVRE)

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78 0113QK50093 MON 04/03/13 00:20 DARK KILBURN HIGH ROAD, 38M NW OF J/W NETHERWOOD STREET 28 LINK 726-727 524790 / 184440
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
C1 (A DRUNK PEDESTRIAN) RAN INTO THE NEARSIDE OF A PASSING CAR IN PERSUIT OF A BUS

CASUALTY 001 (001) (21 Yrs - F NW9) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE MSK

VEHICLE	001 (000)	CAR BT - NOT REQUESTED	(79 Yrs - F NW6)	GOING AHEAD OTHER	SE TO NW N/S HIT FIRST	

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) C001 A 806 (IMPAIRED BY ALCOHOL)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

79 0113EK40176 SUN 31/03/13 21:55 DARK WEST END LANE J/W WEST HAMPSTEAD MEWS 02 LINK 146-179 525510 / 184540

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

V1 MOVED FORWARD TO TURN RIGHT; V2 SOUTH-BD MAJOR ROAD UNABLE TO AVOID COLLISION

CASUALTY 001 (001) (42 Yrs - M NW6) SERIOUS DRIVER/RIDER

VEHICLE	001 (002)	M/C 50-125CC (42 Yrs - M NW6) BT - NOT REQUESTED	TURNING RIGHT	E TO N O/S HIT FIRST		JCT MID
VEHICLE	002 (001)	CAR (46 Yrs - M HA0) BT - NOT REQUESTED	GOING AHEAD OTHER	N TO S FRONT HIT FIRST		JCT MID

V002 B 405 (FAILED TO LOOK PROPERLY)

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80 0113EK40203 WED 03/04/13 07:45 LIGHT KILBURN HIGH ROAD J/W MESSINA AVENUE 28 LINK 726-727 525030 / 184120

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

V1 FAILED TO GIVEWAY AND CROSSED THE PATH OF MOTORCYCLIST V2

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

VEHICLE	001 (000)	GDS =< 3.5T (28 Yrs - M TW8) BT - NOT REQUESTED	TURNING RIGHT	NE TO NW JNY PART OF WORK O/S HIT FIRST		JCT MID
VEHICLE	002 (000)	M/C 125-500CC (? Yrs - M) BT - NOT REQUESTED	GOING AHEAD OTHER	NW TO SE JNY PART OF WORK FRONT HIT FIRST		JCT MID

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

81 0113EK40229 SUN 14/04/13 20:15 DARK NFL: NETHERWOOD STREET 100M E J/W KILBURN HIGH ROAD 02 CELL 524500/184000 524890 / 184470

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

V2 FOLLOWED BY POLICE COLLIDED WITH V2 APPROACHING HIM; V2 THEN COLLIDED V3 AND V4

CASUALTY	001 (001)	(33 Yrs - M N12)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (001)	(29 Yrs - F N12)	SLIGHT	PASSENGER	FRONT SEAT	
VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(33 Yrs - M N12)	REVERSING	NE TO SW FRONT HIT FIRST	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - U 1)	GOING AHEAD OTHER HIT PARKED VEH	SW TO NE FRONT HIT FIRST	
VEHICLE	003 (002)	CAR BT - NOT REQUESTED	(56 Yrs - F NW6)	PARKED	P TO P O/S HIT FIRST	
VEHICLE	004 (002)	CAR BT - NOT REQUESTED	(52 Yrs - M NW6)	PARKED	P TO P N/S HIT FIRST	

V002 A 601 (AGGRESSIVE DRIVING)

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

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82 0113QK50204 SUN 21/04/13 13:40 LIGHT KILBURN HIGH ROAD, 45 METRES N.W OF BUCKLEY ROAD. 28 LINK 726-727 524930 / 184260

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

V.1 STOPPED IN HEAVY TRAFFIC, V.2 TRAVELLING BEHIND FAILED TO STOP & HIT REAR OF V.1.

CASUALTY	001 (001)	(37 Yrs - F NW6)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(37 Yrs - F NW6)	SLOWING OR STOPPING	NW TO SE BACK HIT FIRST	
VEHICLE	002 (001)	GDS =< 3.5T BT - DRV NOT CONTACTED	(? Yrs - M UNKN)	GOING AHEAD OTHER	NW TO SE FRONT HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

V002 B 308 (FOLLOWING TOO CLOSE)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

83 0113EK40285 WED 15/05/13 16:34 LIGHT WEST END LANE J/W COMPAYNE GARDENS 02 LINK 146-179 525490 / 184480
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
THE PED STEPPED OUT INTO V1'S PATH

CASUALTY 001 (001) (34 Yrs - F W11) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) M/C 125-500CC (? Yrs - M) GOING AHEAD OTHER S TO N JCT CLEARED
BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

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84 0113EK40389 WED 22/05/13 12:43 LIGHT SHOOT- UP HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524520 / 184830
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
F.T.S V2 TURNED RIGHT AND CROSSED PEDAL CYCLIST V1'S PATH

CASUALTY 001 (001) (51 Yrs - M NW9) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (51 Yrs - M NW9) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - M) TURNING RIGHT SE TO NE JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

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

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85 0113EK40287 FRI 24/05/13 16:40 LIGHT WEST END LANE J/W BROADHURST GARDENS 02 NODE 179 525520 / 184600
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
MOTORCYCLIST V2 TRYED TO OVERTAKE V1 AS V1 WAS TURNING RIGHT

CASUALTY 001 (002) (23 Yrs - M UB1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) GDS =< 3.5T (70 Yrs - M HA8) TURNING RIGHT S TO E JCT MID
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (000) M/C <= 50CC (23 Yrs - M UB1) OVERTAKE MOVE VEH O/S S TO N JCT MID
BT - NOT REQUESTED N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 403 (POOR TURN OR MANOEUVRE)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

86 0113EK40345 MON 03/06/13 07:20 LIGHT KILBURN HIGH ROAD J/W IVERSON ROAD 28 NODE 727 524740 / 184510
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
V1 SOUTH-BD MIN ROAD UNABLE TO AVOID V2 ENTERING MAIN ROAD, ATS U/S

CASUALTY 001 (001) (31 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (31 Yrs - M NW2) GOING AHEAD OTHER NW TO SE COMM TO/FROM WORK JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M BN41) TURNING LEFT NE TO SE JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

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

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87 0113QK50336 TUE 18/06/13 17:10 LIGHT KILBURN HIGH ROAD J/W DYNE ROAD. 28 LINK 726-727 524830 / 184370
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE
C.1 CROSSED THE ROAD IN-BETWEEN STATIONARY V.S & WAS HIT BY V.1.

CASUALTY 001 (001) (30 Yrs - M HA9) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) M/C > 500CC (? Yrs - U UNKN) OVERTAKE STAT VEH O/S SE TO NW JCT APP
BT - DRV NOT CONTACTED N/S HIT FIRST

V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS) V001 A 405 (FAILED TO LOOK PROPERLY)
V001 B 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S)) C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

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88 0113EK40422 SAT 29/06/13 18:05 LIGHT GASCONY AVENUE J/W KINGSGATE ROAD 02 CELL 525000/184000 525240 / 184170
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 WENT INTO THE BACK OF V1

CASUALTY 001 (002) (32 Yrs - M NW6) SLIGHT DRIVER/RIDER
CASUALTY 002 (002) (29 Yrs - F NW6) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (25 Yrs - M NW8) SLOWING OR STOPPING E TO W JCT APP
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (32 Yrs - M NW6) GOING AHEAD OTHER E TO W JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

89 0113EK40386 SAT 06/07/13 14:00 LIGHT WEST END LANE J/W COMPAYNE GARDENS 02 LINK 146-179 525490 / 184470

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

V1 TURNED RIGHT AND HIT THE O/S OF ONCOMING MOTORCYCLIST V2

CASUALTY 001 (002) (35 Yrs - M NW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (33 Yrs - M NW10) TURNING RIGHT S TO E JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) M/C <= 50CC (35 Yrs - M NW3) GOING AHEAD OTHER N TO S JCT MID
BT - NOT REQUESTED O/S HIT FIRST

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

---

90 0113QK50398 MON 15/07/13 05:50 LIGHT WILLESDEN LANE J/W KILBURN HIGH RD 02 NODE 726 525050 / 184080

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

V2 COLLIDED WITH REAR OF V1.

CASUALTY 001 (001) (54 Yrs - M SS2) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (? Yrs - F NW6) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) TAXI (54 Yrs - M SS2) WAITING TO TURN RIGHT SW TO SE JNY PART OF WORK JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) GOING AHEAD OTHER SW TO NE JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

91 0113EK40438 FRI 19/07/13 15:47 LIGHT SHOOT- UP HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524520 / 184830
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED RIGHT AND CROSSED THE PATH OF PEDAL CYCLIST V2

CASUALTY 001 (002) (51 Yrs - M W1) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (27 Yrs - M HP3) TURNING RIGHT SE TO NE JNY PART OF WORK JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (51 Yrs - M W1) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

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

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92 0113QK50442 FRI 26/07/13 22:00 DARK KILBURN HIGH RD J/W CAVENDISH RD 28 NODE 727 524740 / 184520
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M
AS V1 TURNED RIGHT V2 OVERTOOK ON O/S, CAUSING COLLISION.

CASUALTY 001 (002) (31 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (36 Yrs - M SE28) TURNING RIGHT NW TO SW LEAVING MAIN RD
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (31 Yrs - M NW2) OVERTAKE MOVE VEH O/S NW TO SE JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 402 (JUNCTION RESTART)

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93 0113EK40541 TUE 30/07/13 17:50 LIGHT WEST END LANE 30M S OF BLACKBURN ROAD 02 LINK 179-181 525520 / 184640
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
F.T.S PEDAL CYCLIST V1 HIT THE PED ON THE PELICAN CROSSING

CASUALTY 001 (001) (26 Yrs - F AL2) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS N/SIDE

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

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

94 0113QK50488 FRI 02/08/13 11:45 LIGHT KILBURN HIGH RD J/W MESSINA AVENUE 28 LINK 726-727 525030 / 184110
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
PED STEPPED INTO PATH OF V1, CAUSING COLLISION.

CASUALTY 001 (001) (30 Yrs - F HA8) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - U UNKN) GOING AHEAD OTHER SE TO NW JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

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

---

95 0113QK50667 FRI 02/08/13 00:25 DARK KILBURN HIGH RD J/W GRANGEWAY 28 LINK 726-727 524980 / 184180
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG NO XING FACILITY IN 50M
V2 PULLED IN CLOSE TO V1, CAUSING COLLISION.

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

VEHICLE 001 (002) PEDAL CYCLE (29 Yrs - F NW6) GOING AHEAD OTHER SE TO NW JCT CLEARED
BT - NOT APPLICABLE O/S HIT FIRST
HIT KERB

VEHICLE 002 (001) BUS/COACH (? Yrs - U UNKN) SLOWING OR STOPPING SE TO NW JNY PART OF WORK JCT CLEARED
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

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96 0113EK40519 WED 14/08/13 00:21 DARK WEST END LANE J/W IVERSON RD 02 NODE 181 525520 / 184760
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
INTOXICATED RIDER FELL FROM V1

CASUALTY 001 (001) (21 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (21 Yrs - M NW2) GOING AHEAD OTHER S TO N JCT APP
BT - NOT APPLICABLE DID NOT IMPACT

V001 A 501 (IMPAIRED BY ALCOHOL) V001 A 410 (LOSS OF CONTROL)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

97 0113QK50487 FRI 16/08/13 07:40 LIGHT KILBURN HIGH RD J/W NETHERWOOD STREET 28 LINK 726-727 524810 / 184410

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2 WHO WAS RIDING ON N/S OF STAT TRAFFIC, CAUSING COLLISION.

CASUALTY 001 (002) (39 Yrs - F NW2) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR (? Yrs - F NW6) BT - NOT REQUESTED	TURNING RIGHT	SE TO NE FRONT HIT FIRST	COMM TO/FROM WORK	LEAVING MAIN RD
VEHICLE	002 (001)	PEDAL CYCLE (39 Yrs - F NW2) BT - NOT APPLICABLE	OVERTAKING NEARSIDE	NW TO SE FRONT HIT FIRST		JCT MID

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

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98 0113EK40540 THU 29/08/13 21:15 DARK WEST END LANE J/W BLACKBURN ROAD 02 LINK 179-181 525520 / 184670

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

V2 FAILED TO GIVEWAY TO MOTORCYCLIST V1. V1 BROKE BUT LOST CONTROL AND SLID ONTO IT'S O/S

CASUALTY 001 (001) (24 Yrs - M W9) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	M/C 50-125CC (24 Yrs - M W9) BT - NOT REQUESTED	GOING AHEAD OTHER SKIDDED	N TO S O/S HIT FIRST	JNY PART OF WORK	JCT APP
VEHICLE	002 (000)	CAR (25 Yrs - M EN9) BT - NOT REQUESTED	TURNING RIGHT	E TO N DID NOT IMPACT		JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V001 A 410 (LOSS OF CONTROL)
V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V001 A 408 (SUDDEN BRAKING)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

99 0113EK40561 MON 09/09/13 15:53 LIGHT SHOOT- UP HILL J/W ST CUTHBERT'S ROAD 28 LINK 728-729 524520 / 184830
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 TURNED LEFT AND HIT V1'S O/S

CASUALTY	001 (001)	(63 Yrs - F NW3)	SLIGHT	PASSENGER	STANDING ON PSV		
VEHICLE	001 (000)	BUS/COACH BT - NOT REQUESTED	(29 Yrs - M TW13)	GOING AHEAD OTHER	NW TO SE JNY PART OF WORK O/S HIT FIRST	JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQUESTED	(74 Yrs - M TW4)	TURNING LEFT	NW TO NE N/S HIT FIRST	LEAVING MAIN RD	

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

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100 0113EK40693 SAT 28/09/13 15:00 LIGHT KILBURN HIGH ROAD J/W NETHERWOOD STREET 28 LINK 726-727 524810 / 184410
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED RIGHT AND CROSSED THE PATH OF MOTORCYCLIST V2

CASUALTY	001 (001)	(39 Yrs - F CR0)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(39 Yrs - F CR0)	TURNING RIGHT	SE TO NE N/S HIT FIRST	JCT MID	
VEHICLE	002 (000)	M/C <= 50CC BT - DRV NOT CONTACTED	(19 Yrs - M NW6)	GOING AHEAD OTHER	NW TO SE FRONT HIT FIRST	JCT MID	

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

101 0113EK40638 SUN 06/10/13 22:50 DARK WEST END LANE J/W COMPAYNE GARDENS 02 LINK 146-179 525490 / 184460
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 LEFT PRIVATE DRIVE AND GOT HIT BY V2

CASUALTY 001 (001) (45 Yrs - F NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (45 Yrs - F NW6) TURNING LEFT E TO S JCT CLEARED
BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) BUS/COACH (56 Yrs - M RM9) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT CLEARED
BT - NEGATIVE FRONT HIT FIRST

V001 A 402 (JUNCTION RESTART) V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY)

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102 0113EK40654 MON 07/10/13 07:03 LIGHT WEST END LANE J/W GASCONY AVE 02 LINK 146-179 525390 / 184170
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED LEFT AND GOT HIT BY V2

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

VEHICLE 001 (002) CAR (26 Yrs - F NW6) TURNING LEFT W TO N JCT MID
BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) CAR (62 Yrs - F NW9) GOING AHEAD OTHER S TO N JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE) V001 A 402 (JUNCTION RESTART)
V001 A 405 (FAILED TO LOOK PROPERLY)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

103 0113EK40726 WED 30/10/13 07:39 LIGHT KILBURN HIGH ROAD J/W NETHERWOOD STREET 28 LINK 726-727 524810 / 184410

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

V2 FAILED TO GIVEWAY AND HIT THE N/S OF MOTORCYCLIST V1

CASUALTY 001 (001) (39 Yrs - M HA3) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	M/C > 500CC BT - NOT REQUESTED	(39 Yrs - M HA3)	GOING AHEAD OTHER	NW TO SE N/S HIT FIRST	JCT MID
VEHICLE	002 (000)	GDS =< 3.5T BT - NOT REQUESTED	(43 Yrs - M NW2)	TURNING RIGHT	NE TO NW FRONT HIT FIRST	LEAVING MAIN RD

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

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104 0113EK40731 THU 31/10/13 17:08 DARK KILBURN HIGH ROAD J/W NETHERWOOD STREET 28 LINK 726-727 524810 / 184410

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

V1 FAILED TO GIVEWAY AND CROSSED THE PATH OF MOTORCYCLIST V2

CASUALTY 001 (002) (19 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR BT - NOT REQUESTED	(55 Yrs - M NW7)	TURNING RIGHT	NE TO NW O/S HIT FIRST	JCT MID
VEHICLE	002 (000)	M/C 50-125CC BT - NOT REQUESTED	(19 Yrs - M NW2)	GOING AHEAD OTHER	NW TO SE 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)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) — 36 MTS TO DEC-2013 SORTED BY DATE

105 0113EK40763 THU 31/10/13 05:52 DARK KILBURN HIGH ROAD 26M SE OF IVERSON ROAD 28 LINK 726-727 524750 / 184490
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
F.T.S V2 WENT INTO THE BACK OF V1

CASUALTY 001 (001) (47 Yrs - M HA8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (47 Yrs - M HA8) SLOWING OR STOPPING NW TO SE JNY PART OF WORK
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) GDS =< 3.5T (? Yrs - U) GOING AHEAD OTHER NW TO SE
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 308 (FOLLOWING TOO CLOSE)
V002 A 601 (AGGRESSIVE DRIVING)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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106 0113EK40747 MON 04/11/13 08:00 LIGHT IVERSON RD J/W ROWNTREE CLOSE 02 LINK 181-190 525440 / 184780
POLICE - OVER COU 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) (39 Yrs - F NW7) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - U UNKN) GOING AHEAD OTHER E TO W JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

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

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107 0113EK40778 THU 07/11/13 12:25 LIGHT SHOOT-UP HILL J/W KINGSCROFT 28 LINK 728-729 524480 / 184890
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 HIT THE REAR OF SLOWING V1

CASUALTY 001 (001) (35 Yrs - M SG12) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (35 Yrs - M SG12) SLOWING OR STOPPING N TO S JCT APP
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) CAR (39 Yrs - M WD18) SLOWING OR STOPPING N TO S JCT APP
BT - NEGATIVE FRONT HIT FIRST

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

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) 36 MTS TO DEC-2013 SORTED BY DATE

108 0113EK40784 FRI 08/11/13 15:50 LIGHT COTLEIGH RD J/W WEST END LANE 02 LINK 146-179 525410 / 184270
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
DUE TO A MEDICAL CONDITION, V1 LOST CONTROL AND HIT PARKED V2

CASUALTY	001 (001)	(71 Yrs - F W10)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEGATIVE	(71 Yrs - F W10)	GOING AHEAD OTHER HIT PARKED VEH	S TO N FRONT HIT FIRST	JCT APP	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - U PARKED)	PARKED	P TO P BACK HIT FIRST	JCT APP	

V001 A 410 (LOSS OF CONTROL)
V001 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)

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109 0113EK40779 THU 14/11/13 13:00 LIGHT HEMSTAL RD J/W KYLEMORE RD 02 CELL 525000/184000 525240 / 184390
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 HIT THE REAR OF STATIONARY V2

CASUALTY	001 (001)	(41 Yrs - M CM23)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	M/C 50-125CC BT - NEGATIVE	(41 Yrs - M CM23)	SLOWING OR STOPPING	E TO W FRONT HIT FIRST	JCT APP	
VEHICLE	002 (001)	GDS =< 3.5T BT - NEGATIVE	(28 Yrs - F EN3)	GOING AHEAD HELD UP	E TO W JNY PART OF WORK BACK HIT FIRST	JCT APP	

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 308 (FOLLOWING TOO CLOSE)

Liddell Road Area - personal injury collisions - 2011 to 2013

SC01 GIS AREA Liddell Road-Kingsgate School (P) — 36 MTS TO DEC-2013 SORTED BY DATE

110 0113QK50777 FRI 15/11/13 19:05 DARK NFL - KILBURN HIGH ROAD, 25M NORTH WEST OF JUNCTION WITH NETHERWOO 28 LINK 726-727 524800 / 184430
POLICE - OVER COU ROAD-DRY WEATHER-UNKNOWN SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
V2 CHANGED LANES TO THE RIGHT & CUT IN FRONT OFV1 SCRAPING ALONG THE N/S OF V1, V2 (A BUS) FAILED TO STOP AND EXCHANGE

CASUALTY 001 (001) (18 Yrs - F SW9) SLIGHT PASSENGER FRONT SEAT
CASUALTY 002 (001) (13 Yrs - M SW9) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (39 Yrs - F SW9) GOING AHEAD OTHER NW TO SE
BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (001) BUS/COACH (? Yrs - M UNKN) CHANGE LANE TO RIGHT NW TO SE JNY PART OF WORK
BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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111 0113EK40895 SUN 08/12/13 20:04 DARK KILBURN HIGH ROAD J/W IVERSON ROAD 28 NODE 727 524750 / 184500
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
A PED STEPPED OUT INTO THE PATH OF PEDAL CYCLIST V1

CASUALTY 001 (001) (21 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (21 Yrs - M NW6) GOING AHEAD OTHER NW TO SE JCT CLEARED
BT - NOT APPLICABLE FRONT HIT FIRST

U000 A 802 (FAILED TO LOOK PROPERLY)

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112 0113EK40890 MON 23/12/13 16:17 DARK IVERSON ROAD J/W WEST END LANE 02 NODE 181 525510 / 184770
POLICE - AT SCENE ROAD-WET RAINING/HIGH WINDS SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
V1 HIT THE PED CROSSING THE ROAD

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

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

V001 A 405 (FAILED TO LOOK PROPERLY)
C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

End of Accidents for SC01 GIS AREA Liddell Road-Kingsgate School (P)

End of Report

Appendix 6 – Transport Survey Summary

1. INTRODUCTION

Sky High Technology Ltd were procured by Alan Baxter & Associates LLP (ABA), on behalf of Maccreanor Levington, to undertake a traffic survey in West Hampstead 10th-17th July 2014. The survey specification was sub-divided into five types; Manual Turning Counts (MTCs), Automated Traffic Counts (ATCs) / Vehicle Speed Surveys, Parking Beat Survey, Queue Surveys and Kingsgate School interviews. This note provides a summary of the traffic survey results for each of its components.

2. JUNCTION SURVEYS

Junction surveys were undertaken during AM (07:00-10:00) and PM (15:00-19:00) peak periods on a traffic natural weekday at five locations. A site plan of the junctions surveyed is included in **Appendix 1 – Figure 1**.

At these locations and during peak periods of operations, the following were recorded:

- MTCs
- Queue Length Surveys
- ATCs / Vehicle Speed Surveys

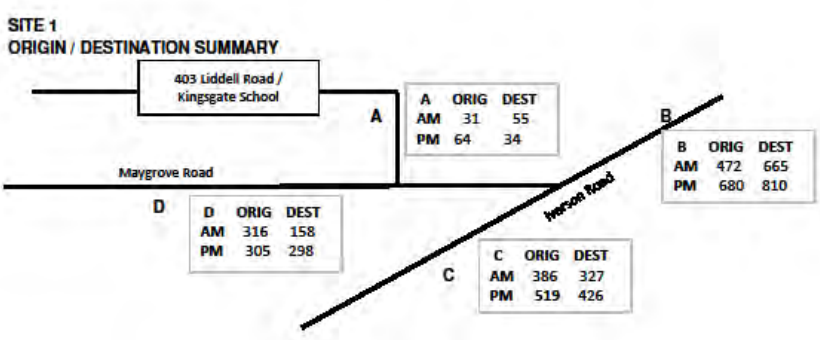
2.1 Manual Traffic Counts

MTCs where recorded at the five junction locations with classified flows for all vehicle movements and arms of the junction in 15 min intervals across the two peak periods. Below are Origin / Destination diagrams for each of the five junctions. Detailed MTCs for each arm of each junction are provided in **Appendix 1.**

Site 1

Figure 1 below summarises the origin and destination of trips for each of the entry arms to the junction. From the diagram it can be said that during the AM peak period, Iverson Road is used as a through route between West End Lane to the north-east and Kilburn High Road to the south-west. During the PM period, the highest proportion of trips can be seen to travel north-east along Iverson Road, and the highest proportion of trips originating from south-west Iverson Road.

FIGURE 1: Site 1 Origin / Destination Summary

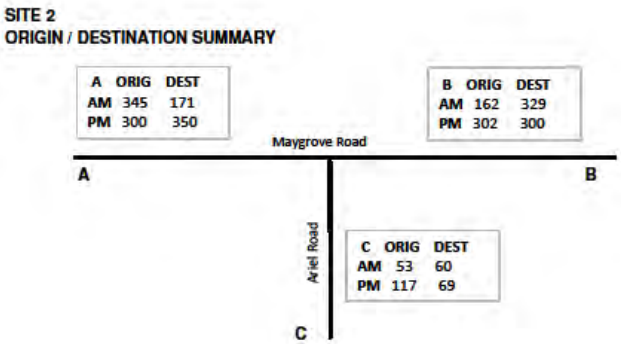


Although representing the lowest proportion of trips at Liddell Road, the number of trips to and from the site is higher than. It can also be seen that the site exhibits a tidal flow with trips arriving during the AM peak period and trips departing in the PM peak period. As shown in **Appendix 1 – Figure 2**, the highest proportion of traffic leaving the existing site at Liddell Road travel west via Maygrove Road during the AM peak period and north via Iverson Road in the PM peak period.

Site 2

From **Figure 2**, it can be seen that the highest proportion of trips originate from entry arm A of Maygrove Road during the AM peak period. During the PM Peak period most trips originate equally from Maygrove Road, east and west. A disparate number of trips arrive and depart from Ariel Road. The high majority of traffic at this junction can be seen to flow along Maygrove Road.

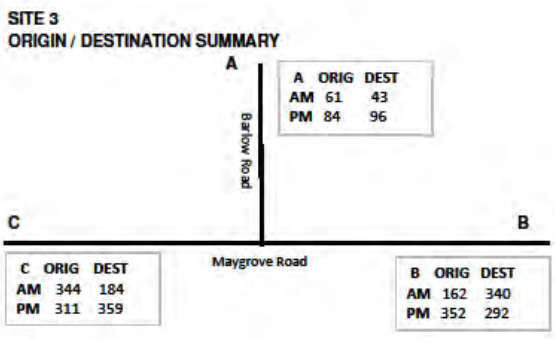
Figure 2: Site 2 Origin / Destination Summary



Site 3

Figure 3 shows Barlow Road to have a disproportionate number of trips arriving and departing in comparison to Maygrove Road. **Appendix 1 - Figure 4** shows the highest proportion of traffic arriving at Barlow Road comes from the west via Maygrove Road. During the AM peak period, the majority of trips at this site are flowing west to east. Conversely, during the PM peak period trips can be seen to marginally flow east to west.

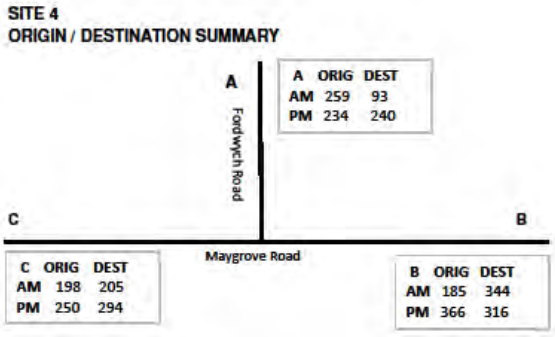
Figure 3: Site 3 Origin / Destination Summary



Site 4

From **Figure 4,** trip distribution at site 4 can be seen as fairly balanced between all arms of the junction. The exception is trips arriving at arm A during the AM peak period. As shown in **Appendix 1 – Figure 5** the distribution of trips originating from Fordwych Road is balanced between turning east or west.

