
Bartram's Convent

Rowland Street, NW3 2AD London
October 2014

PegasusLife

A Detailed Planning Application, Submitted on
behalf of PegasusLife to Provide Specialist
Living Accommodation for Older People

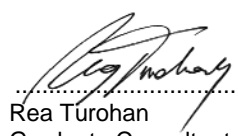
Supporting Document 4 Transport Assessment and draft Travel Plan



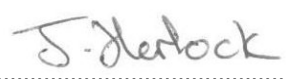
Bartram's Convent

Transport Assessment

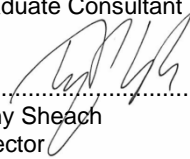
Prepared by:


Rea Turohan
Graduate Consultant

Checked by:


Justin Sherlock
Associate Director

Approved by:


Tony Sheach
Director

Bartram's Convent– Transport Assessment

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MidCity Place, 71 High Holborn, London, WC1V 6QS
Telephone: 020 7645 2000 Website: <http://www.aecom.com>

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1. Introduction

1. Introduction

1.1 Introduction

- 1.1.1 AECOM has been appointed by Pegasus Life to produce a Transport Assessment (TA) to assess proposals for the redevelopment of Bartram's Convent in Hampstead Heath, London. The development will involve the demolition of the existing convent building and construction of a new extra care facility for elderly people consisting of 60 one and two bedroom apartments with communal health and well being facilities. Shared communal facilities include a restaurant/ cafe, library, activity rooms and communal spaces, staff and concierge facilities, 28 disabled parking spaces and 59 cycle parking spaces. The development will be accessed from Rowland Hill Street which serves the Royal Free Hospital located adjacent to the site. A plan showing the site location is included in **Appendix A**.
- 1.1.2 This document has been produced in accordance with the Department for Transport's (DfT) 'Guidance on Transport Assessment' and Transport for London's (TfL) 'Transport Assessment Best Practice Guidance Document'.
- 1.1.3 In addition to this TA a separate Travel Plan and Construction Management Plan (CMP) have been prepared to accompany this application. This TA should be read in conjunction with these documents and the Travel Plan is included as **Appendix L** in this report.

1.2 Scoping

- 1.2.1 A scoping exercise was undertaken as part of the pre-application discussions for the proposals. Initial comments on highway matters were received from Steve Cardno at the London Borough of Camden (LB Camden). Mr Cardno requested that the following matters were addressed as part of the transport submission:
- Car and cycle parking in accordance with LB Camden and London Plan policy;
 - Electric vehicle parking provision in accordance with London Plan policy;
 - Travel planning through the submission of a separate travel plan for the site;
 - Servicing in the form of a trip generation and description of proposals; and
 - Construction management through the submission of a draft CMP.
- 1.2.2 In addition, a separate parking strategy note was issued to LB Camden in September 2014. The supporting evidence for this parking strategy is contained within this TA.

1.3 Report Structure

- 1.3.1 Following this introduction, this TA is structured as follows:

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- Section 2 – provides a review of the relevant national, regional and local policy relating to the development;
- Section 3 – outlines the existing conditions in terms of highway access, accessibility to public transport and walking and cycling connectivity. In addition, a review of Personal Injury Accident data is provided;
- Section 4 – describes the development proposals and the access arrangements;
- Section 5 – outlines the projected trip generation of the proposed development and likely highway impacts;
- Section 6 – outlines details regarding servicing and deliveries; and
- Section 7 – provides a summary and conclusion to the report.

2. Planning Policy Context

2. Planning Policy Context

2.1 Introduction

- 2.1.1 This section considers the key transportation policies which are pertinent to the redevelopment proposals. The relevant policy documents are considered at national, regional, and local levels under their respective headings.

2.2 National Policy

National Planning Policy Framework

- 2.2.1 The Government's National Planning Policy Framework (NPPF) was adopted in March 2012, and outlines the Government's planning policies and how they are expected to be applied. The document replaces all existing Planning Policy Guidance notes and Planning Policy Statements.

- 2.2.2 The NPPF states that *'the purpose of the planning system is to contribute to the achievement of sustainable development.'* According to paragraph 9:

'Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure; and*
- *widening the choice of high quality homes.'*

- 2.2.3 Regarding transport and travel, sustainable transport modes for the movement of goods and people are widely encouraged. Plans and decisions will take account of whether safe and suitable access to sites can be achieved for all people, whilst ensuring developments are designed to accommodate the efficient delivery of goods and supplies, give priority to pedestrian movements, and create safe and secure layouts which minimise conflicts between traffic and pedestrians.

- 2.2.4 With regards to parking, paragraph 39 states that: *'If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*

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- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.'*

2.2.5 The document also states that any development proposals that generate significant amounts of movement should be supported by a Transport Statement or TA and a Travel Plan.

2.2.6 The NPPF states that a TA should consider the impact of the proposals on the surrounding road networks, identifying transport issues relating to proposed development, and outlining measures to mitigate these impacts where necessary. The process should also identify what measures will be required to improve accessibility and safety for all modes of travel. A Transport Statement is a simplified version of a Transport Assessment, required where it is agreed that the transport issues arising out of development proposals are limited and a full transport assessment is not required, whilst a Travel Plan is defined as being a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

2.2.7 Plans and decisions should take account of whether:

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

2.3 Regional Policy

The Mayor's Transport Strategy

2.3.1 The Mayor's Transport Strategy, published in 2010, sets out the challenges and strategic policies and transport proposals to address them in London. Key goals that the Strategy seeks to achieve are:

- To support economic development and population growth;
- Enhance the quality of life for Londoners;
- Improve the safety and security of all Londoners;
- Improve Transport opportunities for all Londoners; and,
- Reduce transport's contribution to climate change, and improve its resilience;

2.3.2 Better integrated transport systems with enhanced interchanges are highlighted as important ways of getting the most from the transport system. Locating homes, services and employment opportunities together is central to the plans outlined in the Mayor's Strategy, by reducing the need to travel.

The London Plan

2.3.3 The London Plan – the Mayor's Spatial Development Strategy for greater London (2011) further expands upon the criteria set out in the Mayor's Transport Strategy, acting as a statutory planning framework to help

guide new developments in London. Focusing on the next two decades, the London Plan indicates that a sustainable development plan must be implemented, primarily based upon expansions to the existing walking, cycling, and public transport networks within London. Effective planning must be adopted to ensure the continued growth and expansion of London, with an integrated planning and transportation link at the forefront of these proposals.

- 2.3.4 The London Plan also sets out relevant car parking and cycle parking standards for use in determining the level of parking required for new development proposals.
- 2.3.5 For developments within London, TfL has produced TA guidance in order to assist in the creation of TAs, which takes account of the new planning powers afforded to the Mayor of London since 2006. The guidance recommends that all movements by both people and vehicles should be considered within the TA, with additional consideration placed upon new provisions for sustainable movements. The subsequent travel demand as generated by such developments must also be considered, along with how the newly-generated demand will be both implemented and managed.
- 2.3.6 A number of policies within the London Plan are relevant to this development as follows:
- 2.3.7 Policy 6.1 'Strategic Approach' states that *'The Mayor will work with all relevant partners to encourage the closer integration of transport and development by encouraging patterns of development that reduce the need to travel, especially by car'*. In addition those developments that generate high levels of trips will only be supported in locations with high levels of public transport accessibility.
- 2.3.8 Policy 6.3 'Assessing Effects of Development on Transport Capacity' states that *'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network'*.
- 2.3.9 Policy 6.3 further states that *'transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and / or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans'*.
- 2.3.10 Policy 6.9 'Cycling' states that *'developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists'*.
- 2.3.11 Policy 6.10 'Walking' states that *'development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space'*.
- 2.3.12 Policy 6.13 'Parking' states that *'the maximum parking standards set out in the Parking Addendum should be applied to planning applications'*.

The London Plan Revised Early Minor Alterations (October 2013)

- 2.3.13 Revised Early Minor Alterations to the London Plan (REMA) were made in October 2013 in order to ensure that the Plan is as up-to-date as possible, in particular regarding references to Government guidance and national legislation enacted since July 2011. Revisions within Section 6, pertaining to transport, are primarily related to cycle parking standards.

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Draft Further Alterations to the London Plan (2014)

- 2.3.14 In January 2014 the Draft Further Alterations to the London Plan (FALP) were published with suggested amendments to this draft published in July 2014 following a period of consultation. In respect of transport the main changes relate to car and cycle parking.
- 2.3.15 In respect to cycle parking FALP outlines in Table 6.3 proposed changes to cycle parking standards from the currently adopted London Plan and recommends that for Sui Generis uses such as this development that the most relevant standard for the land uses proposed is applied.
- 2.3.16 In respect of car parking the FALP recommends that where a development is located in an area of good public transport accessibility the development should aim for significantly less than one space per unit. However, it also states that adequate parking for disabled users should be provided, preferably on site. No explicit standards are outlined for Sui Generis uses but standards are provided for other uses.

2.4 Local Policy

Camden's Local Development Framework and Core Strategy

- 2.4.1 Camden's Local Development Framework (LDF) replaced the Unitary Development Plan (UDP) in November 2010. The LDF comprises the Core Strategy, Development Policies DPD, Site Allocations DPD, Area Action Plan and the Policies Map. These documents, together with the Mayor's London Plan, forms the Development Plan for Camden.
- 2.4.2 Camden's Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough. It is the central part of the LDF, covering the physical aspects of location and land use, social and economic matters.
- 2.4.3 Seeking to ensure a housing policy which adapts to a growing population, policy CS6 sets out objectives for:
- The overall number of additional homes expected to be built in the borough;
 - The proportion of affordable housing that the Council will seek;
 - The Council's priorities in terms of mix of sizes and types of homes that are needed for particular groups of people; and
 - The flexible implementation tools that will be used to support continued delivery if economic conditions threaten the supply of homes.

It is specified in Policy CS6 that *'the Council will aim to minimise social polarisation and create mixed and inclusive communities across Camden by:*

- *Seeking a diverse range of housing products in the market and affordable sectors to provide a range of homes accessible across the spectrum of household incomes;*
- *Seeking a range of self-contained homes of different sizes to meet the Council's identified dwelling-size priorities;*
- *Seeking a variety of housing types suitable for different groups, including families, people with mobility difficulties, older people, homeless people and vulnerable people; and*

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- *Giving priority to development that provides affordable housing and housing for vulnerable people’.*

2.4.4 Policies CS1 to CS4 regulate the distribution of development and growth within the Borough:

Camden Council is looking to focus the borough’s growth in the most suitable locations making best use of the limited land. Accessibility is a key factor in order to determine whether an area is suitable for development. The council will promote:

- *‘a concentration of development in the growth areas of King’s Cross, Euston, Tottenham Court Road, Holborn and West Hampstead Interchange;*
- *appropriate development at other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road/ Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead; and*
- *more limited change elsewhere’.*

Policy CS4 sets the following as requirements of the Council for developments within areas of limited change:

- Improvements to walking routes and other links;
- Contributions towards regeneration and training in deprived areas; and
- Provision of open space and other community facilities where there are local deficiencies.

2.4.5 Policy CS13 sets out the strategies to tackle climate change. Camden’s Community Strategy commits the Council to reduce Camden’s carbon dioxide emissions in line with the national target of 80% by 2050. A study commissioned by Camden Council, (Delivering a Low Carbon Camden), found that 30% of Camden’s current emissions come from domestic buildings, 58% from non-domestic buildings and 12% from transport. Even though climate change is not specific to Camden, the Council has developed strategies that meet appropriately borough’s dense and historic character and sensitive environments:

- Reducing the effects of and adapting to climate change;
- Local energy generation;
- Water and surface water flooding; and
- Camden’s carbon reduction measures.

2.4.6 Policy CS11 of the Core Strategy sets out objectives for the promotion of a sustainable and efficient travel by:

- *‘Improving strategic transport infrastructure to support growth;*
- *Promoting sustainable travel;*
- *Making private transport more sustainable; and*
- *Promoting the sustainable movement of freight’.*

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Camden's Local Development Framework and Development Policies

2.4.7 The Development Policies set out detailed planning criteria used to determine planning applications in the borough. Development Policies DP16 to DP21 relate to promotion of sustainable and efficient transport.

2.4.8 Development Policy DP16 outlines the method by which transport implications of a development are assessed, in order to ensure that growth in the borough is integrated with existing places and transport networks, and does not generate excessive demand on transport infrastructure. In order to ensure this the following needs to be addressed:

- Movements to, from and within the site. The development is expected to make appropriate connections to the highway and street spaces;
- Where existing or committed transport capacity cannot meet the additional need generated by the development, infrastructure improvements are expected to be delivered; and
- Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches where these are likely to be associated with the development.

Development Policy DP16 Appendix 1 sets out the threshold for developments that require a TA. When a TA is required this should:

- Consider movements by all modes associated with the proposal and the impact of these on the existing network;
- Identify the routes over which existing and proposed trips are likely to take place;
- Address the movement of all deliveries, servicing, refuse and other material and goods movements associated with the development;
- Consider the cumulative impacts of the proposals; and
- Indicate the infrastructure mitigation measures if required.

2.4.9 When a TA is required a Travel Plan is also expected to be submitted and TFL guidance followed. Further guidance is provided within the Camden Planning Guidance and in Making Residential Travel Plans Work: Guidelines for New Development (Department for Transport, 2005).

2.4.10 Development Policy 17 sets out the requirements for promoting walking, cycling and use of public transport:

- Convenient, safe and well-signed routes including footways and cycle ways designed to appropriate widths;
- Other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;
- Safe road crossings where needed; and
- Bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

2.4.11 Development Policy 18 sets out the parking standards that the Council seeks to ensure that developments provide. Parking standards are set out in Appendix 2. Development Policy 19 sets out the Council's

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approach to parking standards. To manage the impact of on-street parking provision the Council will resist development that:

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

2.4.12 Development Policy 20 sets out the Council's requirements for new developments in relation to the movement of goods and materials both during construction and when in operation. The Council seeks to minimise the movements of goods and materials by road, in particular:

- Developments that are expected to generate significant movement of goods should consider sustainable modes of transport such as rail and canal links;
- The Council will promote freight consolidated facilities and encourage the use of cycle courier services for local deliveries;
- The Council seek to promote and protect facilities for the movement of goods by rail and water.

2.4.13 The Council seek to minimise the impact of the movement of goods and materials by road. The developments expected to generate significant movements of goods or materials by road should:

- Be located close to the TfL Road Network or other Major Roads;
- Avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;
- Accommodate goods vehicles on site;
- Seek opportunities to minimise disruption for local communities through effective management.

Camden's Planning Guidance

2.4.14 The Camden Planning Guidance (CPG) is a document to support the policies in Camden's Local Development Framework (LDF). This guidance is consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD).

2.4.15 Section 7 outlines policies relating to transport. Within this section the content and threshold for a Transport Assessment is provided. This is required for developments that generate:

- More than 1,000 person trips per day; or

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- More than 100 person trips during the morning or evening peak (0700-1000 or 1600-1900); or
- More than 500 vehicle movements per day; or
- More than 100 vehicle movements in any single hour; or
- More than 20 heavy goods vehicles (over 7½ tonnes) per day; or
- Any heavy goods vehicle movements between midnight and 6am.

2.4.16 This document explains the circumstances under which travel plans are required, what they are intended to achieve, how they should be prepared and what measures should be considered for inclusion.

2.4.17 The Camden Planning Guidance also provides guidance on delivery and servicing plans. The guidance applies to all development proposals which are likely to generate delivery and servicing movements and therefore may incur significant noise and disturbance impacts.

2.4.18 The guidance also sets out detailed guidance for on-site parking provision, in particular:

- Implementation of numerical car parking standards;
- Dimensions and layout of spaces, including dedicated spaces for disabled people;
- Underground and stacked parking;
- Car clubs and pool cars; and
- Electric charging points;

2.4.19 Further guidance is available also on the following:

- Vehicle access;
- Streets and public spaces;
- Cycling facilities; and
- Minicab offices.

2.4.20 In relation to parking CPG 7 directs readers to Policy DP18 of Camden's Development policies but states, *'where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling'*.

2.5 Summary

2.5.1 A review of national, regional and local policy has been undertaken. The subsequent sections of this report demonstrate that the development complies with a range of policies relating to accessibility, location and land use.

3. Site Accessibility

3. Site Accessibility

3.1 Introduction

- 3.1.1 This Chapter considers the site location and the existing transport conditions in the vicinity of the site in terms of access by all modes. This Chapter then proceeds to provide a review of the Personal Injury Accident (PIA) history in the vicinity of the site.

3.2 Site Description

- 3.2.1 The site is located to the south of Rowland Hill Street, adjacent to the Royal Free Hospital, in Hampstead Heath, London. Rowland Hill Street is a private road serving the hospital, however, the development has rights of access. A site location plan is included in **Appendix A**. Hampstead Heath Overground and Belsize Park Underground stations are within a short walking distance of the site, and numerous bus routes and services are located nearby further enhancing the accessibility of the site to public transport services.

3.3 Pedestrian Facilities

- 3.3.1 The site is located within walking distance of a number of bus services, Underground and Overground stations. Assuming the industry standard walking speed of 80 metres per minute, and originating from the main pedestrian site entrance on Rowland Hill Street, Hampstead Heath Overground Station is six minutes walk towards the north, whilst Belsize Park Underground Station is five minutes walk towards the south. The site also has very good access to the bus network, with the closest bus stops, located on Rosslyn Hill being less than two minutes walk away. The nearest bus stops, London Underground and Overground Stations are shown on the plan contained in **Appendix B**.
- 3.3.2 The development is within easy walking distance of a number of commercial, retail and leisure facilities. Cafes, pubs, supermarkets and other shops and facilities such as pharmacies and post office etc, are located along Rosslyn Hill towards Belsize Park station and along Pond Street towards the Overground station. Pedestrian footways are provided along all roads and ensure a safe pedestrian route from the site to the main public transport nodes and amenities. Also facilities such as signalised, zebra and uncontrolled crossings, pedestrian guard railing and tactile paving are in place to ensure that pedestrian movement is both a safe and attractive option for visitors and residents. A plan showing pedestrian isochrones is contained in **Appendix C**.
- 3.3.3 Site access is provided along Rowland Hill Street, a Royal Free Hospital private road. There is a 1.5m wide footway along the southern side of Rowland Hill Street, providing a safe pedestrian route from the site to Rosslyn Hill. Footways bound both sides of Rosslyn Hill, where the closest bus stops are located. The western footway on Rosslyn Hill is 2.8m wide whilst the eastern footway is 4.5m wide. Controlled pedestrian crossings along Rosslyn Hill are located approximately 120 and 80m west and east of Rowland Hill Street respectively. Hampstead Heath Overground station and other bus services are located 400m towards the northeast. A pedestrian footpath is provided between Rowland Hill Street and Pond Street. The footway along the northern side of Rowland Hill Street is discontinuous and of variable width, being only 0.8m wide for the majority of its length.

3.4 Cycle Facilities

- 3.4.1 Cycling is a popular and common mode of transport within London, providing a low cost and efficient means of travel. Improvements and upgrades to London's cycle network mean that extensive routes are now in place offering cyclists greater priority along London's roads. The plan contained in **Appendix D** shows cycle isochrones, illustrating the area that can be reached within a ten-and twenty minutes cycle ride. In addition, off-road cycle routes within the cycle isochrones are included on the plan.

3.5 Public Transport

Public Transport Accessibility Level (PTAL)

- 3.5.1 The Public Transport Accessibility Level index was developed by the London Borough of Hammersmith and Fulham to identify those areas most accessible to public transport, and is used by TfL as a guide to public transport accessibility.
- 3.5.2 The site has a PTAL rating of five. This is a high PTAL rating and equates to an accessibility level for the site described as 'very good'.
- 3.5.3 Further details of the PTAL calculation are included in **Appendix E**.

Bus Services

- 3.5.4 The site is well located in terms of access to bus based travel. Analysis of the PTAL report for the site indicates that there are a total of five bus routes that are accessible within a 640m walking of the site (which is the distance defined by TfL as an acceptable walking distance to access bus based transport). These routes connect the site to destinations throughout Brent Cross, Archway, Old Kent Road, Elephant and Castle, Waterloo, Golders Green, Finchley Road, City Thameslink, Holborn, St Pancras, King's Cross, Camden, Swiss Cottage, Tottenham Court Road, Trafalgar Square, and Westminster.
- 3.5.5 The closest bus stop to the site is located to the southeast along Rosslyn Hill, approximately 120m walking distance from the site. Services from this stop are towards Old Kent Road connecting the site with Camden, Waterloo and Elephant and Castle. A further bus stop on Rosslyn Hill to the north of the site is located 290m walking distance from the site and provides connections with Finchley Road, Hampstead, Golders Green and Upper Holloway. Further services are available from the Royal Free Hospital stops located along and in the proximity of Pond Street.
- 3.5.6 The closest bus stops to the site (Rosslyn Hill/Pond Street) feature bus stop flags with timetable information and a bus shelter. The stop to the north on Rosslyn Hill features real time information in addition to the flag and shelter.

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- 3.5.7 **Table 3.1** shows the relevant bus routes which serve the site. These are also illustrated on the plan contained in **Appendix B**.

Table 3.1 – Bus Services in the vicinity of the Site (services / hour)

Bus Stop Name	Walk Distance (metres)	Walk Time (minutes)	Services Available
Belsize Park Gardens	544	6.8	268
Royal Free Hospital	101	1.2	268, C11, 168
Belsize Avenue	395	4.9	268
Haverstock Arms	602	7.5	C11, 168
Belsize Park Station	338	4.2	C11, 168
Hampstead Heath/ Pond Street	244	3	46, 24, C11, 168
South End Green	393	4.9	46, 24, C11, 168
Fleet Road Royal Free	406	5	24
Haverstock Hill Downside Cr	468	5.8	C11, 168
Rosslyn Hill/ Pilgrims Lane	521	6.5	46, 268,

Note: All bus service data has been obtained from the PTAL assessment of the site

- 3.5.8 **Table 3.1** above demonstrates that there are a wide range of frequent bus services available from the stops closest to the site on Rosslyn Hill/ Pond Street.

