

Appendix A Submitted Scoping Report

Manu Dwivedi

From: Cardno, Steve <Steve.Cardno@camden.gov.uk>
Sent: 25 September 2014 12:40
To: Manu Dwivedi
Subject: RE: Charlie Ratchford - Transport Considerations

Importance: High

Hi Manu

I have reviewed the transport statement scoping report. It is a good example of what we are looking for. However I would like to make some comments as follows:

- Paragraph 2.2.7 states that street lighting is provided along the eastern side of Crogsland Road. Would additional street lighting need to be provided directly adjacent to the development?
- Paragraph 2.2.18 suggests that parking spaces are provided on both sides of Crogsland Road. However, it is worth noting that there is a single yellow line directly adjacent to the site.
- Paragraph 2.3.2 suggests that any requirement for disabled parking spaces would be provided on the public highway. We would expect such parking to be provided on site. A case will need to be made to explain why this would not be possible while also explaining that the proposal would not be detrimental to the operation of the public highway (e.g. traffic congestion, road safety, parking stress etc). The same applies to operational parking needs (e.g. for the mini-bus which would pick up and drop off residents). I assume you will be doing a parking beat survey to demonstrate that the CPZ could cope.
- Paragraph 3.6.1 discusses relevant policy documents. This should also refer to the following:
 - o Camden Development Policies
 - o Camden Planning Guidance
 - o Camden Transport Strategy
- Paragraph 3.6.2 discusses potential parking requirements. This should also discuss any need for mobility scooter parking.
- Paragraph 3.7.1 states that trip generation will be based on TRICS / TRAVL. I would also suggest undertaking a survey of the existing Charlie Ratchford site for comparison purposes.
- It would be beneficial if the trip generation and modal split predictions can be broken down for staff, residents, visitors etc. It is assumed that the majority of trips would be made by staff and visitors.
- The transport statement should also discuss trip generation related to deliveries and servicing.
- The transport statement should also discuss servicing strategies during construction and following completion of the development (including waste and recycling collections).

I hope this helps.

Regards
Steve

Steve Cardno
Principal Transport Planner

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Sent: 11 September 2014 17:32
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Subject: Charlie Ratchford - Transport Considerations

Hi Steve,

Hope you are well.

Many thanks for your time to discuss the preliminary proposals for the Charlie Ratchford Resource Centre with my colleague. Please find the transport scope of works attached. I will be grateful if you could please review and let us know any comments you may have on this.

Further would you please be able to confirm whether you think parking surveys or PERS audit will be required for this project.

Many thanks and regards,

Manu Dwivedi
Associate – Transport

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Charlie Ratchford Extra-Care Scheme

Transport Scoping Report

On behalf of **The London Borough of Camden**



Project Ref: 31103 | Rev: 1 | Date: September 2014



Document Control Sheet

Project Name: Charlie Ratchford Extra-Care Scheme

Project Ref: 31103

Report Title: Transport Statement Scoping Report

Doc Ref: 1.2

Date: September 2014

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
1.2		Draft to Project Team	NN	MD	RP

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1 Introduction

1.1 Background

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by the London Borough of Camden (LBC) to produce a Transport Statement (TS) in support of a planning application for an extra-care facility on an approximately 1,200 sqm site, situated in LBC.
- 1.1.2 Figure 1-1 shows the location of the application site in relation to its wider surrounding area. The slightly irregular shaped development site is currently undeveloped. To the north the site is bounded by residential dwellings, to the east by Crogsland Road, and to the south and west by Haverstock School, a business and enterprise college for 11 to 18 year old students.



Figure 1-1: Site Location Plan

- 1.1.3 This scoping report sets out the proposed method to be applied and the scope of work to be undertaken in the preparation of a TS report that will form part of a suite of supporting documents for the planning application.
- 1.1.4 It is intended that this scoping report will be agreed at an early stage with LBC and Transport for London (TfL) if required.

2 Development Proposals

2.1 Development Schedule

- 2.1.1 The development proposals comprise the re-location of the Charlie Ratchford Resource Centre, currently situated on Belmont Street, to the application site on Crogsland Road. The Centre presently provides day care for Camden residents aged 60 and over.
- 2.1.2 The proposed extra-care development on the application site will comprise a day care centre for the elderly at ground floor level and a total of 30 extra-care residential units on floors 1 to 4.
- 2.1.3 The ground floor level will accommodate an activity room, lounge, foyer, meeting and admin room, café / restaurant, kitchen, and staff room as well as ancillary floorspaces. The care home units, formed of 24 x one and 6 x two bed flats, will be situated at the first to fourth floor.

2.2 Site Access

- 2.2.1 This section of the TS will consider links from the site to the surrounding area by all modes.
- 2.2.2 Figure 2-1 illustrates the location of the application site in relation to its immediate surrounding area.

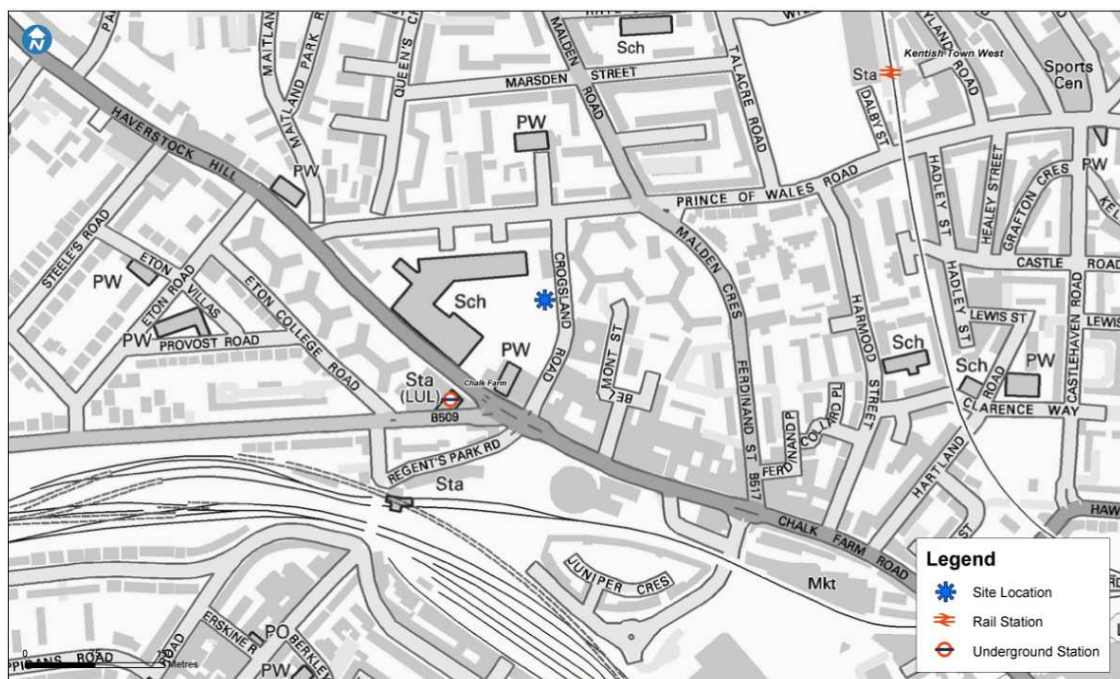


Figure 2-1: Site Location Plan

- 2.2.3 For the purposes of this scoping report, a brief outline of our understanding of the links has been included below.

Pedestrian and Cycle Access

- 2.2.4 The TS will outline the pedestrian / cycle links and facilities in the vicinity of the site. Maps illustrating the local pedestrian and cycle provision will be included within the TS in order to illustrate that the site can be accessed via active modes of transport.

- 2.2.5 The site has currently one access gate for all modes of transport on Crogsland Road. This gate is situated to the south-eastern corner of the site.
- 2.2.6 It is proposed to implement a new pedestrian and cycle access to the site. Pedestrians and cyclist will access the site via the main entrance to the development on Crogsland Road.
- 2.2.7 Footways are provided on both sides of Crogsland Road and street lighting is provided in regular intervals on the eastern side of the road.
- 2.2.8 Pedestrian crossing facilities on the Crogsland Road / A502 Haverstock Hill junction grant pedestrians safe access to Chalk Farm underground station and adjacent bus stops on Haverstock Hill and the B509.

Public Transport

- 2.2.9 The TS will review the public transport provision in the surrounding area of the site. This will include London underground and overground as well as bus stations. Access to the nearest National Rail stations will also be outlined.
- 2.2.10 The closest London underground station to the site is Chalk Farm, which lies approximately 185m (approximately 2 minute walking distance) to the south-west of the site. Chalk Farm station grants access to Northern Line services between Edgware and Kennington / Morden.
- 2.2.11 Swiss Cottage underground station, which lies approximately 1,850m (approximately 7 minute cycle distance) to the west of the site, is served by Jubilee Line services between Stanmore and Stratford. Swiss Cottage underground station can also be accessed via bus route 31.
- 2.2.12 The closest London overground station to the site is Kentish Town West. This station lies approximately 490m (approximately 6 minute walk or 2 minute cycle distance) to the north-east of the site. Kentish Town West station is served by overground services operating between Richmond / Clapham and Stratford.
- 2.2.13 The closest bus stops to the site are situated along the A502 Chalk Farm Road / Haverstock Hill and the B509 Adelaide Road to the south of the site. To the north of the site, the closest bus stops are situated along Prince of Wales Road.
- 2.2.14 The bus stops on the A502 are services by bus routes 31, N5, N28, N31, 168, 393, D and E. Bus services 31, N28 and N31 serve bus stops on the B509 Adelaide Road and bus stops on Prince of Wales Road are served by bus route 393.
- 2.2.15 Table 2.1 shows the bus services available within walking distance of the development site as well as their route description and weekday morning peak hour frequency

Table 2.1: Bus Services in the Vicinity of the Site

Service Number	Route Description	Approximate Distance from Site	Weekday AM Peak Hour Frequency
31	White CityKilburnCamden Town	235m	10-11 services in each direction
168	Hampstead Heath–Euston–Old Kent Road	245m	9 services in each direction

393	Clapton–Holloway– Chalk Farm	110m	5 services towards Clapton
N5	Edgware– Hampstead–Trafalgar Square	245m	-Night time only-
N28	Wandsworth– Kensington–Camden Town	245m	-Night time only-
N31	Clapham Junction– Kensington–Camden Town	245m	-Night time only-
Total	Approximately 24-25 buses per hour in each direction		

- 2.2.16 The closest National Rail station to the site is London St Pancras, which lies approximately 2.5 km to the south-east of the site. This station can be accessed via Northern Line services from Chalk Farm to Kings Cross underground station.

Vehicular Access

- 2.2.17 As mentioned above, the site has currently one access gate for all modes of transport on Crogsland Road. It is proposed, that vehicular access to the site will remain via Crogsland Road with the implementation of the proposed development. The access point will be relocated to the western side of the proposed development, providing access for a mini-bus to pull into close to the proposed new entrance.
- 2.2.18 Crogsland Road is a one-way single carriageway with on-street parking spaces situated on either side of the road.

2.3 Parking Provision

- 2.3.1 Given the care facility nature of the proposal and the provision of extra care residential units, it is not considered that any parking is required to be provided. Thus, the site will be car-free in accordance with Camden policies.
- 2.3.2 The TS will identify any requirement for blue badge parking by the residents and detail that this can be accommodated on-street without impacting on the existing on-street parking levels.

3 Scope of Work

3.1 Transport Statement Requirement

- 3.1.1 The proposed 30 extra-care unit development requires the provision of a TS as outlined in the Department for Transport's (DfT) 'Guidance on Transport Assessment' (March 2007) document. The table below shows the thresholds set by DfT and the development proposals for the proposed development on site.

Table 3.1: Development Scale Thresholds for Transport Assessment

Land Use	No Assessment Threshold	Transport Statement Threshold	Transport Assessment / Travel Plan Threshold	Proposed Units
C2 Residential Institutions- Hospitals, Nursing Homes	< 30 beds	> 30 < 50 beds	>50 beds	30

- 3.1.2 As can be seen from Table 3.1, the development proposals for 30 extra-care units will require the production of a TS.

3.2 Structure of Transport Statement

- 3.2.1 The TS will be undertaken in accordance with TfL's 'Transport Assessment Best Practice Guidance' document (April 2010) and the DfT 'Guidance on Transport Assessment' (March 2007).
- 3.2.2 Based on both, the DfT and TfL guidance, the production of our TS report will include the following sections:
- Introduction;
 - Baseline Conditions;
 - Development Proposals;
 - Policy Review, including Parking Standards;
 - Travel Characteristics and Impact Assessment;
 - Summary and Conclusions.
- 3.2.3 The following sections set down the anticipated content of each of the main chapters that will form the TS.

3.3 Introduction

- 3.3.1 This section will include contextual background information including a description of the application site in terms of its location, existing land use and access to local facilities.

3.4 Baseline Conditions

- 3.4.1 This chapter will include a description of the baseline transport conditions in the vicinity of the site. It will also identify key strategic issues that may impact on the development proposals.
- 3.4.2 Previous / existing land uses and any vehicle and cycle parking associated with the site would be described along with on-street parking provision and controls.
- 3.4.3 Information regarding existing delivery and servicing arrangements will be provided and any possible issues associated with servicing and delivery arrangements will be highlighted.
- 3.4.4 A detailed study will be undertaken to identify existing pedestrian and cycle networks and facilities.
- 3.4.5 A review of the current public transport provision (including all modes) will be included in this chapter.
- 3.4.6 Accident data for the previous three years in the area surrounding the site will be obtained and analysed to identify any existing highway safety issues.
- 3.4.7 To provide a greater understanding of the highway network in the proximity of the site, Automated Traffic Counts (ATCs) will be undertaken. The results of the ATC data analysis will form the baseline conditions required for the development impact assessment.

3.5 Development proposals

- 3.5.1 The TS will include a detailed description of the development proposals that have an influence on transport matters, for example; development quanta, facilities to support alternative modes of travel (e.g. bicycle parking), car parking supply, public transport facilities and access options.

3.6 Policy review

- 3.6.1 A review of local, regional and national policies related to the development site and the proposals will be required to identify potential constraints. The policy review will include:
 - National Planning Policy Framework;
 - The London Plan July 2011 / Revised Early Minor Alterations to the London Plan;
 - The Mayor's Transport Strategy;
 - LBC Local Development Framework; including
 - LBC Core Strategy.
- 3.6.2 The completion of this task will provide guidance on development proposal requirements such as the number of cycle parking spaces and vehicle access.

3.7 Travel Characteristics and Impact Assessment

- 3.7.1 This chapter will present the trip generation and distribution assessment of the proposed development. Trip rates for the proposed development will be derived from the TRICS / TRAVL database. The forecasted trip generation of the proposed development will then be applied to the typical mode share split of the area or of similar developments.

- 3.7.2 Based on the resulting trips by mode, an impact assessment will be undertaken in order to identify any potential adverse effects on the transport network in the vicinity of the site.

3.8 Summary and Conclusion

- 3.8.1 This section will provide a summary and conclude the TS.

4 Travel Characteristics

4.1.1 This section details the methods and assumptions used to estimate the trip generation of the proposed development. This is subject to agreement with LBC.

4.2 Methodology

4.2.1 In order to establish the trip generation of the proposed development site, the TRAVL (Trip Rate Assessment Valid for London) database, now contained in the TRICS database, has been initially reviewed with the aim of finding comparable sites to the proposed development site. However, the database for the C2 Residential Care land use category comprises merely two outer London sites with PTALs ranging between 1 and 2, survey years of 1998 and 2000, and the number of beds in excess of 120. As such, TRAVL sites have been discarded as they were deemed incomparable to the proposed development site.

4.2.2 The TRICS database, which is the national standard database for trip generation analysis, includes only one London site which falls under the 05 Health – F Nursing Homes category. This site has been deemed comparable to the application site, as both are situated in London edge of town centre locations, and both have similar PTALs. Site details of the selected TRICS site are contained in Table 4.1 below. The TRICS outputs can be found in Appendix A.