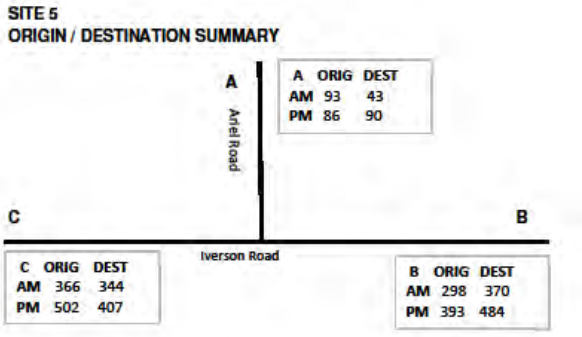
Figure 4: Site 4 Origin / Destination Summary



Site 5

From **Figure 5** below, it can be seen that Iverson Road has the majority of traffic flow. A marginally higher proportion of traffic flows west to east along Iverson Road for both Peak Periods. A disproportionate number of trips arrive and departing from Ariel Road in comparison with Iverson Road (similar observations of Ariel Road made at site 2). As illustrated in **Appendix 1 – Figure 6,** the majority of trips arriving and departing from Ariel Road are to and from the west.

Figure 5: Site 5 Origin / Destination Summary



2.2 Queue Length Surveys

The maximum queue length within any 5 minute period of the AM and PM peak period was recorded for each of the five junction locations, measuring to the last stationary vehicle in the queue. Note queue lengths are recorded in Passenger Car equivalent Units (PCUs). **Table 1** shows each classified vehicle type's corresponding PCU.

TABLE 1: Classified Vehicle PCU Values

CLASSIFIED VEHICLE TYPE	PCU VALUE
Car/LGV/Taxi	1.0
Medium Goods Vehicle (OGV1)	1.5
Heavy Goods Vehicle (OGV2)	2.3
Buses/Coaches (PSV)	2.0
Motorcycles	0.4
Pedal Cycles	0.2

Table 2, overleaf, summarises queue survey results in the following form:

- Peak period Queue Length
- Frequency of Peak Queue Occurring
- Frequency of a Queue Forming

As can be seen overleaf, on the whole, queuing is not an issue at any of the sites. Queues were not observed to exceed more than 2 PCUs and form relatively infrequent over the peak periods.

At Site 1, queue lengths did not exceed 1 PCU, with queues forming more frequently during the PM peak period and have greater frequency of occurrence at arms A (Liddell Road) and B (Iverson Road north).

Queues did not exceed a length of 1PCU during the AM peak period and do not exceed 2 PCUs in the PM peak period, at Site 2. Queues have greater occurrence in the PM peak period and at arm C (Ariel Road).

Arm A of Site 3 (Barlow Road) had a significantly higher occurrence of a queue forming, than the other arms of entry at the junction. The peak queue length did not exceed 2 PCUs for both peak periods across all arms of entry to the junction.

Entry arm A to the junction at site 4 (Fordwych Road) had the highest occurrence of a queue forming. However peak queues occurred more often at arms B and C on Maygrove Road, than at arm A. Arms A and B had a peak queue length of 2 PCUs, while arm C had a peak queue length of 1 PCU.

At Site 5, arm A (Ariel Road) had an AM peak queue of 1 PCU and a PM peak queue of 2 PCUs. Inversely, arms B and C of Iverson Road had AM peak queue lengths of 2 PCUs and PM peak queue lengths of 1 PCU. Queues occurred most frequently at arm A.

TABLE 2: Queue Length Survey Summary (Queue Lengths measured in PCUs

		SITE 1					SITE 2			SITE 3			SITE 4			SITE 5		
		A(Lane 1)	A(Lane 2)	B	C	D	A	B	C	A	B	C	A	B	C	A	B	C
PEAK QUEUE LENGTH	AM	1	1	1	1	0	2	2	2	2	1	2	2	2	1	1	2	2
	PM	1	1	1	1	0	1	1	1	2	2	1	2	2	1	2	1	1
FREQUENCY OF PEAK QUEUE*	AM	3	4	12	4	0	3	2	4	3	1	1	3	5	1	18	1	3
	PM	12	8	15	2	0	5	11	26	1	1	4	1	1	5	1	2	3
FREQUENCY OF A QUEUE**	AM	3	4	12	4	0	10	6	16	16	1	2	27	10	1	18	3	4
	PM	12	8	15	2	0	5	11	26	23	1	4	25	18	5	21	2	3

* The number of times the peak queue occurred within the peak periods

** The number of times a queue of any length occurred within the peak periods

2.3 ATC / Vehicle Speed Surveys

Recorded across a two week period, fully classified individual traffic flow counts and speed recordings were documented in both directions at Maygrove Road, Liddell Road and Iverson Road. **Table 3** below summarises the results into the two week, weekday average for combined directions. **Table 4** below summarises the volume data for Liddell Road.

TABLE 3: Vehicle Speed Survey Summary

	MAYGROVE RD	LIDDELL RD	IVERSON RD
AVERAGE SPEED (MPH)	19.39	12.13	20.56
85TH PERCENTILE SPEED (MPH)	22.82	14.65	24.24
OVER THE SPEED LIMIT (%)	1%	84%	6%

Iverson Road is recorded as having highest average speed and 85th percentile speed. Liddell Road has the lowest of recorded speeds. However both the average speed and 85th percentile speeds of Liddell Road exceed the speed limit of 10mph. This is also reflected with a high percentage of motorists over the speed limit. The speed limit for Maygrove Road and Iverson Road is 30mph. Both roads were recorded as having a marginal percentage of motorists travelling over the speed limit.

Table 4: Vehicle Volume Summary

	Period	Total Trips (Mon-Fri)
Liddell Road	AM	28
	PM1	24
	PM2	24
	12HR	325
Iverson Road	AM	405
	PM1	395
	PM2	389
	12HR	4603
Maygrove Road	AM	151
	PM1	130
	PM2	129
	12HR	1519

3. PARKING BEAT SURVEYS

A parking beat survey was undertaken across the extents illustrated in **Appendix 2 – Figure 1** on a traffic neutral weekday during the following times:

- 07:30 – 07:45
- 07:45 – 08:00
- 08:00 – 08:15
- 08:15 – 08:30
- 08:30 – 08:45
- 08:45 – 09:00
- 09:00 - 09:15
- 09:15 – 09:30
- 15:00 – 15:15
- 15:15 – 15:30
- 15:30 – 15:45
- 15:45 – 16:00
- 16:00 – 16:15
- 16:15 – 16:30
- 16:45 – 17:00
- 17:45 – 18:00
- 18:45 – 19:00
- 19:45 – 20:00
- 20:45 – 21:00
- 21:45 – 22:00

A street inventory was also recorded including waiting restrictions, parking bay type and number, and road markings related to parking restrictions. **Appendix 2- Tables 1 and 2** display the detailed occupancy for each parking regulation and road.

Table 5 summarises the percentage of unoccupied parking spaces during AM (07:30 – 09:30) and PM (15:00 – 17:45) peak periods and PM (18:45 – 00:45) for the immediate streets in the vicinity of Liddell Road. Occupancy summary of other streets included in the survey area are available in **Appendix 2 – Table 3.**

Liddell Road, Maygrove Road, Ariel Road and Iverson Road are immediately adjacent to the site and will therefore be of priority to users of the site.

Existing parking arrangements on Ariel Road are shown to have no availability for additional disabled users, limited motorcycle parking (1-2 spaces), and some capacity (10-14 spaces) for additional residential parking.

On-street parking at Liddell Road consists of unrestricted drop kerbs and double yellow parking restrictions. Approximately 7 spaces of single yellow parking is occupied during AM and PM peak periods, and the equivalent of 2 spaces is occupied overnight.

Iverson Road can be seen to have 3-4 spaces available for disabled parking and approximately 8 spaces of pay and display. There are approximately 30 residential parking spaces available across the day. During the AM and PM peak periods, 14 and 15 single yellow line spaces are available, respectively.

Maygrove Road can be seen to have the largest range of parking regulations. It has two disabled spaces available during the day and peak hours but limited availability in the evenings. Motorcycle parking is shown to be under-capacity, with 7 spaces available across the day. 4-5 pay and display spaces were recorded as available across the survey period and; between 18 and 26 residential spaces were recorded as unoccupied. Within the survey area, Maygrove road has 44 parking spaces equivalent of single yellow line restrictions. Over 40 of which were recorded to be unoccupied. Similarly, 24 space equivalent of single yellow drop kerb restrictions of which 23-24 spaces were recorded as unoccupied.

TABLE 5: Parking Occupancy Summary. A single bay is approximated as 5m; a motorcycle bay is approximated as 1m.

ARIEL ROAD	DIS (Total 1)		MCY (Total 3)		RES (Total 33)	
	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available
AM Peak	100%	0	29%	1	30%	10
PM Peak	100%	0	0%	0	44%	14
PM (18:45 – 00:45)	100%	0	67%	2	37%	12

LIDDELL ROAD	UN DK (Total 28**)	
	Average Percentage Available	Average Spaces Available
AM Peak	74%	21
PM Peak	75%	21
PM (18:45 – 00:45)	91%	26

IVERSON ROAD	DIS (Total 5)		P+D (Total 11)		RES (Total 105)		SY* (Total 15**)	
	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available
AM Peak	75%	4	74%	8	27%	28	98%	15
PM Peak	55%	3	82%	9	29%	30	93%	14
PM (18:45 – 00:45)	66%	3	77%	8	26%	28	63%	9

MAYGROVE ROAD	DIS (Total 2)		MCY (Total 8)		P+D (Total 12)		RES (Total 72)		SY* (Total 44**)		SY* DK (Total 24**)	
	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available
AM Peak	100%	2	91%	7	38%	5	29%	21	92%	40	97%	23
PM Peak	100%	2	82%	7	34%	4	36%	26	98%	43	98%	24
PM (18:45 – 00:45)	29%	1	91%	7	35%	4	25%	18	90%	40	96%	23

* Waiting is prohibited on single yellow lines within the Controlled Parking Zone Monday - Friday 08:30 – 18:30

** Approximate equivalent number of spaces available along length of restriction

4. KINGSGATE SCHOOL INTERVIEWS

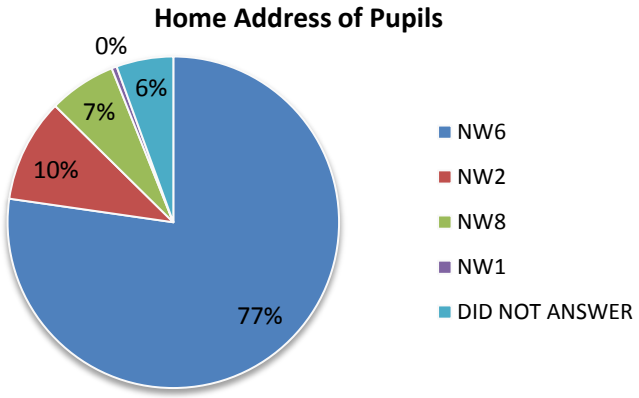
Interviews were undertaken by the survey team within the existing Kingsgate School's grounds on Kingsgate Road. The interviews took place over two days during the hours of 08:00 – 09:00 and 15:00 – 16:00. The survey consisted of five questions:

1. What is the normal postcode of the home address of the child / children in your care?
2. What are the school years for the child / children in your car?
3. What is the normal mode of transport that you use for bringing the child / children in your care to and from school?
4. How long does the journey by normal mode to school or to home normally take?
5. What are the alternative modes of transport you sometimes use for bringing the child / children in your care to and from school?
6. How often do you use these alternative modes of transport?

4.1 Question 1

As illustrated below in **Figure 6,** over 75% of pupils attending the existing Kingsgate School reported NW6 as their home postcode. It should be noted full postcodes were provided but for the purposes of this exercise a crude analysis of outward codes (e.g. NW6) was undertaken, excluding the inward code (e.g. 5ST).

FIGURE 6: Kingsgate School Pupils' Home Address's



4.2 Question 2

Figure 7 illustrates, of those interviewed, a fairly balanced proportion of children per school year group. Year 1 and Reception were reported as the highest proportion. Half of those interviewed recorded having multiple children attending Kingsgate School. From **Figure 8** overleaf it can be seen that a large proportion, over three quarters, of those who had multiple children attending the school, have at least two children.

4.3 Question 3

As can be seen in **Figure 9,** three quarters of those interviewed walk to school to drop off and pick up their child(ren). The two other modes of note are bus and car, with roughly a proportion of 10% each.

FIGURE 7: School Year Attendance Split

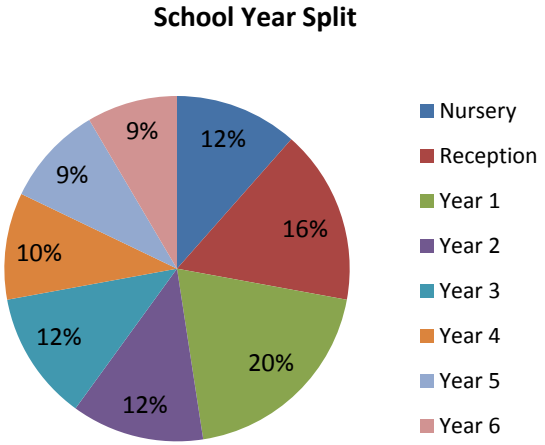


FIGURE 8: Percentage of Interviewees with Multiple Children of Care Attending Kingsgate School

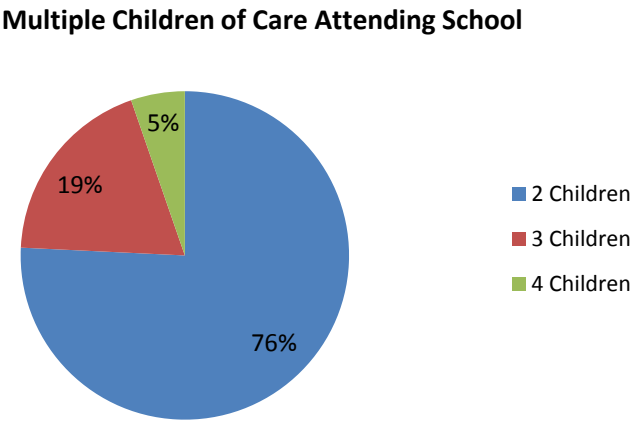
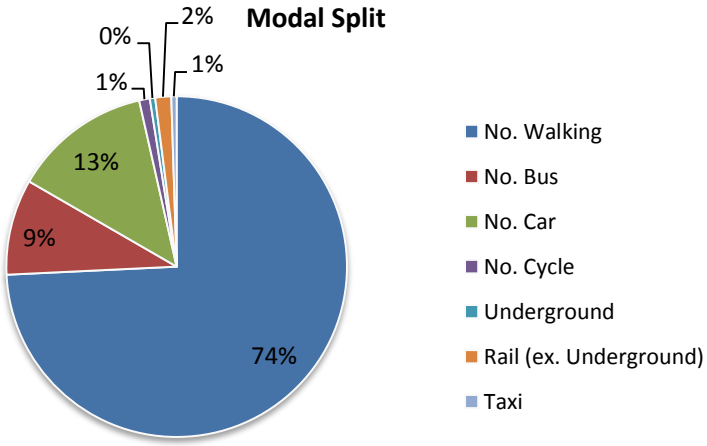


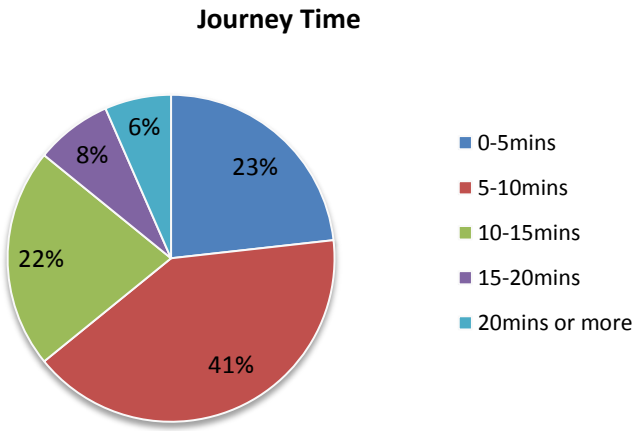
FIGURE 9: Modal Split of Interviewees Transporting Child(ren) To and From School



4.4 Question 4

From **Figure 10,** it can be stated of those interviewed; 86% have a journey time of up to 15minutes, with 43% having a journey time of between five and ten minutes. Only 14% of journeys were recorded as taking longer than 15 minutes; with 6% of journeys taking longer than 20 minutes.

FIGURE 10: Journey Time to School



4.5 Question 5

From **Figure 11** it can be seen that over half of those interviewed stated that they do not use any alternative modes of transport. Although from **Table 6,** it can be seen that the vast majority of those which reported using no alternative mode of transport stated their primary mode of transport as walking.

The second most commonly mode of alternative transport was stated as walking. From **Table 6,** it can be seen that for those which stated walking as their alternative mode of transportation, car or bus are the most common primary modes.

From **Figure 11,** Bus and Car have an equal share of alternative modes of transportation with 12% each. Both were reported as most common alternative modes of transportation for walking as a primary mode of transportation.

FIGURE 11: Modal Split of Alternative Mode of Transport

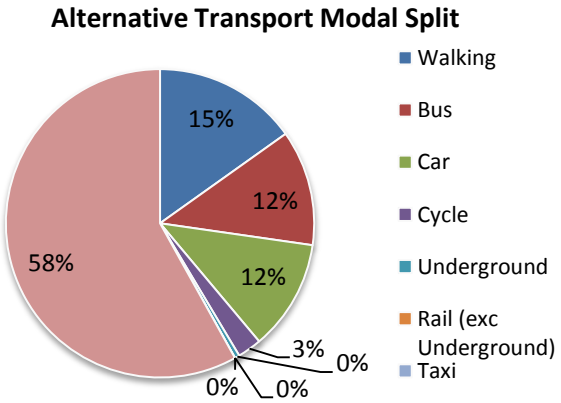


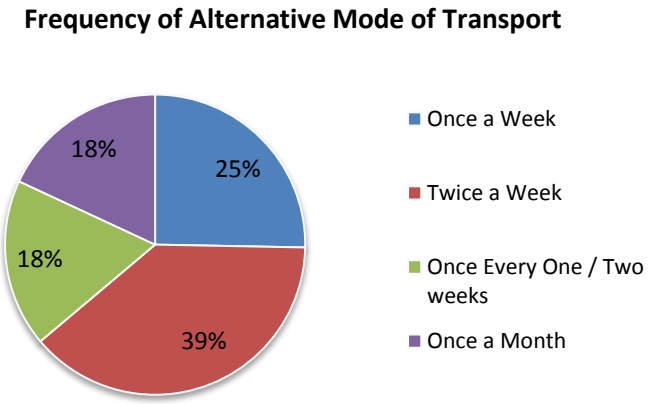
TABLE 6: Alternative Transportation Modes per Primary Mode of Transport

Alternative Transportation Mode	Primary Transportation Mode						
	Walking	**Bus**	**Car**	**Cycle**	**Underground**	**Rail(exc Underground)**	**Taxi**
Walking	N/A	9	19	2	0	0	0
Bus	19	N/A	4	0	1	0	0
Car	22	0	N/A	0	0	1	0
Cycle	4	1	0	N/A	0	0	0
London Underground	0	1	0	0	N/A	0	0
Rail	0	0	0	0	0	N/A	0
Taxi	0	0	0	0	0	0	N/A
No Alternative	102	7	3	1	1	0	1

4.6 Question 6

Overall, from **Figure 12,** of those who stated using an alternative mode of transport, 39% reported using an alternate mode twice a week; 25% reported using an alternate mode of transport once a week and; 18% was recorded for both once every one or two weeks and once a month.

FIGURE 12: Frequency of Using Alternative Mode of Transport. Figure does not account for those who answered 'No Alternative'.



APPENDIX 1

MTC SITE DETAILS

FIGURE 1 - SITE LOCATION PLAN

FIGURE 2 – SITE 1 TRIP DISTRIBUTION

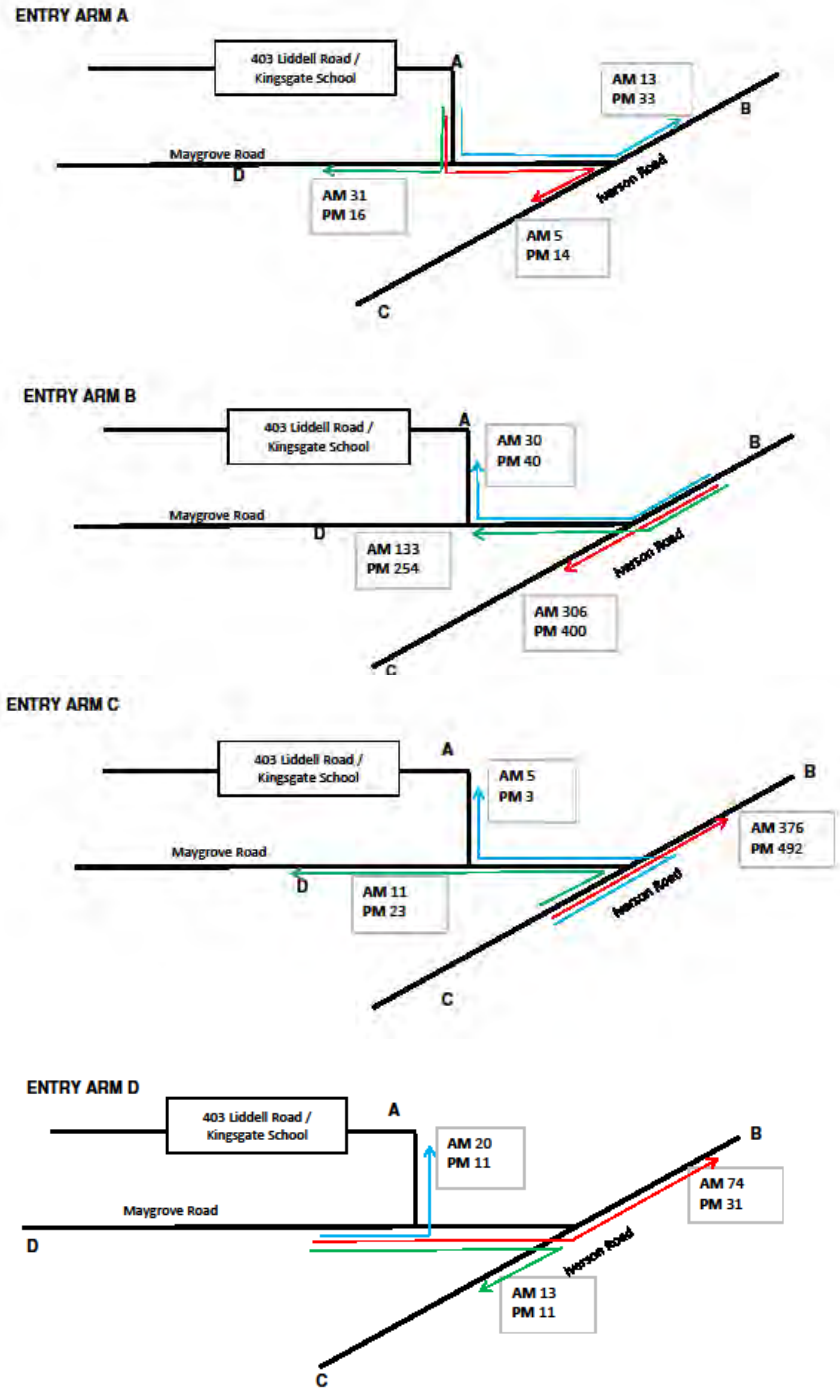


FIGURE 3 – SITE 2 TRIP DISTRIBUTION

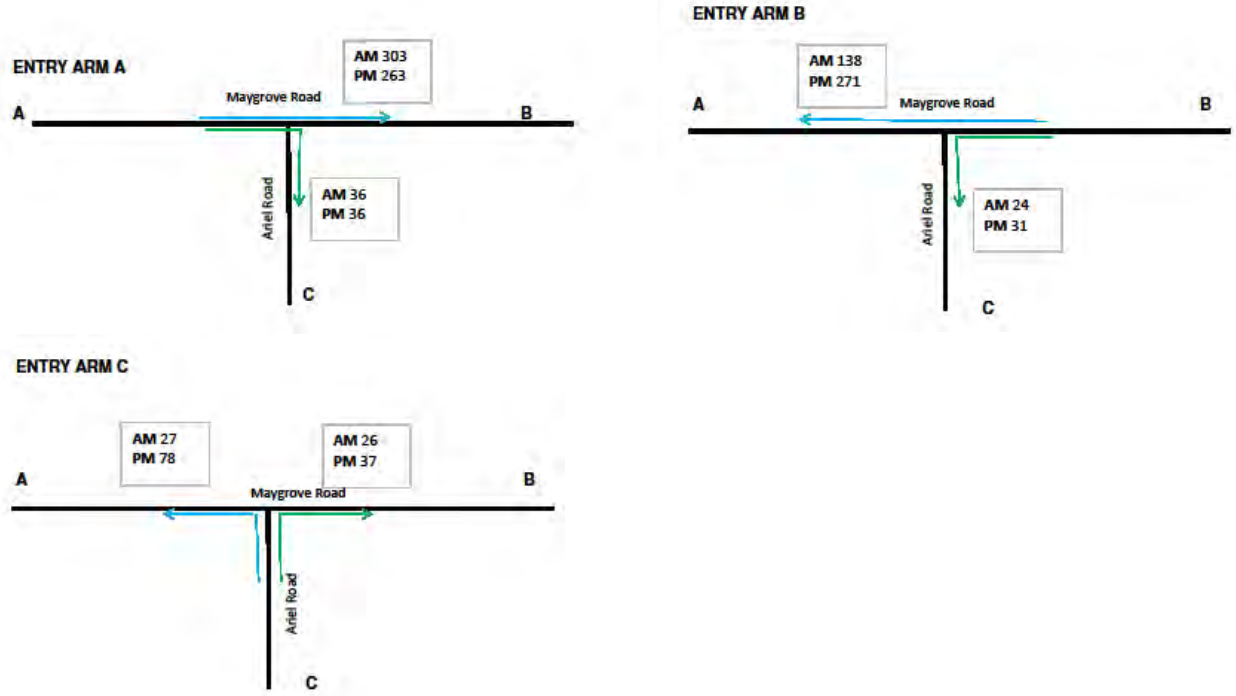


FIGURE 4 – SITE 3 TRIP DISTRIBUTION

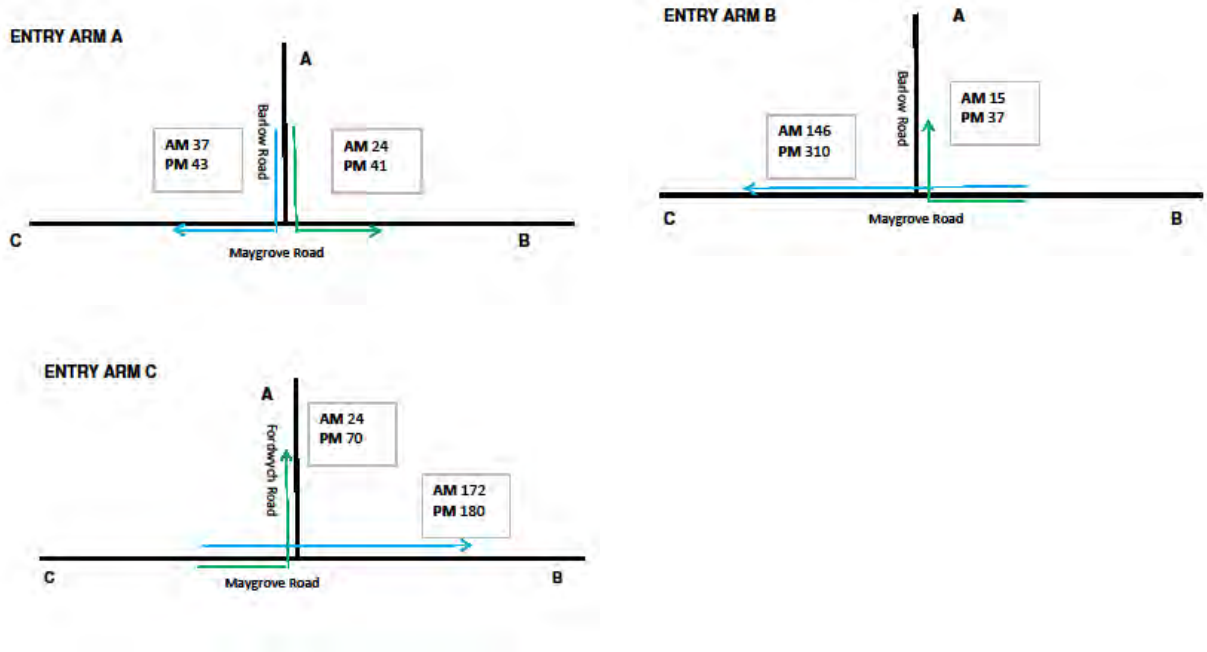
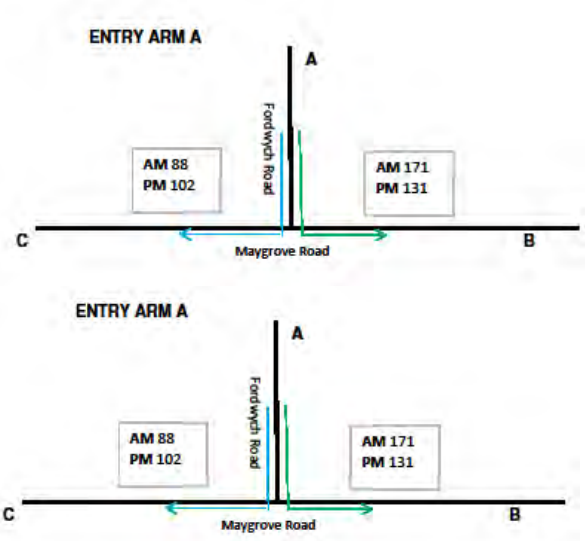