Rail Services

- 3.5.9 London Overground services are available from Hampstead Heath station located approximately 500 metres (six minutes walk) from the site. Services are available towards Stratford or to Richmond and Clapham Junction. Trains run with frequencies of 7.5 minutes for the Richmond to Stratford route and 15 minutes for Clapham Junction to Stratford route. The location of the Overground station in relation to the site is displayed on the plan in **Appendix B**.

Underground Services

- 3.5.10 The site is located approximately 400m walking distance from Belsize Park Underground Station. Belsize Park is on the Northern line, providing direct services to Euston, King's Cross, St Pancras, Waterloo and London Bridge stations with onward connections to National Rail services. Northern line services operate every 4 to 6 minutes in either direction from 05:41 AM to 00:19 AM.

3.6 Highway Network

- 3.6.1 Vehicular access to the site is provided along Rowland Hill Street, a private road serving the Royal Free Hospital. Rowland Hill Street is a two way road that is approximately 9m wide in the vicinity of the site access. Parking bays for the hospital are located on the northern side of the carriageway. Within the hospital grounds Rowland Hill Street connects with Pond Street in the North. Parking bays are provided on the western side of Rowland Hill Street, these bays form part of the parking for the hospital and are available on a pay and display basis for £3 per hour. Provision for on street parking for long stay or residential uses is generally considered to be absent in this location. Rowland Hill Street forms a priority junction with Rosslyn Hill in the west. Visibility from Rowland Hill Street along Rosslyn Hill measured at a setback of 2.4 meters is in excess of 70 meters and therefore considered adequate to serve the development.
- 3.6.2 Rosslyn Hill is a two way single carriageway road which is subject to a speed limit of 20 mph. Rosslyn Hill in the vicinity of Rowland Hill Street features a northbound bus lane and parking bays along the eastern side of the carriageway. The bus lane operates Monday to Friday 07:00 to 19:00. A taxi rank is located on the eastern side of the carriageway to the north of Rowland Hill Street.

3.7 Access to local amenities

- 3.7.1 Access to local amenities has been considered by reference to the number of services and facilities available within walking and cycling distance of the site. Accessibility by walking and cycling has been assessed with reference to IHT guidelines 'Providing for Journeys on Foot' (2000). This guide outlines preferred and acceptable walking and cycling distances for a variety of journey purposes. An acceptable walking distance to access an amenity is generally considered to be up to 80m.
- 3.7.2 The development is within easy walking distance of commercial, retail and leisure facilities. Cafes, pubs, food and other shops and facilities such as pharmacies, post office etc, are located along Rosslyn Hill towards the Underground station and along Pond Street walking towards the Overground station.
- 3.7.3 The Royal Free Hospital is adjacent to the site and provides further facilities such as an ATM and pharmacy. The closest GP's are located to the East and South of the site at approximately 350-400m walking distance. Hampstead orthodontic practice is located northeast from the site approximately 550m away; with further dentist practices located along Rosslyn Hill 350 metres to the north of the site. Pharmacies are located along with retail and restaurants and cafes next to Hampstead Heath Overground station and along Pond Street.
- 3.7.4 Numerous cafes and pubs are also located along Rosslyn Hill, the closest is only 50m from the site. Further facilities such as a post office and bank are located on the same road towards Belsize Park station and a library is located 500m east of the site.
- 3.7.5 **Table 3.2** below shows cycle and walking times to a number of sample locations, assuming an average walk speed of 4.8 kph and an average speed of 13kph and a willingness to cycle for up to 20 minutes.

Capabilities on project:
Transportation

Table 3.2 – Walking and cycling times to local amenities

Destination	Distance (metres)	Cycle time to / from the site (minutes)	Walking time to / from the site (minutes)
Belsize Park Station	397	2	5
Hampstead Heath Station	524	2	7
Hospital	150	1	2
GP Rosslyn Hill Surgery	350	2	4
Dentist-Lippa R	320	1	4
Hotel-Premier Inn	130	1	2
Bank-Natwest	370	2	5
Pharmacy	400	2	5
Food store-M&S	350	2	4
Cafe/Pub	50	1	1
Restaurant	100	1	1

- 3.7.6 **Table 3.2** demonstrates that a variety of amenities and facilities are available within an acceptable walking and cycling distance of the site. A plan showing local amenities is included in **Appendix F**.

3.8 Accident Analysis

- 3.8.1 The most recent five years of PIA data has been obtained from TfL. The PIA data covers the period up to the 31st January 2014. The data covers the local highway network in the vicinity of the site. A full copy of the PIA data that was obtained from TfL is contained within **Appendix G**.

Summary of PIA data

- 3.8.2 The PIA data indicates that there were a total of 95 collisions during the last five years in the study area, of these one was a fatality and 9 were classified as serious. As the data covers a large area a reduced study area has been selected for detailed analysis. This site specific study area covers:
- Rowland Hill Street;
 - Rosslyn Hill;
 - Pond Street;
 - Rosslyn Hill j/w Pond Street;
 - Rosslyn Hill j/w Belsize Avenue;
 - Rosslyn Hill proximity of traffic lights and j/w Glenlock Road, Howitt Road and Belsize Grove; and
 - Fleet Road/ Cressy Road.

Rosslyn hill junction with Pond Street

Five collisions were recorded at this junction; all of them were classified as slight in severity. The details of the collisions were as follows:

- A rear end shunt occurred;
- A pedestrian stepped out in front of a stationary vehicle into the path of a motorcyclist;
- A motorist turned right in front of a motorcyclist heading southeast on Rosslyn Hill in dark and wet conditions;
- A motorist turned right across the path of a cyclist heading southeast on Rosslyn Hill in dark and snowy conditions; and
- A motorist turned right across the path of another car that was heading southeast on Rosslyn Hill in dark conditions.

The accident record at this junction indicates a pattern of collisions involving right turning collisions. All three right turn collisions occurred in dark conditions.

Pond Street

- 3.8.3 Approximately 50m west of South End Road a pedestrian was hit by a vehicle while crossing into the carriageway. Two similar collisions were recorded along Pond Street near the junction with Hampstead Hill Gardens.

South End Green junction with South End Road, Fleet Road, Constantine Road and Pond Street

- 3.8.4 Thirteen collisions were recorded at this junction, of these one was a fatality, one was serious and the remaining collisions were classified as slight. The majority of the collisions, eleven including the fatality, involved vehicles hitting pedestrians. The details of the collisions were as follows:
- A pedestrian failed to look properly and crossed the road away from a crossing point into the path of an oncoming vehicle. This collision occurred in dark and wet conditions;
 - A bus mounted the kerb when turning left and collided with a pedestrian on the footway. This collision occurred in dark and wet conditions;
 - A pedestrian (impaired by alcohol) stepped out into the path of a bus on Fleet Road. This collision occurred away from a crossing point and in dark conditions;
 - A rear end shunt occurred on Constantine Road at the junction with Fleet Street involving three vehicles;
 - A pedestrian stepped into the road after exiting a bus and was struck by a vehicle overtaking the bus;
 - A fatality occurred when a pedestrian was hit by a car at the Pond Street junction with Fleet Road. Limited information is available for the collision but it occurred in dark conditions and was attributed to the driver of the vehicle driving recklessly;

Capabilities on project:
Transportation

- Three collisions involved pedestrians stepping into the road and being struck by vehicle at the Pond Street junction with South End Road. The pedestrians were crossing away from a crossing point;
- A pedestrian stepped into the road and was struck by a vehicle at the Pond Street junction with South End Road. The pedestrian was crossing away from a crossing and was attributed to them being foreign and unfamiliar with left hand drive conditions;
- A pedestrian crossing at the pedestrian crossing was injured when they struck a vehicle that did not stop at the crossing;
- A bus braked suddenly for the pedestrian crossing at the Pond Street junction with Constantine Road and injured a passenger; and
- A pedestrian crossed in front of a vehicle at the Pond Street junction with Fleet Road.

A pattern of collisions involving pedestrians is evident at this location. However, given the busy nature of the junction, coupled with the shops, bus stops, railway station and hospital this pattern is not considered unusual.

Rosslyn Hill junction with Belsize Avenue

3.8.5 Four collisions were registered at this junction. The details of the collisions were as follows:

- A motorist was attempting to turn left from Belsize Avenue into Rosslyn Hill and struck a pedestrian crossing the road;
- A rear end shunt type collision occurred involving two vehicles heading northeast on Belsize Avenue;
- A motorist was attempting to turn right from Belsize Avenue into Rosslyn Hill when they struck a pedal cyclist.
- A motorist was attempting to turn right from Belsize Avenue into Rosslyn Hill when they struck a pedestrian.

Rosslyn Hill

3.8.6 Several collisions were recorded on Rosslyn Hill between the junctions with Pond Street and Belsize Grove, The details of the collisions are as follows:

- At the junction with Belsize Lane two collisions were recorded involving pedestrians. On both occasions pedestrians stepped into the carriageway; one was hit by a vehicle and another was hit by a cyclist;
- At the junction with Ornan Road two collisions occurred. Both involved motorcyclists; the first involved a motorcyclist turning right in front of another motorcyclist whilst the second involved a car turning across the path of a motorcyclist;
- In the vicinity of the junction with Aspern Grove two collisions occurred. One was a rear end shunt involving a motorcyclist and a car whilst the other involved a motorcyclist losing control; and

Capabilities on project:
Transportation

- Three collisions occurred in the vicinity of the junction with Howitt Road. Two collisions involved pedestrians walking into the path of vehicles whilst the third involved a vehicle turning at the junction and colliding with a cyclist.

Rosslyn Hill junction with Glenloch Road

3.8.7 Four collisions occurred in the vicinity of this junction in the study period. The details of the collisions were as follows:

- Two collisions involved buses. The first involved a bus driver braking suddenly and injuring a passenger onboard, whilst the second involved a passenger falling;
- A pedestrian disobeyed the red traffic signal and collided with a vehicle; and
- A vehicle reversed into a parked car.

Whilst four collisions have occurred in this location none of the collisions were actually associated with the junction.

Rowland Hill Street

3.8.8 One collision was recorded in Rowland Hill Street in the vicinity of the j/w Hampstead Green. A pedestrian stepped out into the road and was hit by a vehicle. The collision was classified as slight.

Summary

3.8.9 A review of the accident record indicates a high number of incidents have occurred in the vicinity of the site. Whilst a large number of incidents have occurred the highway layout in the vicinity of the site is not identified as a problem. The development does not seek to amend the highway layout and is not likely to generate a significant number of movements. It is therefore considered that the accident record is unlikely to be affected by the proposals.

3.9 Summary

3.9.1 This chapter has presented a review of the existing transport conditions in the vicinity of the site and it is considered that the site is sustainably located and is readily accessible by a range of modes. The site is therefore in compliance with national, regional and local policy in terms of accessibility and location.

3.9.2 A review of the accident record indicates a high number of incidents in the vicinity of the site. Whilst a large number of incidents have occurred the highway layout in the vicinity of the site is not identified as a problem. The development does not seek to amend the highway layout and therefore the accident record is unlikely to be affected by the proposals.

4 Development Proposals

4. Development Proposals

4.1 Introduction

- 4.1.1 This section provides an outline of the development proposals including a review of access, servicing and parking.

4.2 Existing Site

- 4.2.1 The existing site is a former convent which has operated since 1959 as a hostel for primarily students. Since the 1970's it has operated solely as a hostel for students and their families. The site features a single point of vehicular access located on Rowland Hill Street, a private road that serves the Royal Free hospital located adjacent to Bartram's Convent.

4.3 Development Proposals

- 4.3.1 The development will involve the demolition of the existing convent building and construction of a new extra care facility for elderly people consisting of 60 one and two bedroom apartments with communal health and well being facilities. Shared communal facilities include a restaurant/ cafe, library, activity rooms and communal spaces, staff and concierge facilities, 28 disabled parking spaces and 59 cycle parking spaces.
- 4.3.2 The cafe will feature approximately 84 covers and will be available primarily for residents and their visitors. However, the cafe/restaurant will also be open for members of the general public to enjoy.
- 4.3.3 Within the lower ground floor a health and well being centre will be located offering fitness facilities and a range of treatments. The facility will only be available to residents and guests and as such will not feature any public access. In addition to the health and well being centre the lower ground floor will house cycle storage and a refuse area. The basement will house further cycle parking in addition to car parking facilities for the development. Plans showing the development proposals are contained within **Appendix H**.
- 4.3.4 The Bartram's Convent site currently has a Sui Generis land use and it is proposed that the development will also be classed under this use. The site will feature a total Gross Internal Area (GIA) of approximately 8700m² and employ up to 20 staff on a daily basis.

4.4 Access Arrangements

Pedestrians and Cyclists

- 4.4.1 Pedestrian access to the development will be provided directly from Rowland Hill Street to the north of the site at the location of the existing pedestrian access point. Access to the basement cycle parking will be via the lifts contained in the building. Lockers, showers and changing facilities will be provided for staff to ensure that cycling is a viable mode of transport to/from the site.
- 4.4.2 Cycle parking will be provided in two locations on the lower ground floor with a further store within the basement. A shared cycle and wheelchair store with room for 13 bicycles located on the lower ground floor will be accessible directly from the servicing space. A further staff only cycle store with room for eight

bicycles will be located within the lower ground floor. A further 38 spaces will be provided in the basement for use by staff, residents and visitors. The cycle stores on the lower ground floor will be accessible at grade from the access on Rowland Hill Street. The cycle store within the basement will be accessible via the vehicular access to the site from Rowland Hill Street and then via the lifts in the building which will be of sufficient size to enable a bicycle to be accommodated.

- 4.4.3 The level of cycle parking required within developments in Camden is outlined within Camden's Development Policies (2010). No specific standards are outlined for Sui Generis use, and therefore these standards cannot be applied directly to this development. However, the Development Policies document states that where a Sui Generis use is proposed reference can be made to similar land uses for the specific activities proposed on the site. On this basis cycle parking has been reviewed against the requirements for residential, cafe and health and well being type uses. **Table 4.1** below outlines Camden's cycle parking standards based upon the land use classes most comparable to the proposed development.

Table 4.1 – Camden Development Policies Cycle Parking Standards

Proposed Land Use	Cycle Parking Requirements	Provision Required (based upon total 8700m ² floorspace)
C2 Residential Institution (8070m ² floorspace)	Staff: From 500m ² 1 space per 250m ² Visitors: From 500m ² 1 space per 250m ²	Staff: 31 Visitors: 31
A3 Cafe/Restaurant (190m ² floorspace)	Staff: From 500m ² 1 space per 250m ² Visitors: From 500m ² 1 space per 250m ²	Staff: 0 Visitors: 0
D2: Recreation and Leisure (440m ² floorspace)	Staff: From 500m ² 1 space per 250m ² Visitors: From 500m ² 1 space per 250m ²	Staff: 0 Visitors: 0

- 4.4.4 The cycle parking standards suggest that approximately 62 spaces (based upon an approximate floorspace of 8700m²) would be required across the site.
- 4.4.5 Cycle parking standards are also outlined within the London Plan and FALP. As new cycle parking standards are proposed in the FALP this has been used to assess the level of parking required at the development. Whilst no standards are outlined for Sui Generis uses the FALP recommends reference to comparable land use classes in a similar way to the Camden standards. **Table 4.2** below outlines the standards based upon the land use classes most comparable to the proposed development.

Table 4.2 – Draft Further Amendments to the London Plan Cycle Parking Standards

Proposed Land Use	Long Stay Parking	Short Stay Parking	Provision Required
C2 Residential Institution (20 staff and 111 bedroom)	One space per five staff members	One space per 20 bedrooms	Long stay: 4 Short stay: 6
A3 Cafe/Restaurant (190m ²)	From a threshold of 100m ² one space per 175m ²	From a threshold of 100m ² one space per 40m ²	Long stay: 1 Short stay: 3

Capabilities on project:
Transportation

D2: Recreation and Leisure (staff included in C2 use above and 440m ²)	One space per 8 staff	One space per 100m ²	Long stay: 0 Short stay: 5
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4.4.6 Based upon **Table 4.2** above and the cycle parking standards outlined within the FALP a total of 17 spaces would be required. The design team have given consideration to both Camden and emerging London Plan policy along with BREEAM requirements and propose the provision of 59 cycle parking spaces. This level of provision is considered acceptable and in compliance with policy given the Sui Generis use, type of users anticipated at the site (residents aged over 60) and the small number of staff (20) expected to work at the site on a daily basis.

4.4.7 Based upon experience from other sites that Pegasus Life have developed it is considered that this level of provision is ample to serve the likely demand at the site. However, in order to ensure that sufficient space is provided cycle parking use will be monitored through the travel plan. If demand exceeds supply further spaces will be provided.

Wheelchair Store

4.4.8 A wheelchair store for mobility scooters will also be provided on the lower ground floor with space for seven wheelchairs and will be accessible from the site access on Rowland Hill Street.

Vehicles and Servicing

4.4.9 The existing vehicular access point on Rowland Hill Street will be retained as part of the development proposals and enable access to the site for parking, servicing and cyclists.

4.4.10 The development includes both a cafe on the ground floor as well as a health and well being centre on the lower ground floor. These uses are likely to generate a small demand for deliveries. A servicing area is proposed adjacent to the building that can be accessed at lower ground floor level. This servicing area has been designed to accommodate the type and frequency of servicing vehicles required to serve the site. Swept paths illustrating how servicing vehicles will access and egress the site are contained within **Appendix I**.

Refuse collection

4.4.11 The refuse store included within the development proposals will be located on the lower ground floor. Refuse collection will therefore take place from the servicing area adjacent to the building and be accessible from Rowland Hill Street via the existing vehicle crossover. The management team at the site will ensure that the refuse bins are located in an accessible position to enable collection in accordance with BS5906. A plan showing the swept path of a refuse vehicle accessing the servicing area and the distance that refuse will need to be transported from the store to the vehicle is outlined on the plan contained within **Appendix I**.

Vehicle parking

4.4.12 Parking standards within Camden are outlined within the Camden Development Policies document. Policy DP18 (parking standards and limiting the availability of car parking) sets out the parking standards that the Council will seek to ensure that developments provide. The Council promotes 'car capped' developments in areas of on street parking stress, for these developments the Council will:

- Limit on site car parking to:
 - I. Spaces designated for disabled people;
 - II. Any operational or servicing needs, and;
 - III. Spaces designed for the occupiers of development specified as car capped.
- Not issue on street parking permits; and
- Use legal agreements to ensure that future occupants are aware they are not entitled to on street parking permits.

- 4.4.13 Policy DP18 continues on to state that the Council generally expect development in Low Parking Provision Areas (i.e. the Central London area, our town centres and other areas with high public transport accessibility) to be car-free. Paragraph 18.3 continues to say that car-free development should meet the Council's cycle parking standards and may, where required, include on-site space for people with disabilities, servicing, coach and taxi activity.
- 4.4.14 The development proposals include the provision of 60 apartments that will all be designed for disabled living. As such, sufficient parking will need to be provided on site to cater for disabled users. This is supported by Camden Planning Guidance 7 (CPG 7 Transport) which states that *'where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling'*.
- 4.4.15 The parking standards outlined within Appendix 2 of the Development Policies document only include traditional land uses and do not cover the uses proposed on the site. Where a Sui Generis use is proposed the policy states, *'Sui Generis uses are uses that fall outside any use class. For other Sui Generis uses, use classes of a similar nature to the proposed use can be used for guidance. Applications for sui generis uses involving parking provision in excess of the relevant maximum standard or failing to meet relevant requirements for cycles and people with disabilities should be supported by a Transport Assessment (or supporting information as appropriate for smaller schemes).'*
- 4.4.16 There is therefore no explicit standard for the development proposals outlined. In the absence of such standards reference can be made to similar land uses for the specific activities proposed on the site. Where the site is mixed use the parking standards encourage dual use of spaces where practical. **Table 4.3** below therefore outlines the parking standards for individual uses considered to be most closely related to those proposed on the site.

Table 4.3 – Camden Development Policies Parking Standards

Proposed Land Use	General Parking	Disabled Parking for staff	Disabled Parking for visitors	Servicing	Provision permitted
C2 Residential Institution	One space per 20 beds	One space per disabled employee	One space per 50 beds	One space measuring 3.5m by 8.5m	6 spaces with one per disabled staff member and a servicing space
A3 Cafe/Restaurant	One space per 1500m ²	One space per disabled employee	From 1000m ² one space per 500m ²	Required above 1000m ²	One space with one per disabled employee

Capabilities on project:
Transportation

D2: Recreation and Leisure	One space per 1500m ²	One space per disabled employee	From 1000m ² one space per 500m ²	No requirement	One space for each disabled staff member.
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4.4.17 **Table 4.3** above indicates a requirement for a servicing bay and a minimum of six spaces. However, the standards take no account of the need for disabled residents on the site

4.4.18 Further reference has been made to the London Plan and the emerging FALP. Again the London Plan does not outline standards for Sui Generis uses but does state that adequate parking for disabled users should be provided, preferably on site. In the absence of clearly defined parking standards for the proposals and in order to inform the likely level of use of parking at future developments proposed by Pegasus Life in London, parking surveys have been undertaken at two existing sites currently operated by the company. At present Pegasus Life only have a small number of properties in operation that are of the same format to the development proposed within Camden. These sites are largely located in rural areas and are therefore not considered representative of this site. However, it is considered that their existing portfolio of retirement developments, operated under the Peverel Retirement brand, could provide a useful proxy for the proposed development in the absence of examples in London.