4.2.3 A further site; the Wellesley Road Care Home, which has been surveyed as part of the 'Homes for Older People, Maitland Park Transport Assessment' prepared by RPS in June 2009; has been selected. Wellesley Road Care Home, comprising 48 beds, is situated approximately 800m to the north of the application site in Camden. Due to its close proximity to the application site and similar number of unit provision, the Wellesley Road site has been deemed comparable to the proposed development site. The survey for the Wellesley Road site has been undertaken on Wednesday 3 June 2009 between 07:00 and 19:00. Site details of the Wellesley Road Care Home are illustrated in Table 4.1. The survey results for Wellesley Road Care Home are included in Appendix B.

Table 4.1: Selected Comparable Sites

Reference	Area	Location	PTAL	No. of Units
HO-05-F-01	Hounslow	Edge of Town Centre	6	59
Wellesley Road site	Camden	Edge of Town Centre	3	48

4.3 Trip Generation

4.3.1 The average trip rates of the two selected sites for all modes have been applied to the proposed quantum of units for the proposed development on site. The resulting peak hour and daily trip rates and trips are shown in Table 4.2.

Table 4.2: Peak Hour and Daily Trip Rates and Trips

	AM Peak Hour			PM Peak Hour			Daily		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Trip Rates	0.134	0.099	0.234	0.134	0.129	0.263	1.772	1.758	3.531
Trips	4	3	7	4	4	8	53	53	106

- 4.3.2 As can be seen in Table 4.2, the proposed development is forecasted to generate a total of 106 trips per day, of which seven trips will occur in the morning and eight trips in the evening peak hour.

4.4 Modal Share

- 4.4.1 In order to establish a suitable mode share split for the proposed development, the mode shares of the selected TRICS site, Wellesley Road site and 2011 Census Travel to Work data have been initially considered.
- 4.4.2 The mode share of the selected TRICS site includes no trips undertaken via London Underground or rail, although the site lies in close proximity to Hounslow Central Underground station and Hounslow National Rail station. As the application site is situated close to Chalk Farm Underground station it is expected that trips to the proposed development will be undertaken via this mode of transport. As a result, the TRICS mode share split has been discarded.
- 4.4.3 The mode share of the Wellesley Road site includes no public transport trips, as the survey could only take account of arrivals from the immediate area, thus excluding all public transport facilities. As a result, the mode share split of the Wellesley site has been discarded.
- 4.4.4 The 2011 Census Travel to Work data have been utilised to establish the proposed development's trips by mode of transport. However, the census data include the categories 'Work mainly at or from home' and 'Not in employment'. The mode splits of these two categories have been re-distributed per rata to the remaining mode shares. The following table illustrates the utilised modal share as well as the resulting development trips for each peak hour and per day.

Table 4.3: Peak Hour and Daily Trips by Mode

Mode of Transport	Mode Share	AM Peak Hour			PM Peak Hour			Daily		
		Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Walking	17%	1	1	2	1	1	2	9	9	18
Cycling	7%	0	0	0	0	0	0	4	4	8
Taxi	1%	0	0	0	0	0	0	0	0	0
Car Driver	11%	0	0	0	0	1	1	6	6	12

Car Passenger	1%	0	0	0	0	0	0	0	0	0
Public Transport	62%	3	2	5	3	2	5	33	33	66
Motorcycle	1%	0	0	0	0	0	0	1	1	2
Other	1%	0	0	0	0	0	0	0	0	0
Total	100%	4	3	7	4	4	8	53	53	106

- 4.4.5 As can be seen in Table 4.3, the vast majority of trips to and from the proposed development will be undertaken by public transport. It has been forecasted that 33 trips to and 33 trips from the site per day will be made by bus, rail, underground and overground.

5 Source of Data

- 5.1.1 This section details where the external information for the TS will be sourced from.
- 5.1.2 The trip generation study will draw upon data from relevant sources including the TRAVL/TRICS database and the Office for National Statistics Census data as appropriate.
- 5.1.3 Automatic Traffic Count (ATC) surveys have been commissioned for counts to be undertaken on Crogsland Road and Prince of Wales Road, to gain an understanding of current traffic levels in proximity of the site.
- 5.1.4 Accident data for the site has been requested from TfL for the last three years and for the surrounding area of the site.

6 Programme and Confirmation of Scope

- 6.1.1 The submission of the planning application is anticipated to take place in September 2014.
- 6.1.2 This report has been prepared to agree the scope of the Transport Statement and the trip generation methodology with LBC Highways.
- 6.1.3 The proposed structure of the TS follows the Department for Transport's (DfTs) 'Guidance on Transport Assessment' (March 2007).

Appendix A TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - NURSING HOMES
MULTI-MODAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
HO HOUNSLOW 1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of residents
Actual Range: 59 to 59 (units:)
Range Selected by User: 59 to 59 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 19/06/10

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Filtering Stage 3 selection:

Use Class:

C2 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

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

Population within 5 miles:

500,001 or More

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

LIST OF SITES relevant to selection parameters

1	HO-05-F-01	NURSING HOME	HOUNSLOW
	BATH ROAD		
	HOUNSLOW		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	59	
	Survey date: SATURDAY	19/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.034	1	59	0.017	1	59	0.051
08:00 - 09:00	1	59	0.051	1	59	0.068	1	59	0.119
09:00 - 10:00	1	59	0.051	1	59	0.000	1	59	0.051
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.000	1	59	0.017	1	59	0.017
12:00 - 13:00	1	59	0.017	1	59	0.017	1	59	0.034
13:00 - 14:00	1	59	0.068	1	59	0.051	1	59	0.119
14:00 - 15:00	1	59	0.102	1	59	0.034	1	59	0.136
15:00 - 16:00	1	59	0.068	1	59	0.068	1	59	0.136
16:00 - 17:00	1	59	0.051	1	59	0.051	1	59	0.102
17:00 - 18:00	1	59	0.051	1	59	0.068	1	59	0.119
18:00 - 19:00	1	59	0.000	1	59	0.068	1	59	0.068
19:00 - 20:00	1	59	0.017	1	59	0.068	1	59	0.085
20:00 - 21:00	1	59	0.085	1	59	0.051	1	59	0.136
21:00 - 22:00	1	59	0.034	1	59	0.034	1	59	0.068
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.612			1.241

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.000	1	59	0.000	1	59	0.000
08:00 - 09:00	1	59	0.000	1	59	0.000	1	59	0.000
09:00 - 10:00	1	59	0.000	1	59	0.000	1	59	0.000
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.000	1	59	0.000	1	59	0.000
12:00 - 13:00	1	59	0.000	1	59	0.000	1	59	0.000
13:00 - 14:00	1	59	0.017	1	59	0.017	1	59	0.034
14:00 - 15:00	1	59	0.000	1	59	0.000	1	59	0.000
15:00 - 16:00	1	59	0.034	1	59	0.034	1	59	0.068
16:00 - 17:00	1	59	0.000	1	59	0.000	1	59	0.000
17:00 - 18:00	1	59	0.000	1	59	0.000	1	59	0.000
18:00 - 19:00	1	59	0.000	1	59	0.000	1	59	0.000
19:00 - 20:00	1	59	0.000	1	59	0.000	1	59	0.000
20:00 - 21:00	1	59	0.000	1	59	0.000	1	59	0.000
21:00 - 22:00	1	59	0.000	1	59	0.000	1	59	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.051			0.102

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.000	1	59	0.000	1	59	0.000
08:00 - 09:00	1	59	0.000	1	59	0.000	1	59	0.000
09:00 - 10:00	1	59	0.000	1	59	0.000	1	59	0.000
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.000	1	59	0.000	1	59	0.000
12:00 - 13:00	1	59	0.000	1	59	0.000	1	59	0.000
13:00 - 14:00	1	59	0.000	1	59	0.000	1	59	0.000
14:00 - 15:00	1	59	0.000	1	59	0.000	1	59	0.000
15:00 - 16:00	1	59	0.000	1	59	0.000	1	59	0.000
16:00 - 17:00	1	59	0.000	1	59	0.000	1	59	0.000
17:00 - 18:00	1	59	0.000	1	59	0.000	1	59	0.000
18:00 - 19:00	1	59	0.000	1	59	0.000	1	59	0.000
19:00 - 20:00	1	59	0.000	1	59	0.000	1	59	0.000
20:00 - 21:00	1	59	0.000	1	59	0.000	1	59	0.000
21:00 - 22:00	1	59	0.000	1	59	0.000	1	59	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.000	1	59	0.000	1	59	0.000
08:00 - 09:00	1	59	0.000	1	59	0.000	1	59	0.000
09:00 - 10:00	1	59	0.000	1	59	0.000	1	59	0.000
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.000	1	59	0.000	1	59	0.000
12:00 - 13:00	1	59	0.000	1	59	0.000	1	59	0.000
13:00 - 14:00	1	59	0.000	1	59	0.000	1	59	0.000
14:00 - 15:00	1	59	0.000	1	59	0.000	1	59	0.000
15:00 - 16:00	1	59	0.000	1	59	0.000	1	59	0.000
16:00 - 17:00	1	59	0.000	1	59	0.000	1	59	0.000
17:00 - 18:00	1	59	0.000	1	59	0.000	1	59	0.000
18:00 - 19:00	1	59	0.000	1	59	0.000	1	59	0.000
19:00 - 20:00	1	59	0.000	1	59	0.000	1	59	0.000
20:00 - 21:00	1	59	0.000	1	59	0.000	1	59	0.000
21:00 - 22:00	1	59	0.000	1	59	0.000	1	59	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.000	1	59	0.000	1	59	0.000
08:00 - 09:00	1	59	0.017	1	59	0.017	1	59	0.034
09:00 - 10:00	1	59	0.000	1	59	0.000	1	59	0.000
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.000	1	59	0.000	1	59	0.000
12:00 - 13:00	1	59	0.000	1	59	0.000	1	59	0.000
13:00 - 14:00	1	59	0.000	1	59	0.000	1	59	0.000
14:00 - 15:00	1	59	0.000	1	59	0.000	1	59	0.000
15:00 - 16:00	1	59	0.000	1	59	0.000	1	59	0.000
16:00 - 17:00	1	59	0.000	1	59	0.000	1	59	0.000
17:00 - 18:00	1	59	0.000	1	59	0.000	1	59	0.000
18:00 - 19:00	1	59	0.000	1	59	0.000	1	59	0.000
19:00 - 20:00	1	59	0.000	1	59	0.000	1	59	0.000
20:00 - 21:00	1	59	0.000	1	59	0.000	1	59	0.000
21:00 - 22:00	1	59	0.000	1	59	0.000	1	59	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.034	1	59	0.000	1	59	0.034
08:00 - 09:00	1	59	0.034	1	59	0.051	1	59	0.085
09:00 - 10:00	1	59	0.051	1	59	0.000	1	59	0.051
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.000	1	59	0.017	1	59	0.017
12:00 - 13:00	1	59	0.051	1	59	0.017	1	59	0.068
13:00 - 14:00	1	59	0.068	1	59	0.068	1	59	0.136
14:00 - 15:00	1	59	0.136	1	59	0.017	1	59	0.153
15:00 - 16:00	1	59	0.102	1	59	0.068	1	59	0.170
16:00 - 17:00	1	59	0.085	1	59	0.085	1	59	0.170
17:00 - 18:00	1	59	0.102	1	59	0.119	1	59	0.221
18:00 - 19:00	1	59	0.000	1	59	0.085	1	59	0.085
19:00 - 20:00	1	59	0.017	1	59	0.153	1	59	0.170
20:00 - 21:00	1	59	0.068	1	59	0.051	1	59	0.119
21:00 - 22:00	1	59	0.017	1	59	0.085	1	59	0.102
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.765			0.816			1.581

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.068	1	59	0.034	1	59	0.102
08:00 - 09:00	1	59	0.034	1	59	0.051	1	59	0.085
09:00 - 10:00	1	59	0.000	1	59	0.017	1	59	0.017
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.017	1	59	0.000	1	59	0.017
12:00 - 13:00	1	59	0.034	1	59	0.051	1	59	0.085
13:00 - 14:00	1	59	0.000	1	59	0.051	1	59	0.051
14:00 - 15:00	1	59	0.000	1	59	0.000	1	59	0.000
15:00 - 16:00	1	59	0.017	1	59	0.017	1	59	0.034
16:00 - 17:00	1	59	0.000	1	59	0.000	1	59	0.000
17:00 - 18:00	1	59	0.000	1	59	0.017	1	59	0.017
18:00 - 19:00	1	59	0.034	1	59	0.000	1	59	0.034
19:00 - 20:00	1	59	0.017	1	59	0.000	1	59	0.017
20:00 - 21:00	1	59	0.017	1	59	0.000	1	59	0.017
21:00 - 22:00	1	59	0.051	1	59	0.000	1	59	0.051
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.289			0.238			0.527

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.068	1	59	0.000	1	59	0.068
08:00 - 09:00	1	59	0.017	1	59	0.017	1	59	0.034
09:00 - 10:00	1	59	0.000	1	59	0.000	1	59	0.000
10:00 - 11:00	1	59	0.017	1	59	0.017	1	59	0.034
11:00 - 12:00	1	59	0.000	1	59	0.000	1	59	0.000
12:00 - 13:00	1	59	0.000	1	59	0.000	1	59	0.000
13:00 - 14:00	1	59	0.034	1	59	0.017	1	59	0.051
14:00 - 15:00	1	59	0.017	1	59	0.034	1	59	0.051
15:00 - 16:00	1	59	0.000	1	59	0.000	1	59	0.000
16:00 - 17:00	1	59	0.000	1	59	0.017	1	59	0.017
17:00 - 18:00	1	59	0.000	1	59	0.017	1	59	0.017
18:00 - 19:00	1	59	0.017	1	59	0.000	1	59	0.017
19:00 - 20:00	1	59	0.000	1	59	0.000	1	59	0.000
20:00 - 21:00	1	59	0.034	1	59	0.119	1	59	0.153
21:00 - 22:00	1	59	0.000	1	59	0.000	1	59	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.204			0.238			0.442

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL TRAIN PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.000	1	59	0.000	1	59	0.000
08:00 - 09:00	1	59	0.000	1	59	0.000	1	59	0.000
09:00 - 10:00	1	59	0.000	1	59	0.000	1	59	0.000
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.000	1	59	0.000	1	59	0.000
12:00 - 13:00	1	59	0.000	1	59	0.000	1	59	0.000
13:00 - 14:00	1	59	0.000	1	59	0.000	1	59	0.000
14:00 - 15:00	1	59	0.000	1	59	0.000	1	59	0.000
15:00 - 16:00	1	59	0.000	1	59	0.000	1	59	0.000
16:00 - 17:00	1	59	0.000	1	59	0.000	1	59	0.000
17:00 - 18:00	1	59	0.000	1	59	0.000	1	59	0.000
18:00 - 19:00	1	59	0.000	1	59	0.000	1	59	0.000
19:00 - 20:00	1	59	0.000	1	59	0.000	1	59	0.000
20:00 - 21:00	1	59	0.000	1	59	0.000	1	59	0.000
21:00 - 22:00	1	59	0.000	1	59	0.000	1	59	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES
MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.000	1	59	0.000	1	59	0.000
08:00 - 09:00	1	59	0.000	1	59	0.000	1	59	0.000
09:00 - 10:00	1	59	0.000	1	59	0.000	1	59	0.000
10:00 - 11:00	1	59	0.000	1	59	0.000	1	59	0.000
11:00 - 12:00	1	59	0.000	1	59	0.000	1	59	0.000
12:00 - 13:00	1	59	0.000	1	59	0.000	1	59	0.000
13:00 - 14:00	1	59	0.000	1	59	0.000	1	59	0.000
14:00 - 15:00	1	59	0.000	1	59	0.000	1	59	0.000
15:00 - 16:00	1	59	0.000	1	59	0.000	1	59	0.000
16:00 - 17:00	1	59	0.000	1	59	0.000	1	59	0.000
17:00 - 18:00	1	59	0.000	1	59	0.000	1	59	0.000
18:00 - 19:00	1	59	0.000	1	59	0.000	1	59	0.000
19:00 - 20:00	1	59	0.000	1	59	0.000	1	59	0.000
20:00 - 21:00	1	59	0.000	1	59	0.000	1	59	0.000
21:00 - 22:00	1	59	0.000	1	59	0.000	1	59	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES
MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.068	1	59	0.000	1	59	0.068
08:00 - 09:00	1	59	0.017	1	59	0.017	1	59	0.034
09:00 - 10:00	1	59	0.000	1	59	0.000	1	59	0.000
10:00 - 11:00	1	59	0.017	1	59	0.017	1	59	0.034
11:00 - 12:00	1	59	0.000	1	59	0.000	1	59	0.000
12:00 - 13:00	1	59	0.000	1	59	0.000	1	59	0.000
13:00 - 14:00	1	59	0.034	1	59	0.017	1	59	0.051
14:00 - 15:00	1	59	0.017	1	59	0.034	1	59	0.051
15:00 - 16:00	1	59	0.000	1	59	0.000	1	59	0.000
16:00 - 17:00	1	59	0.000	1	59	0.017	1	59	0.017
17:00 - 18:00	1	59	0.000	1	59	0.017	1	59	0.017
18:00 - 19:00	1	59	0.017	1	59	0.000	1	59	0.017
19:00 - 20:00	1	59	0.000	1	59	0.000	1	59	0.000
20:00 - 21:00	1	59	0.034	1	59	0.119	1	59	0.153
21:00 - 22:00	1	59	0.000	1	59	0.000	1	59	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.204			0.238			0.442