FIGURE 5 – SITE 4 TRIP DISTRIBUTION



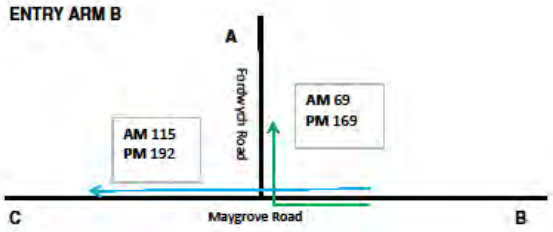
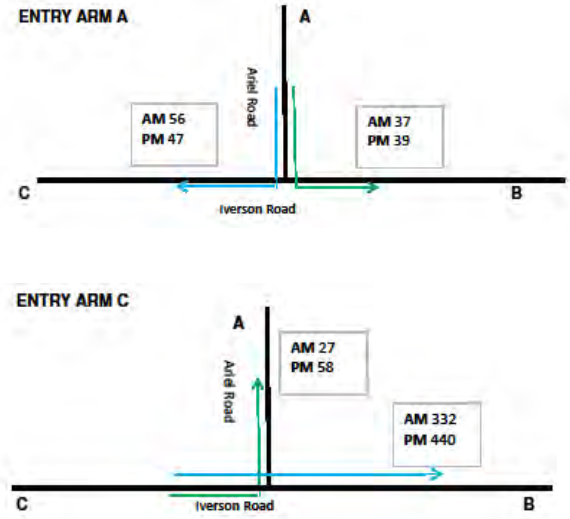
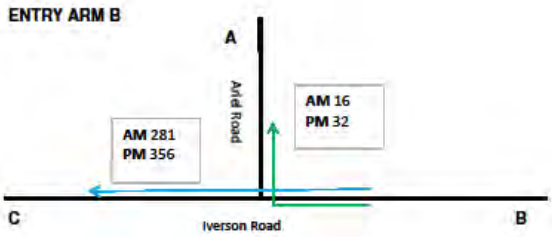


FIGURE 6 – SITE 5 TRIP DISTRIBUTION





APPENDIX 2

PARKING BEAT SURVEY DETAILS

FIGURE 1 – PARKING SURVEY AREA

TABLE 1: Regulation Notes

Code	Regulation
AMB	Ambulance Bay
CC	Car Club
COUNCIL	Council Workers Only
DIS	Disabled
DY	Double Yellow
DY PED	Double Yellow/ Pedestrian Crossing
MCY	Motorcycle Bay
P+D	Pay & Display
PB	Parking Bay
PED	Pedestrian Crossing
RES	Resident
SY	Singly Yellow
SY DK	Singly Yellow/ Drop Kerb
UN DK	Unrestricted/ Drop Kerb
UN UNDES	Unrestricted Undesirable
VP	Unrestricted Vertical Parking
ZZ	Zig Zags

TABLE 2: Number of Parking Bays by Regulation

STREET NAME	AMB	CC	COUNCIL	DIS	DY	DY PED	MCY	P+D	PB	PED	RES	SY	SY DK	UN DK	UN UNDES	VP	ZZ	GRAND TOTAL
ARIEL ROAD				1	9	4	3				33							**50**
BARLOW ROAD	4		3		18				9	1		2		7	36			**80**
BRASSEY ROAD					9				24					6	49	29		**117**
IVERSON ROAD		2		5	39		5	11		5	105	5	15				25	**217**
LIDDELL ROAD					52							6		28				**86**
LOVERIDGE ROAD				3		2	4				48		1					**58**
MAYGROVE ROAD				2	15		8	12		3	72	44	24				7	**187**
MEDLEY ROAD				1	4						14	1	1					**21**
GRAND TOTAL	**4**	**2**	**3**	**12**	**146**	**6**	**20**	**23**	**33**	**9**	**272**	**58**	**41**	**41**	**85**	**29**	**32**	**816**

TABLE 3: Parking Occupancy Summary. A single bay is approximated as 5m; a motorcycle bay is approximated as 1m.

BARLOW ROAD	PB (Total 9)		UN DK (Total 7)	
	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available
AM Peak	50%	5	100%	7
PM Peak	38%	3	98%	6.875
PM Overnight	35%	3	91%	6.375

BRASSEY ROAD	PB (Total 24)		VP (Total 29)	
	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available
AM Peak	77%	18	74%	21
PM Peak	82%	20	75%	22
PM Overnight	79%	19	70%	20

LOVERIDGE ROAD	DIS (Total 3)		RES (Total 48)	
	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available
AM Peak	33%	1	30%	14
PM Peak	67%	2	46%	22
PM Overnight	95%	3	24%	12

MEDLEY ROAD	DIS (Total 1)		RES (Total 1)	
	Average Percentage Available	Average Spaces Available	Average Percentage Available	Average Spaces Available
AM Peak	13%	0	35%	5
PM Peak	63%	1	27%	4
PM Overnight	0%	0	-1%	0

Appendix 7 - Kingsgate School Delivery Log

Kingsgate School
Delivery Log

1665/90/BA
04.06.2014

Please fill in this form after **each** delivery to Kingsgate School from Monday 9 th June – Friday 21 st June. The delivery person will have to be consulted as to the type of vehicles they are using.

The information recorded in this form will be used to estimate future trip delivery patterns for Kingsgate School Site in Liddell Road.

Date	Arrival Time	Departure Time	Type of Vehicle (Please tick)			Type of Delivery (Please tick)			
			Car	*Van*	*Lorry*	*Rubbish Collection*	*Food*	*Post / Parcel*	*Other (Please Specify)*
10/6/14	8.00	8.01		✓				✓	Camden Internal.
10/6/14	11.00	11.03		✓				✓	
10/6/14	12.30	12.35		✓				✓	
10/6/14	2.30	2.35		✓				✓	
10/6/14	3.50	3.51						✓	Walking.
11/6/14	8.00	8.02		✓				✓	Camden Internal
11/6/14	10.45	10.50		✓				✓	
11/6/14	11.30	11.32		✓				✓	
11/6/14	12.45	12.47		✓				✓	
11/6/14	1.10	1.11		✓				✓	
11/6/14	1.25	1.30		✓				✓	
11/6/14	1.30	1.35		✓				✓	
11/6/14	2.50	3.00		✓				✓	
12/6/14	8.05	8.06		✓				✓	Camden Internal
12/6/14	10.15	10.16		✓				✓	
12/6/14	11.03	11.03		✓				✓	
12/6/14	12.00	12.03		✓				✓	
12/6/14	1.40	1.41		✓				✓	

At the end of this period please scan the form and send to badams@alanbaxter.co.uk or send the form in the post to Ben Adams, Alan Baxter & Associates LLP, 75 Cowcross Street, London, EC1M 6EL. If you have any questions or queries please don't hesitate to contact me (Ben Adams) on 0207 250 1555.

Alan Baxter

Kingsgate School
Delivery Log

1665/90/BA
04.06.2014

Please fill in this form after **each** delivery to Kingsgate School from Monday 9 th June – Friday 21 st June. The delivery person will have to be consulted as to the type of vehicles they are using.

The information recorded in this form will be used to estimate future trip delivery patterns for Kingsgate School Site in Liddell Road.

Date	Arrival Time	Departure Time	Type of Vehicle (Please tick)			Type of Delivery (Please tick)			
			Car	*Van*	*Lorry*	*Rubbish Collection*	*Food*	*Post / Parcel*	*Other (Please Specify)*
12/6/14	2.25	2.26		✓				✓	
12/6/14	3.10	3.10		✓				✓	
13/6/14	8.10	8.12		✓				✓	Camden Internal
13/6/14	10.25	10.26		✓				✓	
13/6/14	3.20	3.21		✓				✓	
16/6/14	8.10	8.11		✓				✓	Camden Internal
16/6/14	11.00	11.01		✓				✓	
16/6/14	11.10	11.45			✓				Sand Delivery
16/6/14	12.00	12.01		✓				✓	
17/6/14	8.15	8.16		✓				✓	Camden Internal
17/6/14	10.30	10.31		✓				✓	
17/6/14	7.00	8.00			✓				furniture.
17/6/14	12.45	12.46		✓				✓	
17/6/14	1.30	1.31		✓				✓	
17/6/14	2.45	2.50		✓				.	large Boxes.
17/6/14	3.28	3.30						✓	walking
18/6/14	8.01	8.02		✓				✓	Camden Internal
18/6/14	10.40	10.41		✓				✓	
18/6/14	12.10	12.11		✓				✓	

At the end of this period please scan the form and send to badams@alanbaxter.co.uk or send the form in the post to Ben Adams, Alan Baxter & Associates LLP, 75 Cowcross Street, London, EC1M 6EL. If you have any questions or queries please don't hesitate to contact me (Ben Adams) on 0207 250 1555.

Alan Baxter

Kingsgate School
Delivery Log

1665/90/BA
04.06.2014

Please fill in this form after **each** delivery to Kingsgate School from Monday 9 th June – Friday 21 st June. The delivery person will have to be consulted as to the type of vehicles they are using.

The information recorded in this form will be used to estimate future trip delivery patterns for Kingsgate School Site in Liddell Road.

Date	Arrival Time	Departure Time	Type of Vehicle (Please tick)			Type of Delivery (Please tick)			
			Car	*Van*	*Lorry*	*Rubbish Collection*	*Food*	*Post / Parcel*	*Other (Please Specify)*
18/6/14	1.00	1.02		✓				✓	
18/6/14	1.00	1.01		✓					Flowers.
18/6/14	1.30	1.35		✓				✓	
19/6/14	8.10	8.11		✓				✓	Camden Internal
19/6/14	9.42	9.44		✓				✓	
19/6/14	10.08	10.10		✓				✓	
19/6/14	10.31	10.32							
19/6/14	10.45	10.55			✓				Palette of paper.
19/6/14	12.30	12.40		✓				✓	6 Boxes.
19/6/14	1.00	1.05		✓				✓	10 Boxes
19/6/14	1.29	1.30		✓				✓	
19/6/14	1.59	2.00						✓	Walking
19/6/14	2.50	2.52		✓				✓	
20/6/14	8.15	8.16		✓				✓	Camden Internal
20/6/14	10.43	10.44		✓				✓	
20/6/14	1.25	1.30		✓				✓	
23/6/14	8.05	8.06		✓				✓	Camden Internal
23/6/14	9.55	9.56		✓				✓	

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Kingsgate School
Delivery Log

1665/90/BA
04.06.2014

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Date	Arrival Time	Departure Time	Type of Vehicle (Please tick)			Type of Delivery (Please tick)			
			Car	*Van*	*Lorry*	*Rubbish Collection*	*Food*	*Post / Parcel*	*Other (Please Specify)*
23/6/14	1·30	1·31		✓				✓	
23/6/14	1·31	1·32		✓				✓	
23/6/14	1·45	1·48		✓			✓		magic breakfast
24/6/14	8·10	8·11		✓				✓	Camden Internal.
24/6/14	10·15	10·16		✓				✓	
24/6/14	12·50	12·51						✓	Walking
24/6/14	1·15	1·16		✓				✓	
24/6/14	2·45	2·50		✓				✓	

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Alan Baxter

Appendix 8 – Kingsgate School Parking Statement

Alexander O'Hare

From: Cornwall-Jones, Kate <Kate.Cornwall-Jones@camden.gov.uk>
Sent: 04 December 2014 16:02
To: Alexander O'Hare (aohare@alanbaxter.co.uk)
Subject: FW: Liddell Road - Kingsgate School operational Parking

Alex

See below

Do you want headed notepaper?

Kate

From: Shelley Dunbar [mailto:s.dunbar@kingsgate-pri.camden.sch.uk]
Sent: 04 December 2014 15:42
To: Cornwall-Jones, Kate
Subject: RE: Liddell Road - Kingsgate School operational Parking

Hi Kate
The school requires two car park spaces at Liddell Road due to the Head of School and the School Business Manager working across both sites throughout the week.
They will be at either site depending on the needs of the school which could change throughout the week and day at short notice.

Kate, let me know if you require this on headed paper.
Thanks

Shelley Dunbar
School Business Manager

Kingsgate Primary School
Kingsgate Road
London
NW6 4LB

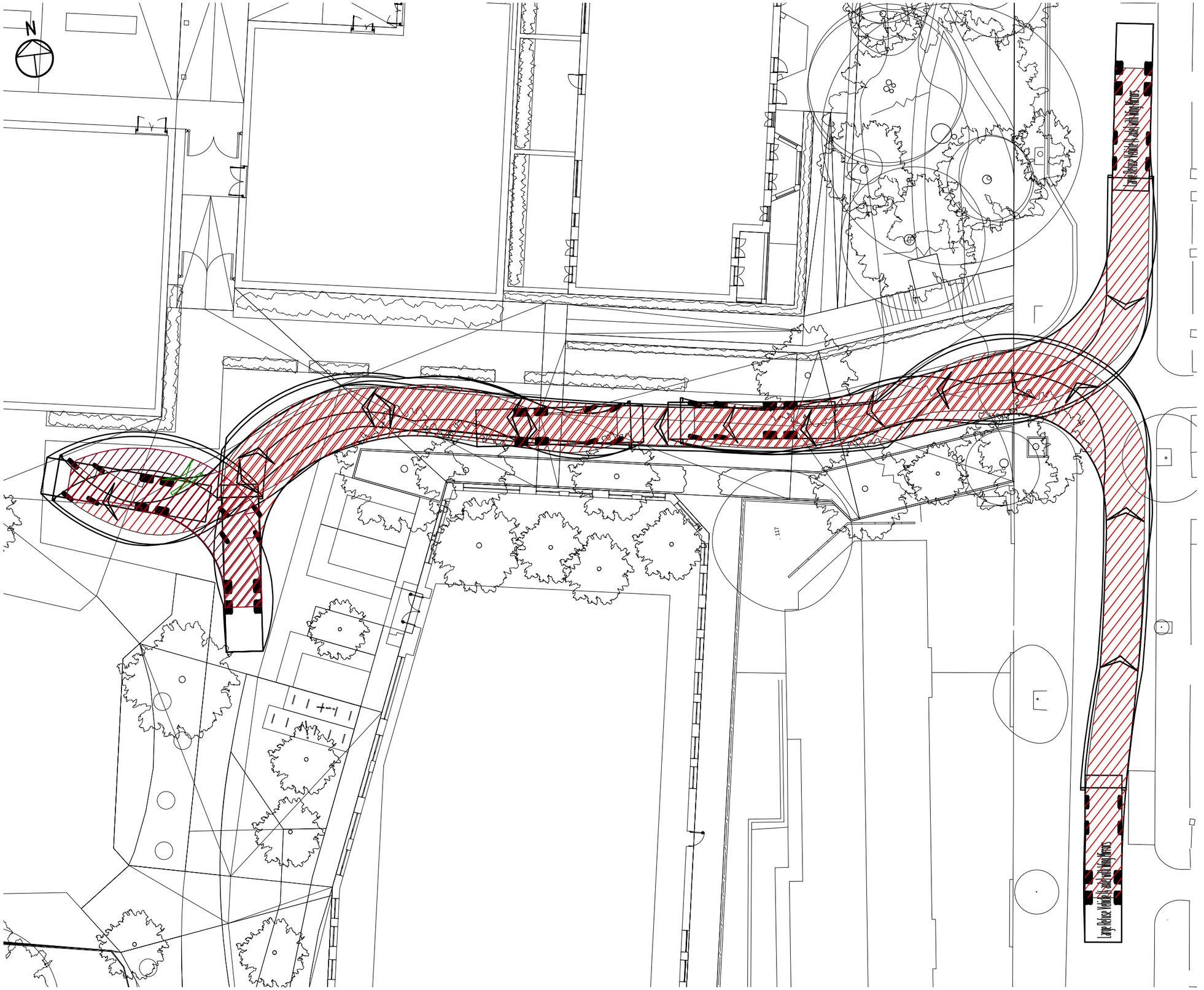
0207 624 5379
07917414749

From: Cornwall-Jones, Kate [Kate.Cornwall-Jones@camden.gov.uk]
Sent: 04 December 2014 15:22
To: Shelley Dunbar
Subject: FW: Liddell Road - Kingsgate School operational Parking

Shelley and Liz,

Could you provide a similar couple of sentences why you need two car parking spaces for senior staff at the new site – this will be included in the travel plan

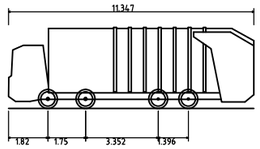
Appendix 9 - Tracking Analysis



notes

THE VEHICLE TRACKING SHOWN HAS BEEN GENERATED BY THE USE OF AUTODESK VEHICLE TRACKING 2014 AND IS BASED ON MOVEMENTS OF THE DESIGN VEHICLES AS INDICATED. THE COMPUTER PROGRAMME ASSUMES AN "OPTIMUM VEHICLE" IN TERMS OF PERFORMANCE AND DRIVER ABILITY AND HENCE ADDITIONAL AREAS FOR UNRESTRICTED MOVEMENT MAY BE REQUIRED. THE TRACKING AREAS SHOWN HAVE BEEN GENERATED ON THE ASSUMPTION OF A TWO-DIMENSIONAL LAYOUT; ADDITIONAL AREAS FOR UNRESTRICTED MOVEMENT MAY BE REQUIRED FOR SITES WITH SIGNIFICANT GRADIENTS.

TRACKING DOES NOT TAKE INTO CONSIDERATION VERTICAL HEIGHT OR AND EXISTING OBSTACLES THAT ARE NOT SHOWN IN THE LAYOUT PLANS.



Large Refuse Vehicle (4 axle) with Wing Mirrors	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

B	23.10.14	TRACKING AMENDED TO SUIT LATEST LANDSCAPE LAYOUT.	AO
A	29.07.14	LAYOUT REVISED.	BA
–	19.06.14	ISSUE FOR INFORMATION.	BA

job

KINGSGATE SCHOOL
LIDDELL ROAD

title

REFUSE VEHICLE TRACKING

drawn
KM

checked
AO

date
OCT 14

scale (original - A3)
1:250

Alan Baxter

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email aba@alanbaxter.co.uk

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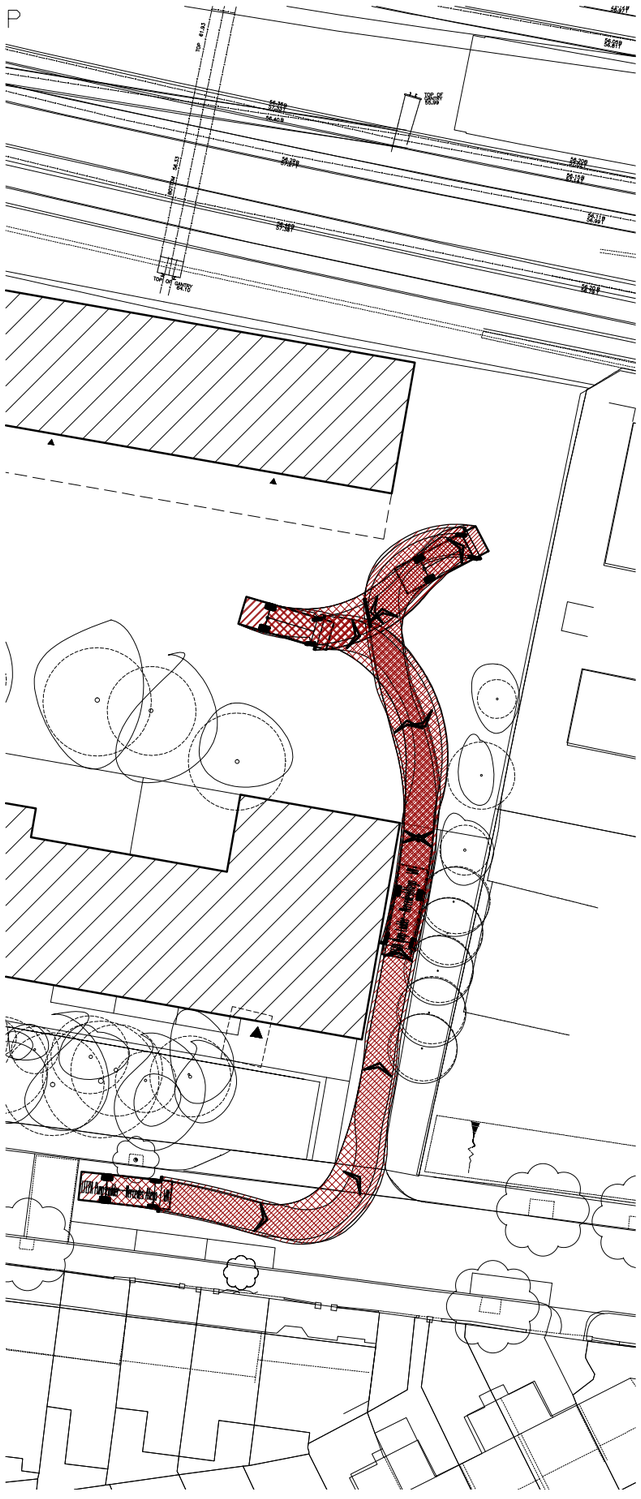
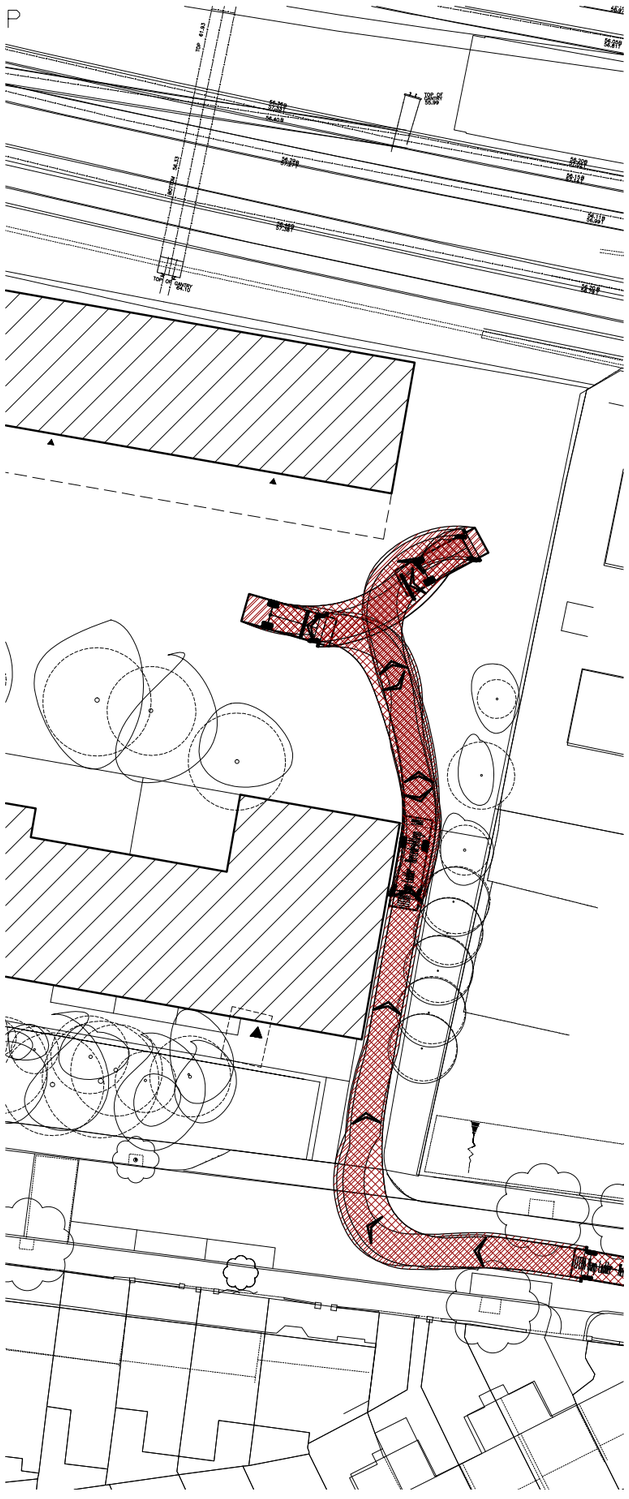
drg. no.
1665-090-010

rev.
B



OPTION 1

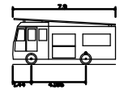


OPTION 2

notes

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATION.
2. DO NOT SCALE FROM THIS DRAWING.
3. THE VEHICLE TRACKING SHOWN HAS BEEN GENERATED BY THE USE OF AUTODESK VEHICLE TRACKING 2014 AND IS BASED ON MOVEMENTS OF THE DESIGN VEHICLES AS INDICATED. THE COMPUTER PROGRAMME ASSUMES AN "OPTIMUM VEHICLE" IN TERMS OF PERFORMANCE AND DRIVER ABILITY AND HENCE ADDITIONAL AREAS FOR UNRESTRICTED MOVEMENT MAY BE REQUIRED. THE TRACKING AREAS SHOWN HAVE BEEN GENERATED ON THE ASSUMPTION OF A TWO-DIMENSIONAL LAYOUT; ADDITIONAL AREAS FOR UNRESTRICTED MOVEMENT MAY BE REQUIRED FOR SITES WITH SIGNIFICANT GRADIENTS.

TRACKING DOES NOT TAKE INTO CONSIDERATION VERTICAL HEIGHT OR AND EXISTING OBSTACLES THAT ARE NOT SHOWN IN THE LAYOUT PLANS.