4.4.19 Peverel Retirement currently operates a number of sites across London. Two sites were selected to undertake detailed parking surveys and these were chosen because they were considered to be of a similar size and scale to the proposals. The address of the two sites were as follows:

- Acton, Pegasus Court (Horn Lane, Acton, London W3 6PT); and
- Isleworth, Golden Court (London Road, Isleworth, Middx TW7 4EQ);

4.4.20 The two sites selected are considered to have relatively similar facilities to the development sites and feature communal lounges, a guest suite, laundry, fitness room and bike store. In addition, at Isleworth a library is available whilst at Acton the site features a craft room. Acton opened in 2004 whilst Isleworth opened in 2003. The sites have therefore been operational for at least ten years and can be considered to be 'established'. The characteristics of the two sites are outlined in **Table 4.4** below.

Table 4.4: Site details

Site	Number of apartments within development	Number of parking spaces	Parking ratio	Access control	Accessible to			Parking on street available in the vicinity of the site	PTAL
					Residents	Visitors	Staff and Sub-contractors		
Acton	42	18	0.43	Yes	Yes	Yes	Yes	Yes	2
Isleworth	44	18	0.41	Yes	Yes	Yes	Yes	Yes	6a

4.4.21 **Table 4.4** above shows that both car parks selected are access controlled to prevent use by members of the general public. At all sites residents, their guests, staff and sub-contractors are able to park within the car park and the spaces are available on a first come first serve basis. No residents own or are allocated a space with the exception of disabled spaces which are reserved for 'blue badge' holders. However, as the car parks are access controlled guests and sub-contractors can only use the car park by prior arrangement.

- 4.4.22 Having reviewed the roads in the vicinity of both sites it is evident that car parking is available on surrounding roads for guests and sub-contractors to use if they wished to do so. However, both site managers have confirmed that as parking is available on site very little parking occurs on street.
- 4.4.23 Parking surveys were undertaken by Advanced Transport Research (ATR) on behalf of AECOM at the sites identified on Tuesday 19th August 2014 between the hours of 07:00 to 19:00. During this period the following information was recorded on a 30minute cycle (parking beat):
- The number of vehicles parked in the available parking spaces;
 - The space vehicles were parked in; and
 - A traffic survey at the site access point.
- 4.4.24 The surveys were conducted in order to determine whether the spaces located on site were utilised and if so, how often the vehicle located in the space was used, i.e. its length of stay.
- 4.4.25 In addition to the parking survey a traffic survey was conducted at the access point to the car park to derive the total number of vehicles into and out of the site across the day. This was conducted to allow a vehicular trip generation for the site to be derived and help to validate the information recorded in the parking survey.
- 4.4.26 The results of the parking beat survey across the day, including utilisation of each car park is shown in **Table 4.5** below.

Table 4.5: Parking beat survey results for both sites

Time of beat	Acton, Pegasus Court		Isleworth, Golden Court	
	Number of vehicles parked	Utilisation	Number of vehicles parked	Utilisation
07:00	9	50%	12	67%
07:30	9	50%	12	67%
08:00	9	50%	12	67%
08:30	9	50%	12	67%
09:00	9	50%	11	61%
09:30	9	50%	14	78%
10:00	10	56%	15	83%
10:30	10	56%	14	78%
11:00	10	56%	13	72%
11:30	10	56%	14	78%
12:00	10	56%	14	78%
12:30	10	56%	14	78%
13:00	10	56%	14	78%

Capabilities on project:
Transportation

13:30	11	61%	16	89%
14:00	13	72%	16	89%
14:30	11	61%	15	83%
15:00	10	56%	14	78%
15:30	9	50%	13	72%
16:00	9	50%	13	72%
16:30	9	50%	12	67%
17:00	9	50%	11	61%
17:30	10	56%	8	44%
18:00	9	50%	9	50%
18:30	9	50%	10	56%
19:00	9	50%	10	56%
Average across day	10	54%	13	71%

4.4.27 The data presented above has been further analysed to determine the length of stay of each vehicle in the car park. The results of this analysis are presented in **Table 4.6** below.

Table 4.6: Length of stay of each vehicle during parking surveys

Site		Time of Parking Beat Survey																									
	Bay	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	
Acton, Pegasus Court	1																										
	2																										
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	17																										
	18																										
Isleworth, Golden Court	1																										
	2																										
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	18																										

Key

No vehicle

Vehicle A

Vehicle B

4.4.28 The table above shows that the majority of vehicles parked do so for an extended period of time, indicating low levels of car use for those vehicles which remained static for the majority of the time. At the Acton site seven (40%) of the 18 spaces featured vehicles parked for the entire day whilst at Isleworth six (33%) of the 18 bays featured vehicles parked across the entire day. Following discussions about the results of the surveys with the site managers it is evident that vehicles parked for an extended duration (more than a few

hours) are most likely to belong to residents with the exception of one vehicle which belongs to the site manager. Based upon this information it is likely that 10 (56%) of the spaces used at Acton were occupied by cars that belonged to residents and at Isleworth this rises to 12 (67%). This means that over half of the spaces available were occupied by residents of the development and the vehicles not in use.

- 4.4.29 The average length of time that all vehicles recorded were parked within the car parks is shown in **Table 4.7** below.

Table 4.7: Average parking duration

Site	Average Length of Stay (Hours)
Acton, Pegasus Court	06:24
Isleworth, Golden Court	05:14
Average across the two sites	05:49

- 4.4.30 The table above shows that the average length of stay was longest at the Acton site where vehicles were parked for an average of six and a half hours. A similar length of stay was witnessed at the Isleworth site. On average, across the two sites, vehicles were parked for nearly six hours indicating that the vehicles parked in the bays are not widely used. The car parks can therefore be considered to contain a significant element of car storage as opposed to car parking, i.e. where residents choose to own a car but make very little use of it. However, as both car parks are relatively well utilised (showing approximately a 70% utilisation rate at Isleworth which is a common benchmark for a well used car park) the survey clearly shows the need for appropriate levels of parking on site.
- 4.4.31 Utilising the parking survey and traffic count a trip rate for each site was calculated so that a comparison with traditional residential type developments could be made. **Table 4.8** below provides an average trip rate for the two sites based upon the traffic survey recorded at the site access points.

Table 4.8: Average vehicular trip rate across both sites

Hour Ending	Arrival	Departure	Two-way
08:00	0.000	0.000	0.000
09:00	0.023	0.023	0.045
10:00	0.057	0.012	0.069
11:00	0.024	0.035	0.058
12:00	0.011	0.000	0.011
13:00	0.035	0.023	0.057
14:00	0.058	0.011	0.069
15:00	0.035	0.081	0.116
16:00	0.011	0.035	0.046

Capabilities on project:
Transportation

17:00	0.023	0.046	0.069
18:00	0.023	0.046	0.069
19:00	0.023	0.011	0.034
Daily	0.323	0.323	0.646

4.4.32 To provide a comparison an average residential trip rate has been extracted from TRICS for residential developments with parking located within London. A comparison of the rates extracted from TRICS and those derived for the parking area at the two sites surveyed is provided in **Table 4.9** below.

Table 4.9: Trip rate comparison between retirement/care housing and typical C3 residential land uses

Hour Ending	TRICS C3 Residential Trip Rate (per apartment)			C2 Retirement Apartment Trip Rate (per apartment)			Difference		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
08:00	0.016	0.102	0.118	0.000	0.000	0.000	-0.016	-0.102	-0.118
09:00	0.056	0.134	0.190	0.023	0.023	0.045	-0.033	-0.111	-0.145
10:00	0.063	0.060	0.122	0.057	0.012	0.069	-0.006	-0.048	-0.053
11:00	0.021	0.032	0.053	0.024	0.035	0.058	0.003	0.003	0.005
12:00	0.053	0.037	0.090	0.011	0.000	0.011	-0.042	-0.037	-0.079
13:00	0.051	0.053	0.104	0.035	0.023	0.057	-0.016	-0.030	-0.047
14:00	0.037	0.035	0.072	0.058	0.011	0.069	0.021	-0.024	-0.003
15:00	0.032	0.046	0.078	0.035	0.081	0.116	0.003	0.035	0.038
16:00	0.088	0.049	0.137	0.011	0.035	0.046	-0.077	-0.014	-0.091
17:00	0.056	0.042	0.098	0.023	0.046	0.069	-0.033	0.004	-0.029
18:00	0.088	0.042	0.130	0.023	0.046	0.069	-0.065	0.004	-0.061
19:00	0.076	0.049	0.125	0.023	0.011	0.034	-0.053	-0.038	-0.091
Daily	0.636	0.681	1.317	0.323	0.323	0.646	-0.313	-0.358	-0.671

4.4.33 The table above demonstrates that the trip rate for a traditional C3 residential type land use is nearly twice as high as that for a specialist retirement apartment development. This shows that the level of traffic generation created by a retirement/care development is significantly lower. However, as demonstrated by the parking survey, where parking is provided the parking is still utilised indicating that vehicle ownership is still high amongst retirement apartment residents, particularly in the higher income brackets.

4.4.34 Overall it is clear from the parking survey and trip generation comparison that a specialist retirement/care housing development will not exhibit the same characteristics as a standard C3 residential development. The parking surveys have demonstrated that the vehicles parked at the two example sites had a long length of stay showing that they are not heavily used and therefore the sites include an element of car storage. Parking survey data is contained in **Appendix J** and TRICS data in **Appendix K**.

4.4.35 The Bartram's Convent development is located adjacent to the Royal Free Hospital in West Hampstead and is accessed via the hospital access road, Rowland Hill Street. Parking on the Royal Free Hospital surrounding the site is pay and display and from site visit observations is very well utilised. Further afield

the roads surrounding the hospital are subject to a controlled parking zone. The potential for residents, staff and visitors of the proposed development to park off-site can therefore be considered limited and if inadequate level of parking provision are made, illegal parking or parking stress in the immediate local area could occur. Whilst some visitors may be willing to pay to park for a short period of time on the hospital site, the cost of this would be prohibitive for staff and residents as well as guests staying for a prolonged period such as overnight. It is therefore considered important that residents and their guests are provided with the opportunity to park on the Bartram's Convent development.

- 4.4.36 In terms of accessibility the Bartram's Convent site features a PTAL score of five. This equates to a 'very good' level of accessibility and this is reflected by the site's close proximity to Hampstead Heath where a range of bus and overground services are accessible. It is therefore anticipated that residents and staff would be likely to make day to day journeys by public transport. However, residents may still have an aspiration for car ownership and this is reflected in the Census. **Table 4.10** below shows the level of car ownership in the Hampstead Town ward in which the site is located against the London Borough of Camden as a whole.

Table 4.10: Car ownership levels in Hampstead Town ward and across Camden

Car Ownership	Hampstead Town Ward	London Borough of Camden
No Cars or Vans in Household	44.8%	61.1%
1 Car or Van in Household	40.9%	31.8%
2 Cars or Vans in Household	11.6%	5.9%
3 Cars or Vans in Household	2.1%	0.9%
4 or More Cars or Vans in Household	0.7%	0.3%

- 4.4.37 It is clear from the table above that car ownership levels in the Hampstead Town ward are generally higher than across the London Borough of Camden indicating that the demand for parking at the proposed development is likely to be higher than in other parts of the Borough. Crucially, in the case of schemes such as these, the linkage between car ownership, parking and usage is not strong. As parking demand is likely to be higher, restricting the supply of parking could lead to residents having to leave their vehicles on the neighbouring hospital site which could result in issues with the local parking operator.
- 4.4.38 The parking survey information outlined above demonstrates that the cars parked at the development are unlikely to be heavily used on a daily basis. Instead the vehicles are likely to be used for longer distance trips to perhaps meet friends and family and these trips are unlikely to occur on a regular basis. This conclusion is further supported by the proposal for a car stacker. Owing to the way in which a car stacker operates, with a time delay between requesting and actually receiving the vehicle, short distance trips, such as to the local supermarket or restaurant would be inconvenienced by the need to access cars from the car stacker. Instead it is highly likely that residents on short distance trips will instead choose to walk or catch public transport rather than having to use the car stacker. The presence of a travel plan at the development will ensure that residents are aware of the sustainable travel options available to them.
- 4.4.39 It is proposed that the Bartram's Convent site will feature 28 parking spaces. The spaces will be located in the basement and accessible via the car stacker. The car stacker will be specified for disabled users and therefore all spaces in the basement will in effect be disabled spaces. The car stacker will also feature electric vehicle charging capability ensuring that the parking is in compliance with London Plan policy. The car stacker will be available primarily for residents with staff provided access on a needs basis (such as carers who need to travel) along with regular visitors. A swept path for the parking arrangement is contained in **Appendix I**.
- 4.4.40 All the parking proposed will be suitable for disabled users and is therefore being provided on a needs basis in that all apartments will be disabled accessible, their occupation limited to older people and likely to attract people who have, foresee or are likely to develop a future need for care and support. The level of parking

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proposed is therefore in accordance with Camden parking policy in that sufficient parking for all disabled users will be provided.

Taxis

- 4.4.41 Taxis will be able to pick up and drop off at the front of the site on Rowland Hill Street. Pedestrians will then be able to access the site via the pedestrian access point on Rowland Hill Street. On street taxi facilities are considered acceptable given the relatively low demand for this mode of transport anticipated within the trip generation in the next section. In the unlikely event that congestion does occur taxis would be able use the servicing area to pick up and drop off users of the site.

Emergency Vehicle Access

- 4.4.42 In the event of an emergency fire tenders would be able to stop on Rowland Hill Street or within the servicing area to access the site.
- 4.4.43 Ambulances accessing the site would be able to stop within the servicing area should they need to access the site.

5 Trip Generation

5. Trip Generation

5.1 Introduction

- 5.1.1 It is proposed to develop an extra care facility for elderly people on the former Bartram's Convent site. A review of the TRICS and TRAVL databases revealed that no sites are currently available that could be considered to be representative of the development proposals in terms of its range of facilities and location. In order to provide an indication of the trip generating potential of the site the individual land uses have been assessed. The trip generations for the individual uses have then been combined to provide an indication of the overall trip generation of the development. It should be noted that this is likely to over-estimate the trip generating potential of the development but provides an absolute worst case indication of the trip generation for the site.

5.2 Trip Generation

Extra care land use

- 5.2.1 In order to provide a trip generation for the proposed development, initially the TRAVL trip generation database for London extraction tool within TRICS was interrogated. However, TRAVL does not contain any information about extra care type developments. It was therefore considered necessary to utilise the TRICS trip generation in order to calculate the trip generation for the extra care element of the proposals. The parking survey data was not used as this only allowed for a vehicular trip generation to be created instead of the multi modal trip generation presented below.
- 5.2.2 A review of the TRICS database indicated that there are no sites within London that fall under the assisted living or retirement development categories. However, sites outside of London are available within the retirement apartment category. In order to ensure that the sites selected were as representative of the development as possible surveys were selected for sites within edge of town centre and residential areas with a similar number of apartments.
- 5.2.3 Interrogation of the trip rate information indicated that the peak hours for the extra care element of the development would not coincide with the traditional network peak hours of 08:00-09:00 and 17:00-18:00. Instead the development is likely to peak between 11:00-12:00 on a weekday. To ensure a robust assessment the average person trip rate for the extra care element of the development for both the network and development peak hours is shown in **Table 5.1**.

Table 5.1 – Peak hour extra care person trip rates (Trips/100m²)

	Arr.	Dep.	2-Way
08:00-09:00	0.137	0.153	0.29
11:00-12:00	0.216	0.253	0.469
17:00-18:00	0.121	0.195	0.316
Daily	1.889	2.029	3.918

- 5.2.4 The resultant person trip generation associated with the extra care element of the development based upon the trip rates from **Table 5.1** is shown in **Table 5.2**.

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Table 5.2 – Peak hour person trip generation

	Arr.	Dep.	2-Way
08:00-09:00	8	9	17
11:00-12:00	13	15	28
17:00-18:00	7	12	19
Daily	113	122	235

- 5.2.5 In order to provide an indication of the mode of transport that will be used by residents of the development travelling to and from the site, 2011 Census Travel to Work data for the ward in which the site is located (Hampstead Ward) has been used. Whilst it is acknowledged that the majority of trips will not be work related it is considered that this method provides the most realistic means of accounting for the site's location in an area of high public transport accessibility within London. **Table 5.3** below outlines the Census derived modal split.

Table 5.3 – 2011 Travel to work census data for Hampstead Ward

Mode	Count	Percentage
Underground, Metro, Light Rail, Tram	2543	48.1%
Train	224	4.2%
Bus, Minibus or Coach	460	8.7%
Taxi	71	1.3%
Motorcycle, Scooter or Moped	88	1.7%
Driving a Car or Van	746	14.1%
Passenger in a Car or Van	48	0.9%
Bicycle	267	5.0%
On Foot	785	14.8%
Other Method of Travel to Work	60	1.1%
Total	5292	100%

- 5.2.6 Applying these modes to the trip generation presented in **Table 5.2** produces the all mode trip generation shown in **Table 5.4**.

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Table 5.4 – Proposed multi-modal extra care trip generation

Mode	Mode Share	AM Peak (08:00-09:00)			Extra Care Peak (11:00-12:00)			PM Peak (17:00-18:00)			Daily		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Underground, Metro, Light Rail, Tram	48.1%	4	4	8	6	7	14	3	6	9	54	59	113
Train	4.2%	0	0	1	1	1	1	0	0	1	5	5	10
Bus, Minibus or Coach	8.7%	1	1	2	1	1	2	1	1	2	10	11	20
Taxi	1.3%	0	0	0	0	0	0	0	0	0	2	2	3
Motorcycle, Scooter or Moped	1.7%	0	0	0	0	0	0	0	0	0	2	2	4
Driving a Car or Van	14.1%	1	1	2	2	2	4	1	2	3	16	17	33
Passenger in a Car or Van	0.9%	0	0	0	0	0	0	0	0	0	1	1	2
Bicycle	5.0%	0	0	1	1	1	1	0	1	1	6	6	12
On Foot	14.8%	1	1	3	2	2	4	1	2	3	17	18	35
Other	1.1%	0	0	0	0	0	0	0	0	0	1	1	3
Total	100%	8	9	17	13	15	28	7	12	19	113	122	235

5.2.7 **Table 5.4** above indicates that the development will generate a very small number of car movements with the majority of trips taking place by public transport. This is supported by the vehicular trip generation derived from the parking surveys in the previous section.

Restaurant/Cafe

5.2.8 For the cafe element of the development the TRAVL trip generation database for London was interrogated. Sites of a similar size and PTAL score were selected. The proposed cafe will feature approximately 84 covers and have a gross floor area of 190m². No sites within TRICS or TRAVL were considered to be representative of the mixed restaurant/cafe use proposed on the site. The cafe land use was therefore selected as it provides the higher trip generation between a cafe and restaurant ensuring a worst case assessment. The peak hour for the restaurant/cafe was identified as being between 13:00 and 14:00. To ensure a robust assessment the average person trip rate for the restaurant/cafe element of the development

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for both the network and development peak hours has been considered. The person trip rates for these hours are shown in **Table 5.5**.

Table 5.5 – Peak hour restaurant/cafe person trip rates (Trips/100m²)

	Arr.	Dep.	2-Way
08:00-09:00	60.784	57.451	118.235
13:00-14:00	110.588	114.314	224.902
17:00-18:00	25.686	29.216	54.902
Daily	596.554	607.781	1204.336

- 5.2.9 The resultant person trip generation associated with the restaurant/cafe element of the development based upon the trip rates from **Table 5.5** is shown in **Table 5.6**.

Table 5.6 – Peak hour person trip generation for restaurant/cafe

	Arr.	Dep.	2-Way
08:00-09:00	115	109	225
13:00-14:00	210	217	427
17:00-18:00	49	56	104
Daily	1133	1155	2288

- 5.2.10 In order to determine a multi-modal trip generation for the restaurant/cafe the multi-modal trip generation from TRAVL has been used. The resultant network and development peak hour trip generation for the restaurant/cafe is outlined in **Table 5.7** below.

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Table 5.7 – Proposed multi-modal restaurant/cafe trip generation

Mode	AM Peak (08:00-09:00)			Cafe Peak (13:00-14:00)			PM Peak (17:00-18:00)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Underground, Metro, Light Rail, Tram	26	9	35	19	10	29	2	7	9	134	71	206
Train	5	0	5	1	3	3	1	1	3	28	10	38
Bus, Minibus or Coach	5	3	7	0	0	0	1	2	3	30	20	50
Taxi	0	0	0	0	1	1	1	0	1	10	5	15
Motorcycle, Scooter or Moped	1	0	1	0	0	0	0	0	0	2	0	2
Driving a Car or Van	2	0	2	3	2	5	0	0	0	18	14	32
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0	6	7	12
Bicycle	3	0	3	1	0	1	1	1	2	10	6	16
On Foot	73	97	171	185	202	387	43	44	87	895	1021	1916
Other	0	0	0	1	0	1	0	0	0	1	1	2
Total	115	109	225	210	217	427	49	56	104	1133	1155	2288

5.2.11 The trip generation outlined in **Table 5.7** above represents the total trip generating potential of the site but does not take any account of the fact that the restaurant/cafe will be used predominantly by residents and their guests with some use by members of the general public. To account for this, and on the basis that the restaurant/cafe will be marketed primarily for residents and their guests a 50% reduction factor has been applied for internalisation. The resultant trip generation (including the 50% reduction factor) is presented below in **Table 5.8** and identifies the gross external trip generating potential of the restaurant/cafe.