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	59	0.169	1	59	0.034	1	59	0.203
08:00 - 09:00	1	59	0.102	1	59	0.136	1	59	0.238
09:00 - 10:00	1	59	0.051	1	59	0.017	1	59	0.068
10:00 - 11:00	1	59	0.017	1	59	0.017	1	59	0.034
11:00 - 12:00	1	59	0.017	1	59	0.017	1	59	0.034
12:00 - 13:00	1	59	0.085	1	59	0.068	1	59	0.153
13:00 - 14:00	1	59	0.102	1	59	0.136	1	59	0.238
14:00 - 15:00	1	59	0.153	1	59	0.051	1	59	0.204
15:00 - 16:00	1	59	0.119	1	59	0.085	1	59	0.204
16:00 - 17:00	1	59	0.085	1	59	0.102	1	59	0.187
17:00 - 18:00	1	59	0.102	1	59	0.153	1	59	0.255
18:00 - 19:00	1	59	0.051	1	59	0.085	1	59	0.136
19:00 - 20:00	1	59	0.034	1	59	0.153	1	59	0.187
20:00 - 21:00	1	59	0.119	1	59	0.169	1	59	0.288
21:00 - 22:00	1	59	0.068	1	59	0.085	1	59	0.153
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.274			1.308			2.582	

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

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

Parameter summary

Trip rate parameter range selected: 59 - 59 (units:)
 Survey date range: 01/01/05 - 19/06/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Appendix B Wellesley Road Care Home – Survey Results



Manual Classified Survey at
**Wellesley Road Home for Older People,
Wellesley Road, Camden**

Wednesday 03rd June 2009

Countsequential Ltd

3 Lewes Road - Bromley
Kent - BR1 2RN

T 020 8819 5809
F 020 8819 5617
M 07973 280966

E info@countsequential.co.uk

REF: RPS/287

for:

RPS Planning

Wellesley Road / Car Park Access - Junction Photos



Wellesley Road / Car Park Access - Junction Photos



Wellesley Road / Car Park Access - Junction Photos



Wellesley Road (east)



Main Access (south)

MANUAL CLASSIFIED SURVEY RESULTS

WELLESLEY ROAD HOME FOR OLDER PEOPLE, WELLESLEY ROAD, CAMDEN

WEDNESDAY 03rd JUNE 2009

Countsequential Ltd

3 Lewes Road - Bromley
Kent - BR1 2RN

T 020 8819 5809

F 020 8819 5617

M 07973 280966

E info@countsequential.co.uk

WEDNESDAY 03rd JUNE 2009

WELLESLEY ROAD HOME FOR OLDER PEOPLE, CAMDEN



TIME	IN / OUT	MODE	OCC / NUM	CAR PK	ON-STR	AMB BAY	COMMENTS
0700-0715							
0704	IN	PED	1				
0715-0730							
0716	IN	PED	1				
0716	IN	CAR	1	Y			NOT FOR HOME
0717	IN	PED	1				
0721	IN	PED	3				
0721	IN	PED	1				
0722	IN	LGV	2	Y			CONTRACTORS
0725	IN	CYCLE	1				NEWSPAPER DELIVERY
0725	OUT	CYCLE	1				NEWSPAPER DELIVERY
0730-0745							
0732	OUT	CAR	1	Y			NOT FOR HOME
0733	IN	MBIKE	1	Y			
0737	IN	PED	1				
0740	IN	CAR	2		Y		DROP OFF
0740	OUT	CAR	1		Y		DROP OFF
0745-0800							
0746	OUT	PED	2				
0747	OUT	PED	2				
0749	IN	CAR	1	Y			
0749	IN	PED	1				
0755	IN	LGV	1	Y			CONTRACTORS
0755	IN	PED	1				
0800-0815							
0803	IN	PED	1				
0804	IN	PED	1				
0815-0830							
0817	IN	PED	1				
0819	OUT	LGV	1	Y			CONTRACTORS
0819	IN	PED	1				
0830-0845							
0830	IN	PED	1				
0833	IN	PED	1				
0845-0900							
0846	IN	PSV - COMMUNITY BUS	1			Y	PICK UP
0849	OUT	PSV - COMMUNITY BUS	2			Y	PICK UP
0854	IN	PED	1				
0900-0915							
0907	IN	PED	3				
0910	IN	CYCLE	1				
0915-0930							
0916	IN	CAR	1	Y			
0917	IN	LGV	1	Y			CONTRACTORS
0923	OUT	LGV	1	Y			CONTRACTORS
0926	IN	CAR	1	Y			
0930-0945							
0930	OUT	LGV	1	Y			CONTRACTORS
0930	IN	PED	2				
0936	IN	LGV	1	Y			NOT FOR HOME
0937	IN	CAR	1	Y			
0940	OUT	LGV	1	Y			NOT FOR HOME
0945-1000							
0946	IN	PSV - COMMUNITY BUS	1			Y	PICK UP
0947	OUT	PSV - COMMUNITY BUS	2			Y	PICK UP
1000-1015							
1004	OUT	PED	2				
1006	OUT	PED	2				
1009	IN	PED	1				
1015-1030							
1021	IN	PED	1				
1023	IN	CAR - TAXI	2			Y	DROP OFF
1023	OUT	CAR - TAXI	1			Y	DROP OFF
1024	IN	PED	2				
1026	IN	PED	1				
1030-1045							
1030	OUT	PED	1				
1030	IN	LGV	1	Y			DELIVERY
1038	OUT	PED	2				
1045-1100							
1047	IN	PED	1				
1100-1115							
1102	IN	PED	2				
1105	IN	PED	1				

WEDNESDAY 03rd JUNE 2009

WELLESLEY ROAD HOME FOR OLDER PEOPLE, CAMDEN



TIME	IN / OUT	MODE	OCC / NUM	CAR PK	ON-STR	AMB BAY	COMMENTS
1115-1130							
1117	OUT	PED	1				
1122	IN	CAR	1			Y	FUNERAL CAR PICK UP
1127	IN	CAR	1	Y			
1127	OUT	LGV	1	Y			DELIVERY
1130-1145							
1130	OUT	CAR	5			Y	FUNERAL CAR PICK UP
1135	IN	CYCLE	1				
1138	IN	LGV	1			Y	DELIVERY
1139	OUT	PED	2				
1141	OUT	LGV	1			Y	DELIVERY
1141	IN	PED	1				
1142	OUT	LGV	1	Y			CONTRACTORS
1145-1200							
1145	OUT	PED	1				
1145	IN	PED	2				
1146	OUT	PED	2				
1148	OUT	PED	4				
1152	IN	PED	1				
1156	OUT	CYCLE	1				
1156	IN	CAR - TAXI	2			Y	DROP OFF
1156	IN	PED	1				
1157	IN	PED	1				
1159	IN	PED	1				
1200-1215							
1200	OUT	CAR - TAXI	1			Y	
1210	OUT	PED	1				
1211	OUT	CAR	1	Y			
1211	OUT	PED	1				
1213	OUT	PED	1				
1215-1230							
1221	OUT	PED	1				
1221	OUT	CAR	1	Y			
1221	OUT	CAR	1	Y			
1226	IN	PED	2				
1226	IN	PED	2				
1230-1245							
1232	IN	PED	4				
1234	IN	PED	1				
1239	IN	PED	1				
1240	OUT	PED	1				
1242	OUT	CYCLE	1				
1242	OUT	PED	1				
1244	OUT	CAR	1	Y			
1245-1300							
1245	OUT	PED	1				
1246	OUT	PED	1				
1252	IN	HGV	1	Y			DELIVERY
1253	IN	PED	1				
1256	OUT	HGV	1	Y			DELIVERY
1257	IN	PED	2				
1300-1315							
1300	OUT	PED	1				
1304	IN	PED	1				
1312	OUT	PED	2				
1315-1330							
1318	IN	PED	2				
1323	IN	PED	2				
1330-1345							
1332	IN	LGV	1	Y			CONTRACTORS
1332	OUT	PED	1				
1338	OUT	PED	2				
1344	IN	PED	2				
1345-1400							
1348	OUT	PED	2				
1355	OUT	PED	2				
1400-1415							
1406	IN	CAR	1		Y		VISITNG
1411	OUT	PED	1				
1415-1430							
1428	IN	PED	2				
1430-1445							
1432	IN	PED	2				
1432	OUT	PED	1				

WEDNESDAY 03rd JUNE 2009

WELLESLEY ROAD HOME FOR OLDER PEOPLE, CAMDEN



TIME	IN / OUT	MODE	OCC / NUM	CAR PK	ON-STR	AMB BAY	COMMENTS
1445-1500							
1446	OUT	LGV	1	Y			CONTRACTORS
1450	IN	PED	1				
1500-1515							
1504	OUT	PED	2				
1505	OUT	PED	2				
1506	IN	PED	4				
1515-1530							
1519	IN	PED	1				
1519	OUT	PED	2				
1520	OUT	PED	3				
1522	OUT	CAR	1		Y		VISITING
1522	OUT	PED	1				
1523	OUT	PED	2				
1528	OUT	PED	2				
1528	OUT	PED	1				
1530-1545							
1534	IN	PSV - COMMUNITY BUS	2			Y	DROP OFF
1536	OUT	PSV - COMMUNITY BUS	1			Y	DROP OFF
1537	OUT	PED	1				
1537	OUT	CAR	1	Y			
1539	OUT	PED	1				
1544	IN	PED	1				
1545-1600							
1545	IN	CAR	1	Y			
1546	IN	PSV - COMMUNITY BUS	2			Y	DROP OFF
1549	OUT	PSV - COMMUNITY BUS	1			Y	DROP OFF
1552	OUT	PED	2				
1554	OUT	PED	1				
1600-1615							
1604	IN	PED	1				
1606	OUT	PED	1				
1615-1630							
1629	OUT	CAR	2	Y			
1630-1645							
1638	OUT	PED	1				
1640	OUT	CAR	3	Y			
1645-1700							
1656	OUT	PED	1				
1700-1715							
1708	IN	AMBULANCE	3			Y	DROP OFF
1714	OUT	AMBULANCE	2			Y	DROP OFF
1715-1730							
1718	IN	CAR	2	Y			NOT FOR HOME
1721	IN	CAR	2		Y		
1729	OUT	PED	1				
1730-1745							
1734	OUT	CAR	2		Y		
1735	IN	PED	1				
1745-1800							
1746	IN	PED	2				
1800-1815							
1815-1830							
1820	OUT	PED	3				
1829	OUT	CAR	1	Y			
1830-1845							
1830	OUT	PED	1				
1831	IN	LGV	1	Y			CONTRACTORS
1831	OUT	LGV	2	Y			CONTRACTORS
1838	IN	CAR	1				
1840	IN	CAR	4			Y	DROP OFF
1845-1900							
1848	IN	PED	2				
1848	OUT	CAR	3			Y	DROP OFF

Appendix B Correspondence with LBC

Manu Dwivedi

From: Shepherd, Nerissa <Nerissa.Shepherd@camden.gov.uk>
Sent: 18 July 2014 10:43
To: Manu Dwivedi; Cameron, Clare (Clare.Cameron@prparchitects.co.uk)
Cc: Robert Pert (RPert@savills.com); Ian Penfold; Neelam Dhupar
Subject: Charlie Ratchford minibus and parking

Hi all

In relation to initial questions about the parking at the current Charlie's, Lesley has passed on the following info:

- There are two disabled bays, 4 mini bus bays and 6 car parking spaces
- minibuses are there for a period of time during the day – not the same every day, it depends on their schedules and if they have infill work.
- minibuses do not park overnight, they go back to the depot at York Way

Thanks

Nerissa Shepherd
HOPs & CRRC Project Officer
Regeneration and Development
Repairs and Improvements
Housing and Adult Social Care
London Borough of Camden

Telephone: 020 7974 2286
Mobile: 07824548127
Web: camden.gov.uk
2nd Floor
33-35 Jamestown Road
33-35 Jamestown Road
London NW1 7DB

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Appendix C Parking Survey Data

Crogs Land Rd - East side										
Type of Parking Space	12:30					05:30				
	Permit (Holders only)	Pay and Display	Single Yellow	Double Yellow	Total	Permit (Holders only)	Pay and Display	Single Yellow	Double Yellow	Total
Total length of parking (m)	110	50	40	15	200	110	50	40	15	200
Length of occupied parking (m)	75	0	5	0	80	75	0	5	0	80
Number of cars parked	15	0	1	0	16	15	0	1	0	16
Length of unoccupied parking (m)	35	50	35	15	120	35	50	35	15	120
Calculated number of available parking bays (m)	35	50	35	15	120	35	50	35	15	120
Calculated Parking stress (%)	68%	0%	13%	-	40%	68%	0%	13%	-	40%

Crogs Land Rd - West side										
Type of Parking Space	12:30					05:30				
	Permit (Holders only)	Pay and Display	Single Yellow	Double Yellow	Total	Permit (Holders only)	Pay and Display	Single Yellow	Double Yellow	Total
Total length of parking (m)	105	-	90	20	195	105	-	90	20	195
Length of occupied parking (m)	85	-	0	0	85	80	-	0	0	80
Number of cars parked	17	-	0	0	17	16	-	0	0	16
Length of unoccupied parking (m)	20	-	90	20	110	25	-	90	20	115
Calculated number of available parking bays (m)	20	-	90	20	110	25	-	90	20	115
Calculated Parking stress (%)	81%	-	0%	-	44%	76%	-	0%	-	41%

Prince of Wales Road - North Side											
Type of Parking Space	12:30						05:30				
	Permit Holders only	Disabled	Pedestrian crossing	Bus stop	Double Yellow	Total	Permit Holders only	Disabled	Pedestrian crossing	Bus stop	Total
Total length of parking (m)	105	-	30	10	50	105	105	-	30	10	105
Length of occupied parking (m)	85	-	0	0	0	85	80	-	0	0	80
Number of cars parked	17	-	0	0	0	17	16	-	0	0	16
Length of unoccupied parking (m)	20	-	30	10	50	20	25	-	30	10	25
Calculated number of available parking bays (m)	20	-	30	10	50	20	25	-	30	10	25
Calculated Parking stress (%)	81%	-	-	-	-	81%	76%	-	-	-	76%

Prince of Wales Road - South Side											
Type of Parking Space	12:30						05:30				
	Permit Holders only	Disabled	Pedestrian crossing	Bus stop	Double Yellow	Total	Permit Holders only	Disabled	Pedestrian crossing	Bus stop	Total
Total length of parking (m)	110	5	45	10	25	115	110	5	45	10	115
Length of occupied parking (m)	65	5	0	0	0	70	60	5	0	0	65
Number of cars parked	13	1	0	0	0	14	12	1	0	0	13
Length of unoccupied parking (m)	45	0	45	10	25	45	50	0	45	0	50
Calculated number of available parking bays (m)	45	0	45	10	25	45	50	0	45	0	50
Calculated Parking stress (%)	59%	100%	-	-	-	61%	55%	100%	-	-	57%