LFEPA Pump Ladder - Mercedes Atego

Overall Length	7.985m
Overall Width	2.550m
Overall Body Height	3.254m
Min Body Ground Clearance	0.240m
Track Width	2.050m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FOR INFORMATION ONLY

A	OCT 14	PARKING SPACES NOTED. OPTION 1 OMITTED. AO
13.08.14	ISSUED FOR INFORMATION.	AO

job
KINGSGATE SCHOOL
LIDDELL ROAD

title
TRACKING MANOURVRE
FOR FIRE TENDER ENTERING
AND EXITING EXISTING SITE
ENTRANCE EAST

drawn: KM
checked: AO
date: OCT'14
scale (original - A1): 1:250

Alan Baxter

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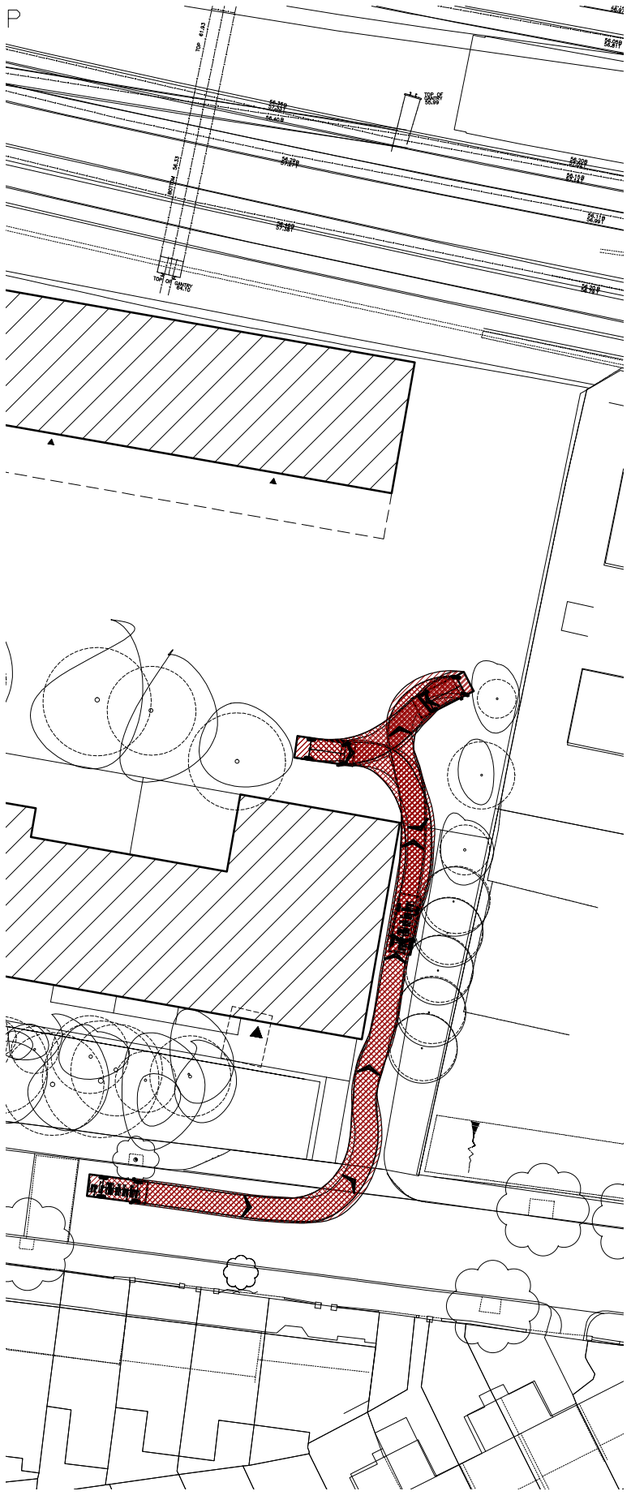
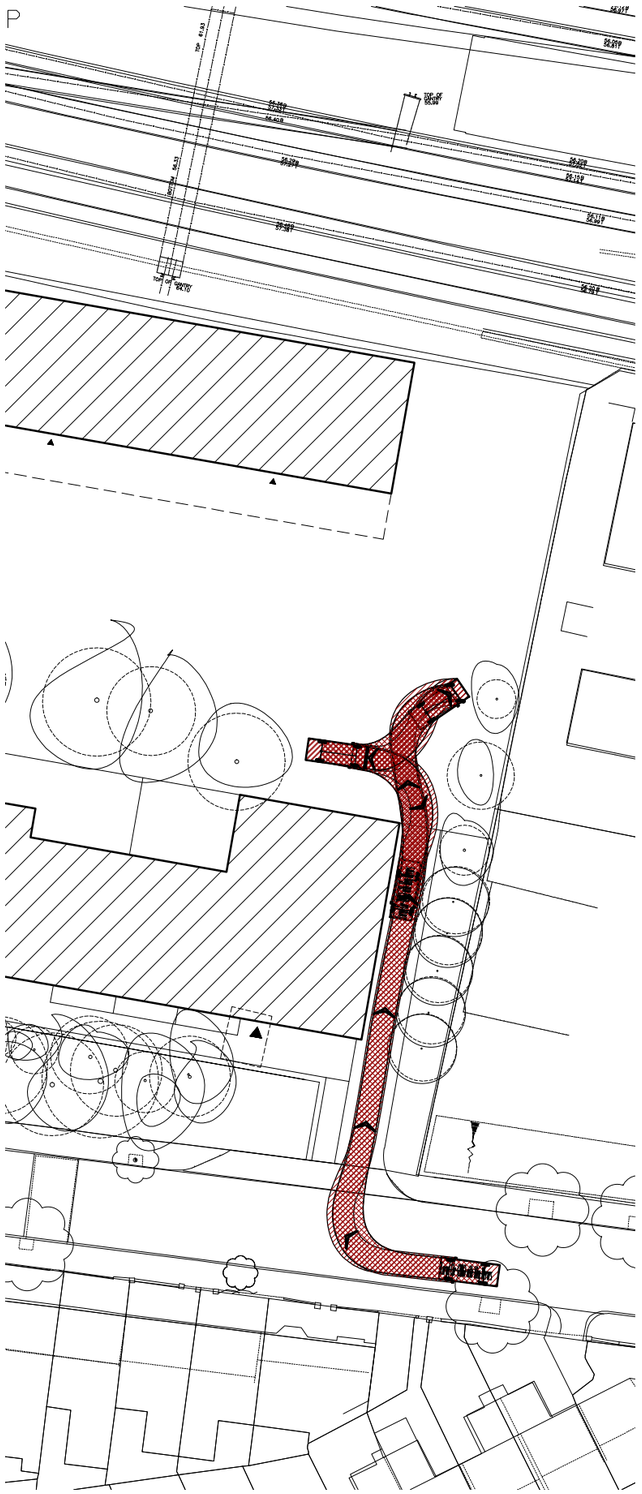
drg. no. 1665/90/011
rev. A



OPTION 1



OPTION 2

notes

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2. DO NOT SCALE FROM THIS DRAWING.
3. THE VEHICLE TRACKING SHOWN HAS BEEN GENERATED BY THE USE OF AUTODESK VEHICLE TRACKING 2014 AND IS BASED ON MOVEMENTS OF THE DESIGN VEHICLES AS INDICATED. THE COMPUTER PROGRAMME ASSUMES AN "OPTIMUM VEHICLE" IN TERMS OF PERFORMANCE AND DRIVER ABILITY AND HENCE ADDITIONAL AREAS FOR UNRESTRICTED MOVEMENT MAY BE REQUIRED. THE TRACKING AREAS SHOWN HAVE BEEN GENERATED ON THE ASSUMPTION OF A TWO-DIMENSIONAL LAYOUT; ADDITIONAL AREAS FOR UNRESTRICTED MOVEMENT MAY BE REQUIRED FOR SITES WITH SIGNIFICANT GRADIENTS.

   TRACKING DOES NOT TAKE INTO CONSIDERATION VERTICAL HEIGHT OR AND EXISTING OBSTACLES THAT ARE NOT SHOWN IN THE LAYOUT PLANS.

Large Car (2006) with Wing Mirrors	
Overall Length	5.073m
Overall Width	1.974m
Overall Body Height	1.565m
Min Body Ground Clearance	0.310m
Max Track Width	1.801m
Lock to Lock Time	4.10s
Kerb to Kerb Turning Radius	5.900m

FOR INFORMATION ONLY

15.10.14	ISSUED FOR INFORMATION. MT

job
KINGSGATE SCHOOL
LIDDELL ROAD

title
TRACKING MANOURVRE
FOR LARGE CAR ENTERING
AND EXITING EXISTING SITE
ENTRANCE EAST

drawn	checked
KM	MT
date	scale (original - A1)
OCT'14	1:250

Alan Baxter

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email aba@alanbaxter.co.uk

www.alanbaxter.co.uk

drg. no.	rev.
1665/90/012	-

Appendix 10 – Trip Generation

TRICS 7.1.2
Trip Rate P: Gross floor area
TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	BT	BRENT	1 days
	IS	ISLINGTON	1 days
	SK	SOUTHWA	1 days
	WH	WANDSWC	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 Ran 1215 to 5500 (units: sqm)
Range Sele 186 to 70291 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/06 to 27/02/14

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 1 days
Tuesday 1 days
Thursday 1 days
Friday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 4 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 1
Edge of To 1
Suburban A 2
Edge of To 0
Neighbourh 0
Free Standi 0
Not Known 0

This data d Edge of To Suburban , Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 1
Developme 0
Residential 0
Retail Zone 0
Built-Up Zo 3
Village 0
Out of Tow 0
High Street 0
No Sub Cat 0
This data d Industrial Z Developm Residentia Retail Zone Built-Up Z Village Out of Tow High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
B1 4 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
10,001 to 1 1 days
25,001 to 5 1 days
50,001 to 1 1 days
101,000 or 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
250,001 to 1 days
500,001 or 3 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 2 days
0.6 to 1.0 2 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
No 4 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BT-02-A-02 OFFICE BRENT
WEMBLEY HILL ROAD

WEMBLEY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4750 sqm
Survey date TUESDAY ######## Survey Typ MANUAL

2 IS-02-A-01 OFFICES ISLINGTON
ESSEX ROAD

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 5500 sqm
Survey date FRIDAY ######## Survey Typ MANUAL

3 SK-02-A-02 OFFICES SOUTHWARK
ST OLAV'S COURT

ROTHERHITHE
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2371 sqm
Survey date MONDAY ######## Survey Typ MANUAL

4 WH-02-A-0 OFFICES WANDSWORTH
BATTERSEA PARK ROAD

BATTERSEA
Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey date THURSDAY ######## Survey Typ MANUAL

This sectior it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.058	4	3459	0.029	4	3459	0.087
07:30-08:0	4	3459	0.246	4	3459	0.043	4	3459	0.289
08:00-08:3	4	3459	0.224	4	3459	0.058	4	3459	0.282
08:30-09:0	4	3459	0.217	4	3459	0.043	4	3459	0.26
09:00-09:3	4	3459	0.253	4	3459	0.08	4	3459	0.333
09:30-10:0	4	3459	0.304	4	3459	0.108	4	3459	0.412
10:00-10:3	4	3459	0.289	4	3459	0.123	4	3459	0.412
10:30-11:0	4	3459	0.145	4	3459	0.145	4	3459	0.29
11:00-11:3	4	3459	0.145	4	3459	0.152	4	3459	0.297
11:30-12:0	4	3459	0.101	4	3459	0.072	4	3459	0.173
12:00-12:3	4	3459	0.159	4	3459	0.166	4	3459	0.325
12:30-13:0	4	3459	0.137	4	3459	0.173	4	3459	0.31
13:00-13:3	4	3459	0.116	4	3459	0.173	4	3459	0.289
13:30-14:0	4	3459	0.065	4	3459	0.065	4	3459	0.13
14:00-14:3	4	3459	0.195	4	3459	0.137	4	3459	0.332
14:30-15:0	4	3459	0.173	4	3459	0.094	4	3459	0.267
15:00-15:3	4	3459	0.108	4	3459	0.159	4	3459	0.267
15:30-16:0	4	3459	0.108	4	3459	0.116	4	3459	0.224
16:00-16:3	4	3459	0.087	4	3459	0.21	4	3459	0.297
16:30-17:0	4	3459	0.08	4	3459	0.173	4	3459	0.253
17:00-17:3	4	3459	0.087	4	3459	0.275	4	3459	0.362
17:30-18:0	4	3459	0.065	4	3459	0.195	4	3459	0.26
18:00-18:3	4	3459	0.094	4	3459	0.231	4	3459	0.325
18:30-19:0	4	3459	0.014	4	3459	0.108	4	3459	0.122
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			3.47			3.128			6.598

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: TAXIS

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.007	4	3459	0.007	4	3459	0.014
07:30-08:0	4	3459	0.022	4	3459	0.014	4	3459	0.036
08:00-08:3	4	3459	0.014	4	3459	0.022	4	3459	0.036
08:30-09:0	4	3459	0.007	4	3459	0.007	4	3459	0.014
09:00-09:3	4	3459	0.007	4	3459	0.007	4	3459	0.014
09:30-10:0	4	3459	0	4	3459	0	4	3459	0
10:00-10:3	4	3459	0	4	3459	0	4	3459	0
10:30-11:0	4	3459	0.007	4	3459	0.007	4	3459	0.014
11:00-11:3	4	3459	0	4	3459	0	4	3459	0
11:30-12:0	4	3459	0	4	3459	0	4	3459	0
12:00-12:3	4	3459	0	4	3459	0	4	3459	0
12:30-13:0	4	3459	0.007	4	3459	0.007	4	3459	0.014
13:00-13:3	4	3459	0	4	3459	0	4	3459	0
13:30-14:0	4	3459	0	4	3459	0	4	3459	0
14:00-14:3	4	3459	0.007	4	3459	0.007	4	3459	0.014
14:30-15:0	4	3459	0.007	4	3459	0.007	4	3459	0.014
15:00-15:3	4	3459	0.007	4	3459	0.007	4	3459	0.014
15:30-16:0	4	3459	0	4	3459	0	4	3459	0
16:00-16:3	4	3459	0.007	4	3459	0.007	4	3459	0.014
16:30-17:0	4	3459	0	4	3459	0	4	3459	0
17:00-17:3	4	3459	0.007	4	3459	0.007	4	3459	0.014
17:30-18:0	4	3459	0.022	4	3459	0.014	4	3459	0.036
18:00-18:3	4	3459	0.014	4	3459	0.022	4	3459	0.036
18:30-19:0	4	3459	0	4	3459	0	4	3459	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.142			0.142			0.284

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0	4	3459	0	4	3459	0
07:30-08:0	4	3459	0	4	3459	0	4	3459	0
08:00-08:3	4	3459	0	4	3459	0	4	3459	0
08:30-09:0	4	3459	0	4	3459	0	4	3459	0
09:00-09:3	4	3459	0	4	3459	0	4	3459	0
09:30-10:0	4	3459	0	4	3459	0	4	3459	0
10:00-10:3	4	3459	0	4	3459	0	4	3459	0
10:30-11:0	4	3459	0	4	3459	0	4	3459	0
11:00-11:3	4	3459	0.007	4	3459	0	4	3459	0.007
11:30-12:0	4	3459	0	4	3459	0	4	3459	0
12:00-12:3	4	3459	0	4	3459	0.007	4	3459	0.007
12:30-13:0	4	3459	0.007	4	3459	0.007	4	3459	0.014
13:00-13:3	4	3459	0	4	3459	0	4	3459	0
13:30-14:0	4	3459	0	4	3459	0	4	3459	0
14:00-14:3	4	3459	0	4	3459	0	4	3459	0
14:30-15:0	4	3459	0	4	3459	0	4	3459	0
15:00-15:3	4	3459	0	4	3459	0	4	3459	0
15:30-16:0	4	3459	0.007	4	3459	0.007	4	3459	0.014
16:00-16:3	4	3459	0	4	3459	0	4	3459	0
16:30-17:0	4	3459	0	4	3459	0	4	3459	0
17:00-17:3	4	3459	0	4	3459	0	4	3459	0
17:30-18:0	4	3459	0	4	3459	0	4	3459	0
18:00-18:3	4	3459	0	4	3459	0	4	3459	0
18:30-19:0	4	3459	0	4	3459	0	4	3459	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.021			0.021			0.042

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: PSVS

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0	4	3459	0	4	3459	0
07:30-08:0	4	3459	0	4	3459	0	4	3459	0
08:00-08:3	4	3459	0	4	3459	0	4	3459	0
08:30-09:0	4	3459	0	4	3459	0	4	3459	0
09:00-09:3	4	3459	0	4	3459	0	4	3459	0
09:30-10:0	4	3459	0.007	4	3459	0.007	4	3459	0.014
10:00-10:3	4	3459	0	4	3459	0	4	3459	0
10:30-11:0	4	3459	0	4	3459	0	4	3459	0
11:00-11:3	4	3459	0	4	3459	0	4	3459	0
11:30-12:0	4	3459	0	4	3459	0	4	3459	0
12:00-12:3	4	3459	0	4	3459	0	4	3459	0
12:30-13:0	4	3459	0	4	3459	0	4	3459	0
13:00-13:3	4	3459	0.007	4	3459	0.007	4	3459	0.014
13:30-14:0	4	3459	0	4	3459	0	4	3459	0
14:00-14:3	4	3459	0	4	3459	0	4	3459	0
14:30-15:0	4	3459	0.007	4	3459	0	4	3459	0.007
15:00-15:3	4	3459	0	4	3459	0.007	4	3459	0.007
15:30-16:0	4	3459	0	4	3459	0	4	3459	0
16:00-16:3	4	3459	0	4	3459	0	4	3459	0
16:30-17:0	4	3459	0	4	3459	0	4	3459	0
17:00-17:3	4	3459	0	4	3459	0	4	3459	0
17:30-18:0	4	3459	0	4	3459	0	4	3459	0
18:00-18:3	4	3459	0	4	3459	0	4	3459	0
18:30-19:0	4	3459	0	4	3459	0	4	3459	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.021			0.021			0.042

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: CYCLISTS

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.007	4	3459	0	4	3459	0.007
07:30-08:0	4	3459	0.014	4	3459	0	4	3459	0.014
08:00-08:3	4	3459	0.029	4	3459	0	4	3459	0.029
08:30-09:0	4	3459	0	4	3459	0.007	4	3459	0.007
09:00-09:3	4	3459	0.022	4	3459	0	4	3459	0.022
09:30-10:0	4	3459	0.022	4	3459	0	4	3459	0.022
10:00-10:3	4	3459	0	4	3459	0.007	4	3459	0.007
10:30-11:0	4	3459	0.007	4	3459	0.007	4	3459	0.014
11:00-11:3	4	3459	0	4	3459	0.007	4	3459	0.007
11:30-12:0	4	3459	0.014	4	3459	0.007	4	3459	0.021
12:00-12:3	4	3459	0	4	3459	0.007	4	3459	0.007
12:30-13:0	4	3459	0.014	4	3459	0.007	4	3459	0.021
13:00-13:3	4	3459	0	4	3459	0	4	3459	0
13:30-14:0	4	3459	0	4	3459	0.007	4	3459	0.007
14:00-14:3	4	3459	0	4	3459	0	4	3459	0
14:30-15:0	4	3459	0.007	4	3459	0	4	3459	0.007
15:00-15:3	4	3459	0.014	4	3459	0.022	4	3459	0.036
15:30-16:0	4	3459	0.007	4	3459	0.014	4	3459	0.021
16:00-16:3	4	3459	0	4	3459	0	4	3459	0
16:30-17:0	4	3459	0.007	4	3459	0	4	3459	0.007
17:00-17:3	4	3459	0	4	3459	0.051	4	3459	0.051
17:30-18:0	4	3459	0	4	3459	0.043	4	3459	0.043
18:00-18:3	4	3459	0.007	4	3459	0	4	3459	0.007
18:30-19:0	4	3459	0.007	4	3459	0.022	4	3459	0.029
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.178			0.208			0.386

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: VEHICLE OCCUPANTS

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.058	4	3459	0.029	4	3459	0.087
07:30-08:0	4	3459	0.282	4	3459	0.043	4	3459	0.325
08:00-08:3	4	3459	0.282	4	3459	0.08	4	3459	0.362
08:30-09:0	4	3459	0.231	4	3459	0.036	4	3459	0.267
09:00-09:3	4	3459	0.318	4	3459	0.087	4	3459	0.405
09:30-10:0	4	3459	0.369	4	3459	0.101	4	3459	0.47
10:00-10:3	4	3459	0.347	4	3459	0.145	4	3459	0.492
10:30-11:0	4	3459	0.181	4	3459	0.145	4	3459	0.326
11:00-11:3	4	3459	0.246	4	3459	0.217	4	3459	0.463
11:30-12:0	4	3459	0.123	4	3459	0.087	4	3459	0.21
12:00-12:3	4	3459	0.188	4	3459	0.21	4	3459	0.398
12:30-13:0	4	3459	0.188	4	3459	0.231	4	3459	0.419
13:00-13:3	4	3459	0.145	4	3459	0.202	4	3459	0.347
13:30-14:0	4	3459	0.08	4	3459	0.087	4	3459	0.167
14:00-14:3	4	3459	0.26	4	3459	0.159	4	3459	0.419
14:30-15:0	4	3459	0.202	4	3459	0.116	4	3459	0.318
15:00-15:3	4	3459	0.137	4	3459	0.217	4	3459	0.354
15:30-16:0	4	3459	0.152	4	3459	0.173	4	3459	0.325
16:00-16:3	4	3459	0.108	4	3459	0.26	4	3459	0.368
16:30-17:0	4	3459	0.108	4	3459	0.231	4	3459	0.339
17:00-17:3	4	3459	0.137	4	3459	0.383	4	3459	0.52
17:30-18:0	4	3459	0.072	4	3459	0.304	4	3459	0.376
18:00-18:3	4	3459	0.101	4	3459	0.347	4	3459	0.448
18:30-19:0	4	3459	0.014	4	3459	0.152	4	3459	0.166
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			4.329			4.042			8.371

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: PEDESTRIANS

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.043	4	3459	0	4	3459	0.043
07:30-08:0	4	3459	0.051	4	3459	0.007	4	3459	0.058
08:00-08:3	4	3459	0.166	4	3459	0.007	4	3459	0.173
08:30-09:0	4	3459	0.231	4	3459	0.058	4	3459	0.289
09:00-09:3	4	3459	0.195	4	3459	0.08	4	3459	0.275
09:30-10:0	4	3459	0.202	4	3459	0.116	4	3459	0.318
10:00-10:3	4	3459	0.159	4	3459	0.094	4	3459	0.253
10:30-11:0	4	3459	0.159	4	3459	0.217	4	3459	0.376
11:00-11:3	4	3459	0.108	4	3459	0.08	4	3459	0.188
11:30-12:0	4	3459	0.094	4	3459	0.195	4	3459	0.289
12:00-12:3	4	3459	0.318	4	3459	0.723	4	3459	1.041
12:30-13:0	4	3459	0.369	4	3459	0.607	4	3459	0.976
13:00-13:3	4	3459	0.557	4	3459	0.622	4	3459	1.179
13:30-14:0	4	3459	0.687	4	3459	0.282	4	3459	0.969
14:00-14:3	4	3459	0.463	4	3459	0.217	4	3459	0.68
14:30-15:0	4	3459	0.304	4	3459	0.058	4	3459	0.362
15:00-15:3	4	3459	0.145	4	3459	0.116	4	3459	0.261
15:30-16:0	4	3459	0.304	4	3459	0.231	4	3459	0.535
16:00-16:3	4	3459	0.166	4	3459	0.123	4	3459	0.289
16:30-17:0	4	3459	0.137	4	3459	0.116	4	3459	0.253
17:00-17:3	4	3459	0.08	4	3459	0.21	4	3459	0.29
17:30-18:0	4	3459	0.051	4	3459	0.181	4	3459	0.232
18:00-18:3	4	3459	0.029	4	3459	0.051	4	3459	0.08
18:30-19:0	4	3459	0.029	4	3459	0.058	4	3459	0.087
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			5.047			4.449			9.496

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: BUS/TRAM PASSENGERS

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.022	4	3459	0	4	3459	0.022
07:30-08:0	4	3459	0.065	4	3459	0	4	3459	0.065
08:00-08:3	4	3459	0.137	4	3459	0.007	4	3459	0.144
08:30-09:0	4	3459	0.282	4	3459	0	4	3459	0.282
09:00-09:3	4	3459	0.26	4	3459	0.014	4	3459	0.274
09:30-10:0	4	3459	0.202	4	3459	0.007	4	3459	0.209
10:00-10:3	4	3459	0.188	4	3459	0.065	4	3459	0.253
10:30-11:0	4	3459	0.166	4	3459	0.036	4	3459	0.202
11:00-11:3	4	3459	0.065	4	3459	0.058	4	3459	0.123
11:30-12:0	4	3459	0.087	4	3459	0.043	4	3459	0.13
12:00-12:3	4	3459	0.065	4	3459	0.101	4	3459	0.166
12:30-13:0	4	3459	0.043	4	3459	0.08	4	3459	0.123
13:00-13:3	4	3459	0.13	4	3459	0.108	4	3459	0.238
13:30-14:0	4	3459	0.087	4	3459	0.08	4	3459	0.167
14:00-14:3	4	3459	0.108	4	3459	0.08	4	3459	0.188
14:30-15:0	4	3459	0.116	4	3459	0.108	4	3459	0.224
15:00-15:3	4	3459	0.065	4	3459	0.08	4	3459	0.145
15:30-16:0	4	3459	0.043	4	3459	0.101	4	3459	0.144
16:00-16:3	4	3459	0.043	4	3459	0.267	4	3459	0.31
16:30-17:0	4	3459	0	4	3459	0.13	4	3459	0.13
17:00-17:3	4	3459	0	4	3459	0.267	4	3459	0.267
17:30-18:0	4	3459	0.007	4	3459	0.217	4	3459	0.224
18:00-18:3	4	3459	0	4	3459	0.108	4	3459	0.108
18:30-19:0	4	3459	0	4	3459	0.051	4	3459	0.051
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			2.181			2.008			4.189

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: TRAIN PASSENGERS

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.043	4	3459	0	4	3459	0.043
07:30-08:0	4	3459	0.123	4	3459	0	4	3459	0.123
08:00-08:3	4	3459	0.21	4	3459	0	4	3459	0.21
08:30-09:0	4	3459	0.376	4	3459	0	4	3459	0.376
09:00-09:3	4	3459	0.477	4	3459	0.014	4	3459	0.491
09:30-10:0	4	3459	0.246	4	3459	0	4	3459	0.246
10:00-10:3	4	3459	0.087	4	3459	0.022	4	3459	0.109
10:30-11:0	4	3459	0.108	4	3459	0.043	4	3459	0.151
11:00-11:3	4	3459	0.022	4	3459	0.014	4	3459	0.036
11:30-12:0	4	3459	0.022	4	3459	0.058	4	3459	0.08
12:00-12:3	4	3459	0.043	4	3459	0.043	4	3459	0.086
12:30-13:0	4	3459	0.022	4	3459	0.051	4	3459	0.073
13:00-13:3	4	3459	0.029	4	3459	0.014	4	3459	0.043
13:30-14:0	4	3459	0.051	4	3459	0.029	4	3459	0.08
14:00-14:3	4	3459	0.007	4	3459	0.072	4	3459	0.079
14:30-15:0	4	3459	0.007	4	3459	0.051	4	3459	0.058
15:00-15:3	4	3459	0.007	4	3459	0.029	4	3459	0.036
15:30-16:0	4	3459	0.065	4	3459	0.058	4	3459	0.123
16:00-16:3	4	3459	0.014	4	3459	0.173	4	3459	0.187
16:30-17:0	4	3459	0.065	4	3459	0.159	4	3459	0.224
17:00-17:3	4	3459	0.007	4	3459	0.376	4	3459	0.383
17:30-18:0	4	3459	0	4	3459	0.311	4	3459	0.311
18:00-18:3	4	3459	0.014	4	3459	0.217	4	3459	0.231
18:30-19:0	4	3459	0.007	4	3459	0.101	4	3459	0.108
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			2.052			1.835			3.887