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Table 5.8 – Proposed multi-modal restaurant/cafe trip generation (including 50% reduction factor)

Mode	AM Peak (08:00-09:00)			Cafe Peak (13:00-14:00)			PM Peak (17:00-18:00)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Underground, Metro, Light Rail, Tram	13	4	18	10	5	15	1	4	5	67	36	103
Train	3	0	3	0	1	2	1	1	1	14	5	19
Bus, Minibus or Coach	2	1	4	0	0	0	0	1	1	15	10	25
Taxi	0	0	0	0	1	1	1	0	1	5	2	7
Motorcycle, Scooter or Moped	0	0	1	0	0	0	0	0	0	1	0	1
Driving a Car or Van	1	0	1	1	1	2	0	0	0	9	7	16
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0	3	3	6
Bicycle	1	0	2	1	0	1	0	1	1	5	3	8
On Foot	37	49	85	92	101	193	22	22	43	448	510	958
Other Method of Travel to Work	0	0	0	1	0	1	0	0	0	1	0	1
Total	58	55	112	105	109	214	24	28	52	567	577	1144

5.2.12 **Table 5.8** identifies the gross trip generating potential of the restaurant/cafe for trips originating outside of the development. However, these numbers take no account of the potential for trip linking and pass-by trips. The restaurant/cafe is proposed within the Bartram's Convent development is situated on the Royal Free Hospital site. It is highly likely that the majority of trips will not be new to the transport network in the immediate vicinity of the site but instead be made up of pass-by and linked trips associated with the hospital. As such, it is estimated that only approximately 10% of the total trip generating potential of the restaurant/cafe is likely to result in new trips. This accords with research undertaken by TRICS which indicated that for food-retail developments only 10% of trips are truly new to the highway network in the vicinity of a site. Based upon the net trip generating potential of the cafe, taking account of both the potential for internalisation and pass-by and linked trips would be as outlined in **Table 5.9**.

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Table 5.9 – Proposed Net Multi-Modal Cafe Trip Generation (including 50% reduction factor and accounting for linked and pass-by trips)

Mode	AM Peak (08:00-09:00)			Cafe Peak (13:00-14:00)			PM Peak (17:00-18:00)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Underground, Metro, Light Rail, Tram	3	1	4	2	1	3	0	1	1	13	7	21
Train	1	0	1	0	0	0	0	0	0	3	1	4
Bus, Minibus or Coach	0	0	1	0	0	0	0	0	0	3	2	5
Taxi	0	0	0	0	0	0	0	0	0	1	0	1
Motorcycle, Scooter or Moped	0	0	0	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0	2	1	3
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0	1	1	1
Bicycle	0	0	0	0	0	0	0	0	0	1	1	2
On Foot	7	10	17	18	20	39	4	4	9	90	102	192
Other Method of Travel to Work	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	11	22	21	22	43	5	6	10	113	115	229

Health and well being centre

- 5.2.13 The health and well being centre will be an ancillary use on the development site and is therefore not considered to generate any trips external to the site with the possible exception of staff trips. As these will be limited in number and form part of the overall staff for the development (a small proportion of the 20 staff anticipated at the site each day will work in the health and well being centre) no further consideration of this element of the development is presented in this assessment

Total Site Trip Generation

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- 5.2.14 Based upon the information presented above the total trip generation for the site is outlined within **Table 5.10** below.

Table 5.10 – Proposed multi-modal trip generation for site

Mode	AM Peak (08:00-09:00)			Development Peak (13:00-14:00)			PM Peak (17:00-18:00)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Underground, Metro, Light Rail, Tram	7	5	12	9	5	14	4	6	10	68	66	134
Train	1	0	1	1	1	1	0	1	1	8	6	14
Bus, Minibus or Coach	1	1	2	1	1	2	1	1	2	13	13	25
Taxi	0	0	0	0	0	0	0	0	0	2	2	5
Motorcycle, Scooter or Moped	0	0	0	0	0	0	0	0	0	2	2	4
Driving a Car or Van	1	1	3	2	1	4	1	2	3	18	19	36
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0	2	2	3
Bicycle	1	1	1	1	0	1	0	1	1	7	7	13
On Foot	9	11	20	21	22	42	5	6	11	106	120	226
Other	0	0	0	0	0	0	0	0	0	1	1	3
Total	20	20	40	36	31	67	12	17	29	227	237	464

5.3 Highway Impact

- 5.3.1 The results in **Table 5.10** above show that the development peak will not coincide with the traditional highway network peak hours of 08:00-09:00 and 17:00-18:00. During the development peak of 13:00 – 14:00 a total of 73 movements are anticipated to be generated of which only six will be by vehicle. During the network AM and PM peak hours only three and five vehicle trips will be generated respectively.
- 5.3.2 The trip generation presented is considered to be an absolute worst case as it is based upon trip rates derived for individual land uses. The combination of these uses has been accounted for through applying an internalisation factor of 50% to the restaurant/cafe. However, this is still likely to over-estimate the trip

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generation and therefore the trip generation presented is still likely to over-estimate the amount of traffic associated with the site. Notwithstanding this the level of additional traffic anticipated is negligible and unlikely to be material on the surrounding highway network.

- 5.3.3 In terms of public transport a modest increase in public transport trips are anticipated and it is likely that this can be accommodated on the public transport network with negligible impact.
- 5.3.4 Overall the site will not generate a significant amount of traffic and will therefore have a limited impact on the existing pedestrian, cycle and public transport network.
- 5.3.5 Notwithstanding this a travel plan has been prepared to minimise the impacts of the development on the surrounding highway network and this travel plan is contained in **Appendix L**.

6 Servicing Management Plan

6. Servicing Management Plan

6.1 Introduction

- 6.1.1 The servicing arrangements for the site will be covered by a Servicing Management Plan (SMP). This Chapter outlines a framework SMP that will be used as the basis for the full SMP. The Framework SMP has been designed to ensure that all deliveries at the site are undertaken in a safe manner which does not result in any detriment to the free flow of traffic or public amenity.

6.2 Objectives of the SMP

- 6.2.1 The key objectives of the SMP are:
- To ensure that servicing movements associated with the development do not disrupt the local highway network;
 - To ensure that the service area is effectively managed to provide safe access and egress as well as safe manoeuvres within the service area itself; and
 - To spread deliveries throughout the day to avoid peaking of deliveries and to minimise the number and volume of service vehicle movements during the AM and PM peak periods.

6.3 Management

- 6.3.1 The SMP will be managed and co-ordinated by the manager of the site. They will liaise with all the different uses on the site to co-ordinate the SMP and ensure that the plan is successfully implemented and managed.

6.4 Potential servicing strategy issues

- 6.4.1 The SMP has been produced on the premise that all deliveries will be undertaken via the dedicated service area adjacent to the building and accessed from Rowland Hill Street. In considering the location and likely demand for the dedicated servicing area a number of potential issues have been identified:
- There is potential for more than one delivery vehicle to arrive at the site at any given time, although it is considered that this would only occur in exceptional circumstances and could be managed;
 - Restrictions could apply to delivery times in order to protect public amenity; and
 - Given the tight constraints of the site, delivery vehicle size could be restricted to ensure safe access.

6.5 Potential servicing activity and requirements by use

- 6.5.1 The potential frequency of deliveries that could be associated with extra care, cafe and health and well being centre elements of the site have been estimated based upon information from the TRICS and TRAVL database. The details for each land use are outlined below.

Extra Care

- 6.5.2 A review of the sites selected within TRICS for the trip generation in section five indicates a range of goods vehicles visited the sites during the survey periods. A summary of the goods vehicles recorded during the survey days is outlined in **Table 6.1** along with the average number of vehicles over the four sites selected.

Table 6.1 – Summary of daily goods vehicle demand for extra care element of development

Site	Light Goods Vehicle	Other Goods Vehicle 1	Total
Peterborough	7	2	9
Glasgow	2	0	2
Ramsgate	13	0	13
Brecon	18	0	18
Total	40	2	42
Average	10	1	11

- 6.5.3 **Table 6.1** above indicates that on average 11 deliveries per day were recorded at the four sites selected as being representative of the Bartram's Convent development. Of these 11 vehicles ten were light goods vehicles and one was a heavy goods vehicle.

Restaurant/Cafe

- 6.5.4 The sites used for the cafe trip generation in section five did not contain any information about deliveries. However, previous experience of other projects and interrogation of previous TRAVL data reports for this type of land use indicates that in general cafes would expect to receive between 1-2 deliveries per day. These deliveries are likely to be made by a combination of light goods vehicles and rigid vehicles up to approximately 10m length.

Health and well being centre

- 6.5.5 The likely number of deliveries that could be required by the health and well being centre is not currently known. Based upon other similar projects it has been estimated that the health and well being centre would generate approximately one delivery per day. This is likely to be made by light goods vehicle.

Servicing Activity Summary

- 6.5.6 A summary of the potential service and delivery activity for each use is provided in **Table 6.2** below with regard to forecast typical weekday demand by vehicle type.

Table 6.2 – Potential daily service and delivery activity

Land Use	Average Weekday	
	LGV	HGV
Residential	10	1
Cafe	1	1
Health and well being centre	1	0
Total deliveries	12	2

6.5.7 **Table 6.2** above indicates that the site will generate approximately 14 deliveries per day on average. These deliveries will be spread out across the day to minimise the potential for two delivery vehicles to arrive simultaneously. The trip generation presented above represents an absolute worst case as it is based upon the servicing demand for the three separate land uses in isolation. It does not take account of the potential for consolidation, especially as the site will be occupied by a single operator.

6.6 Management measures

6.6.1 The following measures will be implemented at the site to manage deliveries:

- The servicing area will be managed by implementing a Vehicle Booking System (VBS), requiring suppliers to book arrival slots for every vehicle. This allows vehicle arrival times to be closely controlled, thus spreading deliveries throughout the day and preventing the event where two vehicles turn up at once. All potential suppliers are to be informed in advance of the booking system and they must abide by it. Various systems are available to provide computerised VBS, an example of which is “Dock Manager”;
- The site will be manned during delivery times by a service management controller who will ensure efficient operation of the service bay;
- All vehicles wishing to access the service area must pre-book a time slot;
- All servicing and refuse collection will be undertaken via the dedicated servicing yard and accessed from Rowland Hill Street;
- All delivery and refuse vehicles will be required to enter the dedicated servicing yard. This arrangement should be in accordance with the swept paths drawings included within this report;
- The maximum sized delivery vehicle that will be permitted to deliver to the site will be a 10m rigid vehicle, this will be enforced by the site manager;

Capabilities on project:
Transportation

- A SMP co-ordinator will be appointed and will ensure that servicing times are carefully scheduled to ensure that deliveries are spread evenly throughout the working day, thus minimising the risk of two delivery vehicles turning up at the site at any one time;
- The SMP co-ordinator will look to consolidate deliveries where possible ensuring that where similar goods are required across different land uses they are sourced from a single supplier;
- Deliveries will be carefully scheduled to avoid peak hour traffic periods on the local highway network;
- Deliveries will also be carefully scheduled to avoid early morning and late night periods in order to protect public amenity; and
- Delivery vehicle engines and chiller units will be switched off at all times when in the servicing area in order to ensure that vehicle noise is kept to a minimum.
- Larger vehicles, such as 10m rigids will need to reverse into the servicing area from Rowland Hill Street. This will be done under the supervision of the service management controller. All pedestrians, cyclists, wheelchair users and motorists on Rowland Hill Street will be instructed to stop momentarily to allow the service vehicle to reverse into the site.

6.6.2 Swept paths showing the movement of delivery vehicles through the site are contained in **Appendix I**.

6.7 Monitoring and review

6.7.1 Should any problems be identified following occupation of the site then the site manager will work with LB Camden and the Royal Free Hospital to resolve issues through revisions to the SMP or the implementation of additional measures.

6.8 Summary

6.8.1 This section has outlined a framework Servicing Management Plan for the development. A full SMP will be developed post planning and could be secured by condition.

7 Summary and Conclusion

7. Summary and Conclusion

7.1 Summary

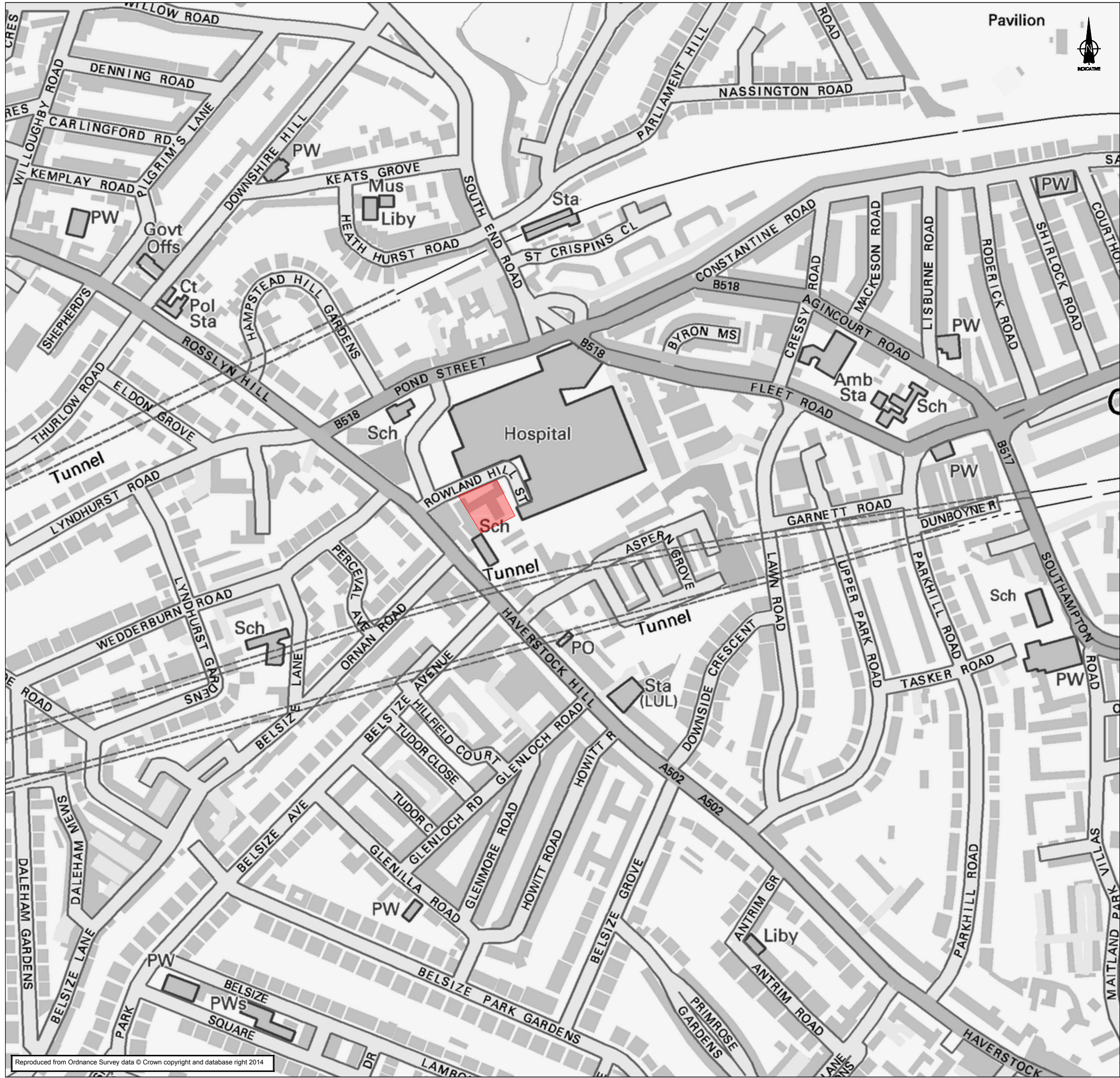
- 7.1.1 AECOM has been commissioned by Pegasus Life to provide a transport assessment that assesses the re-development of Bartram's Convent at Rowland Hill Street in the London Borough of Camden.
- 7.1.2 The development proposals have been examined in relation to national, regional and local policy. The proposals are considered to comply with policies in terms of site location, sustainability and accessibility.
- 7.1.3 A review of the existing conditions indicates that the building is highly accessible by a range of modes including public transport, walking and cycling. A series of footways run past the site providing good quality links to public transport and local amenities and facilities. Vehicular access to the site is provided onto Rowland Hill Street which links with Rossllyn Hill. A review of personal injury accident data reveals that whilst there have been a high number of collisions within the study area; the development proposals are unlikely to exacerbate this existing pattern.
- 7.1.4 The development will involve the demolition of the existing convent building and construction of a new extra care facility for elderly people consisting of 60 one and two bedroom apartments with communal health and well being facilities. Shared communal facilities include a restaurant/ cafe, library, activity rooms and communal spaces, staff and concierge facilities, 28 disabled parking spaces and 59 cycle parking spaces.
- 7.1.5 Cycle parking will be provided within the lower ground and basement floors and a dedicated servicing area is proposed that will be accessible from Rowland Hill Street. The car and cycle parking levels proposed have been carefully considered based upon anticipated demand and informed by surveys undertaken at other sites operated by Pegasus Life. The level of provision proposed is considered to be in accordance with policy and meets the demands required for this extra care facility.
- 7.1.6 Given the Sui Generis use proposed no sites were available within the TRICS or TRAVL databases that were considered to be representative of the development. Therefore individual land uses that were considered to be similar to the proposals were considered in the trip generation. The trip generation indicates that the development will not peak during the traditional network peak hours of 08:00-09:00 and 17:00-18:00 with a development peak of 13:00-14:00. The trip generation has indicated that the development proposals will result in up to 73 two way trips in the development peak hour, of which 43 are likely to be by foot and 17 via Underground with only six by vehicle. However, it is considered that the trip generation presented represents an absolute worst case and the increased trips can easily be accommodated on the various transport networks available surrounding the site. A travel plan has been prepared to accompany this TA that will aim to minimise trips to/from the site.
- 7.1.7 A draft Servicing Management Plan (SMP) has been included in the report to demonstrate how servicing will be managed across the site. This SMP includes a number of measures and initiatives that will be implemented such as delivery time booking to reduce the impact of servicing on properties surrounding the site. Swept path analyses have been undertaken to demonstrate that sufficient space is available to enable the servicing arrangements to operate satisfactorily.

7.2 Conclusion

Capabilities on project:
Transportation

- 7.2.1 This report demonstrates that the site, by virtue of its location and the opportunities for access by a variety of means of transport, is accessible, sustainable and in accordance with policy.
- 7.2.2 The trips generated by the development proposals can be accommodated on the local road network without detrimental impact on either capacity or safety. It is therefore concluded that there are no highway or transport reasons to refuse permission.

Appendix A – Site Location Plan



NOTES




AECOM
MidCity Place
71 High Holborn
London, WC1V 6QS
+44 (0)20 7061 7000
www.aecom.com

PROJECT

Bartrams Convent

KEY

 Site Location

ISSUE/REVISION

I/R	DATE	DESIGN	DRAWN	CHK'D	APP'D

PROJECT NUMBER

60237873

SHEET TITLE

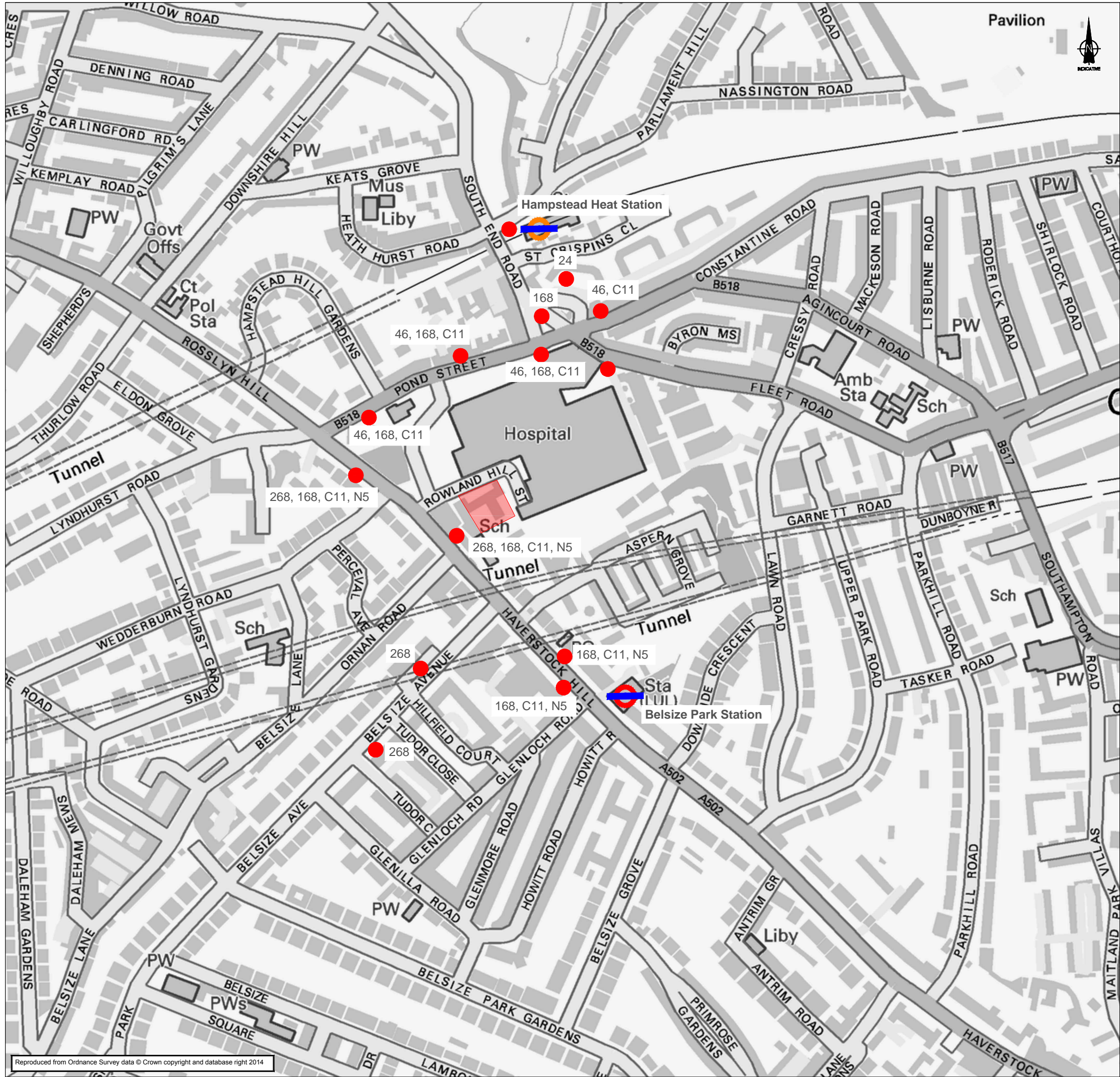
SITE_LOCATION

SHEET NUMBER

APPENDIX_A

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Appendix B – Public Transport Plan