Craddock St - East side						
Type of Parking Space	12:30			05:30		
	Permit (Holders only)	Double Yellow	Total	Permit (Holders only)	Double Yellow	Total
Total length of parking (m)	-	25	0	-	25	0
Length of occupied parking (m)	-	0	0	-	0	0
Number of cars parked	-	0	0	-	0	0
Length of unoccupied parking (m)	-	25	0	-	25	0
Calculated number of available parking bays (m)	-	25	0	-	25	0
Calculated Parking stress (%)	-	-	0%	-	-	0%

Craddock St - West side						
Type of Parking Space	12:30			05:30		
	Permit (Holders only)	Double Yellow	Total	Permit (Holders only)	Double Yellow	Total
Total length of parking (m)	15	10	15	15	10	15
Length of occupied parking (m)	10	0	10	10	0	10
Number of cars parked	2	0	2	2	0	2
Length of unoccupied parking (m)	5	10	5	5	10	5
Calculated number of available parking bays (m)	5	10	5	5	10	5
Calculated Parking stress (%)	67%	-	67%	67%	-	67%

Truro St - East side						
Type of Parking Space	12:30			05:30		
	Permit (Holders only)	Double Yellow	Total	Permit (Holders only)	Double Yellow	Total
Total length of parking (m)	-	25	0	-	25	0
Length of occupied parking (m)	-	0	0	-	0	0
Number of cars parked	-	0	0	-	0	0
Length of unoccupied parking (m)	-	25	0	-	25	0
Calculated number of available parking bays (m)	-	25	0	-	25	0
Calculated Parking stress (%)	-	-	0%	-	-	0%

Truro St - West side						
Type of Parking Space	12:30			05:30		
	Permit (Holders only)	Double Yellow	Total	Permit (Holders only)	Double Yellow	Total
Total length of parking (m)	15	10	15	15	10	15
Length of occupied parking (m)	15	0	15	15	0	15
Number of cars parked	3	0	3	3	0	3
Length of unoccupied parking (m)	0	10	0	0	10	0
Calculated number of available parking bays (m)	0	10	0	0	10	0
Calculated Parking stress (%)	100%	-	100%	100%	-	100%

St Silas Place - East side								
Type of Parking Space	12:30				05:30			
	Permit (Holders only)	Single Yellow	Double Yellow	Total	Permit (Holders only)	Single Yellow	Double Yellow	Total
Total length of parking (m)	40	5	15	45	40	5	15	45
Length of occupied parking (m)	30	5	5	35	30	5	5	35
Number of cars parked	6	1	1	7	6	1	1	7
Length of unoccupied parking (m)	10	0	10	10	10	0	10	10
Calculated number of available parking bays (m)	10	0	10	10	10	0	10	10
Calculated Parking stress (%)	75%	100%	-	78%	75%	100%	-	78%

St Silas Place - West side								
Type of Parking Space	12:30				05:30			
	Permit (Holders only)	Single Yellow	Double Yellow	Total	Permit (Holders only)	Single Yellow	Double Yellow	Total
Total length of parking (m)	-	40	20	40	-	40	20	40
Length of occupied parking (m)	-	0	5	0	-	0	5	0
Number of cars parked	-	0	1	0	-	0	1	0
Length of unoccupied parking (m)	-	40	15	40	-	40	15	40
Calculated number of available parking bays (m)	-	40	15	40	-	40	15	40
Calculated Parking stress (%)	-	0%	-	0%	-	0%	-	0%

Croags Land Rd - East side										
Type of Parking Space	12:30					05:30				
	Permit (Holders only)	Pay and Display	Single Yellow	Double Yellow	Total	Permit (Holders only)	Pay and Display	Single Yellow	Double Yellow	Total
Total length of parking (m)	110	50	40	15	200	110	50	40	15	200
Length of occupied parking (m)	75	15	5	0	95	75	10	5	0	90
Number of cars parked	15	3	1	0	19	15	2	1	0	18
Length of unoccupied parking (m)	35	35	35	15	105	35	40	35	15	110
Calculated number of available parking bays (m)	35	35	35	15	105	35	40	35	15	110
Calculated Parking stress (%)	68%	30%	13%	-	48%	68%	20%	13%	-	45%

Croags Land Rd - West side										
Type of Parking Space	12:30					05:30				
	Permit Holders only	Pay and Display	Single Yellow	Double Yellow	Total	Permit Holders only	Pay and Display	Single Yellow	Double Yellow	Total
Total length of parking (m)	105	-	90	20	195	105	-	90	20	195
Length of occupied parking (m)	85	-	0	0	85	80	-	0	0	80
Number of cars parked	17	-	0	0	17	16	-	0	0	16
Length of unoccupied parking (m)	20	-	90	20	110	25	-	90	20	115
Calculated number of available parking bays (m)	20	-	90	20	110	25	-	90	20	115
Calculated Parking stress (%)	81%	-	0%	-	44%	76%	-	0%	-	41%

Prince of Wales Road North Side												
Type of Parking Space	12:30						05:30					
	Permit Holders only	Disabled	Pedestrian crossing	Bus stop	Double Yellow	Total	Permit Holders only	Disabled	Pedestrian crossing	Bus stop	Double Yellow	Total
Total length of parking (m)	105	-	30	10	50	105	105	-	30	10	50	105
Length of occupied parking (m)	85	-	0	0	0	85	80	-	0	0	0	80
Number of cars parked	17	-	0	0	0	17	16	-	0	0	0	16
Length of unoccupied parking (m)	20	-	30	10	50	20	25	-	30	10	50	25
Calculated number of available parking bays (m)	20	-	30	10	50	20	25	-	30	10	50	25
Calculated Parking stress (%)	81%	-	-	-	-	81%	76%	-	-	-	-	76%

Prince of Wales Road South Side												
Type of Parking Space	12:30						05:30					
	Permit Holders only	Disabled	Pedestrian crossing	Bus stop	Double Yellow	Total	Permit Holders only	Disabled	Pedestrian crossing	Bus stop	Double Yellow	Total
Total length of parking (m)	110	5	45	10	25	115	110	5	45	10	25	115
Length of occupied parking (m)	70	5	0	0	0	75	65	5	0	0	0	70
Number of cars parked	14	1	0	0	0	15	13	1	0	0	0	14
Length of unoccupied parking (m)	40	0	45	10	25	40	45	0	45	10	25	45
Calculated number of available parking bays (m)	40	0	45	10	25	40	45	0	45	10	25	45
Calculated Parking stress (%)	64%	100%				65%	59%	100%				61%

Craddock St - East side						
Type of Parking Space	12:30			05:30		
	Permit (Holders only)	Double Yellow	Total	Permit (Holders only)	Double Yellow	Total
Total length of parking (m)	-	25	0	-	25	0
Length of occupied parking (m)	-	0	0	-	0	0
Number of cars parked	-	0	0	-	0	0
Length of unoccupied parking (m)	-	25	0	-	25	0
Calculated number of available parking bays (m)	-	25	0	-	25	0
Calculated Parking stress (%)	-	-	0%	-	-	0%

Craddock St - West side						
Type of Parking Space	12:30			05:30		
	Permit (Holders only)	Double Yellow	Total	Permit (Holders only)	Double Yellow	Total
Total length of parking (m)	15	10	15	15	10	15
Length of occupied parking (m)	10	0	10	10	0	10
Number of cars parked	2	0	2	2	0	2
Length of unoccupied parking (m)	5	10	5	5	10	5
Calculated number of available parking bays (m)	5	10	5	5	10	5
Calculated Parking stress (%)	67%	-	67%	67%	-	67%

Truro St - East side						
Type of Parking Space	12:30			05:30		
	Permit (Holders only)	Double Yellow	Total	Permit (Holders only)	Double Yellow	Total
Total length of parking (m)	-	25	0	-	25	0
Length of occupied parking (m)	-	5	0	-	5	0
Number of cars parked	-	1	0	-	1	0
Length of unoccupied parking (m)	-	20	0	-	20	0
Calculated number of available parking bays (m)	-	20	0	-	20	0
Calculated Parking stress (%)	-	-	0%	-	-	0%

Truro St - West side						
Type of Parking Space	12:30			05:30		
	Permit (Holders only)	Double Yellow	Total	Permit (Holders only)	Double Yellow	Total
Total length of parking (m)	15	10	15	15	10	15
Length of occupied parking (m)	15	0	15	15	0	15
Number of cars parked	3	0	15	3	0	15
Length of unoccupied parking (m)	0	10	0	0	10	0
Calculated number of available parking bays (m)	0	10	0	0	10	0
Calculated Parking stress (%)	100%	-	100%	100%	-	100%

St Silas Place - East side								
Type of Parking Space	12:30				05:30			
	Permit (Holders only)	Single Yellow	Double Yellow	Total	Permit (Holders only)	Single Yellow	Double Yellow	Total
Total length of parking (m)	40	5	15	45	40	5	15	45
Length of occupied parking (m)	30	0	5	30	30	0	5	30
Number of cars parked	6	0	1	6	6	0	1	6
Length of unoccupied parking (m)	10	5	10	15	10	5	10	15
Calculated number of available parking bays (m)	10	5	10	15	10	5	10	15
Calculated Parking stress (%)	75%	0%	-	67%	75%	0%	-	67%

St Silas Place - West side								
Type of Parking Space	12:30				05:30			
	Permit (Holders only)	Single Yellow	Double Yellow	Total	Permit (Holders only)	Single Yellow	Double Yellow	Total
Total length of parking (m)	-	40	20	40	-	40	20	40
Length of occupied parking (m)	-	0	5	0	-	0	5	0
Number of cars parked	-	0	1	0	-	0	1	16
Length of unoccupied parking (m)	-	40	15	40	-	40	15	40
Calculated number of available parking bays (m)	-	40	15	40	-	40	15	40
Calculated Parking stress (%)	-	0%	-	0%	-	0%	-	0%

Appendix D ATC Survey Data

Appendix E PTAL Report

The screenshot displays the TfL Planning Information Database interface. At the top, the TfL logo and 'TfL Planning Information Database' are visible. A login section on the right includes fields for 'Username:' and 'Password:', and a 'Log In' button. A yellow banner in the center contains a notice about the introduction of WebCAT in 2015, stating that users will be encouraged to check PTAL values on WebCAT and that the current website will be closed after a few weeks. Below the banner, the left sidebar contains a 'Search' section with input fields for 'Easting', 'Northing', 'Postcode', 'Crossland Road', and 'Station', each with a 'Go' button. Below the search fields is a 'PTAL Report' section showing a green checkmark for 'PTAL report generated', the coordinates 'Easting: 528231' and 'Northing: 184484', and a 'PTAL rating: 5'. It also lists links to 'Summary report (text)', 'Details report (text)', 'Summary report (PDF)', and 'Details report (PDF)'. The 'Map Layers' section shows 'Base mapping', 'Infrastructure', and 'Other' layers, all of which are checked. Below the map layers are 'Documents' and 'Feedback' sections. The main map area shows a street map of the Charlie Ratchford Centre area in LB Camden, with a 'PTAL start point selector' icon and a scale bar. The map includes labels for 'Haverstock School', 'Charlie Ratchford Centre', 'GROSSLAND RD', and 'Denton'. A copyright notice at the bottom of the map reads '2014 © Crown Copyright Ordnance Survey Licence no. GLA-100032379 (2003)'.

Transport for London TfL Planning Information Database

Username: Password: Log In

During 2015, Transport for London will introduce WebCAT, a Connectivity Assessment Toolkit on www.tfl.gov.uk. Users will be encouraged to check PTAL values on WebCAT rather than here. WebCAT will also include some new features for transport connectivity assessment. Both websites will run in parallel for a period of a few weeks, after which this website will be closed. Please look out for further announcements here over the next few weeks. For further information, please contact WebCAT@tfl.gov.uk

Search

Easting Northing Go

Postcode Go

Crossland Road Go

Station Go

PTAL Report

✓ PTAL report generated

Easting: 528231
Northing: 184484
PTAL rating: 5

Click to open:

[Summary report \(text\)](#)
[Details report \(text\)](#)
[Summary report \(PDF\)](#)
[Details report \(PDF\)](#)

To save them for later, right-click and choose "Save target as..."

Map Layers

☒ Base mapping
☒ Infrastructure
☒ Other

Documents
Feedback

PTAL start point selector

1: 1250

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Appendix F Accident Data



36 months to end May 2014 provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA Chalk Farm Oct 2014 (P)	36 MTS TO MAY-2014	43

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



36 months to end May 2014 provisional

MP01 GIS AREA Chalk Farm Oct 2014 (P)										36 MTS TO MAY-2014 SORTED NETWORK ORDER	
1	0111CW11554	TUE 16/08/11 13:16	LIGHT	CHALK FARM ROAD J/W REGENT'S PARK ROAD.				02	NODE 162	528190 / 184380	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS											
V.1 & V.2 WERE TRAVELLING SIDE BY SIDE, V.2 CUT ACROSS V.1'S PATH TO TURN RIGHT & BOTH V.S COLLIDED.											
CASUALTY 001 (002) (22 Yrs - F UNKN) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	TAXI	(40 Yrs - M NW3)	GOING AHEAD OTHER	SE TO NW					JCT MID	
BT - DRV NOT CONTACTED											
VEHICLE	002 (001)	PEDAL CYCLE	(22 Yrs - F UNKN)	SINGLE	TURNING RIGHT	SE TO N				JCT MID	
BT - NOT APPLICABLE											
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)	
2	0112EK40015	SUN 15/01/12 18:50	DARK	ADELAIDE ROAD J/W HAVERSTOCK HILL				02	NODE 162	528140 / 184390	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS											
BOTH PED'S STEPPED OUT BETWEEN STAT TRAFFIC AND INTO V1'S PATH											
CASUALTY 001 (001) (30 Yrs - M N12) SLIGHT DRIVER/RIDER											
CASUALTY 002 (001) (27 Yrs - F N3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE MSK											
CASUALTY 003 (001) (27 Yrs - M N3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE MSK											
VEHICLE	001 (000)	M/C 50-125CC	(30 Yrs - M N12)	OVERTAKE STAT VEH O/S	W TO E	JNY PART OF WORK				JCT APP	
BT - NOT REQUESTED											
C002 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)										C003 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)	
C002 A 802 (FAILED TO LOOK PROPERLY)										C003 A 802 (FAILED TO LOOK PROPERLY)	
3	0113EK40838	SUN 08/12/13 19:40	DARK	CHALK FARM ROAD J/W REGENT'S PARK ROAD				02	NODE 162	528190 / 184380	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS											
MOTORCYCLIST V1 LOST CONTROL AS IT TURNED LEFT											
CASUALTY 001 (001) (40 Yrs - M NW1) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	M/C 50-125CC	(40 Yrs - M NW1)	TURNING LEFT	SE TO SW	COMM TO/FROM WORK				LEAVING MAIN RD	
BT - NOT REQUESTED											
V001 A 403 (POOR TURN OR MANOEUVRE)										V001 A 410 (LOSS OF CONTROL)	

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)							36 MTS TO MAY-2014 SORTED NETWORK ORDER		
4	0113TB00061	WED 13/02/13 02:42	DARK	HAVERSTOCK HILL J/W CHALK FARM ROAD			02	NODE 162	528210 / 184390
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE		SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
V1 CHASING V2, V2 LOST CONTROL AND FALLS									
CASUALTY	001 (002)	(18 Yrs - M N7)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(21 Yrs - M N19)		SLIGHT	PASSENGER				
VEHICLE	001 (002)	CAR	(40 Yrs - M UNKN)		GOING AHEAD OTHER		NW TO SE	JNY PART OF WORK	JCT CLEARED
		BT - NEGATIVE				DID NOT IMPACT			
VEHICLE	002 (001)	M/C 125-500CC	(18 Yrs - M N7)		GOING AHEAD OTHER		NW TO SE	JCT CLEARED	
		BT - NOT PROVD (MEDCL REASONS)				O/S HIT FIRST			
V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)				V002	A	410 (LOSS OF CONTROL)	
V002	A	902 (VEHICLE IN COURSE OF CRIME)				V001	A	903 (EMERGENCY VEHICLE ON CALL)	
5	0114EK40354	SAT 03/05/14 23:30	DARK	ADELAIDE ROAD J/W HAVERSTOCK HILL			02	NODE 162	528150 / 184390
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE		SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
V1 TURNED LEFT AND COLLIDED WITH V2 U-TURNING									
CASUALTY	001 (001)	(31 Yrs - M NW2)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR	(31 Yrs - M NW2)		TURNING LEFT		SE TO W	JCT CLEARED	
		BT - DRV NOT CONTACTED				FRONT HIT FIRST			
VEHICLE	002 (001)	CAR	(? Yrs - M SE17)		U-TURNING		W TO W	JCT APP	
		BT - DRV NOT CONTACTED				N/S HIT FIRST			
V002	A	403 (POOR TURN OR MANOEUVRE)				V002	A	405 (FAILED TO LOOK PROPERLY)	
V002	A	602 (CARELESS/RECKLESS/IN A HURRY)							

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)	36 MTS TO MAY-2014 SORTED NETWORK ORDER
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6	0111CW11803	FRI 02/09/11 15:25	LIGHT	CHALK FARM ROAD J/W FERDINAND STREET	02	NODE 163	528450 / 184280
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	AUTO SIG	PEDN PHASE AT ATS
-------------------	----------	--------------	------------	------------	----------	-------------------

V1 WAS SLOWING FOR ATS WHEN V2 COLLIDED WITH REAR.