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: COACH PASSENGERS

	ARRIVALS			DEPARTURES			TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0	4	3459	0	4	3459	0
07:30-08:0	4	3459	0	4	3459	0	4	3459	0
08:00-08:3	4	3459	0	4	3459	0	4	3459	0
08:30-09:0	4	3459	0	4	3459	0	4	3459	0
09:00-09:3	4	3459	0	4	3459	0	4	3459	0
09:30-10:0	4	3459	0	4	3459	0	4	3459	0
10:00-10:3	4	3459	0	4	3459	0	4	3459	0
10:30-11:0	4	3459	0	4	3459	0	4	3459	0
11:00-11:3	4	3459	0	4	3459	0	4	3459	0
11:30-12:0	4	3459	0	4	3459	0	4	3459	0
12:00-12:3	4	3459	0	4	3459	0	4	3459	0
12:30-13:0	4	3459	0	4	3459	0	4	3459	0
13:00-13:3	4	3459	0	4	3459	0	4	3459	0
13:30-14:0	4	3459	0	4	3459	0	4	3459	0
14:00-14:3	4	3459	0	4	3459	0	4	3459	0
14:30-15:0	4	3459	0	4	3459	0	4	3459	0
15:00-15:3	4	3459	0	4	3459	0	4	3459	0
15:30-16:0	4	3459	0	4	3459	0	4	3459	0
16:00-16:3	4	3459	0	4	3459	0	4	3459	0
16:30-17:0	4	3459	0	4	3459	0	4	3459	0
17:00-17:3	4	3459	0	4	3459	0	4	3459	0
17:30-18:0	4	3459	0	4	3459	0	4	3459	0
18:00-18:3	4	3459	0	4	3459	0	4	3459	0
18:30-19:0	4	3459	0	4	3459	0	4	3459	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: PUBLIC TRANSPORT USERS

	ARRIVALS			DEPARTURES			TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.065	4	3459	0	4	3459	0.065
07:30-08:0	4	3459	0.188	4	3459	0	4	3459	0.188
08:00-08:3	4	3459	0.347	4	3459	0.007	4	3459	0.354
08:30-09:0	4	3459	0.658	4	3459	0	4	3459	0.658
09:00-09:3	4	3459	0.737	4	3459	0.029	4	3459	0.766
09:30-10:0	4	3459	0.448	4	3459	0.007	4	3459	0.455
10:00-10:3	4	3459	0.275	4	3459	0.087	4	3459	0.362
10:30-11:0	4	3459	0.275	4	3459	0.08	4	3459	0.355
11:00-11:3	4	3459	0.087	4	3459	0.072	4	3459	0.159
11:30-12:0	4	3459	0.108	4	3459	0.101	4	3459	0.209
12:00-12:3	4	3459	0.108	4	3459	0.145	4	3459	0.253
12:30-13:0	4	3459	0.065	4	3459	0.13	4	3459	0.195
13:00-13:3	4	3459	0.159	4	3459	0.123	4	3459	0.282
13:30-14:0	4	3459	0.137	4	3459	0.108	4	3459	0.245
14:00-14:3	4	3459	0.116	4	3459	0.152	4	3459	0.268
14:30-15:0	4	3459	0.123	4	3459	0.159	4	3459	0.282
15:00-15:3	4	3459	0.072	4	3459	0.108	4	3459	0.18
15:30-16:0	4	3459	0.108	4	3459	0.159	4	3459	0.267
16:00-16:3	4	3459	0.058	4	3459	0.441	4	3459	0.499
16:30-17:0	4	3459	0.065	4	3459	0.289	4	3459	0.354
17:00-17:3	4	3459	0.007	4	3459	0.643	4	3459	0.65
17:30-18:0	4	3459	0.007	4	3459	0.528	4	3459	0.535
18:00-18:3	4	3459	0.014	4	3459	0.325	4	3459	0.339
18:30-19:0	4	3459	0.007	4	3459	0.152	4	3459	0.159
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			4.234			3.845			8.079

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	4	3459	0.173	4	3459	0.029	4	3459	0.202
07:30-08:0	4	3459	0.535	4	3459	0.051	4	3459	0.586
08:00-08:3	4	3459	0.824	4	3459	0.094	4	3459	0.918
08:30-09:0	4	3459	1.12	4	3459	0.101	4	3459	1.221
09:00-09:3	4	3459	1.272	4	3459	0.195	4	3459	1.467
09:30-10:0	4	3459	1.041	4	3459	0.224	4	3459	1.265
10:00-10:3	4	3459	0.781	4	3459	0.332	4	3459	1.113
10:30-11:0	4	3459	0.622	4	3459	0.448	4	3459	1.07
11:00-11:3	4	3459	0.441	4	3459	0.376	4	3459	0.817
11:30-12:0	4	3459	0.34	4	3459	0.39	4	3459	0.73
12:00-12:3	4	3459	0.614	4	3459	1.084	4	3459	1.698
12:30-13:0	4	3459	0.636	4	3459	0.976	4	3459	1.612
13:00-13:3	4	3459	0.86	4	3459	0.947	4	3459	1.807
13:30-14:0	4	3459	0.903	4	3459	0.484	4	3459	1.387
14:00-14:3	4	3459	0.838	4	3459	0.528	4	3459	1.366
14:30-15:0	4	3459	0.636	4	3459	0.332	4	3459	0.968
15:00-15:3	4	3459	0.369	4	3459	0.463	4	3459	0.832
15:30-16:0	4	3459	0.571	4	3459	0.578	4	3459	1.149
16:00-16:3	4	3459	0.332	4	3459	0.824	4	3459	1.156
16:30-17:0	4	3459	0.318	4	3459	0.636	4	3459	0.954
17:00-17:3	4	3459	0.224	4	3459	1.286	4	3459	1.51
17:30-18:0	4	3459	0.13	4	3459	1.055	4	3459	1.185
18:00-18:3	4	3459	0.152	4	3459	0.723	4	3459	0.875
18:30-19:0	4	3459	0.058	4	3459	0.383	4	3459	0.441
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			13.79			12.539			26.329

Parameter summary

Trip rate pa	1215 - 5500 (units: sqm)
Survey date	01/01/06 - 27/02/14
Number of	4
Number of	0
Number of	0
Surveys ma	78

This sectior followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedur

COMMERCIAL TRIP GENERATION

TRICS TRIP RATE / GFA

	VEHICLES			CYCLISTS			VEH OCCUPANTS			PEDESTRIAN			PUBLIC TRANSPORT			TOTAL PEOPLE		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM	0.44	0.10	0.54	0.03	0.01	0.04	0.51	0.12	0.63	0.40	0.07	0.46	1.01	0.01	1.01	1.94	0.20	2.14
PM1	0.20	0.33	0.52	0.01	0.01	0.02	0.26	0.43	0.69	0.47	0.35	0.82	0.17	0.60	0.77	0.90	1.40	2.31
PM2	0.15	0.47	0.62	0.00	0.09	0.09	0.21	0.69	0.90	0.13	0.39	0.52	0.01	1.17	1.19	0.35	2.34	2.70
12HR	3.47	3.13	6.60	0.18	0.21	0.39	4.33	4.04	8.37	5.05	4.45	9.50	4.23	3.85	8.08	13.79	12.54	26.33

TRICS MODAL SPLIT

	VEH	CYCLE	PASSENGER	PEDESTRIAN	PT	TOTAL
AM	25%	2%	4%	22%	47%	100%
PM1	23%	1%	7%	36%	33%	100%
PM2	23%	3%	10%	19%	44%	100%
12HR	25%	1%	7%	36%	31%	100%
MODAL SHIFT						
AM	-25%	1%	1%	7%	16%	0%
PM1	-23%	0%	2%	11%	10%	1%
PM2	-23%	1%	3%	6%	14%	1%
12HR	-25%	0%	2%	12%	10%	0%
ADJUSTED MODAL SPLIT						
AM	0%	2%	5%	29%	63%	100%
PM1	0%	1%	10%	47%	43%	101%
PM2	0%	5%	13%	25%	58%	101%
12HR	0%	2%	9%	48%	41%	100%

PROPORTIONAL MODE SPLIT

	CYCLE	PASSENGER	PEDESTRIAN	PT	TOTAL	INVERSE TOTAL
AM	2%	5%	29%	63%	75%	1.34
PM1	1%	10%	48%	45%		
PM2	5%	14%	26%	59%		
12HR	2%	9%	48%	41%		

CENSUS METHOD OF TRAVEL TO WORK IN WEST HAMPSTEAD

	Modal Split
RAIL	90%
BUS	10%

MODAL SHIFT ADJUSTED TRIP RATES

	VEHICLE			CYCLISTS			PASSENGERS			PEDESTRIAN			PUBLIC TRANSPORT			TOTAL PEOPLE		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM	0	0	0	0.04	0.00	0.05	0.01	0.12	0.12	0.56	0.06	0.62	1.23	0.12	1.36	1.94	0.20	2.14
PM1	0	0	0	0.01	0.02	0.03	0.14	0.22	0.22	0.42	0.65	1.07	0.39	0.61	1.00	0.90	1.40	2.31
PM2	0	0	0	0.02	0.11	0.12	0.31	0.36	0.36	0.09	0.59	0.68	0.20	1.35	1.55	0.35	2.34	2.70
12HR	0	0	0	0.27	0.25	0.52	1.13	2.37	2.37	6.66	6.06	12.72	5.67	5.15	10.82	13.79	12.54	26.33

ADJUSTED TRICS TRIP RATES TO REPRESENT OMMISION OF VEHICHLE TRIPS AND PT MODAL SPLIT

	CYCLISTS			PASSENGERS			PEDESTRIAN			BUS			RAIL (INC UNDERGROUND)			TOTAL PEOPLE		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM	0.04	0.00	0.05	0.01	0.12	0.12	0.56	0.06	0.62	0.12	0.01	0.13	1.11	0.11	1.22	1.94	0.20	2.14
PM1	0.01	0.02	0.03	0.14	0.22	0.22	0.42	0.65	1.07	0.04	0.06	0.10	0.35	0.55	0.90	0.90	1.40	2.31
PM2	0.02	0.11	0.12	0.31	0.36	0.36	0.09	0.59	0.68	0.02	0.13	0.15	0.18	1.22	1.40	0.35	2.34	2.70
12HR	0.27	0.25	0.52	1.13	2.37	2.37	6.66	6.06	12.72	0.55	0.50	1.05	5.12	4.65	9.77	13.79	12.54	26.33

PUBLIC TRANSPORT ADJUSTED MODAL SPLIT

	CYCLE	PASSENGER	PED	BUS	RAIL
AM	2%	5%	29%	6%	57%
PM1	1%	10%	47%	4%	39%
PM2	5%	13%	25%	6%	52%
12HR	2%	9%	48%	4%	37%

TOTAL COMMERCIAL AREA 3729 GFA(SQM)

DEVELOPMENT TRIP GENERATION

	CYCLISTS			CAR PASSENGERS			PEDESTRIAN			BUS			RAIL			TOTAL PEOPLE		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM	2	0	2	0	4	4	21	2	23	4	0	5	41	4	46	72	7	80
PM1	0	1	1	5	8	8	16	24	40	1	2	4	13	20	34	34	52	86
PM	1	4	5	12	13	13	3	22	25	1	5	6	7	45	52	13	87	100
12HR	10	9	19	42	89	89	248	226	474	21	19	39	191	174	364	514	468	982

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Code	Name	Address	Postcode	Survey Date
417	Albion Wharf (Affordable)	6 Hester Road,	SW11 4AL	19/04/2005
467	St George Wharf (Affordable)	Wandsworth Rd	SW8 2LR	24/05/2006
888	Swainson Road	Morris House & Issigonis House Swainson Road W3 7UP	W3 7UP	02/12/2009
649	Winchester Mews	Winchester Mews Camden London	NW3 3NA	18/09/2008

Number of sites considered 4

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.03258	0.05514	0.08772	0.0	0.0	0.0
07:30-08:00	4	0.04762	0.19298	0.24060	0.0	0.0	0.0
08:00-08:30	4	0.06767	0.23308	0.30075	0.0	0.0	0.0
08:30-09:00	4	0.07769	0.18546	0.26316	0.0	0.0	0.0
09:00-09:30	4	0.08271	0.09774	0.18045	0.0	0.0	0.0
09:30-10:00	4	0.02506	0.05263	0.07769	0.0	0.0	0.0
10:00-10:30	4	0.02256	0.05514	0.07769	0.0	0.0	0.0
10:30-11:00	4	0.04762	0.02506	0.07268	0.0	0.0	0.0
11:00-11:30	4	0.03258	0.05013	0.08271	0.0	0.0	0.0
11:30-12:00	4	0.03509	0.04762	0.08271	0.0	0.0	0.0
12:00-12:30	4	0.04261	0.05013	0.09273	0.0	0.0	0.0
12:30-13:00	4	0.04762	0.05764	0.10526	0.0	0.0	0.0
13:00-13:30	4	0.06015	0.04762	0.10777	0.0	0.0	0.0
13:30-14:00	4	0.07519	0.05764	0.13283	0.0	0.0	0.0
14:00-14:30	4	0.04010	0.03008	0.07018	0.0	0.0	0.0
14:30-15:00	4	0.05013	0.04010	0.09023	0.0	0.0	0.0
15:00-15:30	4	0.07018	0.06015	0.13033	0.0	0.0	0.0
15:30-16:00	4	0.13534	0.04010	0.17544	0.0	0.0	0.0
16:00-16:30	4	0.07018	0.05263	0.12281	0.0	0.0	0.0
16:30-17:00	4	0.09273	0.04511	0.13784	0.0	0.0	0.0
17:00-17:30	4	0.09273	0.06516	0.15789	0.0	0.0	0.0
17:30-18:00	4	0.15038	0.10025	0.25063	0.0	0.0	0.0
18:00-18:30	4	0.14286	0.09524	0.23810	0.0	0.0	0.0
18:30-19:00	4	0.10276	0.09774	0.20050	0.0	0.0	0.0
19:00-19:30	4	0.16792	0.07268	0.24060	0.0	0.0	0.0
19:30-20:00	4	0.11779	0.10777	0.22556	0.0	0.0	0.0
20:00-20:30	4	0.13784	0.08020	0.21805	0.0	0.0	0.0
20:30-21:00	4	0.08772	0.05013	0.13784	0.0	0.0	0.0
21:00-21:30	4	0.04511	0.02506	0.07018	0.0	0.0	0.0
21:30-22:00	4	0.04261	0.02005	0.06266	0.0	0.0	0.0

Mode: **All Modes**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total

Peak Period For **All Modes**

In	**19:00-19:30**	**0.17**
Out	**08:00-08:30**	**0.23**
Total	**08:00-08:30**	**0.30**

Mode: **Bus**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	4	0.00000	0.00752	0.00752	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.01003	0.01003	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.01003	0.01003	0.0	0.0	0.0
09:00-09:30	4	0.00501	0.00752	0.01253	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00501	0.00501	0.0	0.0	0.0
15:30-16:00	4	0.01253	0.00000	0.01253	0.0	0.0	0.0
16:30-17:00	4	0.00752	0.00000	0.00752	0.0	0.0	0.0

Peak Period For **Bus**

In	**15:30-16:00**	**0.01**
Out	**08:30-09:00**	**0.01**
Total	**15:30-16:00**	**0.01**

Mode: **Car Driver + Passengers**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.02256	0.02256	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00501	0.00501	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.02005	0.02005	0.0	0.0	0.0
09:00-09:30	4	0.00752	0.00251	0.01003	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
12:00-12:30	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00501	0.00501	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00752	0.00752	0.0	0.0	0.0
14:00-14:30	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00501	0.00501	0.0	0.0	0.0
15:30-16:00	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
16:00-16:30	4	0.00251	0.02005	0.02256	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
17:00-17:30	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
17:30-18:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
18:00-18:30	4	0.01003	0.00000	0.01003	0.0	0.0	0.0
18:30-19:00	4	0.00752	0.01754	0.02506	0.0	0.0	0.0
19:00-19:30	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
19:30-20:00	4	0.00752	0.00000	0.00752	0.0	0.0	0.0
20:00-20:30	4	0.01504	0.00251	0.01754	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Car Driver + Passengers**

In	**20:00-20:30**	**0.02**
Out	**16:00-16:30**	**0.02**
Total	**18:30-19:00**	**0.03**

Mode: **Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.02005	0.02005	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00752	0.00752	0.0	0.0	0.0
09:00-09:30	4	0.00752	0.00251	0.01003	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
12:00-12:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00501	0.00501	0.0	0.0	0.0
14:00-14:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
15:30-16:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
16:00-16:30	4	0.00251	0.02005	0.02256	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
17:00-17:30	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
17:30-18:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
18:00-18:30	4	0.00752	0.00000	0.00752	0.0	0.0	0.0
18:30-19:00	4	0.00501	0.00251	0.00752	0.0	0.0	0.0
19:00-19:30	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
19:30-20:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
20:00-20:30	4	0.00752	0.00251	0.01003	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Car Driver**

In	**09:00-09:30**	**0.01**
Out	**16:00-16:30**	**0.02**
Total	**16:00-16:30**	**0.02**

Mode: **Car Passenger**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.01253	0.01253	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
14:00-14:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
15:30-16:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
18:30-19:00	4	0.00251	0.01504	0.01754	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
20:00-20:30	4	0.00752	0.00000	0.00752	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Car Passenger**

In	**19:30-20:00**	**0.01**
Out	**18:30-19:00**	**0.02**
Total	**18:30-19:00**	**0.02**

Mode: **Coach**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Coach**

In	**19:30-20:00**	**0.00**
Out	**18:30-19:00**	**0.00**
Total	**18:30-19:00**	**0.00**

Mode: **Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.01253	0.01253	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.01003	0.00000	0.01003	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Motor Cycle**

In	**16:30-17:00**	**0.01**
Out	**07:30-08:00**	**0.01**
Total	**07:30-08:00, 16:30-17:00**	**0.01**

Mode: **Other**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Other**

In	**16:30-17:00**	**0.00**
Out	**07:30-08:00**	**0.00**
Total	**07:30-08:00, 16:30-17:00**	**0.00**

Mode: **Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00251	0.00501	0.00752	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.01504	0.01504	0.0	0.0	0.0
08:00-08:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
08:30-09:00	4	0.00501	0.01754	0.02256	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00501	0.00501	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.02005	0.02005	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
16:00-16:30	4	0.00501	0.00000	0.00501	0.0	0.0	0.0
16:30-17:00	4	0.01003	0.00752	0.01754	0.0	0.0	0.0
17:00-17:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
17:30-18:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
18:00-18:30	4	0.01504	0.00251	0.01754	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.02256	0.00501	0.02757	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
21:30-22:00	4	0.00501	0.00000	0.00501	0.0	0.0	0.0

Peak Period For **Pedal Cycle**

In	**19:30-20:00**	**0.02**
Out	**12:30-13:00**	**0.02**
Total	**19:30-20:00**	**0.03**

Mode: **Taxi**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
19:00-19:30	4	0.00251	0.00000	0.00251	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00501	0.00501	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00251	0.00251	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Taxi**

In	**19:00-19:30**	**0.00**
Out	**19:30-20:00**	**0.01**
Total	**19:30-20:00**	**0.01**

Mode: **Underground**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
08:00-08:30	4	0.00000	0.01003	0.01003	0.0	0.0	0.0

Peak Period For **Underground**

In	**19:00-19:30**	**0.00**
Out	**08:00-08:30**	**0.01**
Total	**08:00-08:30**	**0.01**

Mode: Walk & PT

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.02757	0.01504	0.04261	0.0	0.0	0.0
07:30-08:00	4	0.04261	0.06767	0.11028	0.0	0.0	0.0
08:00-08:30	4	0.04511	0.06516	0.11028	0.0	0.0	0.0
08:30-09:00	4	0.05514	0.07519	0.13033	0.0	0.0	0.0
09:00-09:30	4	0.04511	0.04762	0.09273	0.0	0.0	0.0
09:30-10:00	4	0.01253	0.03759	0.05013	0.0	0.0	0.0
10:00-10:30	4	0.01504	0.01504	0.03008	0.0	0.0	0.0
10:30-11:00	4	0.02005	0.01003	0.03008	0.0	0.0	0.0
11:00-11:30	4	0.01253	0.02256	0.03509	0.0	0.0	0.0
11:30-12:00	4	0.01754	0.02005	0.03759	0.0	0.0	0.0
12:00-12:30	4	0.02256	0.03008	0.05263	0.0	0.0	0.0
12:30-13:00	4	0.01754	0.01253	0.03008	0.0	0.0	0.0
13:00-13:30	4	0.03258	0.02256	0.05514	0.0	0.0	0.0
13:30-14:00	4	0.04511	0.03008	0.07519	0.0	0.0	0.0
14:00-14:30	4	0.02256	0.01003	0.03258	0.0	0.0	0.0
14:30-15:00	4	0.01504	0.02005	0.03509	0.0	0.0	0.0
15:00-15:30	4	0.02256	0.02005	0.04261	0.0	0.0	0.0
15:30-16:00	4	0.02005	0.01504	0.03509	0.0	0.0	0.0
16:00-16:30	4	0.03258	0.02005	0.05263	0.0	0.0	0.0
16:30-17:00	4	0.02757	0.01754	0.04511	0.0	0.0	0.0
17:00-17:30	4	0.03258	0.03258	0.06516	0.0	0.0	0.0
17:30-18:00	4	0.05263	0.05013	0.10276	0.0	0.0	0.0
18:00-18:30	4	0.03759	0.05263	0.09023	0.0	0.0	0.0
18:30-19:00	4	0.04511	0.03759	0.08271	0.0	0.0	0.0
19:00-19:30	4	0.05263	0.04261	0.09524	0.0	0.0	0.0
19:30-20:00	4	0.04261	0.04762	0.09023	0.0	0.0	0.0
20:00-20:30	4	0.04762	0.03008	0.07769	0.0	0.0	0.0
20:30-21:00	4	0.02757	0.03008	0.05764	0.0	0.0	0.0
21:00-21:30	4	0.02506	0.01003	0.03509	0.0	0.0	0.0
21:30-22:00	4	0.02005	0.00752	0.02757	0.0	0.0	0.0

Peak Period For Walk & PT

In	**08:30-09:00**	**0.06**
Out	**08:30-09:00**	**0.08**
Total	**08:30-09:00**	**0.13**

Mode: **Walk only**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00000	0.03509	0.03509	0.0	0.0	0.0
07:30-08:00	4	0.00501	0.06767	0.07268	0.0	0.0	0.0
08:00-08:30	4	0.02005	0.14286	0.16291	0.0	0.0	0.0
08:30-09:00	4	0.01504	0.06266	0.07769	0.0	0.0	0.0
09:00-09:30	4	0.02506	0.03509	0.06015	0.0	0.0	0.0
09:30-10:00	4	0.01253	0.01253	0.02506	0.0	0.0	0.0
10:00-10:30	4	0.00752	0.04010	0.04762	0.0	0.0	0.0
10:30-11:00	4	0.02506	0.01504	0.04010	0.0	0.0	0.0
11:00-11:30	4	0.02005	0.02757	0.04762	0.0	0.0	0.0
11:30-12:00	4	0.01754	0.02506	0.04261	0.0	0.0	0.0
12:00-12:30	4	0.01504	0.02005	0.03509	0.0	0.0	0.0
12:30-13:00	4	0.03008	0.02506	0.05514	0.0	0.0	0.0
13:00-13:30	4	0.02757	0.02005	0.04762	0.0	0.0	0.0
13:30-14:00	4	0.02757	0.02005	0.04762	0.0	0.0	0.0
14:00-14:30	4	0.01253	0.01754	0.03008	0.0	0.0	0.0
14:30-15:00	4	0.03509	0.01504	0.05013	0.0	0.0	0.0
15:00-15:30	4	0.04762	0.03509	0.08271	0.0	0.0	0.0
15:30-16:00	4	0.09524	0.02506	0.12030	0.0	0.0	0.0
16:00-16:30	4	0.03008	0.01253	0.04261	0.0	0.0	0.0
16:30-17:00	4	0.03759	0.01754	0.05514	0.0	0.0	0.0
17:00-17:30	4	0.05263	0.03258	0.08521	0.0	0.0	0.0
17:30-18:00	4	0.09273	0.04762	0.14035	0.0	0.0	0.0
18:00-18:30	4	0.08020	0.04010	0.12030	0.0	0.0	0.0
18:30-19:00	4	0.05013	0.03759	0.08772	0.0	0.0	0.0
19:00-19:30	4	0.10777	0.03008	0.13784	0.0	0.0	0.0
19:30-20:00	4	0.04511	0.05013	0.09524	0.0	0.0	0.0
20:00-20:30	4	0.07519	0.04762	0.12281	0.0	0.0	0.0
20:30-21:00	4	0.06015	0.01754	0.07769	0.0	0.0	0.0
21:00-21:30	4	0.01754	0.01253	0.03008	0.0	0.0	0.0
21:30-22:00	4	0.01754	0.01253	0.03008	0.0	0.0	0.0

Peak Period For **Walk only**

In	**19:00-19:30**	**0.11**
Out	**08:00-08:30**	**0.14**
Total	**08:00-08:30**	**0.16**

RESIDENTIAL TRIP GENERATION

TRAVL TRIP RATES

	BUS			CAR PASSENGER			CYCLE			PT			WALK			TOTAL		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM	0.01	0.02	0.02	0.00	0.02	0.02	0.01	0.02	0.03	0.10	0.14	0.24	0.02	0.04	0.06	0.15	0.41	0.55
PM1	0.02	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.01	0.05	0.04	0.09	0.00	0.00	0.00	0.21	0.09	0.31
PM2	0.02	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.02	0.09	0.10	0.19	0.00	0.00	0.00	0.31	0.19	0.51
12HR	0.03	0.04	0.07	0.01	0.04	0.05	0.05	0.08	0.13	0.72	0.75	1.47	0.17	0.20	0.37	1.63	1.81	3.44

FROM CENSUS METHOD OF TRAVEL TO WORK IN WEST HAMSPTEAD

	MODAL SPLIT	EQUIVALENT SPLIT
LUL	55%	**79%**
RAIL	14%	**21%**
TOTAL	69%	**100%**
Inverse Proportion	1.45	

PUBLIC TRANSPORT ADJUSTED TRIP RATES

	CAR PASSENGER			WALK			CYCLE			BUS			UNDERGROUND			RAIL			TOTAL		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	AM	PM	TOT
AM	0.00	0.02	0.02	0.04	0.21	0.24	0.01	0.02	0.03	0.01	0.02	0.02	0.08	0.11	0.19	0.02	0.03	0.05	0.15	0.40	0.54
PM1	0.00	0.00	0.00	0.13	0.04	0.16	0.01	0.00	0.01	0.02	0.00	0.02	0.04	0.03	0.07	0.01	0.01	0.02	0.21	0.07	0.28
PM2	0.00	0.00	0.00	0.17	0.09	0.26	0.02	0.00	0.02	0.02	0.00	0.02	0.07	0.08	0.15	0.02	0.02	0.04	0.30	0.19	0.50
12HR	0.01	0.04	0.05	0.78	0.83	1.61	0.05	0.08	0.13	0.03	0.04	0.07	0.57	0.59	1.16	0.15	0.16	0.31	1.59	1.74	3.33