NOTES








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PROJECT

Bartrams Convent

KEY

-  Site Location
 Underground station
 Overground station
 Bus stop
 Service number

ISSUE/REVISION

I/R	02/09/14	RT	RT	JS	NA
I/R	DATE	DESIGN	DRAWN	CHKD	APP'D

PROJECT NUMBER

60237873

SHEET TITLE

PUBLIC_TRANSPORT

SHEET NUMBER

APPENDIX_B

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Appendix C – Pedestrian Isochrone Plan

ISO A3 420 x 297mm
Last saved by: TUROHMANR (2014-09-02) Last Plotted: 2014-09-06
Filename: P:\UK\04\TILONDON DEV\PLANNING LIBRARY\PROJECTS\60237873 - BARTRAMS CONVENT\DRAWINGS\WORKING\FIGURES.DWG



NOTES

KEY

- Site Location
- 400m Walking Isochrone
- 800m Walking Isochrone



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PROJECT

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ISSUE/REVISION

I/R	DATE	DESIGN	DRAWN	CHK'D	APP'D
02/09/14	RT	RT	JS	NA	

PROJECT NUMBER

60237873

SHEET TITLE

PEDESTRIAN_ISOCHRONES_PLAN

SHEET NUMBER




APPENDIX_C

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Appendix D – Cycle Isochrone Plan



KEY

-  Site Location
 10 Minutes Cycling Area
 Off Road Cycle Route

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71 High Holborn
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Bartrams Convent

[illegible]

60237873

CYCLE ISOCHRONES PLAN

APPENDIX D

Appendix E – PTAL data

PTAI Study Report File Details

Date 28/05/2014 09:35

Day of week M-F

Time period AM peak

Walk speed 4.8 kph

Walk file PLSQLTest

POI Name: 527213, 185325

Bus Services

Reliability factor for this mode is 2

Maximum walk time for this mode is 8 minutes

Maximum walk distance for this mode is 640.0 metres

Stop BELSIZE PARK GARDENS

Walk time to stop from POI is 6.81 minutes

Walk distance to stop from POI is 544.42 metres

Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Stop ROYAL FREE HOSPITAL

Walk time to stop from POI is 1.27 minutes

Walk distance to stop from POI is 101.88 metres

Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes

Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes

Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Stop BELSIZE AVENUE

Walk time to stop from POI is 4.94 minutes

Walk distance to stop from POI is 395.19 metres

Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Stop HAVERSTOCK ARMS

Walk time to stop from POI is 7.53 minutes

Walk distance to stop from POI is 602.51 metres

Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes

Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Stop BELSIZE PARK STATION

Walk time to stop from POI is 4.23 minutes

Walk distance to stop from POI is 338.69 metres

Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Stop HAMPSTEAD HTH POND ST

Walk time to stop from POI is 3.06 minutes

Walk distance to stop from POI is 244.83 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Stop SOUTH END GREEN

Walk time to stop from POI is 4.92 minutes

Walk distance to stop from POI is 393.26 metres

Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Stop FLEET ROAD ROYAL FREE

Walk time to stop from POI is 5.08 minutes

Walk distance to stop from POI is 406.35 metres

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Stop HAVERSTOCK H DOWNSIDE CR

Walk time to stop from POI is 5.86 minutes

Walk distance to stop from POI is 468.77 metres

Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Stop ROSSLYN HILL PILGRIMS LN

Walk time to stop from POI is 6.52 minutes

Walk distance to stop from POI is 521.26 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

TATs for this mode

Route 268 Stop ROYAL FREE HOSPITAL TAT 9.27 minutes EDF 3.24

Route C11 Stop ROYAL FREE HOSPITAL TAT 7.27 minutes EDF 4.12
Route 168 Stop ROYAL FREE HOSPITAL TAT 6.61 minutes EDF 4.54
Route 46 Stop HAMPSTEAD HTH POND ST TAT 10.06 minutes EDF 2.98
Route 24 Stop SOUTH END GREEN TAT 9.42 minutes EDF 3.19

Best EDF is 4.54
Half of all other EDFs is 6.76

AI for this mode is 11.3

Underground Services

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

Stop Belsize Park
Walk time to stop from POI is 4.97 minutes
Walk distance to stop from POI is 397.52 metres
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes

TATs for this mode
Route Northern Line Edgware to Morden Stop Belsize Park TAT 9.33 minutes EDF 3.21
Route Northern Line Kennington to Edgware Stop Belsize Park TAT 11.72 minutes EDF 2.56
Route Northern Line Edgware to Morden Stop Belsize Park TAT 8.81 minutes EDF 3.4

Best EDF is 3.4
Half of all other EDFs is 2.89

AI for this mode is 6.29

Rail Services

Reliability factor for this mode is .75

Maximum walk time for this mode is 12 minutes

Maximum walk distance for this mode is 960.0 metres

Stop HAMPSTEAD HEATH

Walk time to stop from POI is 6.56 minutes

Walk distance to stop from POI is 524.93 metres

Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes

Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes

TATs for this mode

Route RICHMOND to STRATFORD Stop HAMPSTEAD HEATH TAT 14.81 minutes EDF 2.03

Route CLAPHAM JUNCTION to STRATFORD Stop HAMPSTEAD HEATH TAT 22.31 minutes EDF 1.34

Best EDF is 2.03

Half of all other EDFs is 0.67

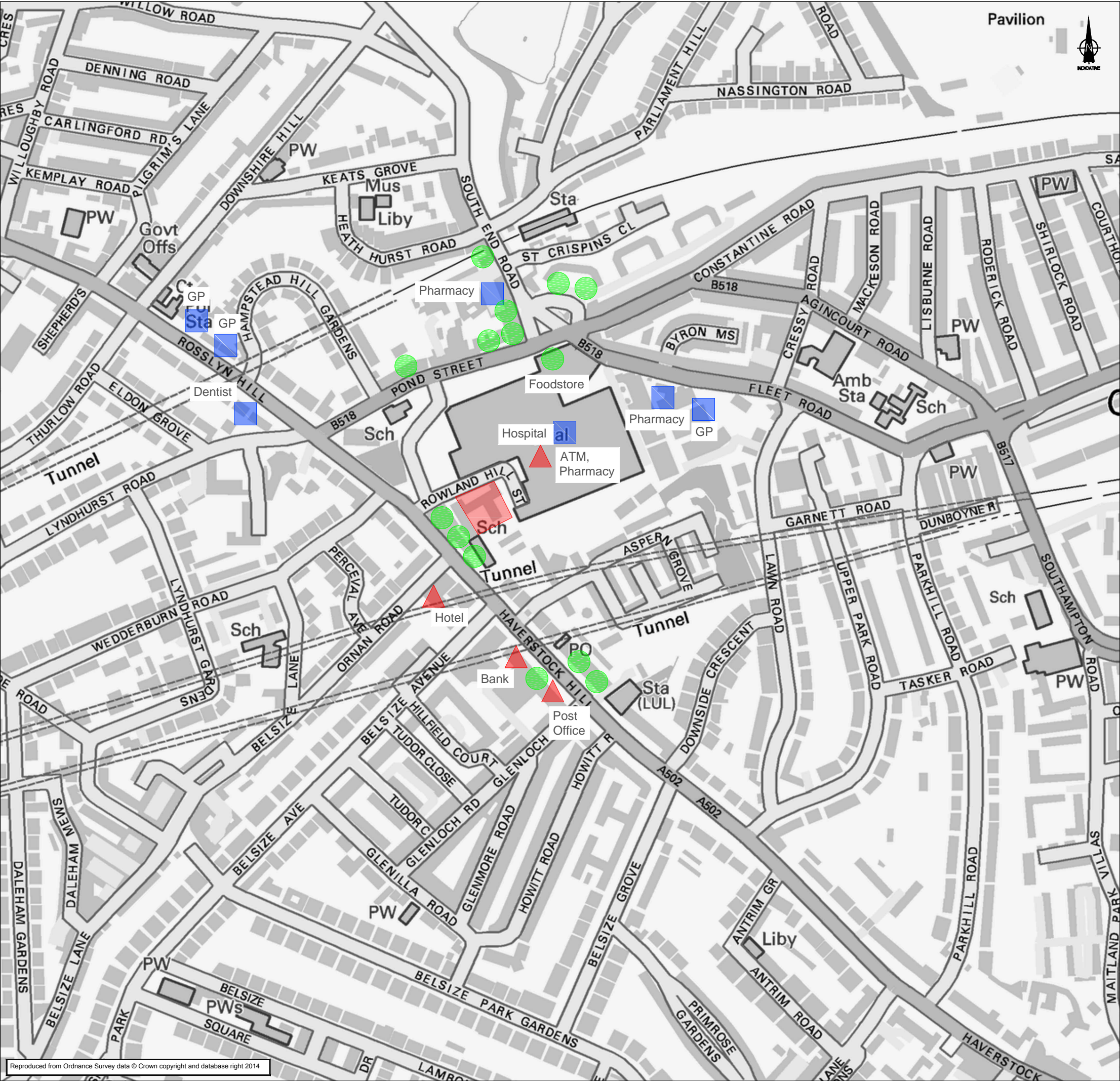
AI for this mode is 2.7

Total AI for this POI is 20.29. X: 527213, Y: 185325.

PTAL Rating is 5.

Appendix F – Amenities Plan

ISO A3 420 x 297mm
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NOTES

KEY

- Site Location
- Medical facilities
- Retail/ Cafe/ Restaurant
- Other services (bank, post office, ..)



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MidCity Place
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PROJECT

Bartrams Convent

ISSUE/REVISION

I/R	DATE	DESIGN	DRAWN	CHK'D	APP'D
02/09/14	RT	RT	JS	NA	

PROJECT NUMBER

60237873

SHEET TITLE

AMENITIES

SHEET NUMBER

APPENDIX_F

Appendix G – Accident Data

Bartrams Convent Area (60 months to 31-Jan-2014)





Bartrams Convent area (60 months to 31-Jan-2014)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014	95

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
--	-----------------------------------

1	0109CW10085	TUE 03/02/09 14:20	LIGHT	SOUTHAMPTON ROAD J/W FLEET ROAD	02	NODE 192	527790 / 185400
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POLICE - AT SCENE ROAD-FROST/ICE WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 SLOWED TO STOP CAUSING PASSENGER TO HIT HEAD. - [PASSENGER JOLTED AND HIT HEAD. (C001)]

CASUALTY 001 (001) (54 Yrs - F NW5) SLIGHT PASSENGER STANDING ON PSV

VEHICLE	001 (000)	BUS/COACH	(42 Yrs - M SW9)	SLOWING OR STOPPING	S TO N	JCT MID
		BT - NOT REQUESTED			DID NOT IMPACT	

C001 A 999 (OTHER FACTOR)

2	0109CW10460	TUE 17/03/09 15:15	LIGHT	POND STREET J/W ROSSLYN HILL	02	NODE 187	527040 / 185400
---	-------------	--------------------	-------	------------------------------	----	----------	-----------------

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

V1 FAILED TO STOP IN TIME AND COLLIDED WITH V2 PUSHING THEM INTO V3.

CASUALTY 001 (002) (66 Yrs - F NW3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(33 Yrs - M PE11)	GOING AHEAD OTHER	NE TO SW	JCT MID
		BT - NEGATIVE			FRONT HIT FIRST	

VEHICLE	002 (001)	CAR	(66 Yrs - F NW3)	MOVING OFF	NE TO SW	JCT MID
		BT - NEGATIVE			BACK HIT FIRST	

VEHICLE	003 (002)	CAR	(53 Yrs - M SG8)	MOVING OFF	NE TO SW	JCT MID
		BT - NOT REQUESTED			BACK HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

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

3	0109CW10828	WED 06/05/09 18:06	LIGHT	ROSSLYN HILL J/W BELSIZE LANE	02	LINK 180-187	527100 / 185340
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED WALKED OUT INTO PATH OF V1.

CASUALTY 001 (001) (15 Yrs - M NW3) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS N/SIDE

VEHICLE	001 (000)	CAR	(40 Yrs - M NW11)	GOING AHEAD OTHER	NW TO SE	JCT MID
		BT - NOT REQUESTED			N/S HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE		
4	0109CW10958	SAT 23/05/09 20:20	LIGHT	ROSSLYN HILL J/W THURLOW RD				02	LINK 187-219	526820 / 185540		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA												
AS V2 (MOTORBIKE-CAS1) STOPPED AT ZEBRA CROSSING V1 COLLIDED INTO V2'S REAR.												
CASUALTY 001 (002) (31 Yrs - F N3)			SLIGHT		DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(19 Yrs - M NW1)		GOING AHEAD OTHER			SE TO NW			JCT CLEARED	
		BT - POSITIVE					FRONT HIT FIRST					
VEHICLE	002 (001)	M/C 50-125CC	(31 Yrs - F N3)		GOING AHEAD HELD UP			SE TO NW			JCT CLEARED	
		BT - NEGATIVE					BACK HIT FIRST					
V001 A 501 (IMPAIRED BY ALCOHOL)					V001 A 502 (IMPAIRED BY DRUGS (ILLCIT OR MEDICINAL))							
V001 A 308 (FOLLOWING TOO CLOSE)					V001 A 405 (FAILED TO LOOK PROPERLY)							
5	0109CW11061	WED 03/06/09 20:37	DARK	HAVERSTOCK HILL J/W BELSIZE AVENUE				02	NODE 180	527230 / 185200		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA												
V1 ATTEMPTED TO TURN RIGHT AS V2 WAS CROSSING JUNCTION.												
CASUALTY 001 (002) (27 Yrs - F N16)			SLIGHT		DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(86 Yrs - F NW6)		TURNING RIGHT			NW TO SW			JCT MID	
		BT - NEGATIVE					FRONT HIT FIRST					
VEHICLE	002 (001)	PEDAL CYCLE	(27 Yrs - F N16)		GOING AHEAD OTHER			SE TO NW			JCT MID	
		BT - NOT APPLICABLE					O/S HIT FIRST					
V001 A 405 (FAILED TO LOOK PROPERLY)					V001 A 403 (POOR TURN OR MANOEUVRE)							
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)												
6	0109CW11188	THU 11/06/09 12:28	LIGHT	FLEET ROAD J/W CRESSY ROAD				02	LINK 188-191	527530 / 185450		
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA												
V1 FAILED TO GIVE WAY ON PED CORSSING FACILITY AND HIT PED												
CASUALTY 001 (001) (? Yrs - M N15)			SLIGHT		PEDESTRIAN			CROSSING ROAD ON PED XING			N BOUND FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR	(? Yrs - U UNKN)		OVERTAKING NEARSIDE			E TO W			JCT CLEARED	
		BT - DRV NOT CONTACTED					FRONT HIT FIRST					
V001 A 402 (JUNCTION RESTART)					V001 A 602 (CARELESS/RECKLESS/IN A HURRY)							
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)												

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)							60 MTS TO JAN-2014 SORTED BY DATE		
7	0109CW11226	THU 11/06/09 07:50	LIGHT	ROSSLYN HILL 50M SE J/W THURLOW ROAD			02	LINK 187-219	526870 / 185510
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	ZEBRA			
WHILST BOTH VEHICLES WERE TRAVELLING IN THE SAME DIRECTION V2 HAS OVERTAKEN AND COLLIDED WITH V1.									
CASUALTY 001 (001) (58 Yrs - M NW1)			SLIGHT	DRIVER/RIDER					
VEHICLE	001 (002)	PEDAL CYCLE (58 Yrs - M NW1)		GOING AHEAD OTHER	SE TO NW				
		BT - NOT APPLICABLE			O/S HIT FIRST				
VEHICLE	002 (001)	MINIBUS (? Yrs - M UNKN)		OVERTAKING NEARSIDE	SE TO NW				
		BT - DRV NOT CONTACTED			N/S HIT FIRST				
V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)					V002 A 405 (FAILED TO LOOK PROPERLY)				
8	0109CW11586	FRI 07/08/09 16:46	LIGHT	NFL HAVERSTOCK HILL J/W DOWNSIDE CRESCENT			02	LINK 174-180	527400 / 185030
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			
PED CROSSED ROAD ACROSS PATH OF ONCOMING V1.									
CASUALTY 001 (001) (? Yrs - M NW3)			SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	N BOUND	FROM DRIVERS N/SIDE		
VEHICLE	001 (000)	CAR (? Yrs - U UNKN)		GOING AHEAD OTHER	SE TO NW				JCT CLEARED
		BT - DRV NOT CONTACTED			N/S HIT FIRST				
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)				
C001 A 802 (FAILED TO LOOK PROPERLY)									
9	0109CW11670	WED 19/08/09 11:38	LIGHT	HAVERSTOCK HILL J/W UPPER PARK ROAD			02	LINK 174-180	527510 / 184940
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			
V2 BRAKED AND V1 HIT THE REAR OF V2									
CASUALTY 001 (002) (56 Yrs - F N16)			SLIGHT	DRIVER/RIDER					
CASUALTY 002 (001) (28 Yrs - M NW9)			SLIGHT	PASSENGER					
VEHICLE	001 (002)	OTH MOT VEH (33 Yrs - M EN1)		SLOWING OR STOPPING	SE TO NW				JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST				
VEHICLE	002 (001)	CAR (56 Yrs - F N16)		SLOWING OR STOPPING	SE TO NW				JCT MID
		BT - NOT REQUESTED			BACK HIT FIRST				
V001 A 308 (FOLLOWING TOO CLOSE)					V002 A 408 (SUDDEN BRAKING)				

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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10	0109TB00157	WED 09/09/09 00:10	DARK	HAVERSTOCK HILL 47M SOUTH EAST OF J/W POND STREET	02	LINK 180-187	527060 / 185360
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M
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PED (CAS1) BEING PURSUED RUN AND JUMPED INTO WINDSCREEN OF V1, CAUSING COLLISION.

CASUALTY	001 (001)	(29 Yrs - M UNKN)	SERIOUS PEDESTRIAN	UNKNOWN
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VEHICLE	001 (000)	CAR	(27 Yrs - M UNKN)	SLOWING OR STOPPING	SE TO NW	JNY PART OF WORK
		BT - NEGATIVE			FRONT HIT FIRST	

V001 A 903 (EMERGENCY VEHICLE ON CALL)

C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))

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

C001 B 810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)

11	0109CW11826	THU 10/09/09 11:50	LIGHT	BELSIZE AVENUE J/W HAVERSTOCK HILL	02	NODE 180	527220 / 185200
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA
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PED (CAS1) STEPPED INTO RD AS V1 (VAN) BEGAN TO TURN LEFT, CAUSING COLLISION.

CASUALTY	001 (001)	(85 Yrs - F NW3)	SERIOUS PEDESTRIAN	NW BOUND FROM DRIVERS O/SIDE
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VEHICLE	001 (000)	GDS =< 3.5T	(37 Yrs - M N6)	TURNING LEFT	SW TO NW	JNY PART OF WORK	ENTERING MAIN RD
		BT - NEGATIVE			FRONT HIT FIRST		

V001 A 405 (FAILED TO LOOK PROPERLY)

C001 A 802 (FAILED TO LOOK PROPERLY)

12	0109CW12028	FRI 02/10/09 15:25	LIGHT	SOUTH END ROAD 34M S J/W KEATS GROVE	02	LINK 188-218	527200 / 185670
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M
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PED STEPPED BEHIND V1 WHO WAS PARKING AND THEY REVERSED INTO PED CAUSING INJURY.

CASUALTY	001 (001)	(? Yrs - F NW6)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)	E BOUND	FROM DRIVERS N/SIDE
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VEHICLE	001 (000)	GDS =< 3.5T	(35 Yrs - M SW11)	REVERSING	N TO S
		BT - NEGATIVE			BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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

C001 A 802 (FAILED TO LOOK PROPERLY)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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13 0109CW12585 WED 02/12/09 18:10 DARK NFL - POND STREET J/W SOUTH END ROAD	02 NODE 188	527270 / 185500
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

PED HESITATED WHEN CROSSING THE ROAD AND WAS STRUCK BY V1.

CASUALTY 001 (001) (59 Yrs - F UNKN) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING NE BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (28 Yrs - F N18)	GOING AHEAD OTHER W TO E	JCT MID
BT - NOT REQUESTED	FRONT HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

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

14 0109CW12619 MON 07/12/09 16:55 DARK CRESSY ROAD J/W FLEET ROAD	02 LINK 188-191	527540 / 185450
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

AS V1 TURNED RIGHT PED WAS CROSSING ROAD CAUSING COLLISION.

CASUALTY 001 (001) (76 Yrs - F NW3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (46 Yrs - M N19)	TURNING RIGHT E TO N JNY PART OF WORK	JCT CLEARED
BT - NEGATIVE	FRONT HIT FIRST	

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

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

C001 A 802 (FAILED TO LOOK PROPERLY)

15 0110CW10115 FRI 29/01/10 02:30 DARK POND STREET J/W SOUTH END GREEN	02 NODE 188	527300 / 185510
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

V1 MOUNTED KERB ON BEND AND COLLIDED WITH PED

CASUALTY 001 (001) (25 Yrs - M E15) SLIGHT PEDESTRIAN ON FOOTPATH - VERGE UNKNOWN

VEHICLE 001 (000) BUS/COACH (? Yrs - U UNKN)	TURNING LEFT SW TO NW JNY PART OF WORK	JCT MID
BT - DRV NOT CONTACTED	N/S HIT FIRST	

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

V001 A 403 (POOR TURN OR MANOEUVRE)

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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16 0110CW10116 FRI 29/01/10 07:10 DARK HAVERSTOCK HILL J/W HOWITT RD	02 LINK 174-180	527350 / 185080
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN AUTO SIG NO XING FACILITY IN 50M

PED (CAS1) RAN INTO PATH OF V1 (BLACK TAXI), CAUSING COLLISION.