CASUALTY 001 (001) (41 Yrs - F NW1) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(41 Yrs - F NW1)	SLOWING OR STOPPING	E TO W	JCT MID
		BT - NEGATIVE			BACK HIT FIRST	

VEHICLE	002 (001)	CAR	(68 Yrs - M NW2)	GOING AHEAD OTHER	E TO W	JCT MID
		BT - NEGATIVE			FRONT HIT FIRST	

V002 A 308 (FOLLOWING TOO CLOSE)

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

7	0112EK40450	SAT 11/08/12 02:40	DARK	CHALK FARM ROAD J.W FERDINAND STREET	02	NODE 163	528460 / 184280
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS
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PED STEPPED OUT INTO THE PATH OF V1

CASUALTY 001 (001) (42 Yrs - M N2) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS O/SIDE

VEHICLE	001 (000)	CAR	(25 Yrs - M HA9)	GOING AHEAD OTHER	SE TO NW	JCT APP
		BT - POSITIVE			FRONT HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

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

8	0112EK40455	MON 20/08/12 15:40	LIGHT	CHALK FARM ROAD J/W FERDINAND STREET	02	NODE 163	528440 / 184300
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS
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V2 WENT INTO THE BACK OF MOTORCYCLIST V1

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

VEHICLE	001 (000)	M/C > 500CC	(22 Yrs - M N22)	SLOWING OR STOPPING	W TO E	JCT APP
		BT - NOT PROVD (MEDCL REASONS)			COMM TO/FROM WORK	
					BACK HIT FIRST	

VEHICLE	002 (000)	MINIBUS	(34 Yrs - M N1)	GOING AHEAD OTHER	W TO E	JCT APP
		BT - DRV NOT CONTACTED			JNY PART OF WORK	
					FRONT HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 308 (FOLLOWING TOO CLOSE)

V001 B 408 (SUDDEN BRAKING)

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)	36 MTS TO MAY-2014 SORTED NETWORK ORDER
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9 0113EK40017 THU 10/01/13 19:45 DARK NFL CHALK FARM RD J/W FERDINAND ST	02 NODE 163	528450 / 184290
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POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS
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PED CROSSED RD ON PED CROSSING AND GOT HIT BY V1. ATS WAS GREEN

CASUALTY 001 (001) (19 Yrs - F WB8)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	S BOUND	FROM DRIVERS N/SIDE
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VEHICLE 001 (000) PEDAL CYCLE (? Yrs - M UNKN)	GOING AHEAD OTHER	E TO W	JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST	

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

C001 A 802 (FAILED TO LOOK PROPERLY)

10 0113EK40043 SAT 26/01/13 23:30 DARK CHALK FARM ROAD J/W FERDINAND STREET	02 NODE 163	528450 / 184280
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POLICE - AT SCENE ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
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BUS [V1] NORTH-WEST BD SHUNTED V2 INTO V3 WHEN ATS CHANGED TO GREEN

CASUALTY 001 (002) (42 Yrs - M NW9)	SLIGHT	DRIVER/RIDER
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VEHICLE 001 (002) BUS/COACH (42 Yrs - M NW9)	GOING AHEAD OTHER	SE TO NW	JNY PART OF WORK	JCT MID
BT - NOT REQUESTED	SKIDDED	FRONT HIT FIRST		

VEHICLE 002 (003) CAR (42 Yrs - M NW9)	MOVING OFF	SE TO NW	COMM TO/FROM WORK	JCT MID
BT - NOT REQUESTED		BACK HIT FIRST		

VEHICLE 003 (002) OTH MOT VEH (? Yrs - M N17)	MOVING OFF	SE TO NW	JNY PART OF WORK	JCT MID
BT - NOT REQUESTED		BACK HIT FIRST		
LEFT CWY NEARSIDE				

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)

V001 A 601 (AGGRESSIVE DRIVING)

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)										36 MTS TO MAY-2014 SORTED NETWORK ORDER									
11		0113EK40169		THU 28/02/13 12:39		LIGHT		CHALK FARM ROAD J/W FERDINAND STREET		02		NODE 163		528450 / 184280					
POLICE - AT SCENE		ROAD-DRY		WEATHER-FINE		SINGLE CWY		CROSSROADS		AUTO SIG		PEDN PHASE AT ATS							
V1 NW-BOUND ON MAIN ROAD COLLIDED WITH V2 WHO ENTERED FROM SIDE ROAD INTO HIS PATH, FTC ATS																			
CASUALTY		001 (001)		(42 Yrs - M OH3)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		M/C 125-500CC		(42 Yrs - M OH3)		MOVING OFF		SE TO NW		JNY PART OF WORK		JCT MID					
				BT - NEGATIVE						O/S HIT FIRST									
VEHICLE		002 (001)		CAR		(52 Yrs - F NW5)		TURNING RIGHT		NE TO NW				JCT MID					
				BT - NEGATIVE						FRONT HIT FIRST									
V002 B 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))																			
V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)																			
12		0113EK40752		TUE 29/10/13 18:30		DARK		CHALK FARM ROAD J/W FERDINAND STREET		02		NODE 163		528460 / 184290					
POLICE - OVER COU		ROAD-DRY		WEATHER-FINE		SINGLE CWY		T/STAG JUN		AUTO SIG		PEDN PHASE AT ATS							
F.T.S V2 WENT INTO THE BACK OF STAT V1																			
CASUALTY		001 (001)		(51 Yrs - F NW5)		SLIGHT		DRIVER/RIDER											
CASUALTY		002 (001)		(55 Yrs - F E9)		SLIGHT		PASSENGER		FRONT SEAT									
VEHICLE		001 (000)		CAR		(51 Yrs - F NW5)		GOING AHEAD HELD UP		E TO W				JCT APP					
				BT - DRV NOT CONTACTED						BACK HIT FIRST									
VEHICLE		002 (000)		GDS =< 3.5T		(? Yrs - U)		GOING AHEAD OTHER		E TO W				JCT APP					
				BT - DRV NOT CONTACTED						FRONT HIT FIRST									
V002 A 405 (FAILED TO LOOK PROPERLY)																			
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)																			

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)							36 MTS TO MAY-2014 SORTED NETWORK ORDER		
13	0113EK40762	FRI 08/11/13 18:16	DARK	CHALK FARM RD J/W FERDINAND ST			02	NODE 163	528450 / 184300
POLICE - AT SCENE			ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
V2 CHANGED LANE AND HIT V1									
CASUALTY 001 (001)			(36 Yrs - M CO16)	SLIGHT	DRIVER/RIDER				
VEHICLE 001 (002)			PEDAL CYCLE	(36 Yrs - M CO16)	GOING AHEAD OTHER			N TO S	JCT APP
			BT - NOT APPLICABLE			O/S HIT FIRST			
VEHICLE 002 (001)			CAR	(? Yrs - U UNKN)	CHANGE LANE TO LEFT			N TO S	JCT APP
			BT - DRV NOT CONTACTED			N/S HIT FIRST			
V002 A 403 (POOR TURN OR MANOEUVRE)					V002 A 405 (FAILED TO LOOK PROPERLY)				
14	0113EK40818	FRI 29/11/13 02:50	DARK	CHALK FARM RD J/W FERDINAND ST			02	NODE 163	528460 / 184290
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
PED CROSSED RD AND GOT HIT BY V1									
CASUALTY 001 (001)			(19 Yrs - F WC1E)	SLIGHT	PEDESTRIAN			CROSSING ROAD WITHIN 50M XING	N BOUND FROM DRIVERS O/SIDE
VEHICLE 001 (000)			TAXI	(56 Yrs - M TW7)	GOING AHEAD OTHER			W TO E	JNY PART OF WORK
			BT - NEGATIVE			FRONT HIT FIRST			JCT CLEARED
C001 A 802 (FAILED TO LOOK PROPERLY)					C001 A 808 (CARELESS/RECKLESS/IN A HURRY)				
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)									
15	0113EK40940	SAT 26/10/13 20:45	DARK	CHALK FARM RD J/W FERDINAND ST			02	NODE 163	528440 / 184300
POLICE - OVER COU			ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
V2 HIT THE REAR OF V1 AND FTS									
CASUALTY 001 (001)			(24 Yrs - M NW5)	SLIGHT	DRIVER/RIDER				
VEHICLE 001 (002)			M/C <= 50CC	(24 Yrs - M NW5)	GOING AHEAD OTHER			W TO E	JNY PART OF WORK
			BT - DRV NOT CONTACTED			BACK HIT FIRST			JCT APP
VEHICLE 002 (001)			CAR	(? Yrs - U UNKN)	GOING AHEAD OTHER			W TO E	JCT APP
			BT - DRV NOT CONTACTED			FRONT HIT FIRST			
V002 A 405 (FAILED TO LOOK PROPERLY)					V002 A 308 (FOLLOWING TOO CLOSE)				

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)										36 MTS TO MAY-2014 SORTED NETWORK ORDER									
16	0114EK40261		FRI 04/04/14 09:58		LIGHT	CHALK FARM ROAD J/W FERDINAND STREET				02	NODE 163		528440 / 184290						
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		T/STAG JUN	AUTO SIG		PEDN PHASE AT ATS							
V1 SLOWED AND COLLIDED WITH REAR OF V2																			
CASUALTY 001 (001)			(46 Yrs - M SE5)		SLIGHT		DRIVER/RIDER												
VEHICLE	001 (002)		CAR		(46 Yrs - M SE5)		GOING AHEAD OTHER			NW TO SE			JCT APP						
			BT - NOT REQUESTED								FRONT HIT FIRST								
VEHICLE	002 (001)		CAR		(41 Yrs - M NW1)		GOING AHEAD OTHER			NW TO SE		JNY PART OF WORK		JCT APP					
			BT - NOT REQUESTED								BACK HIT FIRST								
V001 A 405 (FAILED TO LOOK PROPERLY)										V001 A 602 (CARELESS/RECKLESS/IN A HURRY)									
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)																			
17	0114EK40287		TUE 15/04/14 21:20		DARK	CHALK FARM ROAD J/W FERDINAND STREET				02	NODE 163		528450 / 184290						
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		T/STAG JUN	AUTO SIG		PEDN PHASE AT ATS							
PED RAN ACROSS PATH OF STAT BUS INTO PATH OF V1																			
CASUALTY 001 (001)			(16 Yrs - F NW1)		SLIGHT		PEDESTRIAN		CROSSING ROAD ON PED XING		N BOUND		FROM DRIVERS N/SIDE MSK						
VEHICLE	001 (000)		TAXI		(53 Yrs - M E1)		TURNING RIGHT			SE TO N		JNY PART OF WORK		JCT MID					
			BT - NEGATIVE								FRONT HIT FIRST								
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))										C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)									
C001 A 802 (FAILED TO LOOK PROPERLY)										C001 A 808 (CARELESS/RECKLESS/IN A HURRY)									
18	0113EK40568		SAT 07/09/13 21:26		DARK	HAVERSTOCK HILL J/W PRINCE OF WALES ROAD				02	NODE 164		527970 / 184580						
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		T/STAG JUN	AUTO SIG		PEDN PHASE AT ATS							
V1 WENT THROUGH A RED A.T.S AND CROSSED V2'S PATH																			
CASUALTY 001 (001)			(52 Yrs - M NW11)		SERIOUS		DRIVER/RIDER												
VEHICLE	001 (000)		CAR		(52 Yrs - M NW11)		TURNING RIGHT			E TO NW			JCT MID						
			BT - NOT REQUESTED								N/S HIT FIRST								
VEHICLE	002 (000)		CAR		(26 Yrs - M NW3)		GOING AHEAD OTHER			SE TO NW		JCT MID							
			BT - NOT REQUESTED								FRONT HIT FIRST								
V001 A 405 (FAILED TO LOOK PROPERLY)										V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)									
V001 A 403 (POOR TURN OR MANOEUVRE)																			

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)	36 MTS TO MAY-2014 SORTED NETWORK ORDER
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19 0112EK40017 WED 18/01/12 18:00 DARK PRINCE OF WALES ROAD J/W MALDEN CRESCENT	02 NODE 166	528320 / 184620
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
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F.T.S V2 TURNED LEFT AND HIT THE O/S OF MOTORCYCLIST V1 WHO WAS ON THE N/S
--

CASUALTY 001 (001) (20 Yrs - M IG11) SLIGHT DRIVER/RIDER
--

VEHICLE 001 (000) M/C 50-125CC (20 Yrs - M IG11) GOING AHEAD OTHER E TO W JNY PART OF WORK JCT MID
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) TURNING LEFT E TO SE 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)

20 0112EK40557 WED 17/10/12 14:45 LIGHT PRINCE OF WALES ROAD J/W MALDEN ROAD	02 NODE 166	528320 / 184620
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POLICE - AT SCENE ROAD-WET RAINING/HIGH WINDS SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
--

V1 TURNED RIGHT AND CROSSED THE PATH OF PEDAL CYCLIST V2
--

CASUALTY 001 (002) (32 Yrs - M N22) SLIGHT DRIVER/RIDER
--

VEHICLE 001 (000) CAR (35 Yrs - M N19) TURNING RIGHT SE TO E JCT MID
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (32 Yrs - M N22) GOING AHEAD LEFT BEND N TO SE JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 403 (POOR TURN OR MANOEUVRE)