RESIDENTIAL UNITS	**106**

DEVELOPMENT TRIP GENERATION

	CAR PASSENGER			WALK			CYCLE			BUS			UNDERGROUND			RAIL			TOTAL		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM	0	2	2	4	22	26	1	2	3	1	2	2	8	12	20	2	3	5	16	42	58
PM1	0	0	0	13	4	17	1	0	1	2	0	2	4	3	7	1	1	2	22	8	30
PM2	0	0	0	18	9	28	2	0	2	2	0	2	8	9	16	2	2	4	32	20	53
12HR	1	4	6	83	88	171	5	9	14	3	4	7	60	63	123	16	17	33	168	184	353

MODAL SPLIT

	CAR PASSENGER	PED	CYCLE	BUS	LUL	RAIL
AM	3%	44%	5%	4%	35%	9%
PM1	3%	44%	5%	4%	35%	9%
PM2	1%	53%	4%	4%	31%	8%
12HR	2%	48%	4%	2%	35%	9%

Appendix 11 – Trip Distribution

2001 census - UK travel flows (ward)

area of residence 00AGGX : West Hampstead (2003 CAS ward)
date 2001

area of workplace	T203:25 (Car - driver : All people	
00AGGD : Belsize	3	West End Lane / Iverson Road (N)
00AGGE : Bloomsbury	7	West End Lane / Iverson Road (S)
00AGGF : Camden Town with Primrose H	6	West End Lane / Iverson Road (S)
00AGGH : Fortune Green	4	hoot Up Hill / Maygrove Roadd (NW)
00AGGJ : Frognal and Fitzjohns	7	West End Lane / Iverson Road (N)
00AGGK : Gospel Oak	11	West End Lane / Iverson Road (N)
00AGGL : Hampstead Town	10	West End Lane / Iverson Road (N)
00AGGM : Haverstock	3	West End Lane / Iverson Road (S)
00AGGN : Highgate	8	West End Lane / Iverson Road (N)
00AGGP : Holborn and Covent Garden	16	West End Lane / Iverson Road (S)
00AGGQ : Kentish Town	4	West End Lane / Iverson Road (S)
00AGGR : Kilburn	7	Shoot Up Hill / Maygrove Roadd (SE)
00AGGT : Regent's Park	6	West End Lane / Iverson Road (S)
00AGGU : St Pancras and Somers Town	5	West End Lane / Iverson Road (S)
00AGGW : Swiss Cottage	3	West End Lane / Iverson Road (S)
00AGGX : West Hampstead	44	West End Lane / Iverson Road (N)
00AGGX : West Hampstead	22	West End Lane / Iverson Road (N)
00AGGX : West Hampstead	9	West End Lane / Iverson Road (N)
00AGGX : West Hampstead	13	internal
Barnet	48	West End Lane / Iverson Road (N)
Barnet	9	hoot Up Hill / Maygrove Roadd (NW)
Brent	26	hoot Up Hill / Maygrove Roadd (NW)
Brent	11	hoot Up Hill / Maygrove Roadd (SW)
Brent	7	Shoot Up Hill / Maygrove Roadd (SE)
City of London	20	West End Lane / Iverson Road (S)
Croydon	6	Shoot Up Hill / Maygrove Roadd (SE)
Ealing	20	hoot Up Hill / Maygrove Roadd (NW)
Ealing	5	hoot Up Hill / Maygrove Roadd (SW)
Enfield	18	West End Lane / Iverson Road (N)
Hackney	9	West End Lane / Iverson Road (S)
Hammersmith and Fulham	42	hoot Up Hill / Maygrove Roadd (SW)
Haringey	20	West End Lane / Iverson Road (N)
Harrow	16	hoot Up Hill / Maygrove Roadd (NW)
Hillingdon	31	hoot Up Hill / Maygrove Roadd (NW)
Hounslow	14	hoot Up Hill / Maygrove Roadd (SW)
Hounslow	7	hoot Up Hill / Maygrove Roadd (NW)
Islington	14	West End Lane / Iverson Road (S)
Kensington and Chelsea	27	Shoot Up Hill / Maygrove Roadd (SE)
Kensington and Chelsea	13	West End Lane / Iverson Road (S)
Lambeth	11	West End Lane / Iverson Road (S)
Newham	6	West End Lane / Iverson Road (S)
Southwark	13	West End Lane / Iverson Road (S)

Tower Hamlets	17	West End Lane / Iverson Road (S)
Waltham Forest	3	West End Lane / Iverson Road (N)
Wandsworth	4	West End Lane / Iverson Road (S)
Westminster, City of	79	West End Lane / Iverson Road (S)
Westminster, City of	9	Shoot Up Hill / Maygrove Roadd (SW)
East	82	West End Lane / Iverson Road (N)
East	20	Shoot Up Hill / Maygrove Roadd (NW)
East Midlands	3	West End Lane / Iverson Road (N)
South East	12	West End Lane / Iverson Road (S)
South East	12	Shoot Up Hill / Maygrove Roadd (SW)
South East	12	Shoot Up Hill / Maygrove Roadd (SE)
West Midlands	6	Shoot Up Hill / Maygrove Roadd (NW)

841

Rail Trip Distribution Summary

Destination	Sum	Distribution
West End Lane / Iverson Road (N)	288	35%
West End Lane / Iverson Road (S)	249	30%
Shoot Up Hill / Maygrove Roadd (SW)	93	11%
Shoot Up Hill / Maygrove Roadd (SE)	59	7%
Shoot Up Hill / Maygrove Roadd (NW)	139	17%
Total	828	

2001 census - UK travel flows (ward)

area of residence 00AGGX : West Hampstead (2003 CAS ward)
date 2001

area of workplace	T203:17 (Bus, minibus or coach : All people)	Outbound Directions
00AGGD : Belsize	3.0	C11 (S)
00AGGE : Bloomsbury	12.0	139 (S)
00AGGF : Camden Town with P	6.0	C11 (S)
00AGGL : Hampstead Town	12.0	C11 (S)
00AGGN : Highgate	3.0	C11 (S)
00AGGP : Holborn and Covent (	9.0	139 (S)
00AGGQ : Kentish Town	3.0	C11 (S)
00AGGR : Kilburn	3.0	C11 (N)
00AGGS : King's Cross	3.0	139 (S)
00AGGT : Regent's Park	4.0	328 (S)
00AGGX : West Hampstead	22.0	328 (N)
Barnet	19.0	C11 (N)
Barnet	19.0	328 (N)
Brent	9.0	C11 (N)
City of London	9.0	139 (S)
Hammersmith and Fulham	9.0	328 (S)
Haringey	9.0	C11 (S)
Islington	15.0	C11 (S)
Kensington and Chelsea	31.0	328 (S)
Lambeth	3.0	328 (S)
Newham	3.0	C11 (S)
Southwark	3.0	139 (S)
Westminster, City of	124.5	139 (S)
Westminster, City of	41.5	328 (S)
East	3.0	C11 (N)
	378.0	

Rail Trip Distribution Summary

Destination	Sum	Distribution
C11 (N)	34	9%
C11 (S)	54	14%
139 (S)	160.5	42%
328 (N)	41	11%
328 (S)	88.5	23%
Total	378	

2001 census - UK travel flows (ward)

area of residence 00AGGX : West Hampstead (2003 CAS ward)
date 2001

area of workplace	Sum	
00AGGD : Belsize	8	Jubilee (S)
00AGGE : Bloomsbury	102	Thameslink (S)
00AGGF : Camden Town with P	17	London Overgound (E)
00AGGG : Cantelowes	3	London Overgound (E)
00AGGH : Fortune Green	3	Jubilee (N)
00AGGJ : Frognal and Fitzjohns	3	Jubilee (S)
00AGGK : Gospel Oak	6	London Overgound (E)
00AGGL : Hampstead Town	12	London Overgound (E)
00AGGM : Haverstock	0	
00AGGN : Highgate	6	London Overgound (E)
00AGGP : Holborn and Covent G	159	Jubilee (S)
00AGGQ : Kentish Town	11	London Overgound (E)
00AGGR : Kilburn	0	
00AGGS : King's Cross	23	Thameslink (S)
00AGGT : Regent's Park	35	Jubilee (S)
00AGGU : St Pancras and Som	15	Thameslink (S)
00AGGW : Swiss Cottage	14	Jubilee (S)
00AGGX : West Hampstead	49	Jubilee (S)
00AGGX : West Hampstead	49	Jubilee (N)
00AGGX : West Hampstead	49	London Overgound (W)
00AGGX : West Hampstead	49	London Overgound (E)
Barking and Dagenham	0	
Barnet	22	London Overgound (E)
Bexley	0	
Brent	28	Jubilee (N)
Brent	28	London Overgound (E)
Bromley	0	
City of London	727	Thameslink (S)
Croydon	7	Thameslink (S)
Ealing	16	London Overgound (W)
Enfield	6	London Overgound (E)
Greenwich	0	
Hackney	42	Jubilee (S)
Hammersmith and Fulham	114	Jubilee (S)
Haringey	9	London Overgound (E)
Harrow	25	Jubilee (S)
Havering	0	
Hillingdon	10	Jubilee (N)
Hounslow	12	Jubilee (S)
Islington	211	Thameslink (S)
Kensington and Chelsea	102	Jubilee (S)
Kingston-upon-Thames	0	
Lambeth	59	Jubilee (S)
Lewisham	6	Jubilee (S)
Merton	3	Jubilee (S)

Newham	20	London Overgound (E)
Redbridge	3	London Overgound (E)
Richmond-upon-Thames	17	Jubilee (S)
Southwark	55	Thameslink (S)
Southwark	55	Jubilee (S)
Sutton	6	Thameslink (S)
Tower Hamlets	209	Jubilee (S)
Waltham Forest	3	London Overgound (E)
Wandsworth	28	Jubilee (S)
Westminster, City of	500	Thameslink (S)
Westminster, City of	500	Jubilee (S)
East	37	Thameslink (N)
East Midlands	3	Thameslink (N)
North East	0	
North West	0	
Northern Ireland	0	
Scotland	3	Thameslink (N)
South East	21	Thameslink (S)
South West	6	Thameslink (S)
Wales	0	
West Midlands	3	Thameslink (N)
Yorkshire and The Humber	0	
	3,507	

Rail Trip Distribution Summary

Destination	Sum	Distribution
Thameslink (N)	46	1%
Thameslink (S)	1673	48%
London Overgound (E)	194.5	6%
London Overgound (W)	64.5	2%
Jubilee (N)	89.5	3%
Jubilee (S)	1439.5	41%
Total	3507	

2001 census - UK travel flows (ward)

rea of workplace	00AGGX : West Hampstead (2003 CAS ward)
date	2001

area of residence	T203:25 (Car - driver : All people)	
00AGGD : Belsize	9	West End Lane / Iverson Road (N)
00AGGE : Bloomsbury	3	West End Lane / Iverson Road (S)
00AGGF : Camden Town with Primrose	7	West End Lane / Iverson Road (S)
00AGGH : Fortune Green	11	Shoot Up Hill / Maygrove Roadd (NW)
00AGGJ : Frognal and Fitzjohns	9	West End Lane / Iverson Road (N)
00AGGL : Hampstead Town	4	West End Lane / Iverson Road (N)
00AGGM : Haverstock	8	West End Lane / Iverson Road (S)
00AGGN : Highgate	5	West End Lane / Iverson Road (N)
00AGGQ : Kentish Town	4	West End Lane / Iverson Road (S)
00AGGR : Kilburn	12	Shoot Up Hill / Maygrove Roadd (SE)
00AGGT : Regent's Park	6	West End Lane / Iverson Road (S)
00AGGU : St Pancras and Somers Tow	7	West End Lane / Iverson Road (S)
00AGGW : Swiss Cottage	12	West End Lane / Iverson Road (S)
00AGGX : West Hampstead	44	West End Lane / Iverson Road (N)
00AGGX : West Hampstead	22	West End Lane / Iverson Road (N)
00AGGX : West Hampstead	9	West End Lane / Iverson Road (N)
00AGGX : West Hampstead	13	internal
East	170	West End Lane / Iverson Road (N)
East	42	Shoot Up Hill / Maygrove Roadd (NW)
East Midlands	9	West End Lane / Iverson Road (N)
South East	14	West End Lane / Iverson Road (S)
South East	14	Shoot Up Hill / Maygrove Roadd (SW)
South East	14	Shoot Up Hill / Maygrove Roadd (SE)
South West	3	Shoot Up Hill / Maygrove Roadd (NW)
Barking and Dagenham	9	West End Lane / Iverson Road (N)
Barnet	201	West End Lane / Iverson Road (N)
Barnet	36	Shoot Up Hill / Maygrove Roadd (NW)
Bexley	12	Shoot Up Hill / Maygrove Roadd (SE)
Brent	110	Shoot Up Hill / Maygrove Roadd (NW)
Brent	46	Shoot Up Hill / Maygrove Roadd (SW)
Brent	27	Shoot Up Hill / Maygrove Roadd (SE)
Bromley	6	Shoot Up Hill / Maygrove Roadd (SE)
Croydon	12	Shoot Up Hill / Maygrove Roadd (SE)
Ealing	32	Shoot Up Hill / Maygrove Roadd (NW)
Ealing	8	Shoot Up Hill / Maygrove Roadd (SW)
Enfield	68	West End Lane / Iverson Road (N)
Greenwich	6	West End Lane / Iverson Road (S)
Hackney	19	West End Lane / Iverson Road (S)
Hammersmith and Fulham	9	Shoot Up Hill / Maygrove Roadd (SW)
Haringey	68	West End Lane / Iverson Road (N)
Harrow	99	Shoot Up Hill / Maygrove Roadd (NW)
Havering	9	West End Lane / Iverson Road (N)
Hillingdon	13	Shoot Up Hill / Maygrove Roadd (NW)
Hounslow	8	Shoot Up Hill / Maygrove Roadd (SW)
Hounslow	4	Shoot Up Hill / Maygrove Roadd (NW)

Islington	12	West End Lane / Iverson Road (S)
Kensington and Chelsea	11	Shoot Up Hill / Maygrove Roadd (SE)
Kensington and Chelsea	6	West End Lane / Iverson Road (S)
Lambeth	9	West End Lane / Iverson Road (S)
Lewisham	3	Shoot Up Hill / Maygrove Roadd (SE)
Merton	6	Shoot Up Hill / Maygrove Roadd (SE)
Newham	12	West End Lane / Iverson Road (S)
Redbridge	25	West End Lane / Iverson Road (N)
Richmond-upon-Thames	9	Shoot Up Hill / Maygrove Roadd (SW)
Southwark	12	West End Lane / Iverson Road (S)
Tower Hamlets	3	West End Lane / Iverson Road (S)
Waltham Forest	12	West End Lane / Iverson Road (N)
Wandsworth	6	West End Lane / Iverson Road (S)
Westminster, City of	39	West End Lane / Iverson Road (S)
Westminster, City of	4.3	Shoot Up Hill / Maygrove Roadd (SW)
- These figures are missing.		
	1,422	

Car Trip Distribution Summary

Destination	Sum		Distribution
West End Lane / Iverson Road (S)	184		13%
West End Lane / Iverson Road (N)	673		48%
Shoot Up Hill / Maygrove Roadd (SW)	98		7%
Shoot Up Hill / Maygrove Roadd (SE)	104		7%
Shoot Up Hill / Maygrove Roadd (NW)	350		25%
Total		1409	

2001 census - UK travel flows (ward)

rea of workplace 00AGGX : West Hampstead (2003 CAS ward)
date 2001

area of residence	T203:17 (Bus, minibus or coach : All people)	Departure Directions
00AGGD : Belsize	3	C11 (S)
00AGGF : Camden Town with P	7	C11 (S)
00AGGG : Cantelowes	3	C11 (S)
00AGGJ : Frognal and Fitzjohns	6	C11 (N)
00AGGK : Gospel Oak	6	C11 (S)
00AGGL : Hampstead Town	6	C11 (S)
00AGGM : Haverstock	3	C11 (S)
00AGGN : Highgate	6	C11 (S)
00AGGQ : Kentish Town	3	C11 (S)
00AGGR : Kilburn	6	C11 (N)
00AGGT : Regent's Park	6	328 (S)
00AGGU : St Pancras and Som	3	139 (S)
00AGGX : West Hampstead	22	328 (N)
East	6	C11 (N)
South East	6	C11 (N)
Barnet	61	C11 (N)
Barnet	61	328 (N)
Brent	56	C11 (N)
Enfield	12	328 (N)
Greenwich	3	139 (S)
Hackney	3	C11 (S)
Haringey	18	C11 (S)
Harrow	3	C11 (N)
Islington	6	C11 (S)
Kensington and Chelsea	3	328 (S)
Lambeth	3	328 (S)
Southwark	3	139 (S)
Westminster, City of	30	139 (S)
Westminster, City of	10	328 (S)
	364	

Bus Trip Distribution Summary

Destination	Sum	Distribution
C11 (N)	144	40%
C11 (S)	64	18%
139 (S)	39	11%
328 (N)	95	26%
328 (S)	22	6%
Total	364	

2001 census - UK travel flows (ward)

rea of workplace
date

area of residence

00AGGD : Belsize	6	Jubilee (S)
00AGGE : Bloomsbury	0	Thameslink (S)
00AGGF : Camden Town with P	3	lon Overgound (E)
00AGGG : Cantelowes	5	lon Overgound (E)
00AGGH : Fortune Green	3	Jubilee (N)
00AGGJ : Frognal and Fitzjohns	0	Jubilee (S)
00AGGK : Gospel Oak	7	lon Overgound (E)
00AGGL : Hampstead Town	9	lon Overgound (E)
00AGGM : Haverstock	11	Jubilee (S)
00AGGN : Highgate	0	lon Overgound (E)
00AGGP : Holborn and Covent (	6	Jubilee (S)
00AGGQ : Kentish Town	12	lon Overgound (E)
00AGGR : Kilburn	6	Jubilee (N)
00AGGS : King's Cross	6	Thameslink (S)
00AGGT : Regent's Park	6	Jubilee (S)
00AGGU : St Pancras and Som	0	Thameslink (S)
00AGGW : Swiss Cottage	0	Jubilee (S)
00AGGX : West Hampstead	49	Jubilee (S)
00AGGX : West Hampstead	49	Jubilee (N)
00AGGX : West Hampstead	49	on Overgound (W)
00AGGX : West Hampstead	49	lon Overgound (E)
East	85	Thameslink (N)
East Midlands	0	Thameslink (N)
North East	0	
North West	0	
Northern Ireland	0	
Scotland	1	Thameslink (N)
South East	42	Thameslink (S)
South West	0	Thameslink (S)
Wales	0	
West Midlands	0	Thameslink (N)
Yorkshire and The Humber	0	
Barking and Dagenham	3	lon Overgound (E)
Barnet	58	lon Overgound (E)
Bexley	6	Thameslink (S)
Brent	75	Jubilee (N)
Brent	75	lon Overgound (E)
Bromley	6	Thameslink (S)
City of London	0	Thameslink (S)
Croydon	15	Thameslink (S)
Ealing	36	on Overgound (W)
Enfield	21	lon Overgound (E)
Greenwich	15	Jubilee (S)
Hackney	45	Jubilee (S)
Hammersmith and Fulham	9	Jubilee (S)

Haringey	46	lon Overgound (E)
Harrow	60	Jubilee (S)
Havering	6	Thameslink (S)
Hillingdon	27	Jubilee (N)
Hounslow	3	Jubilee (S)
Islington	33	Thameslink (S)
Kensington and Chelsea	16	Jubilee (S)
Kingston-upon-Thames	3	Jubilee (S)
Lambeth	24	Jubilee (S)
Lewisham	22	Jubilee (S)
Merton	6	Jubilee (S)
Newham	21	lon Overgound (E)
Redbridge	12	lon Overgound (E)
Richmond-upon-Thames	3	Jubilee (S)
Southwark	17	Thameslink (S)
Southwark	17	Jubilee (S)
Sutton	0	Thameslink (S)
Tower Hamlets	18	Jubilee (S)
Waltham Forest	34	lon Overgound (E)
Wandsworth	27	Jubilee (S)
Westminster, City of	14	Thameslink (S)
Westminster, City of	14	Jubilee (S)

- These figures are missing.

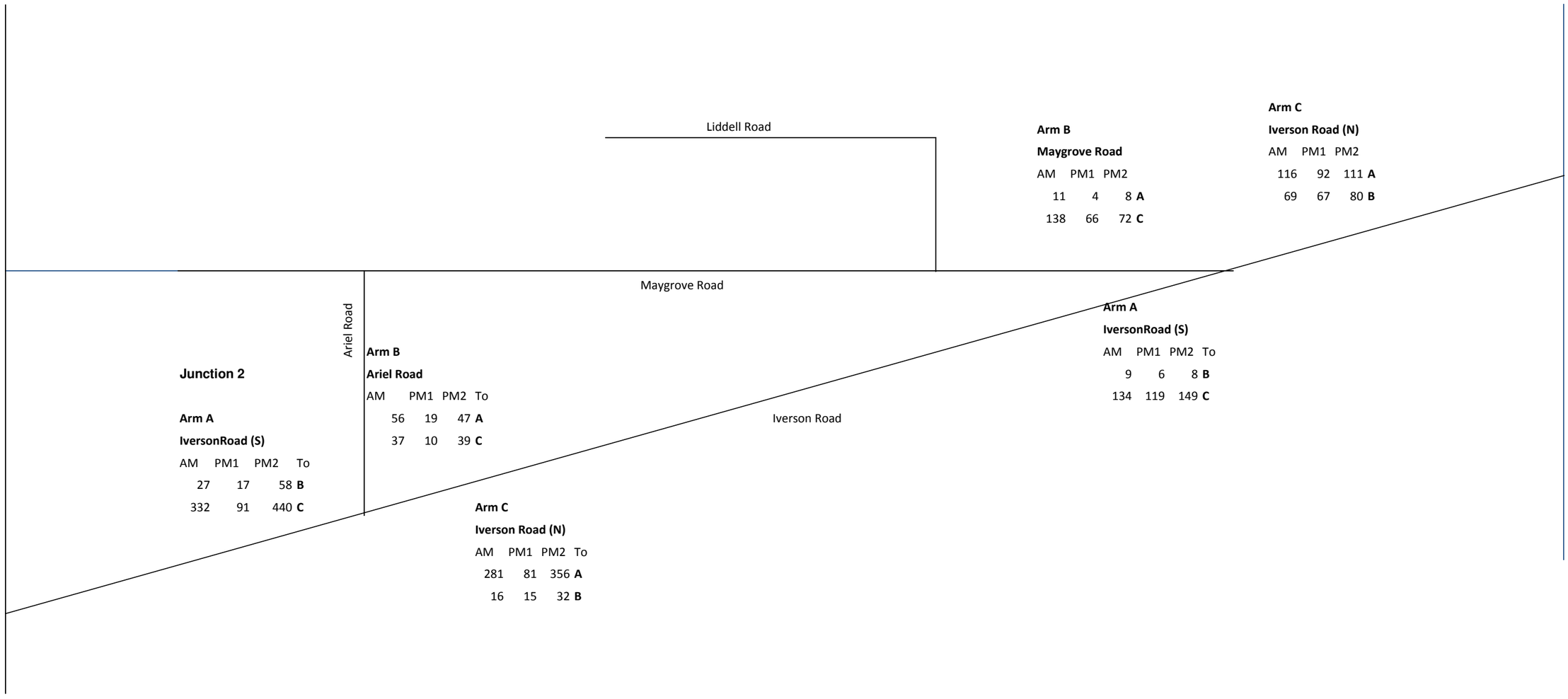
1,187

Rail Trip Distribution Summary

Destination	Sum	Distribution
Thameslink (N)	86	7%
Thameslink (S)	144	12%
London Overgound (E)	355	30%
London Overgound (W)	85	7%
Jubilee (N)	160	13%
Jubilee (S)	359	30%
Total	1187	

Appendix 12 – Traffic Flow Networks

EXISITING



Junction 2

Arm A
IversonRoad (S)

AM	PM1	PM2	To
27	17	58	**B**
332	91	440	**C**

Arm B
Ariel Road

AM	PM1	PM2	To
56	19	47	**A**
37	10	39	**C**

Arm C
Iverson Road (N)

AM	PM1	PM2	To
281	81	356	**A**
16	15	32	**B**

Arm B
Maygrove Road

AM	PM1	PM2	
11	4	8	**A**
138	66	72	**C**

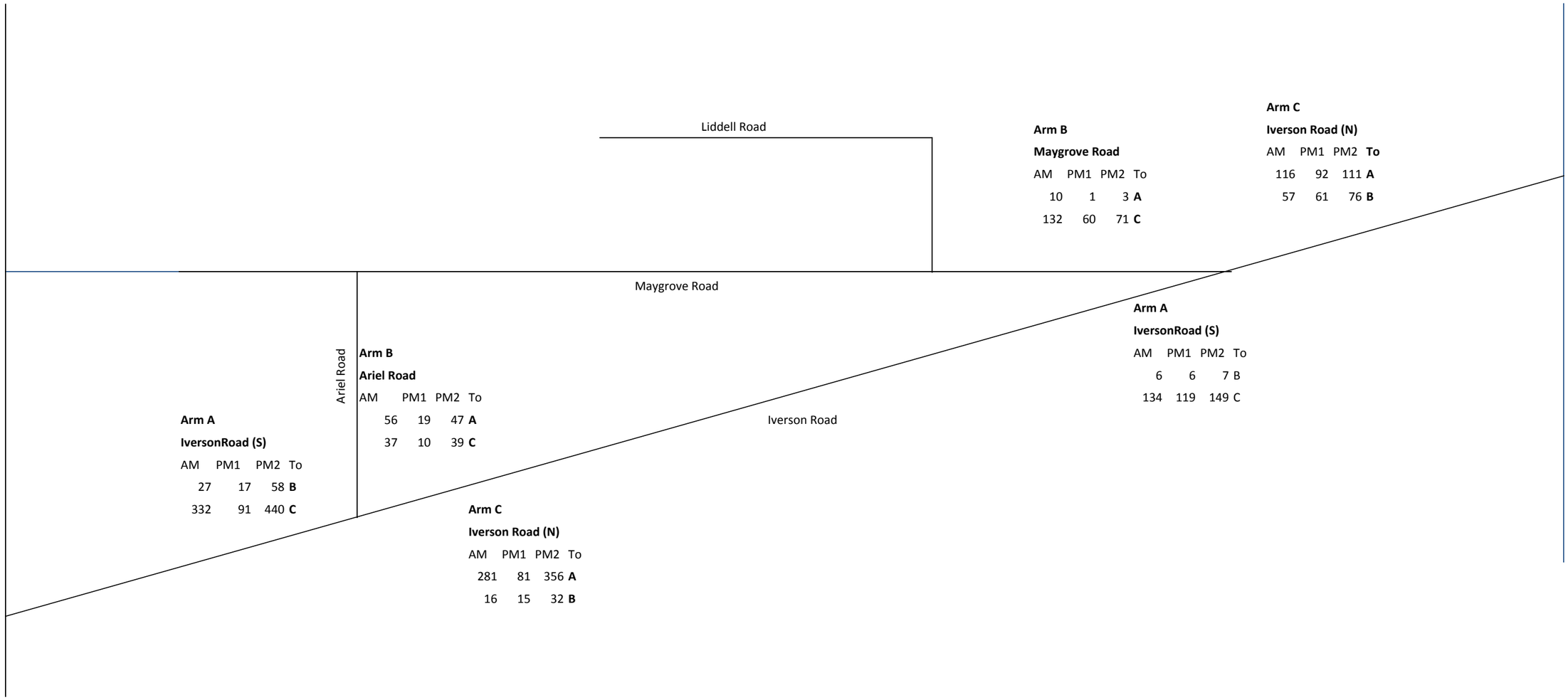
Arm A
IversonRoad (S)