CASUALTY 001 (001) (55 Yrs - F N7) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) TAXI (63 Yrs - M N14) GOING AHEAD OTHER NW TO SE JNY PART OF WORK JCT APP
BT - NEGATIVE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

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

17 0110CW10117 FRI 29/01/10 17:20 DARK HAVERSTOCK HILL J/W ORNAN RD	02 LINK 180-187	527180 / 185260
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POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V1 (SOLO-CAS1) TURNED RIGHT INTO PATH OF V2 (SOLO). V2 BROKE, BUT COLLIDED WITH V1.

CASUALTY 001 (001) (56 Yrs - M N5) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (30 Yrs - M NW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (56 Yrs - M N5) TURNING RIGHT SW TO SE COMM TO/FROM WORK ENTERING MAIN RD
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (30 Yrs - M NW1) SLOWING OR STOPPING SE TO NW COMM TO/FROM WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 403 (POOR TURN OR MANOEUVRE)

V002 B 405 (FAILED TO LOOK PROPERLY)

18 0110CW10172 TUE 02/02/10 04:50 DARK FLEET STREET J/W POND STREET	02 NODE 188	527320 / 185500
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED STEPPED OUT INTO THE PATH OF V1.

CASUALTY 001 (001) (47 Yrs - M SE6) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) BUS/COACH (49 Yrs - M SW4) GOING AHEAD OTHER SE TO NW JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

C001 A 806 (IMPAIRED BY ALCOHOL)

C001 A 802 (FAILED TO LOOK PROPERLY)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE	
19	0110CW10218	THU 11/02/10 09:51	LIGHT	HAVERSTOCK HILL J/W GLENLOCK ROAD				02	LINK 174-180	527340 / 185080	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR											
PED DISOBEYED ATS AND COLLIDED WITH V1.											
CASUALTY 001 (001) (26 Yrs - F NW3)			SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING		NE BOUND	FROM DRIVERS N/SIDE			
VEHICLE	001 (000)	M/C > 500CC	(42 Yrs - M NW3)	GOING AHEAD OTHER		SE TO NW	COMM TO/FROM WORK		JCT APP		
BT - NEGATIVE						FRONT HIT FIRST					
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)					
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)											
20	0110CW10428	MON 15/03/10 19:50	DARK	ROSSLYN HILL J/W DOWNSHIRE HILL				02	LINK 187-219	526830 / 185540	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA											
V2 (BLACK TAXI) TURNED RIGHT ACROSS PATH OF ONCOMING V1 (CYCLIST-CAS1), CAUSING COLLISION.											
CASUALTY 001 (001) (23 Yrs - M N1)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	PEDAL CYCLE	(23 Yrs - M N1)	GOING AHEAD OTHER		NW TO SE		JCT MID			
BT - NOT APPLICABLE						FRONT HIT FIRST					
VEHICLE	002 (001)	TAXI	(42 Yrs - M CM17)	TURNING RIGHT		SE TO NE		LEAVING MAIN RD			
BT - NOT REQUESTED						N/S HIT FIRST					
V001 A 409 (SWERVED)						V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					
V002 A 405 (FAILED TO LOOK PROPERLY)											
21	0110CW10771	FRI 23/04/10 16:12	LIGHT	NFL - POND STREET 32M E J/W HAMPSTEAD GREEN				02	LINK 187-188	527190 / 185470	
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M											
V1 WAS PULLING INTO STOP WHEN A PASSENGERS BUGGY FELL OVER CAUSING INJURY TO CHILD. - [PASSENGERS BUGGY FELL OVER. (C001)]											
CASUALTY 001 (001) (? Yrs - M UNKN)			SLIGHT	PASSENGER	SEATED ON PSV						
VEHICLE	001 (000)	BUS/COACH	(36 Yrs - M E5)	SLOWING OR STOPPING		E TO W	JNY PART OF WORK				
BT - DRV NOT CONTACTED						DID NOT IMPACT					
V001 A 408 (SUDDEN BRAKING)						C001 A 999 (OTHER FACTOR)					

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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22 0110CW10767 THU 29/04/10 18:10 LIGHT HAVERSTOCK HILL J/W DOWNSIDE CRESCENT	02 LINK 174-180	527410 / 185020
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 WAS TRAVELLING ON THE WRONGSIDE OF THE CARRIAGEWAY AND COLLIDED WITH PED.

CASUALTY 001 (001) (24 Yrs - F SE15) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR	(37 Yrs - M HA8)	OVERTAKE MOVE VEH O/S	NW TO SE	JCT MID
BT - NEGATIVE		FRONT HIT FIRST		

V001 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

V001 A 405 (FAILED TO LOOK PROPERLY)

C001 A 802 (FAILED TO LOOK PROPERLY)

23 0110CW10809 WED 05/05/10 19:26 LIGHT HAVERSTOCK HILL J/W UPPER PARK RD	02 LINK 174-180	527510 / 184940
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE

V2 TURNED RIGHT INTO PATH OF V1 (SOLO-CAS1). V1 BROKE SHARPLY, FALLING INTO RD AND COLLIDING WITH V2.

CASUALTY 001 (001) (33 Yrs - M NW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C <= 50CC	(33 Yrs - M NW3)	SLOWING OR STOPPING	SE TO NW	COMM TO/FROM WORK	JCT MID
BT - NOT REQUESTED		SKIDDED	FRONT HIT FIRST		

VEHICLE 002 (001) CAR	(60 Yrs - F NW1)	TURNING RIGHT	NE TO NW	ENTERING MAIN RD
BT - NOT REQUESTED			N/S HIT FIRST	

V001 A 408 (SUDDEN BRAKING)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 402 (JUNCTION RESTART)

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

24 0110CW10810 WED 05/05/10 08:15 LIGHT FLEET ROAD J/W LAWN ROAD	02 LINK 188-191	527550 / 185440
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

PED CROSSED ROAD INTO SLOW MOVING TRAFFIC INTO PATH OF V1 CAUSING COLLISION.

CASUALTY 001 (001) (30 Yrs - F NW3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING N BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) CAR	(? Yrs - F NW3)	GOING AHEAD OTHER	E TO W	JCT CLEARED
BT - DRV NOT CONTACTED			N/S HIT FIRST	

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

C001 A 802 (FAILED TO LOOK PROPERLY)

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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25 0110CW10817 THU 06/05/10 15:05 LIGHT CONSTANTINE ROAD J/W FLEET STREET	02 NODE 188	527326 / 185507
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

V3 FAILED TO STOP IN TIME AND COLLIDED INTO THE REAR OF V2. V2 WAS THEN FORCED INTO REAR OF V1.

CASUALTY 001 (002) (55 Yrs - F E5) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (34 Yrs - M N17) SLIGHT DRIVER/RIDER

CASUALTY 003 (002) (33 Yrs - M NW3) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (34 Yrs - M N17)	GOING AHEAD HELD UP	E TO W JNY PART OF WORK	JCT APP
BT - DRV NOT CONTACTED		BACK HIT FIRST	

VEHICLE 002 (003) CAR (55 Yrs - F E5)	GOING AHEAD HELD UP	E TO W JNY PART OF WORK	JCT APP
BT - DRV NOT CONTACTED		BACK HIT FIRST	

VEHICLE 003 (002) GDS =< 3.5T (44 Yrs - M E14)	SLOWING OR STOPPING	E TO W JNY PART OF WORK	JCT APP
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

V003 A 405 (FAILED TO LOOK PROPERLY)

V003 A 308 (FOLLOWING TOO CLOSE)

V003 B 306 (EXCEEDING SPEED LIMIT)

V001 A 408 (SUDDEN BRAKING)

26 0110CW10857 TUE 11/05/10 10:50 LIGHT POND STREET J/W SOUTH END ROAD	02 NODE 188	527260 / 185490
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

PED CROSSED THE ROAD AFTER EXITING THE BUS AND CROSSED INTO PATH OF V1 WHO WAS OVERTAKING THE STATIONARY BUS

CASUALTY 001 (001) (64 Yrs - F HA9) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) GDS =< 3.5T (34 Yrs - M KT16)	OVERTAKING NEARSIDE	SW TO NE	JCT APP
BT - DRV NOT CONTACTED		N/S HIT FIRST	

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

C001 A 802 (FAILED TO LOOK PROPERLY)

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE	
27	0110CW11184		FRI 18/06/10 13:57		LIGHT ROSSLYN HILL J/W DOWNSHIRE HILL		02 LINK 187-219		526810 / 185550		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA											
AS V1 BRAKED SUDDENLY A WINDOW SMASHED SHATTERING OVER PASSENGERS											
CASUALTY		001 (001)	(52 Yrs - F NW3)		SERIOUS PASSENGER		SEATED ON PSV				
CASUALTY		002 (001)	(69 Yrs - F NW4)		SLIGHT PASSENGER		SEATED ON PSV				
VEHICLE		001 (000)	BUS/COACH (37 Yrs - M WD25)		SLOWING OR STOPPING		NW TO SE JNY PART OF WORK		JCT APP		
				BT - NEGATIVE		DID NOT IMPACT					
V001 B 206 (OVERLOADED OR POORLY LOADED VEHICLE OR TRAILER)						V001 B 306 (EXCEEDING SPEED LIMIT)					
V001 A 408 (SUDDEN BRAKING)											
28	0110CW11305		WED 30/06/10 15:22		LIGHT POND STREET J/W ROSSLYN HILL		02 NODE 187		527040 / 185410		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS											
PED STEPPED OUT FROM INFRONT OF STATIONARY VEHICLE INTO PATH OF V1.											
CASUALTY		001 (001)	(55 Yrs - M W2)		SLIGHT PEDESTRIAN		CROSSING ROAD WITHIN 50M XING SE BOUND		FROM DRIVERS N/SIDE MSK		
VEHICLE		001 (000)	M/C 50-125CC (? Yrs - U UNKN)		OVERTAKE STAT VEH O/S		SW TO NE		JCT MID		
				BT - DRV NOT CONTACTED		FRONT HIT FIRST					
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)						V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)					
C001 A 802 (FAILED TO LOOK PROPERLY)						V001 A 405 (FAILED TO LOOK PROPERLY)					
29	0110CW11551		SAT 31/07/10 10:00		LIGHT ROSSLYN HILL 40M SOUTH EAST OF J/W HAMPSTEAD HILL GARDENS		02 LINK 187-219		526980 / 185430		
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M											
PED (CAS1) STOOD IN PARKING BAY TO PREVENT V1 (MINICAB) PARKING. V1 DROVE AT PED, CAUSING COLLISION.											
CASUALTY		001 (001)	(45 Yrs - M HU17)		SLIGHT PEDESTRIAN		IN ROAD - NOT CROSSING		STANDING IN RD NOT CROSSING		
VEHICLE		001 (000)	TAXI (57 Yrs - M N20)		GOING AHEAD OTHER		NW TO SE JNY PART OF WORK				
				BT - NOT REQUESTED		FRONT HIT FIRST					
V001 A 601 (AGGRESSIVE DRIVING)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)					

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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30 0110CW11985 MON 20/09/10 17:02 LIGHT CRESSY ROAD J/W AGINCOURT ROAD	02 LINK 188-192	527590 / 185540
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 WAS STATIONARY AT JUNCTION WHEN V2 COLLIDED WITH REAR.

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

VEHICLE 001 (002) M/C 50-125CC (? Yrs - F NW3)	WAITING TO TURN RIGHT	SW TO SE BACK HIT FIRST	JCT MID
BT - NOT REQUESTED			

VEHICLE 002 (001) CAR (? Yrs - F N10)	GOING AHEAD OTHER	SW TO NE FRONT HIT FIRST	JCT MID
BT - NOT REQUESTED			

V002 A 405 (FAILED TO LOOK PROPERLY)

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

31 0110TB00624 THU 30/09/10 01:52 DARK NFL POND STREET J/W FLEET ROAD	02 NODE 188	527300 / 185510
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

ALL INFORMATION NOT AVAILABLE. V1 HIT PED IN THE ROAD AND DRAGGED ALONG CAUSING DEATH

CASUALTY 001 (001) (20 Yrs - F UNKN) FATAL PEDESTRIAN UNKNOWN

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

V001 A 601 (AGGRESSIVE DRIVING)

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

32 0110CW12155 SAT 02/10/10 18:14 DARK ROSSLYN HILL J/W POND STREET.	02 NODE 187	527020 / 185400
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V.1 TURNED RIGHT, IN FRONT OF ON-COMING V.2 AND BOTH V.S COLLIDED. BOTH DRIVERS WERE DISTRACTED BY PED. CROSSING THE RD.

CASUALTY 001 (002) (48 Yrs - F NW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (28 Yrs - M MK42)	TURNING RIGHT	NE TO NW FRONT HIT FIRST	JCT MID
BT - DRV NOT CONTACTED			

VEHICLE 002 (001) M/C <= 50CC (48 Yrs - F NW3)	GOING AHEAD OTHER	NW TO SE FRONT HIT FIRST	JCT MID
BT - DRV NOT CONTACTED			

V002 A 103 (SLIPPERY ROAD (DUE TO WEATHER))

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

V001 A 510 (DISTRACTION OUTSIDE VEHICLE)

V002 A 510 (DISTRACTION OUTSIDE VEHICLE)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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33 0110CW12286 MON 11/10/10 10:09 LIGHT POND STREET J/W SOUTH END ROAD.	02 NODE 188	527300 / 185510
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

V.1 TURNED RIGHT AND JUNCTION AND HIT PED WHO WAS CROSSING THE ROAD.

CASUALTY 001 (001) (49 Yrs - F NW3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (43 Yrs - F SG1)	TURNING RIGHT	NW TO W	JCT CLEARED
BT - DRV NOT CONTACTED		N/S HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

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

V001 B 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

34 0110TB00698 TUE 19/10/10 23:01 DARK POND STREET J/W SOUTH END GREEN	02 LINK 188-192	527330 / 185520
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

PED CROSSED INTO PATH OF BUS AND WAS HIT

CASUALTY 001 (001) (75 Yrs - F NW3) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) BUS/COACH (32 Yrs - M N17)	GOING AHEAD OTHER	SW TO NE	JCT CLEARED
BT - NEGATIVE		FRONT HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

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

35 0110CW12329 WED 20/10/10 18:30 LIGHT MANSFIELD ROAD J/W SOUTHAMPTON ROAD.	02 NODE 192	527790 / 185410
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V.1 (CYCLIST) PULLED AWAY FROM JUNCTION, BUT HAD TO STOP FOR BREAK IN TRAFFIC TO GO RIGHT, V.2 TRAVELLING BEHIND,HIT V.1

CASUALTY 001 (001) (43 Yrs - M NW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (43 Yrs - M NW3)	WAITING TO TURN RIGHT	S TO E	JCT MID
BT - NOT APPLICABLE		COMM TO/FROM WORK	
		BACK HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - F N6)	TURNING RIGHT	S TO E	JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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36 0110CW12473 THU 11/11/10 17:49 DARK BELSIZE AVENUE J/W HAVERSTOCK HILL	02 NODE 180	527230 / 185210
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

V1 WAS SLOWLY MOVING FOWARD TO TURN RIGHT WHEN PED STEPPED INTO ROAD AND GOT FOOT RUN OVER

CASUALTY 001 (001) (66 Yrs - M NW3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING SE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (33 Yrs - F NW1)	TURNING RIGHT	SW TO SE	ENTERING MAIN RD
BT - NOT REQUESTED		N/S HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

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

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

37 0110CW12702 WED 01/12/10 21:00 DARK ROSSLYN HILL J/W POND STREET	02 NODE 187	527030 / 185390
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POLICE - OVER COU ROAD-SNOW SNOWING SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 TURNED RIGHT ACROSS PATH OF ONCOMING CYCLISTS

CASUALTY 001 (001) (31 Yrs - F E3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (31 Yrs - F E3)	GOING AHEAD OTHER	NW TO SE	JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST	

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

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

38 0111CW10305 TUE 25/01/11 13:25 LIGHT NFL - POND STREET, 50 METRES WEST OF SOUTH END ROAD.	02 LINK 187-188	527230 / 185480
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA

PED. RAN ACROSS THE ROAD AND WAS HIT BY V.1.

CASUALTY 001 (001) (17 Yrs - M E2) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) GDS =< 3.5T (? Yrs - M UNKN)	GOING AHEAD OTHER	W TO E
BT - DRV NOT CONTACTED		N/S HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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39 0111TB00961 SUN 20/03/11 13:30 LIGHT HAVERSTOCK HILL J/W UPPER PARK ROAD	02 LINK 174-180	527500 / 184950
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED STEPPED OUT INTO THE PATH OF V1.

CASUALTY 001 (001) (76 Yrs - F NW3) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS N/SIDE

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

C001 A 802 (FAILED TO LOOK PROPERLY)

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

40 0111CW10542 SUN 27/03/11 14:25 LIGHT HAVERSTOCK HILL J/W GLENLOCH ROAD	02 LINK 174-180	527320 / 185110
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

DRIVER OF V1 WAS DISTRACTED AND PRESSED THE BRAKE TO HARD CAUSING PASSENGER TO JOLT THERE KNEE.

CASUALTY 001 (001) (? Yrs - M UNKN) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH	(42 Yrs - M E2)	GOING AHEAD HELD UP	SE TO NW JNY PART OF WORK	JCT MID
BT - DRV NOT CONTACTED		DID NOT IMPACT		

V001 A 509 (DISTRACTION IN VEHICLE)

V001 A 408 (SUDDEN BRAKING)

41 0111CW10917 WED 30/03/11 13:00 LIGHT HAVERSTOCK HILL J/W UPPER PARK ROAD.	02 LINK 174-180	527520 / 184940
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POLICE - OVER COU ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED. ATTEMPTED TO CROSS THE ROAD & FELL WHILST TRYING TO AVOID ON-COMING SPEEDING V.1.

CASUALTY 001 (001) (76 Yrs - F NW3) SLIGHT PEDESTRIAN ON FOOTPATH - VERGE STANDING

VEHICLE 001 (000) CAR	(? Yrs - U UNKN)	GOING AHEAD OTHER	NW TO SE	JCT CLEARED
BT - DRV NOT CONTACTED		DID NOT IMPACT		

V001 B 306 (EXCEEDING SPEED LIMIT)

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

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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42 0111CW10606 MON 11/04/11 09:00 LIGHT ROSSLYN HILL J/W HAMPSTEAD HILL GARDENS.	02 LINK 187-219	526950 / 185460
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POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V.2 TURNED RIGHT, ACROSS ON-COMING V.1'S PATH, CAUSING V.1 TO BRAKE SHARPLY AND FALL OFF BIKE.

CASUALTY 001 (001) (44 Yrs - F NW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (44 Yrs - F NW3) BT - NOT APPLICABLE	GOING AHEAD OTHER	NW TO SE DID NOT IMPACT	JCT MID
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VEHICLE 002 (000) CAR (? Yrs - F UNKN) BT - DRV NOT CONTACTED	TURNING RIGHT	SE TO N DID NOT IMPACT	JCT MID
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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)

43 0111TB00803 THU 21/04/11 20:55 DARK HAVERSTOCK HILL J/W HOWITT ROAD.	02 LINK 174-180	527360 / 185060
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V1 TURNING RIGHT INTO MAIN CARRIAGEWAY COLLIDES WITH PEDAL CYCLE V2 APPROACHING FROM RIGHT.