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)							36 MTS TO MAY-2014 SORTED NETWORK ORDER		
21	0112TB00771	THU 26/07/12 01:15	DARK	NFL- PRINCE OF WALES ROAD J/W MALDEN CRESCENT			02	NODE 166	528310 / 184620
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
V1 (CYCLE) NOT PAYING ATTENTION COLLIDED WITH REAR OF PARKED V2									
CASUALTY 001 (001) (? Yrs - M EC1H)			SERIOUS DRIVER/RIDER						
VEHICLE	001 (002)	PEDAL CYCLE	(? Yrs - M EC1H)	GOING AHEAD OTHER		W TO E	JCT APP		
BT - NOT APPLICABLE				HIT PARKED VEH		BACK HIT FIRST			
VEHICLE	002 (001)	CAR	(21 Yrs - M DE56)	PARKED		P TO P	JCT APP		
BT - DRV NOT CONTACTED						FRONT HIT FIRST			
V001 A 405 (FAILED TO LOOK PROPERLY)					V001 A 602 (CARELESS/RECKLESS/IN A HURRY)				
V001 A 410 (LOSS OF CONTROL)									
22	0113EK40454	TUE 23/07/13 09:01	LIGHT	MALDEN ROAD J/W PRINCE OF WALES ROAD			02	NODE 166	528320 / 184640
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
V1 CHANGED LANE AND HIT PEDAL CYCLIST V2'S O/S									
CASUALTY 001 (002) (28 Yrs - F E5)			SLIGHT DRIVER/RIDER						
VEHICLE	001 (000)	CAR	(35 Yrs - M EN3)	CHANGE LANE TO LEFT		N TO S	JNY PART OF WORK	JCT APP	
BT - NEGATIVE						N/S HIT FIRST			
VEHICLE	002 (000)	PEDAL CYCLE	(28 Yrs - F E5)	GOING AHEAD OTHER		N TO S	COMM TO/FROM WORK	JCT APP	
BT - NOT APPLICABLE						O/S HIT FIRST			
V001 A 405 (FAILED TO LOOK PROPERLY)					V001 A 403 (POOR TURN OR MANOEUVRE)				
23	0113EK40641	FRI 04/10/13 07:14	LIGHT	MALDEN CRES J/W PRINCE OF WALES RD			02	NODE 166	528330 / 184610
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
PASSENGER JUMPED OFF SLOWING V1, CAUSING INJURY - [PASSENGER ALIGHTED MOVING BUS (C001)]									
CASUALTY 001 (001) (? Yrs - F UNKN)			SLIGHT PASSENGER		ALIGHTING PSV				
VEHICLE	001 (000)	BUS/COACH	(49 Yrs - M N4)	SLOWING OR STOPPING		SE TO NW	JNY PART OF WORK	JCT APP	
BT - NEGATIVE						DID NOT IMPACT			
C001 A 999 (OTHER FACTOR)									

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)							36 MTS TO MAY-2014 SORTED NETWORK ORDER				
24	0113EK40894	FRI 13/12/13 18:05	DARK	PRINCE OF WALES ROAD J/W MALDEN ROAD			02	NODE 166	528300 / 184620		
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS				
THE PED STEPPED OUT INTO V1'S PATH											
CASUALTY		001 (001)	(78 Yrs - M NW1)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING		S BOUND	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	TAXI	(39 Yrs - M NW5)		TURNING RIGHT		N TO W	JNY PART OF WORK		JCT CLEARED	
		BT - NEGATIVE				FRONT HIT FIRST					
C001 A 802 (FAILED TO LOOK PROPERLY)											
25	0111CW12000	WED 05/10/11 08:45	LIGHT	NFL - ADELAIDE ROAD, 30 METRES WEST OF HAVERSTOCK HILL.			02	LINK 160-162	528130 / 184390		
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIMILAR				
V.2 OVERTOOK V.1 (CYCLIST) TOO CLOSELY & HIT RIDER OF V.1'S SHOULDER CAUSING V.1 TO FALL.											
CASUALTY		001 (001)	(43 Yrs - M NW6)	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002)	PEDAL CYCLE	(43 Yrs - M NW6)		OVERTAKE STAT VEH O/S		SE TO NW	COMM TO/FROM WORK			
		BT - NOT APPLICABLE				O/S HIT FIRST					
VEHICLE	002 (001)	GDS =< 3.5T	(? Yrs - M UNKN)		OVERTAKE MOVE VEH O/S		SE TO NW	JNY PART OF WORK			
		BT - DRV NOT CONTACTED				N/S HIT FIRST					
V002	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)			V002		A	407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			
V002	A	405 (FAILED TO LOOK PROPERLY)			V002		A	601 (AGGRESSIVE DRIVING)			
V002	A	602 (CARELESS/RECKLESS/IN A HURRY)									
26	0113TB00042	FRI 04/01/13 11:35	LIGHT	ADELAIDE ROAD 55M E OF J/W ETON COLLEGE ROAD			02	LINK 160-162	528100 / 184390		
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M				
V1 OPENED ITS DOOR INTO PATH OF PASSING V2											
CASUALTY		001 (002)	(25 Yrs - F NW1)	SERIOUS	DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(59 Yrs - M UB8)		PARKED		P TO P	O/S HIT FIRST			
		BT - NOT REQUESTED									
VEHICLE	002 (001)	PEDAL CYCLE	(25 Yrs - F NW1)		GOING AHEAD OTHER		W TO E	FRONT HIT FIRST			
		BT - NOT APPLICABLE				HIT OPEN DOOR					
V001	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)			V001		A	405 (FAILED TO LOOK PROPERLY)			



36 months to end May 2014 provisional

MP01 GIS AREA Chalk Farm Oct 2014 (P)										36 MTS TO MAY-2014 SORTED NETWORK ORDER		
27	0114EK40212	MON 13/01/14 07:00	DARK	ADELAIDE ROAD J/W ETON COLLEGE ROAD				02	LINK 160-162	528040 / 184390		
POLICE - OVER COU ROAD-WET			WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
PED CROSSED INTO PATH OF PASSING V1												
CASUALTY 001 (001) (14 Yrs - M NW3)			SLIGHT	PEDESTRIAN		CROSSING ROAD (NOT ON XING)			S BOUND	FROM DRIVERS O/SIDE		
			JOURNEY TO/FROM SCHOOL				Sch Attended : MILL HILL PRIVATE SCH					
VEHICLE	001 (000)	CAR	(75 Yrs - M DA17)		GOING AHEAD OTHER			E TO W		JCT APP		
			BT - DRV NOT CONTACTED				FRONT HIT FIRST					
C001 A 802 (FAILED TO LOOK PROPERLY)							C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)					
V001 B 405 (FAILED TO LOOK PROPERLY)												
28	0111CW11251	SUN 10/07/11 00:25	DARK	CHALK FARM ROAD J/W BELMONT STREET				02	LINK 162-163	528270 / 184340		
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
V1 HAD TO BRAKE SHARPLY TO AVOID COLLISION CAUSING PASSENGER TO FALL. - [PASSENGER LOST BALANCE. (C001)]												
CASUALTY 001 (001) (38 Yrs - F NW6)			SLIGHT	PASSENGER		STANDING ON PSV						
VEHICLE	001 (000)	BUS/COACH	(39 Yrs - M W3)		GOING AHEAD OTHER			SE TO NW	JNY PART OF WORK		JCT MID	
			BT - NOT REQUESTED				DID NOT IMPACT					
C001 A 999 (OTHER FACTOR)							V001 A 408 (SUDDEN BRAKING)					
29	0111CW12025	MON 03/10/11 17:15	LIGHT	CHALK FARM ROAD, 40 METRES N.W OF BELMONT STREET.				02	LINK 162-163	528250 / 184360		
POLICE - OVER COU ROAD-DRY			WEATHER-FINE		SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M				
V.2 ATTEMPTED TO DO A U'TURN AND COLLIDED WITH ON-COMING V.1. (CYCLIST)												
CASUALTY 001 (001) (28 Yrs - F NW3)			SLIGHT	DRIVER/RIDER								
VEHICLE	001 (002)	PEDAL CYCLE	(28 Yrs - F NW3)		GOING AHEAD OTHER			NW TO SE	COMM TO/FROM WORK			
			BT - NOT APPLICABLE				O/S HIT FIRST					
VEHICLE	002 (001)	CAR	(? Yrs - M UNKN)		U-TURNING			SE TO SE		FRONT HIT FIRST		
			BT - DRV NOT CONTACTED									
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)					



36 months to end May 2014 provisional

MP01 GIS AREA Chalk Farm Oct 2014 (P)						36 MTS TO MAY-2014 SORTED NETWORK ORDER	
30	0111CW12318	TUE 18/10/11 19:57	DARK	HAVERSTOCK HILL, 30 METRES SOUTH EAST OF PRINCE OF WALES ROAD.		02 LINK 162-164	527980 / 184560
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	PEDN PHASE AT ATS	
DRIVER OF V.1 OPENED CAR DOOR IN PATH OF ON-COMING V.2 (CYCLIST) & KNOCKED CYCLIST TO FLOOR.							
CASUALTY 001 (002) (? Yrs - M UNKN) SERIOUS DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(36 Yrs - F NW2)	PARKED		P TO P	
		BT - DRV NOT CONTACTED				O/S HIT FIRST	
VEHICLE	002 (001)	PEDAL CYCLE	(? Yrs - M UNKN)	GOING AHEAD OTHER		NW TO SE	
		BT - NOT APPLICABLE				N/S HIT FIRST	
				HIT OPEN DOOR			
V001	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)		V001	A	405 (FAILED TO LOOK PROPERLY)	
V002	A	506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY)		V002	A	507 (CYCLIST WEARING DARK CLOTHING AT NIGHT)	
31	0112EK40349	MON 02/07/12 23:12	DARK	CHALK FARM ROAD J/W BELMONT STREET		02 LINK 162-163	528270 / 184350
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
THE PED STEPPED OUT INTO MOTORCYCLIST V1'S PATH							
CASUALTY 001 (001) (48 Yrs - M NW4) SLIGHT DRIVER/RIDER							
CASUALTY 002 (001) (50 Yrs - M N13) SLIGHT PEDESTRIAN							
				CROSSING ROAD (NOT ON XING)	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 50-125CC	(48 Yrs - M NW4)	GOING AHEAD OTHER	SE TO NW	COMM TO/FROM WORK	JCT CLEARED
		BT - NEGATIVE			FRONT HIT FIRST		
C002 A 802 (FAILED TO LOOK PROPERLY)				C002 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			
32	0112EK40458	WED 15/08/12 19:05	LIGHT	CHALK FARM ROAD J.W REGENT'S PARK ROAD		02 LINK 162-163	528190 / 184380
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
V2 TURNED RIGHT ACROSS PATH OF V1							
CASUALTY 001 (002) (24 Yrs - M NW11) SLIGHT DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(58 Yrs - F RM13)	MOVING OFF		SE TO NW	JCT MID
		BT - NOT REQUESTED				FRONT HIT FIRST	
VEHICLE	002 (001)	M/C 50-125CC	(24 Yrs - M NW11)	TURNING RIGHT		NW TO SW	JCT MID
		BT - NOT REQUESTED				FRONT HIT FIRST	
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	A	405 (FAILED TO LOOK PROPERLY)	

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)	36 MTS TO MAY-2014 SORTED NETWORK ORDER
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33 0112EK40542 FRI 05/10/12 21:58 DARK NFL: CHALK FARM ROAD 48M NW J/W BELMONT STREET	02 LINK 162-163	528240 / 184360
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POLICE - AT SCENE ROAD-DRY WEATHER-UNKNOWN SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M
---	-------------------------

PED CAS1 WALKED INTO MAIN ROAD FROM SOUTH PAVEMENT HEADING NORTH; NW-BOUND V1 COLLIDED WITH HIM

CASUALTY 001 (001) (21 Yrs - F NW1) SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE
--	---

VEHICLE 001 (000) CAR (31 Yrs - M W9)	GOING AHEAD OTHER SE TO NW	FRONT HIT FIRST
BT - NOT REQUESTED		

C001 A 802 (FAILED TO LOOK PROPERLY)

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

34 0113EK40028 THU 24/01/13 02:03 DARK CHALK FARM RD J/W BELMONT ST	02 LINK 162-163	528280 / 184340
--	-----------------	-----------------

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

V2 TURNED LEFT AND HIT V1. V2 FTS

CASUALTY 001 (001) (61 Yrs - M IG6) SLIGHT DRIVER/RIDER
--

VEHICLE 001 (002) CAR (61 Yrs - M IG6)	GOING AHEAD OTHER W TO E	JCT MID
BT - NEGATIVE	N/S HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - U UNKN)	TURNING LEFT N TO E	JCT MID
BT - DRV NOT CONTACTED	FRONT HIT FIRST	

V002 A 402 (JUNCTION RESTART)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

35 0113EK40162 SUN 31/03/13 02:00 DARK NFL CHALK FARM RD J/W BELMONT ST	02 LINK 162-163	528280 / 184340
--	-----------------	-----------------

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

INTOXICATED PED FELL IN FRONT OF V1

CASUALTY 001 (001) (25 Yrs - M SP1) SERIOUS PEDESTRIAN	ON FOOTPATH - VERGE W BOUND
--	-----------------------------

VEHICLE 001 (000) CAR (34 Yrs - M N14)	GOING AHEAD OTHER E TO W JNY PART OF WORK	JCT MID
BT - NEGATIVE	FRONT HIT FIRST	

C001 A 806 (IMPAIRED BY ALCOHOL)

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)	36 MTS TO MAY-2014 SORTED NETWORK ORDER
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36 0113EK40850 TUE 10/12/13 14:29 LIGHT CHALK FARM ROAD 22M SE OF BELMONT STREET	02 LINK 162-163	528300 / 184330
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M	PELICAN OR SIMILAR	
A PASS ONBOARD V1 FELL OVER AS V1 MOVED OFF - [NOT HOLDING ON (C001)]		
CASUALTY 001 (001) (47 Yrs - F N7) SLIGHT PASSENGER	STANDING ON PSV	
VEHICLE 001 (000) BUS/COACH (34 Yrs - M E8)	MOVING OFF	SE TO NW JNY PART OF WORK
BT - NEGATIVE	DID NOT IMPACT	

C001 B 999 (OTHER FACTOR)

37 0112EK40334 TUE 26/06/12 12:30 LIGHT N.F.L FERDINAND STREET 25M N OF FERDINAND PLACE	02 LINK 163-185	528440 / 184360
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M	
A PASS FELL OVER ONBOARD V1 - [NOT HOLDING ON (C001)]		
CASUALTY 001 (001) (71 Yrs - M NW6) SLIGHT PASSENGER	STANDING ON PSV	
VEHICLE 001 (000) BUS/COACH (? Yrs - M)	GOING AHEAD OTHER	S TO N JNY PART OF WORK
BT - DRV NOT CONTACTED	DID NOT IMPACT	

C001 A 999 (OTHER FACTOR)

38 0112TB00547 TUE 29/05/12 10:45 LIGHT CHALK FARM ROAD J/W HARMOOD STREET	02 LINK 163-666	528500 / 184270
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	
V1 UNKNOWN WHY COLLIDED WITH REAR OF STAT V2		
CASUALTY 001 (001) (38 Yrs - M NW4) SLIGHT DRIVER/RIDER		
CASUALTY 002 (001) (42 Yrs - M UNKN) SLIGHT PASSENGER	FRONT SEAT	
VEHICLE 001 (002) CAR (38 Yrs - M NW4)	GOING AHEAD OTHER	SE TO NW JNY PART OF WORK
BT - NEGATIVE	FRONT HIT FIRST	JCT CLEARED
VEHICLE 002 (001) GDS =< 3.5T (32 Yrs - M UNKN)	GOING AHEAD HELD UP	SE TO NW JNY PART OF WORK
BT - NEGATIVE	BACK HIT FIRST	JCT CLEARED

V001 A 405 (FAILED TO LOOK PROPERLY)

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

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

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)	36 MTS TO MAY-2014 SORTED NETWORK ORDER
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39	0114EK40544	SUN 06/04/14 00:40	DARK	CHALK FARM ROAD 22M NW OF HARMOOD STREET	02	LINK 163-666	528500 / 184270
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	ZEBRA
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F.T.S V2 WENT INTO THE BACK OF V1

CASUALTY 001 (001) (37 Yrs - M RH15) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(37 Yrs - M RH15)	SLOWING OR STOPPING	SE TO NW	COMM TO/FROM WORK
		BT - NOT REQUESTED			BACK HIT FIRST	

VEHICLE	002 (000)	CAR	(? Yrs - U)	GOING AHEAD OTHER	SE TO NW	
		BT - DRV NOT CONTACTED			FRONT HIT FIRST	

V002 A 308 (FOLLOWING TOO CLOSE)

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

40	0111CW12709	WED 28/12/11 21:27	DARK	PRINCE OF WALES ROAD J/W TRURO STREET	02	LINK 164-166	528170 / 184610
----	-------------	--------------------	------	---------------------------------------	----	--------------	-----------------

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

V1 SWERVED TO AVOID OBJECT IN THE ROAD AND COLLIDED WTH ISLAND.