AM	PM1	PM2	To
9	6	8	**B**
134	119	149	**C**

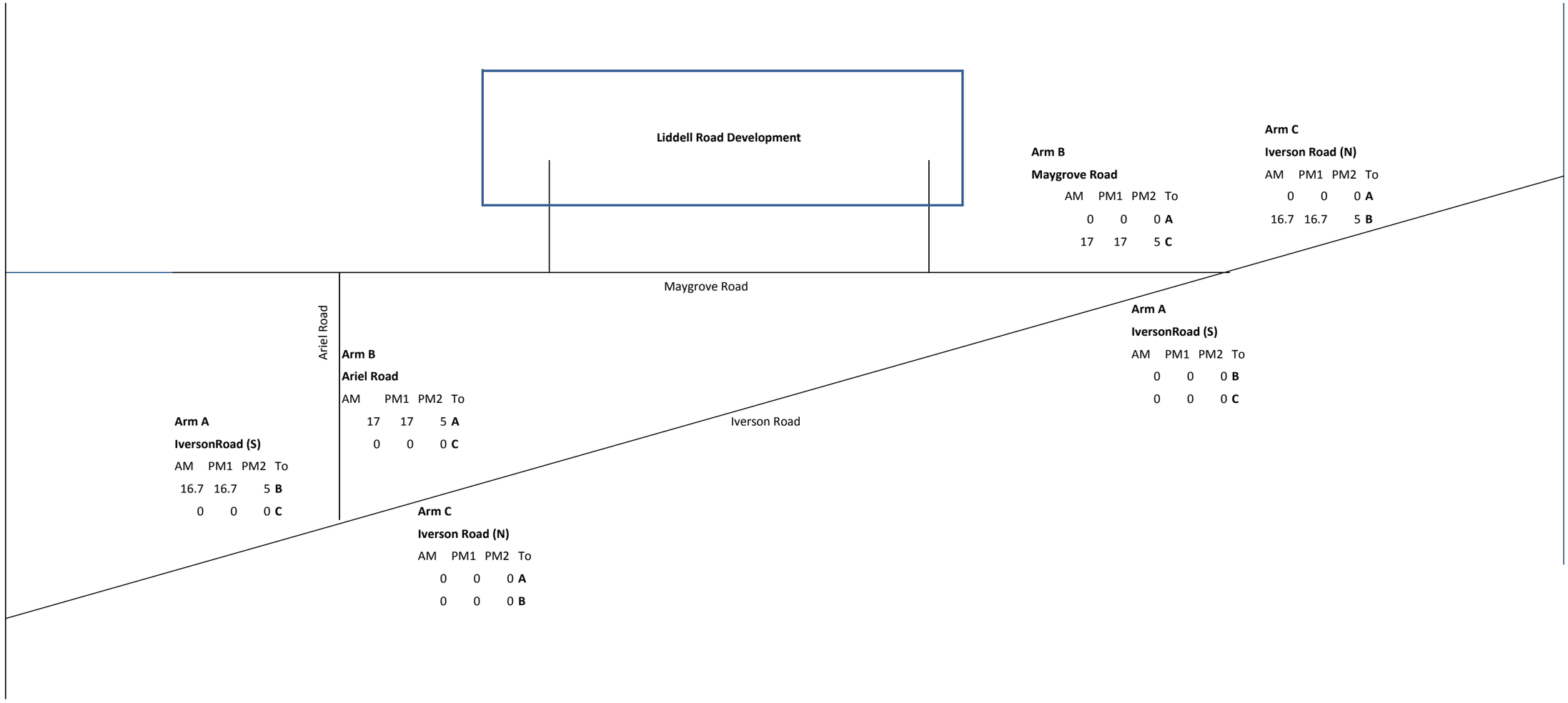
Arm C
Iverson Road (N)

AM	PM1	PM2	
116	92	111	**A**
69	67	80	**B**

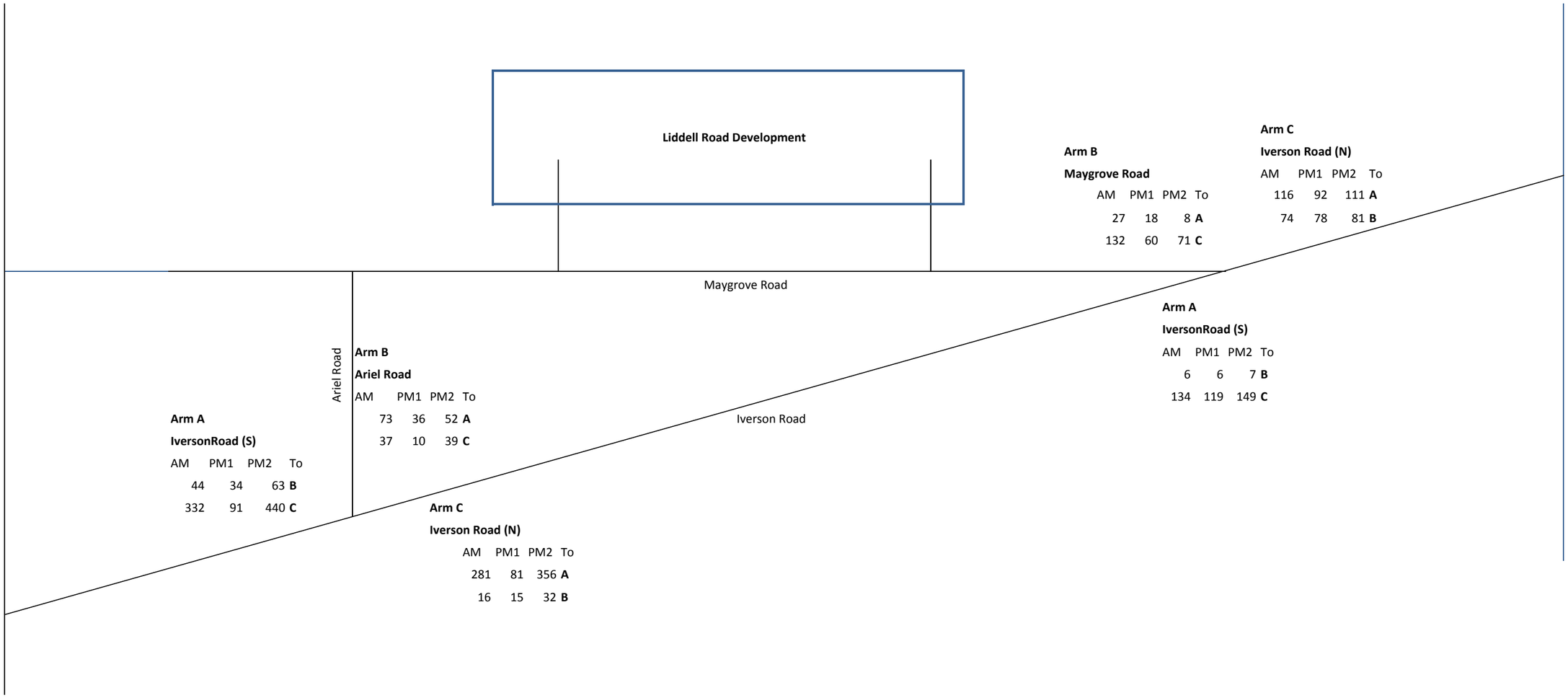
EXISTING MINUS SUPPLANTED TRIPS



PHASE 1+2 15 MINUTE PEAK



WITH DEVELOPMENT 15 MINUTE PEAK



Appendix 13 - Junction Analysis Data

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Liddell Road TA Worst Case.arc8
Path: T:\1665\1665-090\14 Calculations\HIGHWAY ASSESSMENT
Report generation date: 21/11/2014 13:46:09

» Liddell Road TA - With Development, AM
» Liddell Road TA - With Development, PM2
» Liddell Road TA - Existing, PM2
» Liddell Road TA - Existing, AM
» Liddell Road TA - Existing, PM1
» Liddell Road TA - With Development, PM1

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	Liddell Road TA - With Development			
Junction 1 - Stream B-AC	0.07	7.39	0.07	A
Junction 1 - Stream C-A	0.04	3.21	0.02	A
Junction 1 - Stream C-B	0.03	5.70	0.05	A
Junction 2 - Stream B-AC	0.01	7.50	0.01	A
Junction 2 - Stream C-AB	0.01	5.69	0.01	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - With Development, AM " model duration: 08:00 - 09:00
"D2 - With Development, PM2" model duration: 17:00 - 18:00
"D3 - Existing, PM2" model duration: 17:00 - 18:00
"D4 - Existing, AM" model duration: 08:00 - 09:00
"D5 - Existing, PM1" model duration: 15:30 - 16:30
"D6 - With Development, PM1" model duration: 15:30 - 16:30

Run using Junctions 8.0.4.487 at 21/11/2014 13:46:04

File summary

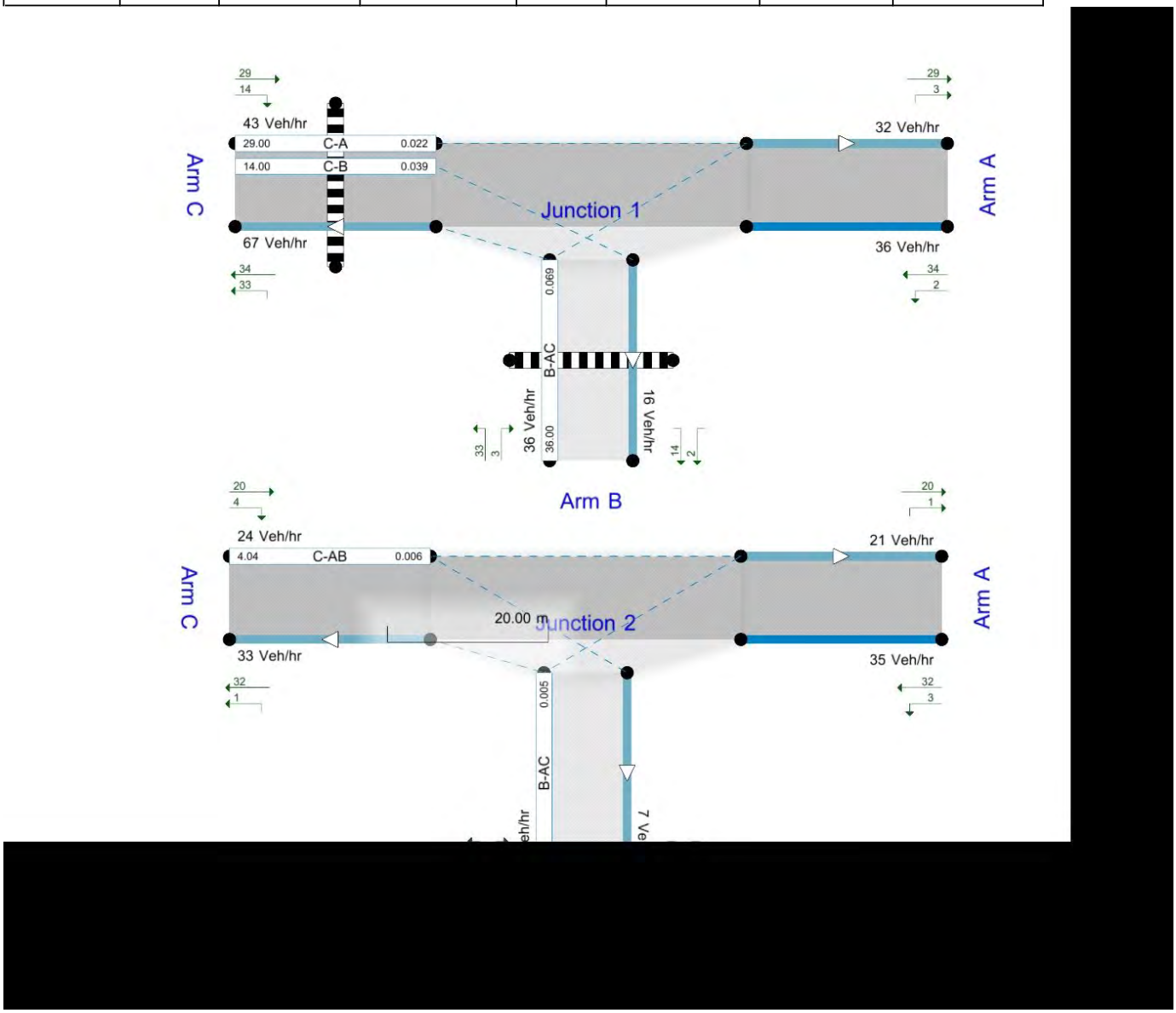
Title	(untitled)
Location	
Site Number	
Date	13/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	aohare
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

Liddell Road TA - With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Junction 1 - Arm B - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	Junction 1 - Arm C - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Liddell Road TA	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
With Development, AM	With Development	AM		DIRECT	08:00	09:00	60	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	1	MAYGROVE / IVERSON	T-Junction	Two-way	A,B,C	5.63	A
2	2	ARIEL / IVERSON	T-Junction	Two-way	A,B,C	6.38	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Arm	Name	Description	Arm Type
1	A	A	Iverson Road S		Major
1	B	B	Maygrove Road		Minor
1	C	C	Iversn Road N		Major
2	A	A	Iverson Road S		Major
2	B	B	Ariel Road		Minor
2	C	C	Iversn Road N		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
1	C	8.00		0.00	✓	2.20	100.00		
2	C	8.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
1	B	One lane	2.20										50	2
2	B	One lane	2.20										10	10

Pedestrian Crossings

Junction	Arm	Crossing Type
1	A	None
1	B	Zebra
1	C	Zebra
2	A	None
2	B	None
2	C	None

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Left) (PCU)	Space between crossing and junction entry (Right) (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1	B	0.00		0.00		Distance	7.50	5.36				
1	C		1.50	0.00		Distance	8.00	5.71				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	454.987	0.076	0.191	0.120	0.273
1	B-C	575.121	0.080	0.203	-	-
1	C-B	631.874	0.224	0.224	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	446.942	0.074	0.188	0.118	0.268
2	B-C	579.754	0.081	0.205	-	-
2	C-B	631.874	0.224	0.224	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	A	DIRECT		N/A	100.000
1	B	DIRECT		N/A	100.000
1	C	DIRECT		N/A	100.000
2	A	DIRECT		N/A	100.000
2	B	DIRECT		N/A	100.000
2	C	DIRECT		N/A	100.000

Pedestrian Flows

General Flows Data

Junction	Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
1	A	-	N/A
1	B	DIRECT	N/A
1	C	DIRECT	N/A
2	A	-	N/A
2	B	-	N/A
2	C	-	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Junction	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	1	A	36.00	37.82		
08:00-08:15	1	B	36.00	38.16		0.00
08:00-08:15	1	C	43.00	45.29		0.00
08:15-08:30	1	A	36.00	37.82		
08:15-08:30	1	B	36.00	38.16		0.00
08:15-08:30	1	C	43.00	45.29		0.00
08:30-08:45	1	A	36.00	37.82		
08:30-08:45	1	B	36.00	38.16		0.00
08:30-08:45	1	C	43.00	45.29		0.00
08:45-09:00	1	A	36.00	37.82		
08:45-09:00	1	B	36.00	38.16		0.00
08:45-09:00	1	C	43.00	45.37		0.00
08:00-08:15	2	A	34.75	36.36		
08:00-08:15	2	B	2.50	2.50		
08:00-08:15	2	C	23.75	24.74		
08:15-08:30	2	A	34.75	36.36		
08:15-08:30	2	B	2.50	2.50		
08:15-08:30	2	C	23.75	24.74		
08:30-08:45	2	A	34.75	36.36		
08:30-08:45	2	B	2.50	2.50		
08:30-08:45	2	C	23.75	24.74		
08:45-09:00	2	A	34.75	36.36		
08:45-09:00	2	B	2.50	2.50		
08:45-09:00	2	C	23.75	24.74		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.000	2.000	34.000
	B	3.000	0.000	33.000
	C	29.000	14.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.08	0.00	0.92
	C	0.67	0.33	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.000	2.000	34.000
	B	3.000	0.000	33.000
	C	29.000	14.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.08	0.00	0.92
	C	0.67	0.33	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.000	2.000	34.000
	B	3.000	0.000	33.000
	C	29.000	14.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.08	0.00	0.92
	C	0.67	0.33	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.000	2.000	34.000
	B	3.000	0.000	50.000
	C	29.000	31.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.06	0.00	0.94
	C	0.48	0.52	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (08:00-08:15)

		To		
		A	B	C
From	A	0.000	6.750	83.000
	B	14.000	0.000	9.250
	C	20.250	4.000	0.000

Turning Proportions (Veh) - Junction 2 - (08:00-08:15)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (08:15-08:30)

		To		
		A	B	C
From	A	0.000	6.750	83.000
	B	14.000	0.000	9.250
	C	20.250	4.000	0.000

Turning Proportions (Veh) - Junction 2 - (08:15-08:30)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (08:30-08:45)

		To		
		A	B	C
From	A	0.000	6.750	83.000
	B	14.000	0.000	9.250
	C	20.250	4.000	0.000

Turning Proportions (Veh) - Junction 2 - (08:30-08:45)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (08:45-09:00)

		To		
		A	B	C
From	A	0.000	6.750	83.000
	B	14.000	0.000	9.250
	C	20.250	4.000	0.000

Turning Proportions (Veh) - Junction 2 - (08:45-09:00)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.060	1.050
	B	1.060	1.000	1.060
	C	1.050	1.060	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	6.0	5.0
	B	6.0	0.0	6.0
	C	5.0	6.0	0.0

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.050
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	5.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	B-AC	0.07	7.39	0.07	A
1	C-A	0.02	3.21	0.04	A
1	C-B	0.05	5.70	0.03	A
2	B-AC	0.01	7.50	0.01	A
2	C-AB	0.01	5.69	0.01	A

Main Results for each time segment

Main results: (08:00-08:15)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	36.00	35.71	0.00	522.94	0.069	0.07	7.383	A
1	C-A	29.00	28.85	0.00	1299.63	0.022	0.04	2.832	A
1	C-B	14.00	13.92	0.00	359.65	0.039	0.02	5.201	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	2.50	2.48	0.00	482.39	0.005	0.01	7.500	A
2	C-AB	4.04	4.02	0.00	636.37	0.006	0.01	5.692	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (08:15-08:30)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	36.00	36.00	0.00	522.94	0.069	0.07	7.392	A
1	C-A	29.00	29.00	0.00	1299.44	0.022	0.04	2.835	A
1	C-B	14.00	14.00	0.00	359.77	0.039	0.02	5.203	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	2.50	2.50	0.00	482.38	0.005	0.01	7.500	A
2	C-AB	4.04	4.04	0.00	636.36	0.006	0.01	5.694	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (08:30-08:45)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	36.00	36.00	0.00	522.94	0.069	0.07	7.392	A
1	C-A	29.00	29.00	0.00	1299.44	0.022	0.04	2.835	A
1	C-B	14.00	14.00	0.00	359.77	0.039	0.02	5.203	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	2.50	2.50	0.00	482.38	0.005	0.01	7.500	A
2	C-AB	4.04	4.04	0.00	636.36	0.006	0.01	5.692	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (08:45-09:00)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	36.00	36.00	0.00	526.77	0.068	0.07	7.337	A
1	C-A	20.78	20.82	0.00	1142.87	0.018	0.03	3.210	A
1	C-B	22.22	22.16	0.00	458.15	0.048	0.03	5.705	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	2.50	2.50	0.00	482.38	0.005	0.01	7.500	A
2	C-AB	4.04	4.04	0.00	636.36	0.006	0.01	5.694	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Liddell Road TA - With Development, PM2

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Junction 1 - Arm B - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	Junction 1 - Arm C - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Liddell Road TA	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
With Development, PM2	With Development	PM2		DIRECT	17:00	18:00	60	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	1	MAYGROVE / IVERSON	T-Junction	Two-way	A,B,C	5.50	A
2	2	ARIEL / IVERSON	T-Junction	Two-way	A,B,C	7.33	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Arm	Name	Description	Arm Type
1	A	A	Iverson Road S		Major
1	B	B	Maygrove Road		Minor
1	C	C	Iversn Road N		Major
2	A	A	Iverson Road S		Major
2	B	B	Ariel Road		Minor
2	C	C	Iversn Road N		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
1	C	8.00		0.00	✓	2.20	100.00		
2	C	8.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
1	B	One lane	2.20										50	2
2	B	One lane	2.20										10	10

Pedestrian Crossings

Junction	Arm	Crossing Type
1	A	None
1	B	Zebra
1	C	Zebra
2	A	None
2	B	None
2	C	None

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Left) (PCU)	Space between crossing and junction entry (Right) (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1	B	0.00		0.00		Distance	7.50	5.36				
1	C		1.50	0.00		Distance	8.00	5.71				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	454.987	0.076	0.191	0.120	0.273
1	B-C	575.121	0.080	0.203	-	-
1	C-B	631.874	0.224	0.224	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	446.942	0.074	0.188	0.118	0.268
2	B-C	579.754	0.081	0.205	-	-
2	C-B	631.874	0.224	0.224	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	A	DIRECT	✓	N/A	100.000
1	B	DIRECT	✓	N/A	100.000
1	C	DIRECT	✓	N/A	100.000
2	A	DIRECT	✓	N/A	100.000
2	B	DIRECT	✓	N/A	100.000
2	C	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Junction	Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
1	A	-	N/A
1	B	DIRECT	N/A
1	C	DIRECT	N/A
2	A	-	N/A
2	B	-	N/A
2	C	-	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Junction	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	A	39.00	40.97		
17:00-17:15	1	B	38.00	40.28		0.00
17:00-17:15	1	C	48.00	50.60		0.00
17:15-17:30	1	A	39.00	40.97		
17:15-17:30	1	B	38.00	40.28		0.00
17:15-17:30	1	C	48.00	50.60		0.00
17:30-17:45	1	A	39.00	40.97		
17:30-17:45	1	B	38.00	40.28		0.00
17:30-17:45	1	C	48.00	50.60		0.00
17:45-18:00	1	A	39.00	40.97		
17:45-18:00	1	B	38.00	40.28		0.00
17:45-18:00	1	C	48.00	50.60		0.00
17:00-17:15	2	A	124.50	130.00		
17:00-17:15	2	B	21.50	21.50		
17:00-17:15	2	C	97.00	101.45		
17:15-17:30	2	A	124.50	130.00		
17:15-17:30	2	B	21.50	21.50		
17:15-17:30	2	C	97.00	101.45		
17:30-17:45	2	A	124.50	130.00		
17:30-17:45	2	B	21.50	21.50		
17:30-17:45	2	C	97.00	101.45		
17:45-18:00	2	A	124.50	130.00		
17:45-18:00	2	B	21.50	21.50		
17:45-18:00	2	C	97.00	101.45		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.000	2.000	37.000
	B	1.000	0.000	37.000
	C	28.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.03	0.00	0.97
	C	0.58	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.000	2.000	37.000
	B	1.000	0.000	37.000
	C	28.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.03	0.00	0.97
	C	0.58	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.000	2.000	37.000
	B	1.000	0.000	37.000
	C	28.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.03	0.00	0.97
	C	0.58	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.000	2.000	37.000
	B	1.000	0.000	37.000
	C	28.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.03	0.00	0.97
	C	0.58	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (17:00-17:15)

		To		
		A	B	C
From	A	0.000	14.500	110.000
	B	11.750	0.000	9.750
	C	89.000	8.000	0.000

Turning Proportions (Veh) - Junction 2 - (17:00-17:15)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.92	0.08	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (17:15-17:30)

		To		
		A	B	C
From	A	0.000	14.500	110.000
	B	11.750	0.000	9.750
	C	89.000	8.000	0.000

Turning Proportions (Veh) - Junction 2 - (17:15-17:30)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.92	0.08	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (17:30-17:45)

		To		
		A	B	C
From	A	0.000	14.500	110.000
	B	11.750	0.000	9.750
	C	89.000	8.000	0.000

Turning Proportions (Veh) - Junction 2 - (17:30-17:45)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.92	0.08	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (17:45-18:00)

		To		
		A	B	C
From	A	0.000	14.500	110.000
	B	11.750	0.000	9.750
	C	89.000	8.000	0.000

Turning Proportions (Veh) - Junction 2 - (17:45-18:00)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.060	1.050
	B	1.060	1.000	1.060
	C	1.050	1.060	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	6.0	5.0
	B	6.0	0.0	6.0
	C	5.0	6.0	0.0

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.050
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	5.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	B-AC	0.07	7.30	0.08	A
1	C-A	0.02	3.04	0.04	A
1	C-B	0.05	5.49	0.03	A
2	B-AC	0.05	8.10	0.05	A
2	C-AB	0.01	5.53	0.02	A

Main Results for each time segment

Main results: (17:00-17:15)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	37.69	0.00	530.84	0.072	0.08	7.295	A
1	C-A	28.00	27.86	0.00	1214.88	0.023	0.04	3.032	A
1	C-B	20.00	19.88	0.00	412.44	0.048	0.03	5.491	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	21.50	21.31	0.00	465.76	0.046	0.05	8.096	A
2	C-AB	9.22	9.16	0.00	660.44	0.014	0.02	5.527	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (17:15-17:30)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	530.83	0.072	0.08	7.303	A
1	C-A	28.00	28.00	0.00	1214.66	0.023	0.04	3.033	A
1	C-B	20.00	20.00	0.00	412.57	0.048	0.03	5.493	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	21.50	21.50	0.00	465.74	0.046	0.05	8.103	A
2	C-AB	9.23	9.23	0.00	660.43	0.014	0.02	5.529	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (17:30-17:45)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	530.83	0.072	0.08	7.303	A
1	C-A	28.00	28.00	0.00	1214.66	0.023	0.04	3.035	A
1	C-B	20.00	20.00	0.00	412.57	0.048	0.03	5.493	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	21.50	21.50	0.00	465.74	0.046	0.05	8.103	A
2	C-AB	9.23	9.23	0.00	660.43	0.014	0.02	5.530	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (17:45-18:00)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	530.83	0.072	0.08	7.303	A
1	C-A	28.00	28.00	0.00	1214.66	0.023	0.04	3.035	A
1	C-B	20.00	20.00	0.00	412.57	0.048	0.03	5.493	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	21.50	21.50	0.00	465.74	0.046	0.05	8.103	A
2	C-AB	9.23	9.23	0.00	660.43	0.014	0.02	5.527	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Liddell Road TA - Existing, PM2

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Junction 1 - Arm B - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	Junction 1 - Arm C - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Liddell Road TA	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, PM2	Existing	PM2		DIRECT	17:00	18:00	60	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	1	MAYGROVE / IVERSON	T-Junction	Two-way	A,B,C	5.64	A
2	2	ARIEL / IVERSON	T-Junction	Two-way	A,B,C	7.35	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Arm	Name	Description	Arm Type
1	A	A	Iverson Road S		Major
1	B	B	Maygrove Road		Minor
1	C	C	Iversn Road N		Major
2	A	A	Iverson Road S		Major
2	B	B	Ariel Road		Minor
2	C	C	Iversn Road N		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
1	C	8.00		0.00	✓	2.20	100.00		
2	C	8.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
1	B	One lane	2.20										50	2
2	B	One lane	2.20										10	10

Pedestrian Crossings

Junction	Arm	Crossing Type
1	A	None
1	B	Zebra
1	C	Zebra
2	A	None
2	B	None
2	C	None