CASUALTY 001 (002) (58 Yrs - M NW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (45 Yrs - M AL10) BT - NEGATIVE	TURNING RIGHT	SW TO SE JNY PART OF WORK O/S HIT FIRST	JCT MID
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VEHICLE 002 (001) PEDAL CYCLE (58 Yrs - M NW3) BT - NOT APPLICABLE	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST	JCT MID
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V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V001 B 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE		
44	0111CW11424	SAT 30/07/11 18:15	LIGHT	ROSSLYN HILL J/W POND STREET						02	NODE 187	527030 / 185400
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE		SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE AT ATS			
V1 TURNED RIGHT ACROSS THE PATH OF V2 CAUSING COLLISION.												
CASUALTY 001 (001)			(30 Yrs - M NW3)		SLIGHT	DRIVER/RIDER						
CASUALTY 002 (002)			(26 Yrs - M NW3)		SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(30 Yrs - M NW3)			TURNING RIGHT		SE TO NE		JCT MID		
			BT - NOT REQUESTED			FRONT HIT FIRST						
VEHICLE	002 (001)	CAR	(26 Yrs - M NW3)			GOING AHEAD OTHER		NW TO SE		JCT MID		
			BT - NOT REQUESTED			FRONT HIT FIRST						
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 403 (POOR TURN OR MANOEUVRE)						
45	0111CW11871	MON 26/09/11 20:27	DARK	NFL - SOUTH END GREEN J/W POND STREET.						02	NODE 188	527300 / 185520
POLICE - AT SCENE			ROAD-WET	RAINING		SINGLE CWY	MULTI JUN	GIVE WAY/UNCONT		ZEBRA		
V.1 HIT PED WHILST CROSSING THE ROAD. PED WAS FROM ANOTHER COUNTRY AND POSSIBLY LOOKING THE WRONG WAY.												
CASUALTY 001 (001)			(? Yrs - M X-UK)		SLIGHT	PEDESTRIAN		CROSSING ROAD WITHIN 50M XING		W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR	(60 Yrs - F NW3)			GOING AHEAD OTHER		SE TO NW		JCT CLEARED		
			BT - DRV NOT CONTACTED			O/S HIT FIRST						
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)												
46	0111CW12006	FRI 30/09/11 18:05	LIGHT	SOUTHAMPTON ROAD J/W FLEET ROAD						02	NODE 192	527790 / 185400
POLICE - OVER COU			ROAD-DRY	WEATHER-FINE		SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
PASSENGER IN V1 OPENED THERE DOOR COLLIDING WITH V2 WHO WAS ON THE NEARSIDE.												
CASUALTY 001 (002)			(25 Yrs - M NW3)		SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002)	TAXI	(? Yrs - U UNKN)			GOING AHEAD HELD UP		S TO N	JNY PART OF WORK		JCT MID	
			BT - DRV NOT CONTACTED			N/S HIT FIRST						
VEHICLE	002 (001)	PEDAL CYCLE	(25 Yrs - M NW3)			GOING AHEAD OTHER		S TO N		JCT MID		
			BT - NOT APPLICABLE			O/S HIT FIRST						
V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)						V001 A 405 (FAILED TO LOOK PROPERLY)						
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)												

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)							60 MTS TO JAN-2014 SORTED BY DATE		
47	0111CW11995	TUE 04/10/11 13:04	LIGHT	POND STREET J/W SOUTH END ROAD			02	NODE 188	527290 / 185510
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT ZEBRA		
PED CROSSED THE ROAD INTO PATH OF V1									
CASUALTY 001 (001)			(60 Yrs - M NW12)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE 001 (000)			CAR	(? Yrs - U UNKN)	GOING AHEAD OTHER	NE TO SW		JCT CLEARED	
			BT - DRV NOT CONTACTED			FRONT HIT FIRST			
C001 A 802 (FAILED TO LOOK PROPERLY)					C001 A 808 (CARELESS/RECKLESS/IN A HURRY)				
V001 B 405 (FAILED TO LOOK PROPERLY)					V001 B 602 (CARELESS/RECKLESS/IN A HURRY)				
48	0111CW12051	WED 05/10/11 14:30	LIGHT	POND STREET, 33 METRES WEST OF SOUTH END ROAD.			02	NODE 188	527250 / 185490
POLICE - OVER COU			ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVE WAY/UNCONT ZEBRA		
V.1 DID NOT STOP AT ZEBRA CROSSING, PED WAITING TO CROSS, HIT V.1'S BONNET WITH HIS FIST & INJURED HIS ARM.									
CASUALTY 001 (001)			(39 Yrs - M N20)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE 001 (000)			CAR	(? Yrs - F UNKN)	TURNING RIGHT	S TO NE		JCT CLEARED	
			BT - DRV NOT CONTACTED			FRONT HIT FIRST			
V001 A 405 (FAILED TO LOOK PROPERLY)					V001 A 602 (CARELESS/RECKLESS/IN A HURRY)				
C001 B 802 (FAILED TO LOOK PROPERLY)									
49	0111CW12150	FRI 14/10/11 12:20	LIGHT	POND STREET J/W HAMPSTEAD HILL GARDENS			02	LINK 187-188	527080 / 185420
POLICE - OVER COU			ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M		
PED HAS CROSSED THE ROAD INTO PATH OF CYCLIST V1 CAUSING COLLISION.									
CASUALTY 001 (001)			(86 Yrs - F NW3)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE 001 (000)			PEDAL CYCLE	(? Yrs - M NW3)	GOING AHEAD OTHER	NE TO SW		JCT CLEARED	
			BT - NOT APPLICABLE			FRONT HIT FIRST			
C001 A 802 (FAILED TO LOOK PROPERLY)					C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)				
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					V001 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)				

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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50 0111CW12131 MON 24/10/11 23:50 DARK CONSTANTINE ROAD 23M E OF J/W AGINCOURT ROAD	02 LINK 188-192	527470 / 185570
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M
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V1 TURNED RIIGHT AND SKIDDED AND LOST CONTROL COLLIDING WITH PARKED V2, V3, V4, V5

CASUALTY 001 (001) (19 Yrs - M NW1) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (005) CAR (21 Yrs - M NW1)	TURNING RIGHT	SW TO E
BT - NEGATIVE	SKIDDED	FRONT HIT FIRST

	HIT PARKED VEH
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VEHICLE 002 (004) CAR (? Yrs - U PARKED)	PARKED	P TO P
BT - DRV NOT CONTACTED		O/S HIT FIRST

VEHICLE 003 (002) CAR (? Yrs - U PARKED)	PARKED	P TO P
BT - DRV NOT CONTACTED		N/S HIT FIRST

VEHICLE 004 (001) CAR (? Yrs - U PARKED)	PARKED	P TO P
BT - DRV NOT CONTACTED		O/S HIT FIRST

VEHICLE 005 (003) CAR (? Yrs - U PARKED)	PARKED	P TO P
BT - DRV NOT CONTACTED		O/S HIT FIRST

V001 A 410 (LOSS OF CONTROL)

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

V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

V001 A 405 (FAILED TO LOOK PROPERLY)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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51 0111CW12244 FRI 28/10/11 11:25 LIGHT SOUTH END ROAD J/W SOUTH END GREEN	02 LINK 188-218	527260 / 185560
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

V3 HAS FAILED TO SLOW FOR TRAFFIC AND COLLIDED WITH THE REAR OF V1. V1 WAS THEN FORCED INTO REAR OF V2.

CASUALTY 001 (001) (24 Yrs - F NW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (003) CAR (24 Yrs - F NW3)	GOING AHEAD OTHER	N TO S	JCT APP
BT - DRV NOT CONTACTED		BACK HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - F NW11)	GOING AHEAD HELD UP	N TO S	JCT APP
BT - DRV NOT CONTACTED		BACK HIT FIRST	

VEHICLE 003 (001) CAR (? Yrs - F NW11)	GOING AHEAD HELD UP	N TO S	JCT APP
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

V003 A 405 (FAILED TO LOOK PROPERLY)

V003 A 308 (FOLLOWING TOO CLOSE)

V003 A 408 (SUDDEN BRAKING)

52 0111CW12208 TUE 01/11/11 08:35 LIGHT NFL - FLEET ROAD 40M. SE. OF J/W POND STREET.	02 LINK 188-191	527350 / 185490
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

M/C V1 LOSES CONTROL AND FALLS.

CASUALTY 001 (001) (37 Yrs - M NW11) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (37 Yrs - M NW11)	GOING AHEAD OTHER	NW TO SE	JNY PART OF WORK
BT - NOT REQUESTED	SKIDDED	DID NOT IMPACT	

V001 A 410 (LOSS OF CONTROL)

V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER))

V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)						60 MTS TO JAN-2014 SORTED BY DATE	
53	0111CW12366	WED 16/11/11 19:30	DARK	NFL - ROSSLYN HILL J/W DOWNSHIRE HILL.		02 LINK 187-219	526840 / 185530
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA							
V.2 UNDERTOOK V.1 (BARLCAYS CYCLE HIRE NO. UNKNOWN) & CLIPPED V.1, CAUSING RIDER TO FALL.							
CASUALTY 001 (001) (23 Yrs - M NW3) SERIOUS DRIVER/RIDER							
VEHICLE	001 (002)	PEDAL CYCLE (23 Yrs - M NW3)		GOING AHEAD OTHER	NW TO SE		JCT APP
		BT - NOT APPLICABLE			N/S HIT FIRST		
VEHICLE	002 (001)	CAR (? Yrs - M UNKN)		OVERTAKING NEARSIDE	NW TO SE		JCT APP
		BT - DRV NOT CONTACTED			O/S HIT FIRST		
V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)						V002 A 601 (AGGRESSIVE DRIVING)	
V002 A 405 (FAILED TO LOOK PROPERLY)							
54	0111CW12370	MON 21/11/11 15:50	LIGHT	HAVERSTOCK HILL J/W GLENLOCH ROAD		02 LINK 174-180	527320 / 185100
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M							
PASSENGER LOST THERE BALANCE AS V1 PULLED AWAY. - [PASSENGER LOST BALANCE. (C001)]							
CASUALTY 001 (001) (? Yrs - F UNKN) SLIGHT PASSENGER STANDING ON PSV							
VEHICLE	001 (000)	BUS/COACH (37 Yrs - M N10)		MOVING OFF	SE TO NW	JNY PART OF WORK	JCT MID
		BT - NOT REQUESTED			DID NOT IMPACT		
C001 A 999 (OTHER FACTOR)						V001 B 602 (CARELESS/RECKLESS/IN A HURRY)	
55	0112EK40088	TUE 28/02/12 11:30	LIGHT	SOUTH END ROAD J/W MARYON MEWS		02 LINK 188-218	527240 / 185600
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M							
F.T.S V1 HIT THE PED WHILE PASSING							
CASUALTY 001 (001) (33 Yrs - F NW3) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING							
VEHICLE	001 (000)	CAR (? Yrs - U)		GOING AHEAD OTHER	S TO N		JCT CLEARED
		BT - DRV NOT CONTACTED			N/S HIT FIRST		
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)						V001 A 602 (CARELESS/RECKLESS/IN A HURRY)	

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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56	0112EK40121	MON 12/03/12 17:50	LIGHT	ROSSLYN HILL J/W BELSIZE LANE	02	LINK 180-187	527110 / 185330
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

THE PED STEPPED OUT INTO PEDAL CYCLIST V1'S PATH

CASUALTY 001 (001) (79 Yrs - F NW3) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS N/SIDE

VEHICLE	001 (000)	PEDAL CYCLE (54 Yrs - M)	GOING AHEAD OTHER	SE TO NW	JCT APP
		BT - NOT APPLICABLE		FRONT HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

57	0112EK40131	FRI 23/03/12 08:45	LIGHT	GARNETT ROAD J/W LAWN ROAD	02	CELL 527500/185000	527540 / 185300
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 WENT INTO THE BACK OF STAT V1

CASUALTY 001 (001) (38 Yrs - F N19) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR (38 Yrs - F N19)	WAITING TO TURN LEFT	E TO S	TAKING PUPIL TO/FROM SC	JCT APP
		BT - NOT REQUESTED		BACK HIT FIRST		

VEHICLE	002 (000)	CAR (42 Yrs - F NW6)	GOING AHEAD OTHER	E TO W	TAKING PUPIL TO/FROM SC	JCT APP
		BT - NOT REQUESTED		FRONT HIT FIRST		

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 510 (DISTRACTION OUTSIDE VEHICLE)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE	
58	0112EK40339	MON 04/06/12 00:30	DARK	ROSSLYN HILL 25M SE OF HAMPSTEAD HILL GARDENS					02	LINK 187-219	526970 / 185440
POLICE - OVER COU ROAD-WET			RAINING		SINGLE CWY		NO JUN IN 20M		NO XING FACILITY IN 50M		
F.T.S V1 WENT INTO THE BACK OF V2											
CASUALTY	001 (002)	(24 Yrs - F AL9)	SLIGHT	DRIVER/RIDER							
CASUALTY	002 (002)	(23 Yrs - F SG14)	SLIGHT	PASSENGER		FRONT SEAT					
CASUALTY	003 (002)	(23 Yrs - F SG13)	SLIGHT	PASSENGER		BACK SEAT					
CASUALTY	004 (002)	(22 Yrs - F EN11)	SLIGHT	PASSENGER		BACK SEAT					
VEHICLE	001 (000)	CAR	(? Yrs - M)	GOING AHEAD OTHER		SE TO NW					
BT - DRV NOT CONTACTED						FRONT HIT FIRST					
VEHICLE	002 (000)	CAR	(24 Yrs - F AL9)	SLOWING OR STOPPING		SE TO NW					
BT - DRV NOT CONTACTED						BACK HIT FIRST					
V001	A	405 (FAILED TO LOOK PROPERLY)					V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		
V001	A	308 (FOLLOWING TOO CLOSE)					V001	A	602 (CARELESS/RECKLESS/IN A HURRY)		
59	0112TB00619	MON 11/06/12 13:45	LIGHT	POND STRET J/W SOUTH END ROAD					02	NODE 188	527310 / 185510
POLICE - OVER COU ROAD-WET			RAINING/HIGH WINDS		SINGLE CWY		CROSSROADS		GIVE WAY/UNCONT ZEBRA		
PED WAS IN MIDDLE OF ROAD CROSSING WHEN V1 TURNED RIGHT AND COLLIDED											
CASUALTY	001 (001)	(51 Yrs - M NW3)	SERIOUS	PEDESTRIAN		CROSSING ROAD WITHIN 50M XING		NW BOUND FROM DRIVERS N/SIDE			
VEHICLE	001 (000)	CAR	(? Yrs - M N3)	TURNING RIGHT		NW TO SW		JCT CLEARED			
BT - DRV NOT CONTACTED						FRONT HIT FIRST					
V001	A	405 (FAILED TO LOOK PROPERLY)					V001	A	403 (POOR TURN OR MANOEUVRE)		
V001	A	602 (CARELESS/RECKLESS/IN A HURRY)									
60	0112TB00691	WED 04/07/12 17:55	LIGHT	NFL- ROSSLYN HILL 34M NW OF J/W HAMPSTEAD HILL GARDENS					02	LINK 187-219	526920 / 185470
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY		NO JUN IN 20M		NO XING FACILITY IN 50M		
PED CROSSED FROM FRONT OF STAT BUS INTO PATH OF V1											
CASUALTY	001 (001)	(? Yrs - M UNKN)	SERIOUS	PEDESTRIAN		CROSSING ROAD (NOT ON XING)		NE BOUND		FROM DRIVERS N/SIDE MSK	
VEHICLE	001 (000)	TAXI	(52 Yrs - M RM14)	OVERTAKE STAT VEH O/S		SE TO NW					
BT - NOT REQUESTED						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)		

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE	
61	0112EK40420	THU 02/08/12 18:00	LIGHT	HAVERSTOCK HILL J/W ORNAN ROAD					02	LINK 180-187	527180 / 185260
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT		NO XING FACILITY IN 50M	
V2 FAILED TO GIVEWAY AND CROSSED MOTORCYCLIST V1'S PATH											
CASUALTY	001	(002)	(59 Yrs - F RH19)	SLIGHT	DRIVER/RIDER						
CASUALTY	002	(001)	(31 Yrs - M NW2)	SLIGHT	DRIVER/RIDER						
VEHICLE	001	(000)	M/C > 500CC	(31 Yrs - M NW2)			GOING AHEAD OTHER	SE TO NW	COMM TO/FROM WORK		JCT MID
			BT - NOT REQUESTED			FRONT HIT FIRST					
VEHICLE	002	(000)	CAR	(59 Yrs - F RH19)			TURNING RIGHT	SW TO SE	COMM TO/FROM WORK		JCT MID
			BT - NEGATIVE			O/S HIT FIRST					
V002	A	405 (FAILED TO LOOK PROPERLY)					V002	A	302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)		
V002	A	403 (POOR TURN OR MANOEUVRE)									
62	0112EK40501	FRI 17/08/12 14:08	LIGHT	ROSSLYN HILL 37M SE OF HAMPSTEAD HILL GARDENS					02	LINK 187-219	526980 / 185430
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE		SINGLE CWY	PRIV DRIVE	GIVE WAY/UNCONT		NO XING FACILITY IN 50M	
V1 REVERSED OUT OF THE DRIVE AND CROSSED MOTORCYCLIST V2'S PATH											
CASUALTY	001	(002)	(28 Yrs - M NW3)	SLIGHT	DRIVER/RIDER						
VEHICLE	001	(000)	CAR	(40 Yrs - M SE21)			REVERSING	S TO N			JCT MID
			BT - NEGATIVE			N/S HIT FIRST					
VEHICLE	002	(000)	M/C > 500CC	(28 Yrs - M NW3)			GOING AHEAD OTHER	SE TO NW			JCT MID
			BT - NEGATIVE			FRONT HIT FIRST					
V001	A	405 (FAILED TO LOOK PROPERLY)					V001	A	403 (POOR TURN OR MANOEUVRE)		

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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63	0112EK40447	SUN 19/08/12 18:45	LIGHT	ROSSLYN HILL 64M SE OF DOWNSHIRE HILL	02	LINK 187-219	526880 / 185500
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M
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V1 LOST CONTROL AND HIT PARKED V2. V2 THEN HIT PARKED V3

CASUALTY 001 (001) (27 Yrs - F NW5) SLIGHT PASSENGER FRONT SEAT

VEHICLE	001 (000)	CAR	(46 Yrs - M HA3)	GOING AHEAD OTHER	NW TO SE JNY PART OF WORK
		BT - NEGATIVE			FRONT HIT FIRST

VEHICLE	002 (000)	CAR	(40 Yrs - M NW3)	HIT PARKED VEH
		BT - DRV NOT CONTACTED		PARKED

P TO P
BACK HIT FIRST

VEHICLE	003 (000)	CAR	(? Yrs - M NW3)	HIT PARKED VEH
		BT - DRV NOT CONTACTED		PARKED

P TO P
BACK HIT FIRST

V001 A 306 (EXCEEDING SPEED LIMIT)

V001 A 410 (LOSS OF CONTROL)

64	0112EK40482	SUN 19/08/12 19:35	LIGHT	ROSSLYN HILL 35M SE OF DOWNSHIRE HILL	02	LINK 187-219	526860 / 185520
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M
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PEDAL CYCLIST V1 WENT INTO THE BACK OF V2

CASUALTY 001 (001) (34 Yrs - M NW4) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	PEDAL CYCLE	(34 Yrs - M NW4)	GOING AHEAD OTHER
		BT - NOT APPLICABLE		

NW TO SE
FRONT HIT FIRST

VEHICLE	002 (000)	CAR	(44 Yrs - M NW11)	SLOWING OR STOPPING
		BT - NEGATIVE		

NW TO SE
BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 308 (FOLLOWING TOO CLOSE)

V002 B 408 (SUDDEN BRAKING)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE		
65	0112EK40600	TUE 09/10/12 19:00	DARK	CONSTANTINE ROAD J/W POND STREET					02	NODE 188	527278 / 185497	
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY SLIP ROAD GIVE WAY/UNCONT ZEBRA												
V1 NORTH-EAST BOUND BRAKED FOR ZEBRA X, MADE CAS1 ON BOARD TO FALL												
CASUALTY 001 (001) (61 Yrs - M NW3) SLIGHT PASSENGER STANDING ON PSV												
VEHICLE 001 (000) BUS/COACH (55 Yrs - M NW2) SLOWING OR STOPPING SW TO NE JNY PART OF WORK JCT MID												
BT - NOT REQUESTED DID NOT IMPACT												
LEFT CWY NEARSIDE												
V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER))						V001 B 308 (FOLLOWING TOO CLOSE)						
V001 B 408 (SUDDEN BRAKING)												
66	0112EK40665	MON 26/11/12 16:40	DARK	HAVERSTOCK HILL J/W UPPER PARK ROAD					02	LINK 174-180	527520 / 184940	
POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS												
V2 WENT INTO THE BACK OF V1												
CASUALTY 001 (001) (33 Yrs - F NW2) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) CAR (33 Yrs - F NW2) SLOWING OR STOPPING SE TO NW JCT APP												
BT - DRV NOT CONTACTED BACK HIT FIRST												
VEHICLE 002 (000) CAR (? Yrs - M) GOING AHEAD OTHER SE TO NW JCT APP												
BT - DRV NOT CONTACTED FRONT HIT FIRST												
V002 A 405 (FAILED TO LOOK PROPERLY)						V002 A 308 (FOLLOWING TOO CLOSE)						
67	0112EK40695	WED 12/12/12 19:10	DARK	SOUTH END ROAD J/W ST CRISPINS CLOSE					02	LINK 188-218	527250 / 185580	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA												
V1 HIT THE PED ON THE ZEBRA CROSSING												
CASUALTY 001 (001) (28 Yrs - F IG11) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS N/SIDE												
VEHICLE 001 (000) CAR (75 Yrs - M N6) GOING AHEAD OTHER N TO S JCT CLEARED												
BT - NEGATIVE FRONT HIT FIRST												
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)						

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE	
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68	0112EK40664	MON 17/12/12 16:11	DARK	LYNDHURST ROAD J/W ROSSLYN HILL					02	NODE 187	527000 / 185390
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS					
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V1 WENT INTO THE BACK OF STAT V2

CASUALTY 001 (001) (56 Yrs - F NW3) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(56 Yrs - F NW3)	GOING AHEAD OTHER	W TO E	JCT APP
		BT - NOT REQUESTED			FRONT HIT FIRST	

VEHICLE	002 (000)	CAR	(31 Yrs - M SE3)	GOING AHEAD HELD UP	W TO E	JCT APP
		BT - NOT REQUESTED			COMM TO/FROM WORK	
					BACK HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

69	0113EK40010	THU 10/01/13 10:15	LIGHT	POND ST J/W FLEET RD					02	NODE 188	527310 / 185510
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT	ZEBRA					
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PED CROSSED RD AND GOT HIT BY V1

CASUALTY 001 (001) (64 Yrs - M NW3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING SE BOUND FROM DRIVERS N/SIDE

VEHICLE	001 (000)	CAR	(37 Yrs - F NW3)	GOING AHEAD OTHER	W TO E	JCT MID
		BT - NEGATIVE			FRONT HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

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

70	0113EK40009	FRI 11/01/13 18:00	DARK	HAVERSTOCK HILL J/W HOWITT RD					02	LINK 174-180	527360 / 185070
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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 AND GOT HIT BY V1

CASUALTY 001 (001) (30 Yrs - M NW3) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING NE BOUND FROM DRIVERS N/SIDE

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

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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71 0113EK40021 SAT 26/01/13 12:20 LIGHT AGINCOURT RD J/W LISBURNE RD	02 LINK 188-192	527720 / 185470
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POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA
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V2 HIT THE REAR OF SLOWING V1

CASUALTY 001 (001) (40 Yrs - M NW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (40 Yrs - M NW3)	SLOWING OR STOPPING	SE TO NW	JCT APP
BT - DRV NOT CONTACTED		BACK HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - U UNKN)	SLOWING OR STOPPING	SE TO NW	JCT APP
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

V001 A 408 (SUDDEN BRAKING)

V002 A 408 (SUDDEN BRAKING)