CASUALTY 001 (001) (22 Yrs - M N1) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(22 Yrs - M N1)	GOING AHEAD OTHER	W TO E	JCT MID
		BT - NEGATIVE			FRONT HIT FIRST	

V001 A 409 (SWERVED)

V001 A 410 (LOSS OF CONTROL)

V001 A 109 (ANIMAL OR OBJECT IN CARRIAGEWAY)

**36 months to end May 2014 provisional**

MP01 GIS AREA Chalk Farm Oct 2014 (P)	36 MTS TO MAY-2014 SORTED NETWORK ORDER
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41 0112EK40313 MON 18/06/12 07:54 LIGHT PRINCE OF WALES ROAD 22M E OF CROGS LAND ROAD	02 LINK 164-166	528260 / 184610
---	-----------------	-----------------

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

V2 WENT INTO STAT V1. V1 THEN HIT STAT V3

CASUALTY 001 (001) (47 Yrs - M CM19) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (29 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) TAXI (47 Yrs - M CM19)	GOING AHEAD HELD UP	E TO W JNY PART OF WORK
BT - NOT REQUESTED		BACK HIT FIRST

VEHICLE 002 (000) CAR (29 Yrs - M NW2)	GOING AHEAD OTHER	E TO W
BT - NOT REQUESTED		FRONT HIT FIRST

VEHICLE 003 (000) CAR (38 Yrs - M HA3)	GOING AHEAD HELD UP	E TO W
BT - NOT REQUESTED		BACK HIT FIRST

V002 A 510 (DISTRACTION OUTSIDE VEHICLE)

V002 A 405 (FAILED TO LOOK PROPERLY)

42 0113EK40048 TUE 29/01/13 17:30 DARK CROGS LAND GARDENS J/W PRINCE OF WALES ROAD	02 LINK 164-166	528230 / 184600
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY MINI STOP SIGN	NO XING FACILITY IN 50M
--	-------------------------

V2 AT STOP LINE ON SIDE ROAD WAS STRUCK BY V1 TURNING RIGHT AND CUTTING CORNER

CASUALTY 001 (002) (28 Yrs - M N2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - U 1)	TURNING RIGHT	W TO S	JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

VEHICLE 002 (001) PEDAL CYCLE (28 Yrs - M N2)	TURNING RIGHT	S TO E	COMM TO/FROM WORK	JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST		

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

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



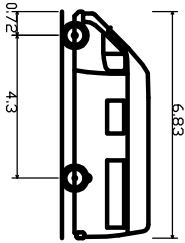
36 months to end May 2014 provisional

MP01 GIS AREA Chalk Farm Oct 2014 (P)										36 MTS TO MAY-2014 SORTED NETWORK ORDER									
43	0113EK40199	WED 10/04/13 23:40	DARK	PRINCE OF WALES ROAD 24M E OF CROGSLAND ROAD						02	LINK 164-166				528260 / 184610				
POLICE - AT SCENE		ROAD-WET		RAINING		SINGLE CWY		NO JUN IN 20M		NO XING FACILITY IN 50M									
THE PED STEPPED OUT INTO PEDAL CYCLIST V1'S PATH																			
CASUALTY		001 (001)	(29 Yrs - F KT12)		SLIGHT		PEDESTRIAN		CROSSING ROAD (NOT ON XING)				S BOUND		FROM DRIVERS N/SIDE MSK				
VEHICLE		001 (000)	PEDAL CYCLE		(54 Yrs - M NW5)		GOING AHEAD OTHER				W TO E		COMM TO/FROM WORK						
		BT - NOT APPLICABLE						FRONT HIT FIRST											
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)												C001 A 802 (FAILED TO LOOK PROPERLY)							

End of Accidents for MP01 GIS AREA Chalk Farm Oct 2014 (P)

End of Report

Appendix G Swept Path Analysis



Dial a ride	
Overall Length	6.830m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to Lock Time	4.005
Kerb to Kerb Turning Radius	6.450m

Mark		Revision		Drawn		Date	
Chkd							
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.							
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.							
Drawing Issue Status							
FOR INFORMATION							
CHARLIE RATCHFORD,							
VEHICLE SWEEP PATH ANALYSIS							
DIAL A RIDE SPECIFICATION VEHICLE							
Client							
Date of 1st Issue				Drawn by			
21/10/14				CR			
A3 Scale				Checked by			
1:200				MD			
Drawing Number				Revision			
31103/001/001				-			
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Charlie Ratchford Centre

Appendix H Trip Generation

TRICS 7.1.1

Trip Rate P Number of residents

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

Calculation Factor: 1 RESIDE

Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	59	0.034	1	59	0.017	1	59	0.051
08:00-09:0	1	59	0.051	1	59	0.068	1	59	0.119
09:00-10:0	1	59	0.051	1	59	0	1	59	0.051
10:00-11:0	1	59	0	1	59	0	1	59	0
11:00-12:0	1	59	0	1	59	0.017	1	59	0.017
12:00-13:0	1	59	0.017	1	59	0.017	1	59	0.034
13:00-14:0	1	59	0.068	1	59	0.051	1	59	0.119
14:00-15:0	1	59	0.102	1	59	0.034	1	59	0.136
15:00-16:0	1	59	0.068	1	59	0.068	1	59	0.136
16:00-17:0	1	59	0.051	1	59	0.051	1	59	0.102
17:00-18:0	1	59	0.051	1	59	0.068	1	59	0.119
18:00-19:0	1	59	0	1	59	0.068	1	59	0.068
19:00-20:0	1	59	0.017	1	59	0.068	1	59	0.085
20:00-21:0	1	59	0.085	1	59	0.051	1	59	0.136
21:00-22:0	1	59	0.034	1	59	0.034	1	59	0.068
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.629			0.612			1.241

48 units

Mode of Transport	counts								
	AM Arriva	AM Depar	AM Total	PM Arrival	PM Depart	PM Total	Daily Arriv	Daily Depar	Daily Total
Walking	7	0	7	3	1	4	74	69	143
Cycling	0	0	0	0	0	0	3	3	6
Motorbike	0	0	0	0	0	0	1	0	1
Taxi	0	0	0	0	0	0	2	2	4
Car Driver	0	0	0	2	2	4	11	12	23
Car Passenger	0	0	0	0	0	0	5	6	11
Funeral Car	0	0	0	0	0	0	1	1	2
Ambulance	0	0	0	3	2	5	1	1	2
Community Minibus	1	2	3	0	0	0	3	3	6
LGV	0	1	1	0	0	0	7	8	15
HGV	0	0	0	0	0	0	1	1	2
Total	8	3	11	8	5	13	109	106	215
Trip Rates	0.167	0.063	0.229	0.167	0.104	0.271	2.271	2.208	4.479

Proposed CRCC

38 units

		AM			PM			Daily	
	Arr	Dep	total	Arr	Dep	total	Arr	Dep	total
Trip Rates	0.134	0.099	0.234	0.134	0.129	0.263	1.772	1.758	3.531
Trips	5.24	3.87	9.11	5.24	5.01	10.25	69.12	68.57	137.69

Time Period	Trips in	Trips out	Total
AM Peak (08:00-09:00)	0.134	0.099	0.234
PM Peak (17:00-18:00)	0.134	0.129	0.263
Total Daily (07:00-22:00)	1.772	1.758	3.531

Time Period	Trips in	Trips out	Total
AM Peak (08:00-09:00)	5	4	9
PM Peak (17:00-18:00)	5	5	10
Total Daily (07:00-22:00)	69	69	138

Mode	AM			PM			Daily		
	Arr	Dep	total	Arr	Dep	total	Arr	Dep	total
Walking	1.0	0.8	1.8	1.0	1.0	2.0	13.8	13.7	27.4
Cycling	0.4	0.3	0.8	0.4	0.4	0.9	5.7	5.7	11.4
Taxi	0.0	0.0	0.1	0.0	0.0	0.1	0.6	0.6	1.1
Car Driver	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Car Passenger	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PT	3.7	2.7	6.5	3.7	3.6	7.3	49.1	48.7	97.7
Motorcycle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	5.2	3.9	9.1	5.2	5.0	10.3	69.1	68.6	137.7

ROUNDED

Mode	AM			PM			Daily		
	Trips In	Trips Out	Total	Trips In	Trips Out	Total	Trips In	Trips Out	Total
Walking	1	1	2	1	1	2	14	14	28
Cycling	0	0	0	0	0	0	5	5	10
Taxi	0	0	0	0	0	0	1	1	2
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
PT	4	3	7	4	4	8	49	49	98
Motorcycle	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
Total	5	4	9	5	5	10	69	69	138



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	AM	PM	Daily
Mode	total	total	total
Walking	0.519	0.173	2.422
Cycling	0.216	0.072	1.008
Taxi	0.021	0.007	0.098
Car Driver	0.315	0.105	1.47
Car Passenger	0.021	0.007	0.098
PT	1.848	0.616	8.624
Motorcycle	0.039	0.013	0.182
Other	0.021	0.007	0.098
Total	3	1	14

lumpsums

	AM	PM	Daily
Mode	total	total	total
Walking	1	0	2
Cycling	0	0	1
Taxi	0	0	0
Car Driver	0	0	1
Car Passenger	0	0	0
PT	2	1	9
Motorcycle	0	0	0
Other	0	0	0
Total	3	1	14



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	AM	PM	Daily
Mode	total	total	total
Walking	1	2	25
Cycling	1	1	10
Taxi	0	0	1
Car Driver	0	0	-1
Car Passenger	0	0	0
PT	5	7	89
Motorcycle	0	0	0
Other	0	0	0
Total	6	9	124

MODE SHARE COMPARISON

Census 2011 Travel to Work			TRICS	
1.838235294 Re-				
Mode	Mode Share	distributed	Mode	Mode Share
Work mainly at or from home	8.3		Vehicles	44%
Underground, metro, light rail, tram	20.7	38.1	Taxi	4%
Train	3.9	7.2	OGV	0%
Bus, minibus or coach	8.9	16.4	PSV	0%
Taxi	0.4	0.7	Cyclist	1%
Motorcycle, scooter or moped	0.7	1.3	Vehicle Occupant	13%
Driving a car or van	5.7	10.5	Pedestrianns	20%
Passenger in a car or van	0.4	0.7	Bus/Tram	17%
Bicycle	3.9	7.2	Train	0%
On foot	9.4	17.3	Coach	0%
Other method of travel to work	0.4	0.7	Total	100%
Not in employment	37.3			

Charlie Ratchford		
Mode	Mode Share	Daily total Trips
Walking	17%	24
Cycling	7%	10
Taxi	1%	1
Car Driver	11%	14
Car Passenger	1%	1
PT	62%	85
Motorcycle	1%	2
Other	1%	1
Total	100%	138

Charlie Ratchford		
Mode	Mode Sha	Daily total Trips
Walking	20%	28
Cycling	1%	2
Taxi	4%	5
Car Driver	44%	61
Car Passenger	13%	18
PT	17%	24
Motorcycle	0%	0
Other	0%	0
Total	100%	138

Appendix I Technical Note on Comments from LBC

TECHNICAL NOTE

Job Name: Charlie Ratchford Extra-Care Scheme
Job No: 31103
Note No: 1
Date: 27th November 2014
Prepared By: Stephanie Yu
Checked By: Manu Dwivedi
Subject: Response to Transport Comments

Introduction

Peter Brett Associates LLP (PBA) has submitted a Transport Statement (TS) scope of works for the Charlie Ratchford Extra-Care Scheme to LB of Camden (LBC) for comments. This note presents a response to the comments from LBC Highways, during pre-application discussions held on 2nd September 2014. The comments are presented below:

- Facilities for PTS vehicle pick up and drop off movements should be designed within the site and that PTS vehicles would need to be able to exit the site in a forward gear.
- The idea of 2 vehicular crossovers (1 in and 1 out) was not supported as this would remove on-street parking outside of CPZ operating hours.
- The applicant agreed to do a parking beat survey to assess existing levels of parking stress.
- An inset loading bay was not supported as this would hinder pedestrian movement when occupied (pedestrians would need to deviate from the existing desire line).
- An on-street loading bay was not supported as this would obstruct vehicular traffic on Crogsland Road. The applicant advised that they wouldn't want an on-street facility as people likely to be using the PTS vehicles would feel too vulnerable being so close to pedestrians and vehicular traffic.

Facilities for PTS Vehicle Pick-up and Drop-off

Options for providing a PTS loading bay on site have been explored. These are presented in Figures 1 and 2 for Options 1 and 2 respectively. In Option 1, two bays can be provided however the footway is on the wrong side of where passengers will be alighting or boarding. As can be seen, Option 2 presents the bay provided within the site and a vehicle can reverse into the bay and exit in forward gear. Therefore Option 2 was taken forward in further design development of the proposed site.

A PTS vehicle loading bay is designed within the boundary of the site adjacent to the main entrance on Crogsland Road (as shown in Figure 3). PTS vehicles are able to pick up and drop off within the site and the passengers will be dropped off on the footway. PTS vehicles are proposed to turn into Crogsland Road via Prince of Wales Road from the north to access the site/ loading bay. They will, therefore, be able to exit the site in a forward gear on Chalk Farm Road.

The PTS loading bay is designed in a location where there are single yellow line restrictions on the road. Therefore it does not lead to loss of any parking. Vehicles will be crossing the pedestrian footway at this location. However it should be noted that there are presently three minibuses serving the current CRRC site. Each minibus does two rounds of 'in and out' movements. They arrive at the site for various periods during the day but do not have a fixed schedule every day. The time required for boarding and unloading can take up to 10 to 15 minutes. The first round of minibuses arrives at CRRC between 09:00 to 09:20. Minibuses normally arrive one after another. The second round of minibus services will arrive at the site between 10:30 and 11:00. This is the indicative timescale; actual arrival time is dependent on traffic conditions. Outbound journey of the first round of the minibuses normally leaves CRRC at 14:30, while the second round leaves at 15:30.