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Left) (PCU)	Space between crossing and junction entry (Right) (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1	B	0.00		0.00		Distance	7.50	5.36				
1	C		1.50	0.00		Distance	8.00	5.71				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	454.987	0.076	0.191	0.120	0.273
1	B-C	575.121	0.080	0.203	-	-
1	C-B	631.874	0.224	0.224	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	446.942	0.074	0.188	0.118	0.268
2	B-C	579.754	0.081	0.205	-	-
2	C-B	631.874	0.224	0.224	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	A	DIRECT	✓	N/A	100.000
1	B	DIRECT	✓	N/A	100.000
1	C	DIRECT	✓	N/A	100.000
2	A	DIRECT	✓	N/A	100.000
2	B	DIRECT	✓	N/A	100.000
2	C	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Junction	Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
1	A	-	N/A
1	B	DIRECT	N/A
1	C	DIRECT	N/A
2	A	-	N/A
2	B	-	N/A
2	C	-	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Junction	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	A	39.00	42.86		
17:00-17:15	1	B	38.00	41.04		0.00
17:00-17:15	1	C	48.00	52.40		0.00
17:15-17:30	1	A	39.00	42.86		
17:15-17:30	1	B	38.00	41.04		0.00
17:15-17:30	1	C	48.00	52.40		0.00
17:30-17:45	1	A	39.00	42.86		
17:30-17:45	1	B	38.00	41.04		0.00
17:30-17:45	1	C	48.00	52.40		0.00
17:45-18:00	1	A	39.00	42.86		
17:45-18:00	1	B	38.00	41.04		0.00
17:45-18:00	1	C	48.00	52.40		0.00
17:00-17:15	2	A	124.50	135.50		
17:00-17:15	2	B	21.50	21.50		
17:00-17:15	2	C	97.00	105.90		
17:15-17:30	2	A	124.50	135.50		
17:15-17:30	2	B	21.50	21.50		
17:15-17:30	2	C	97.00	105.90		
17:30-17:45	2	A	124.50	135.50		
17:30-17:45	2	B	21.50	21.50		
17:30-17:45	2	C	97.00	105.90		
17:45-18:00	2	A	124.50	135.50		
17:45-18:00	2	B	21.50	21.50		
17:45-18:00	2	C	97.00	105.90		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.000	2.000	37.000
	B	2.000	0.000	36.000
	C	28.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.05	0.00	0.95
	C	0.58	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.000	2.000	37.000
	B	2.000	0.000	36.000
	C	28.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.05	0.00	0.95
	C	0.58	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.000	2.000	37.000
	B	2.000	0.000	36.000
	C	28.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.05	0.00	0.95
	C	0.58	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.000	2.000	37.000
	B	2.000	0.000	36.000
	C	28.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.05	0.00	0.95
	C	0.58	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (17:00-17:15)

		To		
		A	B	C
From	A	0.000	14.500	110.000
	B	11.750	0.000	9.750
	C	89.000	8.000	0.000

Turning Proportions (Veh) - Junction 2 - (17:00-17:15)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.92	0.08	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (17:15-17:30)

		To		
		A	B	C
From	A	0.000	14.500	110.000
	B	11.750	0.000	9.750
	C	89.000	8.000	0.000

Turning Proportions (Veh) - Junction 2 - (17:15-17:30)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.92	0.08	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (17:30-17:45)

		To		
		A	B	C
From	A	0.000	14.500	110.000
	B	11.750	0.000	9.750
	C	89.000	8.000	0.000

Turning Proportions (Veh) - Junction 2 - (17:30-17:45)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.92	0.08	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (17:45-18:00)

		To		
		A	B	C
From	A	0.000	14.500	110.000
	B	11.750	0.000	9.750
	C	89.000	8.000	0.000

Turning Proportions (Veh) - Junction 2 - (17:45-18:00)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.080	1.100
	B	1.080	1.000	1.080
	C	1.100	1.080	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	8.0	10.0
	B	8.0	0.0	8.0
	C	10.0	8.0	0.0

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.100
	B	1.000	1.000	1.000
	C	1.100	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	10.0
	B	0.0	0.0	0.0
	C	10.0	0.0	0.0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	B-AC	0.07	7.52	0.08	A
1	C-A	0.02	3.17	0.04	A
1	C-B	0.05	5.59	0.03	A
2	B-AC	0.05	8.13	0.05	A
2	C-AB	0.01	5.55	0.02	A

Main Results for each time segment

Main results: (17:00-17:15)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	37.69	0.00	516.66	0.074	0.08	7.511	A
1	C-A	28.00	27.85	0.00	1164.63	0.024	0.04	3.166	A
1	C-B	20.00	19.88	0.00	401.32	0.050	0.03	5.589	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	21.50	21.31	0.00	464.30	0.046	0.05	8.123	A
2	C-AB	9.22	9.16	0.00	657.86	0.014	0.02	5.549	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (17:15-17:30)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	516.65	0.074	0.08	7.520	A
1	C-A	28.00	28.00	0.00	1164.42	0.024	0.04	3.169	A
1	C-B	20.00	20.00	0.00	401.45	0.050	0.03	5.592	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	21.50	21.50	0.00	464.29	0.046	0.05	8.129	A
2	C-AB	9.23	9.23	0.00	657.81	0.014	0.02	5.549	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (17:30-17:45)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	516.65	0.074	0.08	7.520	A
1	C-A	28.00	28.00	0.00	1164.42	0.024	0.04	3.167	A
1	C-B	20.00	20.00	0.00	401.45	0.050	0.03	5.592	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	21.50	21.50	0.00	464.29	0.046	0.05	8.129	A
2	C-AB	9.23	9.23	0.00	657.81	0.014	0.02	5.550	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (17:45-18:00)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	516.65	0.074	0.08	7.520	A
1	C-A	28.00	28.00	0.00	1164.42	0.024	0.04	3.167	A
1	C-B	20.00	20.00	0.00	401.45	0.050	0.03	5.594	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	21.50	21.50	0.00	464.29	0.046	0.05	8.129	A
2	C-AB	9.23	9.23	0.00	657.81	0.014	0.02	5.552	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Liddell Road TA - Existing, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Junction 1 - Arm B - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	Junction 1 - Arm C - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Liddell Road TA	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, AM	Existing	AM		DIRECT	08:00	09:00	60	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	1	MAYGROVE / IVERSON	T-Junction	Two-way	A,B,C	5.57	A
2	2	ARIEL / IVERSON	T-Junction	Two-way	A,B,C	7.71	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Arm	Name	Description	Arm Type
1	A	A	Iverson Road S		Major
1	B	B	Maygrove Road		Minor
1	C	C	Iversn Road N		Major
2	A	A	Iverson Road S		Major
2	B	B	Ariel Road		Minor
2	C	C	Iversn Road N		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
1	C	8.00		0.00	✓	2.20	100.00		
2	C	8.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
1	B	One lane	2.20										50	2
2	B	One lane	2.20										10	10

Pedestrian Crossings

Junction	Arm	Crossing Type
1	A	None
1	B	Zebra
1	C	Zebra
2	A	None
2	B	None
2	C	None

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Left) (PCU)	Space between crossing and junction entry (Right) (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1	B	0.00		0.00		Distance	7.50	5.36				
1	C		1.50	0.00		Distance	8.00	5.71				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	454.987	0.076	0.191	0.120	0.273
1	B-C	575.121	0.080	0.203	-	-
1	C-B	631.874	0.224	0.224	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	446.942	0.074	0.188	0.118	0.268
2	B-C	579.754	0.081	0.205	-	-
2	C-B	631.874	0.224	0.224	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	A	DIRECT	✓	N/A	100.000
1	B	DIRECT	✓	N/A	100.000
1	C	DIRECT	✓	N/A	100.000
2	A	DIRECT	✓	N/A	100.000
2	B	DIRECT	✓	N/A	100.000
2	C	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Junction	Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
1	A	-	N/A
1	B	DIRECT	N/A
1	C	DIRECT	N/A
2	A	-	N/A
2	B	-	N/A
2	C	-	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Junction	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	1	A	36.00	39.56		
08:00-08:15	1	B	38.00	41.04		0.00
08:00-08:15	1	C	46.00	50.26		0.00
08:15-08:30	1	A	36.00	39.56		
08:15-08:30	1	B	38.00	41.04		0.00
08:15-08:30	1	C	46.00	50.26		0.00
08:30-08:45	1	A	36.00	39.56		
08:30-08:45	1	B	38.00	41.04		0.00
08:30-08:45	1	C	46.00	50.26		0.00
08:45-09:00	1	A	36.00	39.56		
08:45-09:00	1	B	38.00	41.04		0.00
08:45-09:00	1	C	46.00	50.26		0.00
08:00-08:15	2	A	89.75	98.05		
08:00-08:15	2	B	23.25	23.25		
08:00-08:15	2	C	74.25	81.28		
08:15-08:30	2	A	89.75	98.05		
08:15-08:30	2	B	23.25	23.25		
08:15-08:30	2	C	74.25	81.28		
08:30-08:45	2	A	89.75	98.05		
08:30-08:45	2	B	23.25	23.25		
08:30-08:45	2	C	74.25	81.28		
08:45-09:00	2	A	89.75	98.05		
08:45-09:00	2	B	23.25	23.25		
08:45-09:00	2	C	74.25	81.28		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.000	2.000	34.000
	B	3.000	0.000	35.000
	C	29.000	17.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.08	0.00	0.92
	C	0.63	0.37	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.000	2.000	34.000
	B	3.000	0.000	35.000
	C	29.000	17.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.08	0.00	0.92
	C	0.63	0.37	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.000	2.000	34.000
	B	3.000	0.000	35.000
	C	29.000	17.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.08	0.00	0.92
	C	0.63	0.37	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.000	2.000	34.000
	B	3.000	0.000	35.000
	C	29.000	17.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.08	0.00	0.92
	C	0.63	0.37	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (08:00-08:15)

		To		
		A	B	C
From	A	0.000	6.750	83.000
	B	14.000	0.000	9.250
	C	70.250	4.000	0.000

Turning Proportions (Veh) - Junction 2 - (08:00-08:15)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.95	0.05	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (08:15-08:30)

		To		
		A	B	C
From	A	0.000	6.750	83.000
	B	14.000	0.000	9.250
	C	70.250	4.000	0.000

Turning Proportions (Veh) - Junction 2 - (08:15-08:30)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.95	0.05	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (08:30-08:45)

		To		
		A	B	C
From	A	0.000	6.750	83.000
	B	14.000	0.000	9.250
	C	70.250	4.000	0.000

Turning Proportions (Veh) - Junction 2 - (08:30-08:45)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.95	0.05	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (08:45-09:00)

		To		
		A	B	C
From	A	0.000	6.750	83.000
	B	14.000	0.000	9.250
	C	70.250	4.000	0.000

Turning Proportions (Veh) - Junction 2 - (08:45-09:00)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.080	1.100
	B	1.080	1.000	1.080
	C	1.100	1.080	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	8.0	10.0
	B	8.0	0.0	8.0
	C	10.0	8.0	0.0

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.100
	B	1.000	1.000	1.000
	C	1.100	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	10.0
	B	0.0	0.0	0.0
	C	10.0	0.0	0.0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	B-AC	0.07	7.57	0.08	A
1	C-A	0.02	3.06	0.04	A
1	C-B	0.05	5.44	0.03	A
2	B-AC	0.05	8.13	0.05	A
2	C-AB	0.01	5.54	0.01	A

Main Results for each time segment

Main results: (08:00-08:15)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	37.68	0.00	513.44	0.074	0.08	7.562	A
1	C-A	29.00	28.85	0.00	1204.66	0.024	0.04	3.061	A
1	C-B	17.00	16.90	0.00	375.94	0.045	0.03	5.438	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	23.25	23.04	0.00	465.84	0.050	0.05	8.127	A
2	C-AB	4.47	4.44	0.00	654.04	0.007	0.01	5.541	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (08:15-08:30)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	513.44	0.074	0.08	7.571	A
1	C-A	29.00	29.00	0.00	1204.47	0.024	0.04	3.064	A
1	C-B	17.00	17.00	0.00	376.07	0.045	0.03	5.443	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	23.25	23.25	0.00	465.83	0.050	0.05	8.133	A
2	C-AB	4.48	4.48	0.00	654.00	0.007	0.01	5.543	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (08:30-08:45)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	513.44	0.074	0.08	7.571	A
1	C-A	29.00	29.00	0.00	1204.47	0.024	0.04	3.062	A
1	C-B	17.00	17.00	0.00	376.07	0.045	0.03	5.441	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	23.25	23.25	0.00	465.83	0.050	0.05	8.133	A
2	C-AB	4.48	4.48	0.00	654.00	0.007	0.01	5.541	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (08:45-09:00)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	38.00	38.00	0.00	513.44	0.074	0.08	7.571	A
1	C-A	29.00	29.00	0.00	1204.47	0.024	0.04	3.062	A
1	C-B	17.00	17.00	0.00	376.07	0.045	0.03	5.441	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	23.25	23.25	0.00	465.83	0.050	0.05	8.133	A
2	C-AB	4.48	4.48	0.00	654.00	0.007	0.01	5.544	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Liddell Road TA - Existing, PM1

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Junction 1 - Arm B - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	Junction 1 - Arm C - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Liddell Road TA	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, PM1	Existing	PM1		DIRECT	15:30	16:30	60	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	1	MAYGROVE / IVERSON	T-Junction	Two-way	A,B,C	4.91	A
2	2	ARIEL / IVERSON	T-Junction	Two-way	A,B,C	7.73	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Arm	Name	Description	Arm Type
1	A	A	Iverson Road S		Major
1	B	B	Maygrove Road		Minor
1	C	C	Iversn Road N		Major
2	A	A	Iverson Road S		Major
2	B	B	Ariel Road		Minor
2	C	C	Iversn Road N		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
1	C	8.00		0.00	✓	2.20	100.00		
2	C	8.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
1	B	One lane	2.20										50	2
2	B	One lane	2.20										10	10

Pedestrian Crossings

Junction	Arm	Crossing Type
1	A	None
1	B	Zebra
1	C	Zebra
2	A	None
2	B	None
2	C	None

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Left) (PCU)	Space between crossing and junction entry (Right) (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1	B	0.00		0.00		Distance	7.50	5.36				
1	C		1.50	0.00		Distance	8.00	5.71				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	454.987	0.076	0.191	0.120	0.273
1	B-C	575.121	0.080	0.203	-	-
1	C-B	631.874	0.224	0.224	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	446.942	0.074	0.188	0.118	0.268
2	B-C	579.754	0.081	0.205	-	-
2	C-B	631.874	0.224	0.224	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	A	DIRECT	✓	N/A	100.000
1	B	DIRECT	✓	N/A	100.000
1	C	DIRECT	✓	N/A	100.000
2	A	DIRECT	✓	N/A	100.000
2	B	DIRECT	✓	N/A	100.000
2	C	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Junction	Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
1	A	-	N/A
1	B	DIRECT	N/A
1	C	DIRECT	N/A
2	A	-	N/A
2	B	-	N/A
2	C	-	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Junction	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	1	A	32.00	35.16		
15:30-15:45	1	B	18.00	18.08		0.00
15:30-15:45	1	C	40.00	43.66		0.00
15:45-16:00	1	A	32.00	35.16		
15:45-16:00	1	B	18.00	18.08		0.00
15:45-16:00	1	C	40.00	43.66		0.00
16:00-16:15	1	A	32.00	35.16		
16:00-16:15	1	B	18.00	18.08		0.00
16:00-16:15	1	C	40.00	43.66		0.00
16:15-16:30	1	A	32.00	35.16		
16:15-16:30	1	B	18.00	18.08		0.00
16:15-16:30	1	C	40.00	43.66		0.00
15:30-15:45	2	A	27.00	29.28		
15:30-15:45	2	B	16.50	16.50		
15:30-15:45	2	C	24.00	26.03		
15:45-16:00	2	A	27.00	29.28		
15:45-16:00	2	B	16.50	16.50		
15:45-16:00	2	C	24.00	26.03		
16:00-16:15	2	A	27.00	29.28		
16:00-16:15	2	B	16.50	16.50		
16:00-16:15	2	C	24.00	26.03		
16:15-16:30	2	A	27.00	29.28		
16:15-16:30	2	B	16.50	16.50		
16:15-16:30	2	C	24.00	26.03		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (15:30-15:45)

		To		
		A	B	C
From	A	0.000	2.000	30.000
	B	1.000	0.000	17.000
	C	23.000	17.000	0.000

Turning Proportions (Veh) - Junction 1 - (15:30-15:45)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.06	0.00	0.94
	C	0.58	0.43	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (15:45-16:00)

		To		
		A	B	C
From	A	0.000	2.000	30.000
	B	1.000	0.000	17.000
	C	23.000	17.000	0.000

Turning Proportions (Veh) - Junction 1 - (15:45-16:00)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.06	0.00	0.94
	C	0.58	0.43	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:00-16:15)

		To		
		A	B	C
From	A	0.000	2.000	30.000
	B	1.000	0.000	17.000
	C	23.000	17.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:00-16:15)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.06	0.00	0.94
	C	0.58	0.43	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:15-16:30)

		To		
		A	B	C
From	A	0.000	2.000	30.000
	B	1.000	0.000	17.000
	C	23.000	17.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:15-16:30)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.06	0.00	0.94
	C	0.58	0.43	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (15:30-15:45)

		To		
		A	B	C
From	A	0.000	4.250	22.750
	B	14.000	0.000	2.500
	C	20.250	3.750	0.000

Turning Proportions (Veh) - Junction 2 - (15:30-15:45)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.85	0.00	0.15
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (15:45-16:00)

		To		
		A	B	C
From	A	0.000	4.250	22.750
	B	14.000	0.000	2.500
	C	20.250	3.750	0.000

Turning Proportions (Veh) - Junction 2 - (15:45-16:00)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.85	0.00	0.15
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (16:00-16:15)

		To		
		A	B	C
From	A	0.000	4.250	22.750
	B	14.000	0.000	2.500
	C	20.250	3.750	0.000

Turning Proportions (Veh) - Junction 2 - (16:00-16:15)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.85	0.00	0.15
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (16:15-16:30)

		To		
		A	B	C
From	A	0.000	4.250	22.750
	B	14.000	0.000	2.500
	C	20.250	3.750	0.000

Turning Proportions (Veh) - Junction 2 - (16:15-16:30)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.85	0.00	0.15
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.080	1.100
	B	1.080	1.000	1.000
	C	1.100	1.080	1.080

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	8.0	10.0
	B	8.0	0.0	0.0
	C	10.0	8.0	8.0

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.100
	B	1.000	1.000	1.000
	C	1.100	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	10.0
	B	0.0	0.0	0.0
	C	10.0	0.0	0.0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	B-AC	0.03	6.69	0.03	A
1	C-A	0.02	3.17	0.03	A
1	C-B	0.04	5.55	0.03	A
2	B-AC	0.04	8.22	0.04	A
2	C-AB	0.01	5.68	0.01	A

Main Results for each time segment

Main results: (15:30-15:45)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	18.00	17.87	0.00	556.09	0.032	0.03	6.687	A
1	C-A	23.00	22.88	0.00	1159.75	0.020	0.03	3.166	A
1	C-B	17.00	16.90	0.00	405.58	0.042	0.03	5.549	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	16.50	16.35	0.00	454.60	0.036	0.04	8.212	A
2	C-AB	3.87	3.85	0.00	637.85	0.006	0.01	5.677	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (15:45-16:00)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	18.00	18.00	0.00	556.08	0.032	0.03	6.689	A
1	C-A	23.00	23.00	0.00	1159.55	0.020	0.03	3.169	A
1	C-B	17.00	17.00	0.00	405.71	0.042	0.03	5.551	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	16.50	16.50	0.00	454.59	0.036	0.04	8.217	A
2	C-AB	3.87	3.87	0.00	637.84	0.006	0.01	5.680	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (16:00-16:15)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	18.00	18.00	0.00	556.08	0.032	0.03	6.689	A
1	C-A	23.00	23.00	0.00	1159.55	0.020	0.03	3.169	A
1	C-B	17.00	17.00	0.00	405.71	0.042	0.03	5.553	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	16.50	16.50	0.00	454.59	0.036	0.04	8.217	A
2	C-AB	3.87	3.87	0.00	637.84	0.006	0.01	5.680	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (16:15-16:30)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	18.00	18.00	0.00	556.08	0.032	0.03	6.689	A
1	C-A	23.00	23.00	0.00	1159.55	0.020	0.03	3.169	A
1	C-B	17.00	17.00	0.00	405.71	0.042	0.03	5.551	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	16.50	16.50	0.00	454.59	0.036	0.04	8.217	A
2	C-AB	3.87	3.87	0.00	637.84	0.006	0.01	5.677	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Liddell Road TA - With Development, PM1

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Liddell Road TA	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
With Development, PM1	With Development	PM1		DIRECT	15:30	16:30	60	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	1	MAYGROVE / IVERSON	T-Junction	Two-way	A,B,C	5.25	A
2	2	ARIEL / IVERSON	T-Junction	Two-way	A,B,C	7.73	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Arm	Name	Description	Arm Type
1	A	A	Iverson Road S		Major
1	B	B	Maygrove Road		Minor
1	C	C	Iversn Road N		Major
2	A	A	Iverson Road S		Major
2	B	B	Ariel Road		Minor
2	C	C	Iversn Road N		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
1	C	8.00		0.00	✓	2.20	100.00		
2	C	8.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
1	B	One lane	2.20										50	2
2	B	One lane	2.20										10	10

Pedestrian Crossings

Junction	Arm	Crossing Type
1	A	None
1	B	Zebra
1	C	Zebra
2	A	None
2	B	None
2	C	None

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Left) (PCU)	Space between crossing and junction entry (Right) (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1	B	0.00		0.00		Distance	7.50	5.36				
1	C		1.50	0.00		Distance	8.00	5.71				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	454.987	0.076	0.191	0.120	0.273
1	B-C	575.121	0.080	0.203	-	-
1	C-B	631.874	0.224	0.224	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	446.942	0.074	0.188	0.118	0.268
2	B-C	579.754	0.081	0.205	-	-
2	C-B	631.874	0.224	0.224	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	A	DIRECT	✓	N/A	100.000
1	B	DIRECT	✓	N/A	100.000
1	C	DIRECT	✓	N/A	100.000
2	A	DIRECT	✓	N/A	100.000
2	B	DIRECT	✓	N/A	100.000
2	C	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Junction	Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
1	A	-	N/A
1	B	DIRECT	N/A
1	C	DIRECT	N/A
2	A	-	N/A
2	B	-	N/A
2	C	-	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Junction	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	1	A	32.00	33.62		
15:30-15:45	1	B	32.00	32.00		26.50
15:30-15:45	1	C	55.00	58.07		26.50
15:45-16:00	1	A	32.00	33.62		
15:45-16:00	1	B	15.00	15.00		26.50
15:45-16:00	1	C	38.00	40.05		26.50
16:00-16:15	1	A	32.00	33.62		
16:00-16:15	1	B	15.00	15.00		26.50
16:00-16:15	1	C	38.00	40.05		26.50
16:15-16:30	1	A	32.00	33.62		
16:15-16:30	1	B	15.00	15.00		26.50
16:15-16:30	1	C	38.00	40.05		26.50
15:30-15:45	2	A	27.00	28.14		
15:30-15:45	2	B	16.50	16.50		
15:30-15:45	2	C	24.00	25.01		
15:45-16:00	2	A	27.00	28.14		
15:45-16:00	2	B	16.50	16.50		
15:45-16:00	2	C	24.00	25.01		
16:00-16:15	2	A	27.00	28.14		
16:00-16:15	2	B	16.50	16.50		
16:00-16:15	2	C	24.00	25.01		
16:15-16:30	2	A	27.00	28.14		
16:15-16:30	2	B	16.50	16.50		
16:15-16:30	2	C	24.00	25.01		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (15:30-15:45)

		To		
		A	B	C
From	A	0.000	2.000	30.000
	B	0.000	0.000	32.000
	C	23.000	32.000	0.000

Turning Proportions (Veh) - Junction 1 - (15:30-15:45)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.00	0.00	1.00
	C	0.42	0.58	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (15:45-16:00)

		To		
		A	B	C
From	A	0.000	2.000	30.000
	B	0.000	0.000	15.000
	C	23.000	15.000	0.000

Turning Proportions (Veh) - Junction 1 - (15:45-16:00)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.00	0.00	1.00
	C	0.61	0.39	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:00-16:15)

		To		
		A	B	C
From	A	0.000	2.000	30.000
	B	0.000	0.000	15.000
	C	23.000	15.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:00-16:15)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.00	0.00	1.00
	C	0.61	0.39	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:15-16:30)

		To		
		A	B	C
From	A	0.000	2.000	30.000
	B	0.000	0.000	15.000
	C	23.000	15.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:15-16:30)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.00	0.00	1.00
	C	0.61	0.39	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (15:30-15:45)

		To		
		A	B	C
From	A	0.000	4.250	22.750
	B	14.000	0.000	2.500
	C	20.250	3.750	0.000

Turning Proportions (Veh) - Junction 2 - (15:30-15:45)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.85	0.00	0.15
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (15:45-16:00)

		To		
		A	B	C
From	A	0.000	4.250	22.750
	B	14.000	0.000	2.500
	C	20.250	3.750	0.000

Turning Proportions (Veh) - Junction 2 - (15:45-16:00)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.85	0.00	0.15
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (16:00-16:15)

		To		
		A	B	C
From	A	0.000	4.250	22.750
	B	14.000	0.000	2.500
	C	20.250	3.750	0.000

Turning Proportions (Veh) - Junction 2 - (16:00-16:15)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.85	0.00	0.15
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 2 - (16:15-16:30)

		To		
		A	B	C
From	A	0.000	4.250	22.750
	B	14.000	0.000	2.500
	C	20.250	3.750	0.000

Turning Proportions (Veh) - Junction 2 - (16:15-16:30)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.85	0.00	0.15
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.060	1.050
	B	1.060	1.000	1.000
	C	1.050	1.060	1.050

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	6.0	5.0
	B	6.0	0.0	0.0
	C	5.0	6.0	5.0

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.050
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	5.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	B-AC	0.06	6.82	0.06	A
1	C-A	0.02	3.40	0.03	A
1	C-B	0.07	5.96	0.05	A
2	B-AC	0.04	8.21	0.04	A
2	C-AB	0.01	5.67	0.01	A

Main Results for each time segment

Main results: (15:30-15:45)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	32.00	31.76	26.50	559.26	0.057	0.06	6.821	A
1	C-A	23.00	22.88	26.50	1080.91	0.021	0.03	3.402	A
1	C-B	32.00	31.79	26.50	483.32	0.066	0.05	5.962	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	16.50	16.35	0.00	454.92	0.036	0.04	8.206	A
2	C-AB	3.87	3.85	0.00	638.45	0.006	0.01	5.672	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (15:45-16:00)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	15.00	15.13	26.50	559.26	0.027	0.03	6.619	A
1	C-A	23.00	23.00	26.50	1212.15	0.019	0.03	3.029	A
1	C-B	15.00	15.12	26.50	399.02	0.038	0.02	5.412	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	16.50	16.50	0.00	454.92	0.036	0.04	8.211	A
2	C-AB	3.87	3.87	0.00	638.44	0.006	0.01	5.674	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (16:00-16:15)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	15.00	15.00	26.50	559.26	0.027	0.03	6.616	A
1	C-A	23.00	23.00	26.50	1213.73	0.019	0.03	3.025	A
1	C-B	15.00	15.00	26.50	398.00	0.038	0.02	5.405	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	16.50	16.50	0.00	454.92	0.036	0.04	8.211	A
2	C-AB	3.87	3.87	0.00	638.44	0.006	0.01	5.672	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-

Main results: (16:15-16:30)

Junction	Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	B-AC	15.00	15.00	26.50	559.26	0.027	0.03	6.616	A
1	C-A	23.00	23.00	26.50	1213.74	0.019	0.03	3.025	A
1	C-B	15.00	15.00	26.50	398.00	0.038	0.02	5.403	A
1	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	-
2	B-AC	16.50	16.50	0.00	454.92	0.036	0.04	8.211	A
2	C-AB	3.87	3.87	0.00	638.44	0.006	0.01	5.674	A
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-