V002 A 308 (FOLLOWING TOO CLOSE)

72 0113EK40060 FRI 01/02/13 10:15 LIGHT ROSSLYN HILL J/W THURLOW ROAD	02 LINK 187-219	526840 / 185530
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POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT ZEBRA
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THE DRIVER OF PARKED V1 OPENED THE DOOR INTO V2'S PATH

CASUALTY 001 (001) (66 Yrs - F SE26) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (66 Yrs - F SE26)	PARKED	P TO P	JCT APP
BT - DRV NOT CONTACTED		O/S HIT FIRST	

VEHICLE 002 (000) CAR (? Yrs - F NW3)	GOING AHEAD OTHER	SE TO NW	JCT APP
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

HIT OPEN DOOR

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 B 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE	
73	0113EK40092	FRI 22/02/13 11:25	LIGHT	SOUTH END GREEN J/W SOUTH END CLOSE				02	LINK 188-192	527320 / 185540	
POLICE - AT SCENE			ROAD-SNOW	SNOWING	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M			
V1 FAILED TO GIVEWAY AND HIT THE O/S OF V2											
CASUALTY 001 (001)			(34 Yrs - M EC1V)	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (000)	TAXI	(34 Yrs - M EC1V)		GOING AHEAD OTHER	N TO S	JNY PART OF WORK			JCT MID	
			BT - NEGATIVE			FRONT HIT FIRST					
VEHICLE	002 (000)	GDS =< 3.5T	(42 Yrs - M N22)		GOING AHEAD LEFT BEND	S TO NW	JNY PART OF WORK			JCT MID	
			BT - NEGATIVE			O/S HIT FIRST					
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)					
74	0113EK40098	SAT 23/02/13 18:20	DARK	ROSSLYN HILL 24M SE OF DOWNSHIRE HILL				02	LINK 187-219	526850 / 185520	
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	ZEBRA				
V1 MOVED OFF AND HIT THE PED ON THE ZEBRA CROSSING											
CASUALTY 001 (001)			(25 Yrs - F NW3)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	NE BOUND	FROM DRIVERS O/SIDE			
VEHICLE	001 (000)	CAR	(76 Yrs - M NW8)		MOVING OFF	NW TO SE					
			BT - NOT REQUESTED			FRONT HIT FIRST					
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)					
75	0113EK40084	SUN 24/02/13 15:34	LIGHT	ROSSLYN HILL J/W DOWNSHIRE HILL				02	LINK 187-219	526830 / 185540	
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT	ZEBRA			
V1 FAILED TO GIVEWAY AND CROSSED THE PATH OF SKATEBOARDER V2											
CASUALTY 001 (002)			(19 Yrs - M HA8)	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (000)	CAR	(27 Yrs - M MK2)		GOING AHEAD OTHER	NE TO SW				JCT MID	
			BT - NOT REQUESTED			O/S HIT FIRST					
VEHICLE	002 (000)	OTH NON MOT	(19 Yrs - M HA8)		GOING AHEAD OTHER	NW TO SE				JCT MID	
			BT - NOT APPLICABLE			FRONT HIT FIRST					
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)					

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE	
76	0113EK40154	THU 21/03/13 11:18	LIGHT	NFL: POND STREET 36M NE J/W HAVERSTOCK HILL				02	LINK 187-188	527060 / 185410	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		ZEBRA				
CAS1 ON BOARD V1 FELL WHEN BUS BRAKED HARD - [CAS1 FELL OFF SEAT WHEN BUS BRAKED (C001)]											
CASUALTY 001 (001) (88 Yrs - F NW3)			SLIGHT	PASSENGER	SEATED ON PSV						
VEHICLE	001 (000)	BUS/COACH	(38 Yrs - M N16)		SLOWING OR STOPPING	NE TO SW	JNY PART OF WORK				
			BT - NOT REQUESTED			DID NOT IMPACT					
C001 B 999 (OTHER FACTOR)											
77	0113EK40183	THU 28/03/13 16:57	LIGHT	LISBURNE RD J/W AGINCOURT RD				02	LINK 188-192	527710 / 185480	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	ZEBRA				
							OTHER OBJECT IN CWY				
V1 SWERVED TO AVOID OBJECT IN RD AND HIT THE REAR OF V2 AFTER LOSING CONTROL											
CASUALTY 001 (001) (56 Yrs - M NW3)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	M/C <= 50CC	(56 Yrs - M NW3)		GOING AHEAD OTHER	NW TO SE		JCT APP			
			BT - NEGATIVE			FRONT HIT FIRST					
VEHICLE	002 (001)	CAR	(72 Yrs - M NW3)		GOING AHEAD OTHER	NW TO SE		JCT APP			
			BT - NEGATIVE			BACK HIT FIRST					
V001 A 409 (SWERVED)					V001 A 410 (LOSS OF CONTROL)						
V001 A 109 (ANIMAL OR OBJECT IN CARRIAGEWAY)											
78	0113EK40208	THU 28/03/13 13:24	LIGHT	NFL: AGINCOURT ROAD 58M N J/W MANSFIELD ROAD				02	LINK 188-192	527750 / 185450	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M		ZEBRA				
CAS1 BOARDING V1 [BUS] WAS TRAPPED IN ITS DOORS - [CAS WAS TRAPPED IN BUS DOOR (C001)]											
CASUALTY 001 (001) (67 Yrs - M N19)			SLIGHT	PASSENGER	BOARDING PSV						
VEHICLE	001 (000)	BUS/COACH	(43 Yrs - M NW2)		MOVING OFF	NW TO SE	JNY PART OF WORK				
			BT - NOT REQUESTED			DID NOT IMPACT					
C001 B 999 (OTHER FACTOR)											

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)										60 MTS TO JAN-2014 SORTED BY DATE	
79	0113EK40221	WED 17/04/13 11:55	LIGHT BELSIZE GROVE J/W HAVERSTOCK HILL	02	LINK 174-180					527430 / 185000	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
PEDAL CYCLIST V2 RODE OFF THE PAVEMENT AND INTO V1'S PATH											
CASUALTY 001 (002)		(29 Yrs - M N19)	SLIGHT	DRIVER/RIDER							
VEHICLE	001 (000)	CAR	(49 Yrs - M NW3)	GOING AHEAD OTHER		S TO N				JCT APP	
		BT - NEGATIVE				FRONT HIT FIRST					
VEHICLE	002 (000)	PEDAL CYCLE	(29 Yrs - M N19)	GOING AHEAD OTHER		NW TO SE				JCT APP	
		BT - NOT APPLICABLE				O/S HIT FIRST					
V002 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)				V002 A 405 (FAILED TO LOOK PROPERLY)							
80	0113EK40220	THU 18/04/13 11:44	LIGHT AGINCOURT ROAD 22M NW OF MANSFIELD ROAD	02	LINK 188-192					527780 / 185430	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M					
THE DRIVER OF STAT V1 OPENED THE DOOR INTO PEDAL CYCLIST V2'S PATH											
CASUALTY 001 (002)		(65 Yrs - M NW5)	SLIGHT	DRIVER/RIDER							
VEHICLE	001 (000)	GDS =< 3.5T	(65 Yrs - M SW18)	GOING AHEAD HELD UP		NW TO SE					
		BT - NOT REQUESTED				O/S HIT FIRST					
VEHICLE	002 (000)	PEDAL CYCLE	(65 Yrs - M NW5)	OVERTAKE STAT VEH O/S		NW TO SE					
		BT - NOT APPLICABLE				FRONT HIT FIRST					
				HIT OPEN DOOR							
V001 A 405 (FAILED TO LOOK PROPERLY)				V001 B 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)							
81	0113EK40271	FRI 19/04/13 11:15	LIGHT ROSSLYN HILL 45M NW OF HAMPSTEAD HILL GARDENS	02	LINK 187-219					526910 / 185480	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M					
V1 U-TURNED BUT FAILED TO SEE PEDAL CYCLIST V2											
CASUALTY 001 (002)		(35 Yrs - M N1)	SLIGHT	DRIVER/RIDER							
VEHICLE	001 (000)	CAR	(23 Yrs - M EN6)	U-TURNING		NW TO NW					
		BT - NEGATIVE				O/S HIT FIRST					
VEHICLE	002 (000)	PEDAL CYCLE	(35 Yrs - M N1)	GOING AHEAD OTHER		NW TO SE					
		BT - NOT APPLICABLE				N/S HIT FIRST					
V001 A 405 (FAILED TO LOOK PROPERLY)				V001 A 403 (POOR TURN OR MANOEUVRE)							

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)							60 MTS TO JAN-2014 SORTED BY DATE		
82	0113EK40342	FRI 17/05/13 18:30	LIGHT	BELSIZE AVENUE J/W HAVERSTOCK HILL			02	NODE 180	527220 / 185200
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA			
V2 WENT INTO THE BACK OF STAT V1									
CASUALTY 001 (001) (37 Yrs - M HA7)			SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	CAR	(37 Yrs - M HA7)	GOING AHEAD HELD UP		SW TO NE	JCT APP		
			BT - DRV NOT CONTACTED		BACK HIT FIRST				
VEHICLE	002 (000)	CAR	(? Yrs - M NW3)	GOING AHEAD OTHER		SW TO NE	JCT APP		
			BT - DRV NOT CONTACTED		FRONT HIT FIRST				
V002 A 405 (FAILED TO LOOK PROPERLY)									
83	0113EK40403	SUN 02/06/13 23:13	DARK	HAVERSTOCK HILL J/W ASPERN GROVE			02	LINK 174-180	527253 / 185188
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA			
V2 WENT INTO THE BACK OF MOTORCYCLIST V1									
CASUALTY 001 (001) (35 Yrs - M HA3)			SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	M/C 50-125CC	(35 Yrs - M HA3)	SLOWING OR STOPPING		SE TO NW JNY PART OF WORK	JCT CLEARED		
			BT - NOT REQUESTED		BACK HIT FIRST				
VEHICLE	002 (000)	CAR	(42 Yrs - M HA8)	SLOWING OR STOPPING		SE TO NW COMM TO/FROM WORK	JCT CLEARED		
			BT - NOT REQUESTED		FRONT HIT FIRST				
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)									
					V002 A 308 (FOLLOWING TOO CLOSE)				
84	0113EK40333	WED 05/06/13 11:15	LIGHT	HAVERSTOCK HILL J/W GLENLOCH STREET			02	LINK 174-180	527330 / 185110
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT PELICAN OR SIMILAR			
V2 REVERSED INTO PARKED V1 IN BAY									
CASUALTY 001 (001) (41 Yrs - M IG11)			SLIGHT	DRIVER/RIDER					
VEHICLE	001 (002)	GDS =< 3.5T	(41 Yrs - M IG11)	PARKED		P TO P JNY PART OF WORK	JCT MID		
			BT - DRV NOT CONTACTED		FRONT HIT FIRST				
					LAY-BY/HARD SHLDR				
VEHICLE	002 (001)	GDS =< 3.5T	(? Yrs - M 1)	REVERSING		SE TO NW JNY PART OF WORK	JCT MID		
			BT - DRV NOT CONTACTED		BACK HIT FIRST				
			HIT PARKED VEH		LEAVING LAY-BY/HARD SHLD				
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)									
					V002 A 403 (POOR TURN OR MANOEUVRE)				

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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85 0113EK40371 WED 03/07/13 17:41 LIGHT ROSSLYN HILL J/W LYNDHURST ROAD	02 NODE 187	527020 / 185400
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POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
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V2 WENT THROUGH A RED A.T.S AND HIT V1'S N/S

CASUALTY 001 (002) (62 Yrs - M NW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR	(34 Yrs - M HP21)	TURNING RIGHT	W TO SE	COMM TO/FROM WORK	JCT MID
BT - NEGATIVE			N/S HIT FIRST		

VEHICLE 002 (000) CAR	(62 Yrs - M NW7)	GOING AHEAD OTHER	NW TO SE	JNY PART OF WORK	JCT MID
BT - NEGATIVE			FRONT HIT FIRST		

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

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

86 0113EK40521 SAT 10/08/13 14:30 LIGHT NFL SOUTHAMPTON RD J/W FLEET RD	02 NODE 192	527790 / 185410
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POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
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V3 HIT THE REAR OF V2, WHO THEN HIT V1

CASUALTY 001 (003) (43 Yrs - F UNKN) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR	(41 Yrs - M CT5)	GOING AHEAD HELD UP	S TO N	JCT APP
BT - NEGATIVE			BACK HIT FIRST	

VEHICLE 002 (003) CAR	(48 Yrs - M UNKN)	GOING AHEAD HELD UP	S TO N	JCT APP
BT - NEGATIVE			BACK HIT FIRST	

VEHICLE 003 (002) CAR	(43 Yrs - F UNKN)	SLOWING OR STOPPING	S TO N	JCT APP
BT - NEGATIVE			FRONT HIT FIRST	

V003 A 405 (FAILED TO LOOK PROPERLY)

V003 A 308 (FOLLOWING TOO CLOSE)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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87 0113EK40537 SAT 17/08/13 23:00 DARK ROSSLYN HILL J/W LYNDHURST RD	02 NODE 187	527010 / 185410
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POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
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V1 BRAKED HARD, CAUSING INJURY TO PASSENGER

CASUALTY 001 (001) (28 Yrs - M NW11) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (000) TAXI	(? Yrs - M UNKN)	SLOWING OR STOPPING	NW TO SE	JNY PART OF WORK	JCT APP
BT - DRV NOT CONTACTED		DID NOT IMPACT			

V001 A 408 (SUDDEN BRAKING)

V001 A 405 (FAILED TO LOOK PROPERLY)

88 0113EK40530 THU 22/08/13 14:07 LIGHT SOUTH END RD J/W HEATH HURST RD	02 LINK 188-218	527220 / 185620
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POLICE - AT SCENE ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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V2 HIT THE REAR OF SLOWING V1

CASUALTY 001 (002) (27 Yrs - M RM6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR	(54 Yrs - F N18)	SLOWING OR STOPPING	S TO N	JCT APP
BT - NEGATIVE		BACK HIT FIRST		

VEHICLE 002 (001) M/C 125-500CC	(27 Yrs - M RM6)	SLOWING OR STOPPING	S TO N	JNY PART OF WORK	JCT APP
BT - NEGATIVE		FRONT HIT FIRST			

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 103 (SLIPPERY ROAD (DUE TO WEATHER))

89 0113EK40589 MON 02/09/13 21:30 DARK AGINCOURT ROAD J/W CRESSY ROAD	02 LINK 188-192	527600 / 185550
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POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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V1 LOST CONTROL AND HIT A LAMP POST

CASUALTY 001 (001) (40 Yrs - F WC1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR	(40 Yrs - F WC1)	GOING AHEAD RIGHT BEND	W TO SE	JCT CLEARED
BT - NEGATIVE		FRONT HIT FIRST		
LEFT CWY NEARSIDE		HIT KERB	HIT LAMP POST	FOOTWAY

V001 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)

V001 A 410 (LOSS OF CONTROL)

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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90 0113EK40596 SUN 22/09/13 14:59 LIGHT AGINCOURT ROAD J/W CRESSY ROAD	02 LINK 188-192	527590 / 185540
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

THE PED STEPPED OUT INTO V1'S PATH

CASUALTY 001 (001) (41 Yrs - F NW3) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (41 Yrs - F NW3)	GOING AHEAD RIGHT BEND W TO SE	JCT CLEARED
BT - NOT REQUESTED	N/S HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

91 0113EK40626 TUE 01/10/13 13:15 LIGHT POND ST J/W HAMPSTEAD HILL GARDENS	02 LINK 187-188	527100 / 185430
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 TURNED RIGHT AND GOT HIT BY V2

CASUALTY 001 (002) (35 Yrs - M E1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - F EN5)	TURNING RIGHT	NE TO N	JCT MID
BT - NEGATIVE		N/S HIT FIRST	

VEHICLE 002 (001) M/C 50-125CC (35 Yrs - M E1)	GOING AHEAD OTHER	SW TO NE	JCT MID
BT - NEGATIVE		FRONT HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

92 0113EK40749 WED 06/11/13 14:20 LIGHT ROWLAND HILL ST J/W HAMPSTEAD GREEN	02 CELL 527000/185000	527160 / 185330
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 HIT PED, WHO WAS CROSSING RD

CASUALTY 001 (001) (82 Yrs - M NW4) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (44 Yrs - M N5)	GOING AHEAD OTHER	W TO E	JCT APP
BT - NEGATIVE		JNY PART OF WORK	
		FRONT HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)

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

**Bartrams Convent area (60 months to 31-Jan-2014)**

LP001 GIS AREA Bartrams Convent Area (P)	60 MTS TO JAN-2014 SORTED BY DATE
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93	0113EK40817	WED 27/11/13 18:45	DARK	POND ST J/W HAMPSTEAD HILL GARDENS	02	LINK 187-188	527090 / 185430
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POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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PED	CROSSED RD AND GOT HIT BY V1
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CASUALTY	001 (001) (22 Yrs - F UB1)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	SE BOUND	FROM DRIVERS N/SIDE
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VEHICLE	001 (000) CAR	(? Yrs - U UNKN)	GOING AHEAD OTHER	SW TO NE	JCT APP
	BT - DRV NOT CONTACTED			FRONT HIT FIRST	

C001	A	802 (FAILED TO LOOK PROPERLY)
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C001	A	808 (CARELESS/RECKLESS/IN A HURRY)
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94	0113EK40883	FRI 20/12/13 17:25	DARK	HAVERSTOCK HILL 25M SE OF ASPERN GROVE	02	LINK 174-180	527270 / 185160
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M
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MOTORCYCLIST V1	LOST CONTROL, MOUNTED THE PAVEMENT AND THEN HIT A PED
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CASUALTY	001 (001) (44 Yrs - M SM5)	SLIGHT	PEDESTRIAN	ON FOOTPATH - VERGE	UNKNOWN
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VEHICLE	001 (000) M/C 50-125CC	(66 Yrs - M RM5)	GOING AHEAD OTHER	SE TO NW	JNY PART OF WORK
	BT - NOT REQUESTED			FRONT HIT FIRST	
	LEFT CWY NEARSIDE		HIT KERB		FOOTWAY

V001	A	410 (LOSS OF CONTROL)
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95	0114EK40041	FRI 31/01/14 23:42	DARK	HAVERSTOCK HILL J/W BELSIZE GROVE	02	LINK 174-180	527420 / 185000
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POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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C1 PED	RAN OUT INTO PATH OF V1
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CASUALTY	001 (001) (26 Yrs - F W2)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	NE BOUND	FROM DRIVERS N/SIDE
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VEHICLE	001 (000) MINIBUS	(48 Yrs - M N10)	GOING AHEAD OTHER	SE TO NW	JCT APP
	BT - NEGATIVE			FRONT HIT FIRST	

C001	A	802 (FAILED TO LOOK PROPERLY)
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C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
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C001	A	808 (CARELESS/RECKLESS/IN A HURRY)
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V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))
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End of Accidents for LP001 GIS AREA Bartrams Convent Area (P)

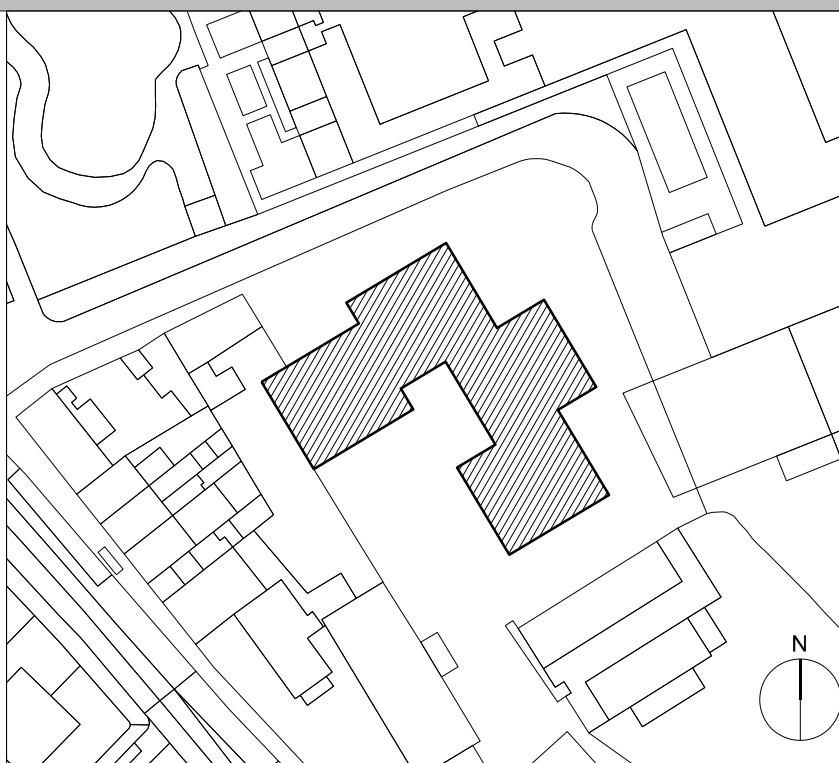
End of Report

Appendix H – Development Proposals



KEY

A	09.03.15	Bike store dims clarifications
/	01.10.14	Submitted to planning
revision	date	amendment



DUGGAN MORRIS ARCHITECTS

Duggan Morris Architects Ltd
Unit 7, 16-24 Underwood street, London, N1 7JQ
Telephone 020 7565 7440
www.dugganmorrisarchitects.com

- Do not scale from this drawing
- All dimensions to be checked on site by the Contractor
- And such dimensions to be their responsibility
- Report all drawing errors and omissions to the Architect
- All dimensions in millimeters unless noted otherwise
- If in doubt ask Contract Administrator

job title
BARTRAM'S BARN/STABLE

drawing title/location
BASEMENT FLOOR PLAN

status
PLANNING

scale
1:100@A1 1:200@A3

job no	source	zone	element	drawing no.	revision
A213	A		(01)	1 01	A