TECHNICAL NOTE

Figure 1 Option1 for Proposed Mini-Bus Parking Bay

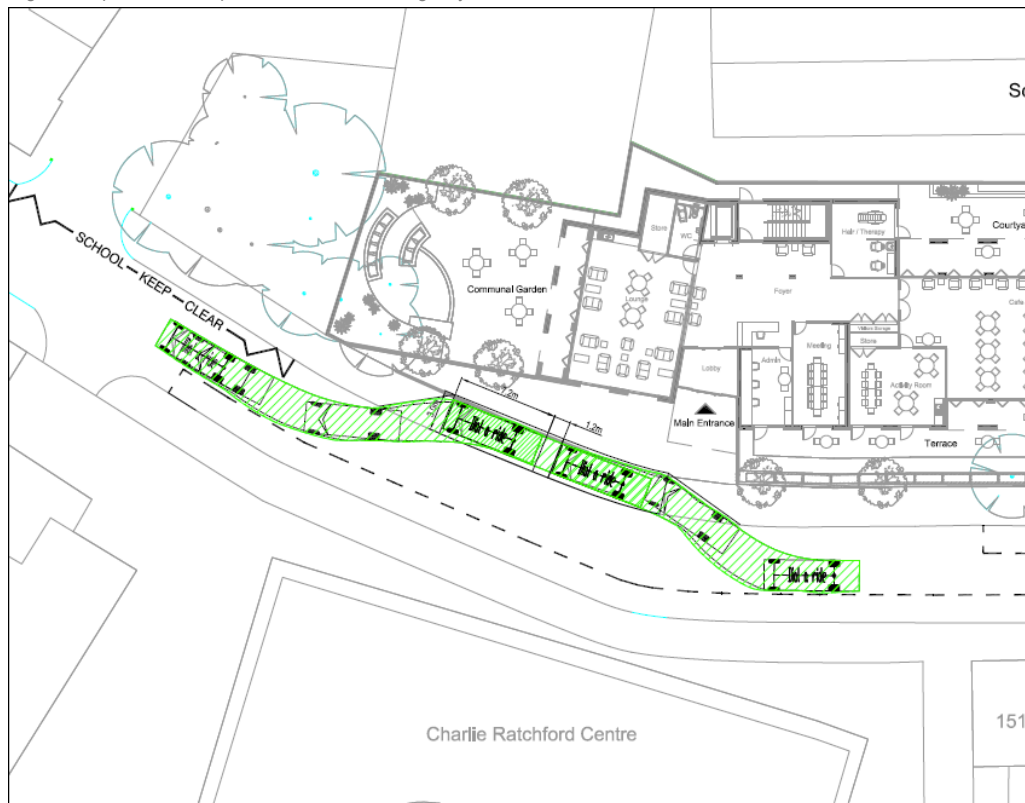
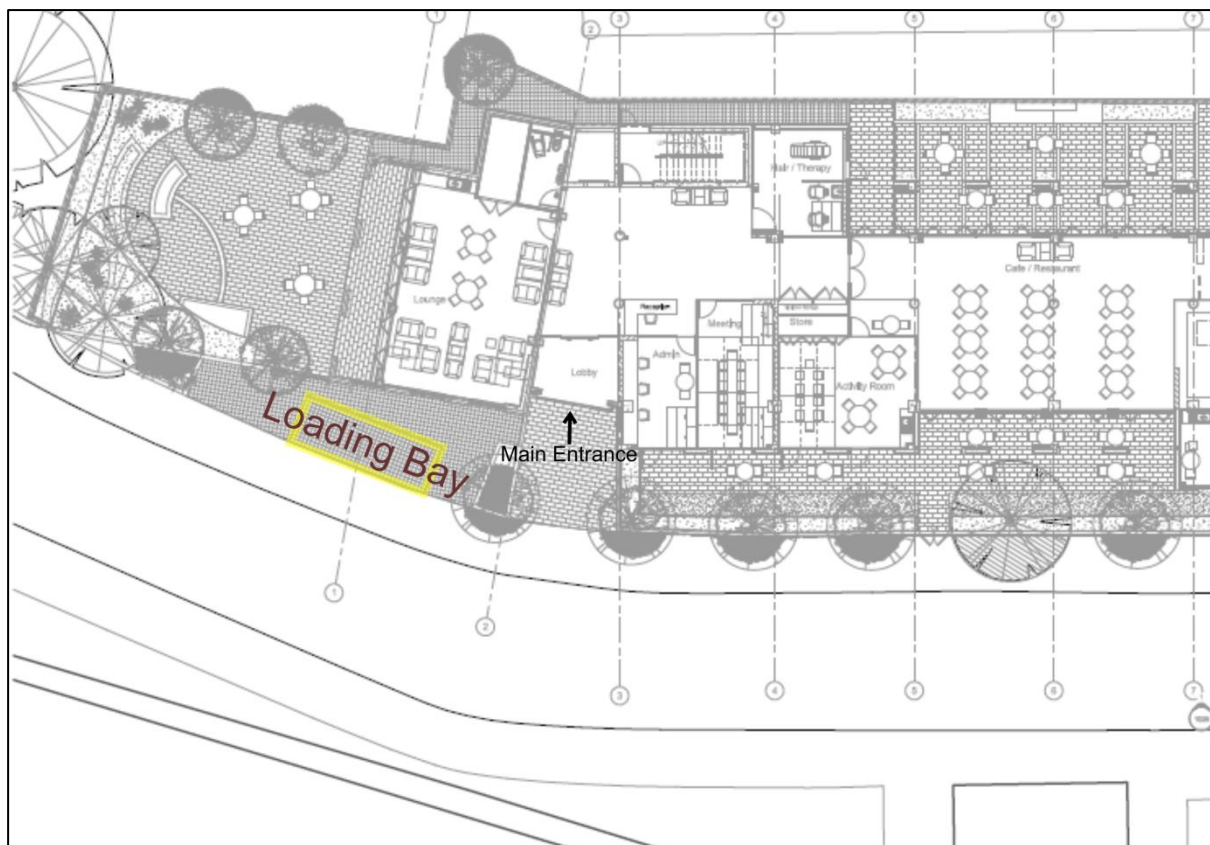


Figure 2 Option2 for Proposed Mini-Bus Parking Bay



TECHNICAL NOTE

Figure 3 Proposed Loading Bay for the Proposed Extra-Care Scheme



Impact of PTS Bay on Pedestrian Amenity

Crogsland Road gets busy with pedestrians during the school peak hours, i.e. 08:00 to 09:00 and 15:00 to 16:00. School gates were closed at 08:35 in the morning and the pedestrian activity reduces to negligible. During the afternoon, the gates remained open until 15:35 when students left school. It was observed that after 15:35, there was a significant drop in pedestrian activity. Therefore the only time periods of any potential conflict between pedestrians and mini-buses will be during the 35 minute period from 15:00 to 15:35 when pupils are leaving and when one or two of the mini-buses will be picking up passengers from the proposed resource centre. It was also observed that students during this time were waiting and tended to wander casually; therefore their desire lines are less focussed. While all measures for pedestrian safety will be maintained, the impact on pedestrian desire line is considered negligible.

Provision of on-street Waste Collection

A waste store is proposed to the north of the site. LBC waste collection vehicles are proposed to collect waste from an on-street location like they presently collect from all other properties on Crogsland Road. It is proposed that three permit holder parking bays are affected adjacent to the proposed maintenance entrance of the proposed CRCC. This is such that there is no impact to the traffic movement on Crogsland Road. The impact on parking is presented below.

However if the vehicle is allowed to collect waste from Crogsland Road, like it collects from all residential properties to the north of the site, without having to manoeuvre into the bays, then there will be a minor impact to traffic flow for the time period it has stopped to collect the waste. The peak hour shows a total of 45 vehicles accessing Crogsland Road during 08:00 to 09:00. This is equivalent to one vehicle every one to two minutes.

TECHNICAL NOTE

Impact on Parking

On-street parking was observed along Crogsland Road but spaces were not fully occupied. It was particularly free from parked vehicles towards the Crogsland Road/ Chalk Farm Road junction. The empty parking spaces were then used by private vehicles for quick pick-up and drop-offs. Most movements were observed during the last 15 minutes before the gates closed at 08:35 as well as the 15 minutes after the school gates opened at 15:00. Approximately five vehicles dropped-off/ picked up students within the period of 15 minutes; each stopping for an average of approximately 30-40 seconds.

As recommended in the response to the submitted Scoping Report, the construction of crossover will result in a loss in on-street resident parking spaces. Therefore a parking survey was conducted to better understand the existing parking situation and to estimate and inform the future parking scenarios in the vicinity of the site.

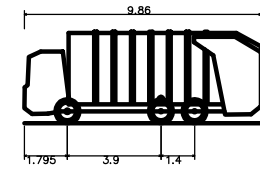
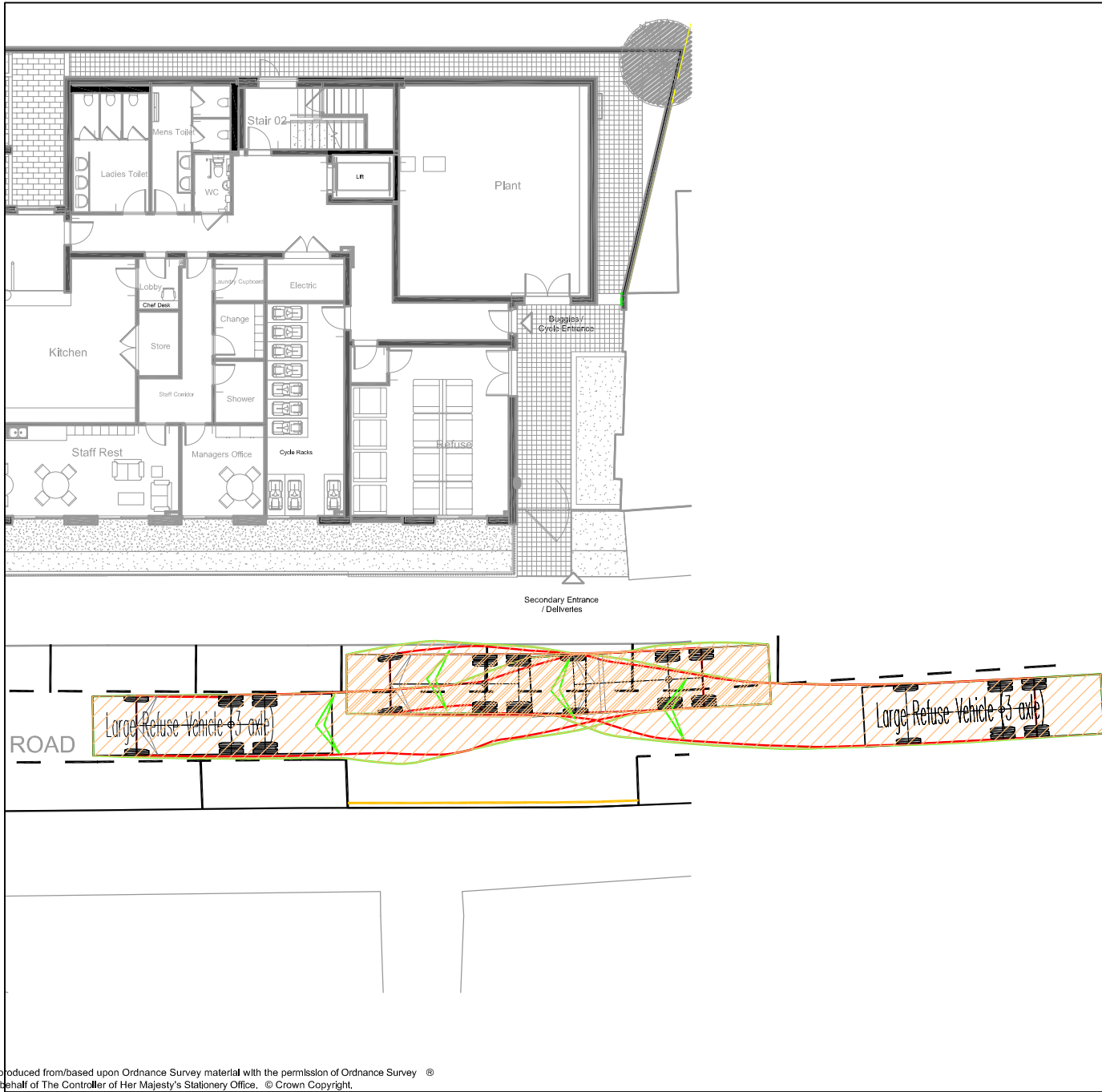
A parking survey was conducted on 1st and 2nd October 2014 (Wednesday and Thursday) at 12:30 and 05:30. The following streets (both sides of the carriageway) were surveyed:

- Crogsland Road;
- Prince of Wales Road;
- Craddock Street;
- Truro Street; and
- St Silas Place.

Data has been analysed and car parking capacity (percentage) of each survey time at each road has been calculated. An average of this occupancy data has been obtained for each street.

There is a capacity of 22 permit holders only (PHO) spaces, 10 Pay & Display (P&D) bays and six spaces of single yellow line (SYL) available on the eastern side of the carriageway of Crogsland Road. There is a capacity of 21 PHO spaces and 15 spaces on SYL on the western side of the carriageway on Crogsland Road. On both the surveyed days, 15 cars were parked in the 22 PHO bays on the eastern carriageway while all the Pay & Display spaces were unoccupied. On the western carriageway, a maximum of 17 cars were parked in the 22 PHO bays. No vehicles were observed to be parked on the SYL on the western side of the carriageway, while one vehicle was parked on the eastern side of the carriageway during the surveyed period.

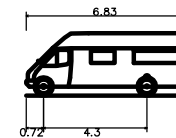
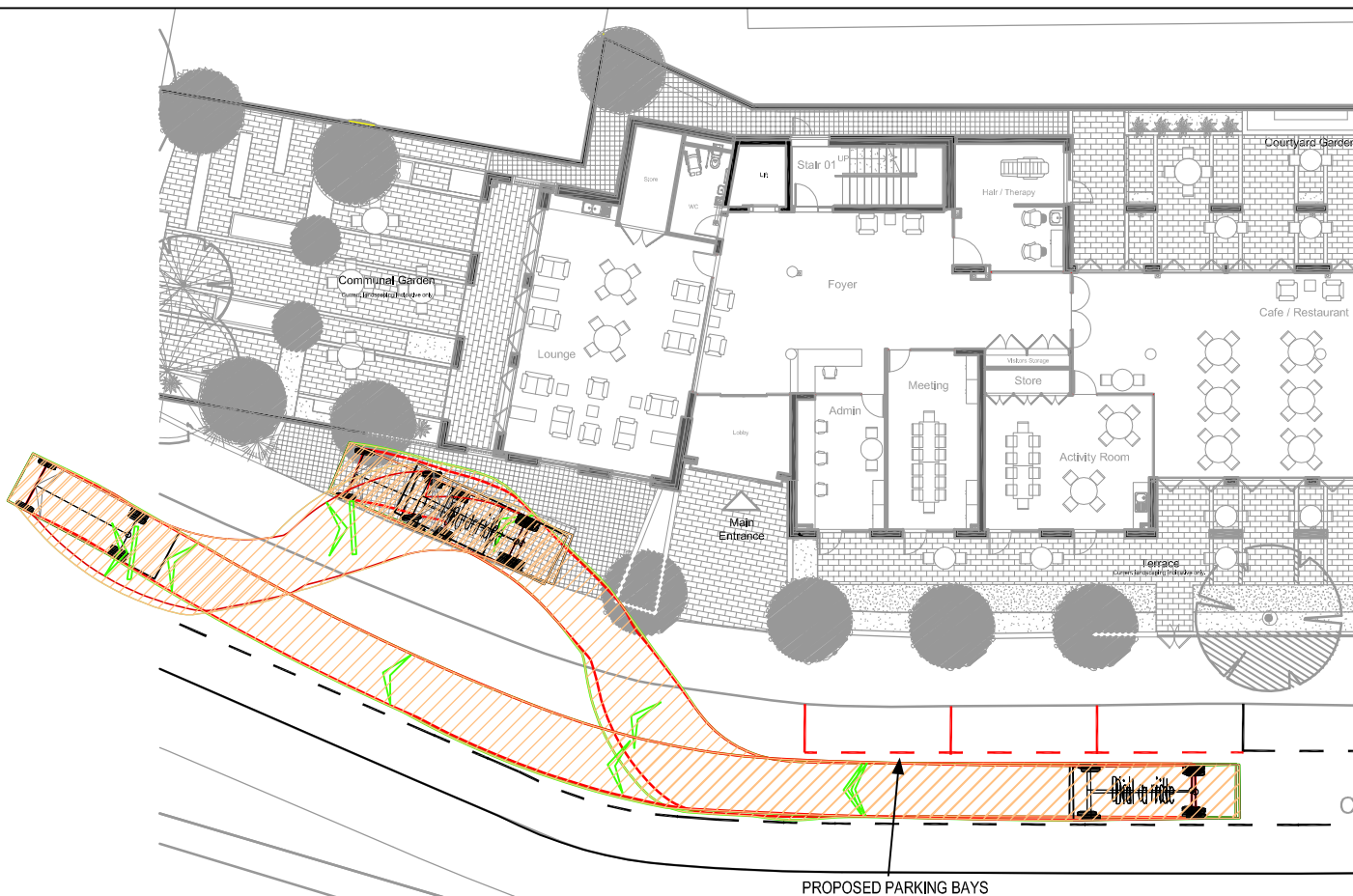
Therefore during the peak periods of parking requirements, at least four parking bays were unoccupied on the western side of carriageway on Crogsland Road during the surveyed period. As there will be no impact to residential parking such with the loss of three permit holder bays. Further the stretch of SYL has been investigated where if needed, these permit holder bays can be reprovided. These spaces can be reprovided without any issues by extending the parking between the proposed maintenance entrance and the proposed mini-bus parking. The proposed location of refuse vehicle collection and the potential reprovision of the parking bays are presented in Figures 4 and 5.



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Mark	Revision	Drawn	Date	Chkd
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.				
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.				
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Dial a ride
Overall Length 6.830m
Overall Width 2.192m
Overall Body Height 2.601m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.450m

Mark	Revision	Drawn	Date	Chkd

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Drawing Issue Status
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CHARLIE RATCHFORD,

PROPOSED PARKING BAYS

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27.11.14	AI		
A4 Scale	Checked by		
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