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19 FORTRESS ROAD, LONDON, NW5 1AD

Transport Statement

**19 FORTESS ROAD
LONDON
NW5 1AD**

Transport Statement

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Reference: MP/HB/P14-708/01

Date: June 2014

19 FORTESS ROAD, LONDON, NW5 1AD

Transport Statement

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Transport Statement

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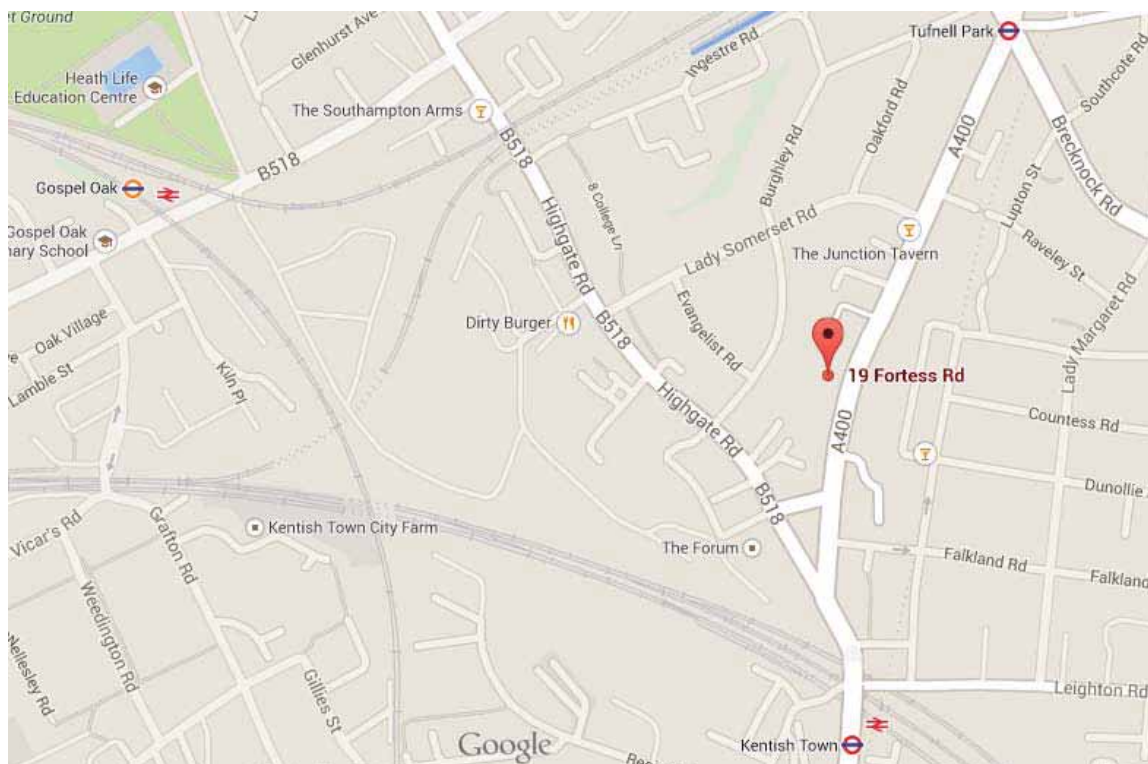
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Revision	Amendment Details	Revision Prepared By	Revision Approved By

1.0 INTRODUCTION

- 1.1 Empyrean Developments Ltd (the “Applicant”) is seeking to convert existing ground floor non-food retail (A1) space at 19 Fortess Road, London (the “Site”), in the London Borough of Camden (“LBC” or the “Council”).
- 1.2 This application is seeking Prior Approval under the Part 3, new Class 1 of the Town and Country Planning (General Permitted Development Order) 1995 Change of use from A1/A2 (i.e. shops/financial and professional services) to C3 dwelling houses.
- 1.3 The location of the Site is shown in Figure 1 below, and also presented in Section 3 of this report. Development plans prepared by Pernille Bisgaard Architect (the “Architect”) are included as part of the main planning application.



(Source: Google Maps)

Figure 1.1 Site Location Plan

- 1.4 The redevelopment proposal for the Site is for the conversion of approximately 120 sq.m. of existing non-food retail space (A1 Use Class) to a residential scheme consisting of 2 no. residential units (C3 Use Class). The units will comprise 2 no. 1-bed flats at ground floor level.
- 1.5 The “Proposed Development” will not provide dedicated car parking. Cycle parking will be provided in line with Camden Development Policy DP18 (one per unit). As existing, delivery/servicing would also be take place from Fortess Road.

-
- 1.6 Create Consulting Engineers Ltd (“Create”) has been appointed by the Applicant to provide specialist transport and highways consultancy advice to support a planning application for the Proposed Development. Specifically, Create has been appointed to prepare a detailed Transport Statement (TS) to accompany the Application.
- 1.7 It is noted that the London Borough of Camden (“LBC” or “the Council”) is the Local Planning and Highway Authority for the Application.

Transport Statement Scope

- 1.8 The core objective of a TS is to provide a thorough and objective assessment of the transport and highways elements of the Proposed Development. This TS has been prepared in accordance with current national and London guidance including LBC’s Development Policies, 2010 (policy DP16).
- 1.9 In addition to compliance with LBC’s criteria, this TS complies with advice set out in the Department for Transport’s (DfT)/Communities and Local Government (CLG) Guidance on Transport Assessment (the “DfT TA Guidance”), published in March 2007. This document utilises the principles in support of paragraph 32 of the National Planning Policy Framework.)
- 1.10 In accordance with the threshold criteria described in the DfT Guidance, it is noted that no Travel Plan is required.

Transport Statement Structure

- 1.11 Following this brief introductory section, the TS is structured as follows:
- **Section 2** analyses the current and emerging transport policy context relevant to the Proposed Development;
 - **Section 3** describes the transport baseline or existing conditions currently prevailing at the Site and the surrounding area;
 - **Section 4** describes the Proposed Development;
 - **Section 5** considers the Proposed Development’s travel characteristics, reporting the findings of a multi-modal person trip assessment;
 - **Section 6** sets out the conclusions of the TS.
- 1.12 All supporting appendices and plans are included at the end of the TS.

2.0 POLICY ANALYSIS

General

- 2.1 This section of the TS identifies and analyses the current and emerging transport policy context of the Scheme.
- 2.2 The current statutory development plan for the Site comprises of:
- The National Planning Policy Framework; and
 - The LBC Development Policies.
- 2.3 A comprehensive policy analysis is included in the separate Planning Statement that accompanies the Application.

National Policies

National Planning Policy Framework

- 2.4 The Government's Department for Communities and Local Government (CLG) published the *National Planning Policy Framework* (NPPF) in March 2012.
- 2.5 The NPPF identifies a set of core land use planning principles, which include (Paragraph. 17):
- '... actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.'*
- 2.6 In considering transport objectives, the NPPF states (Paragraph. 29):
- 'Transport policies have an important role to play in facilitating development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.'*
- 2.7 The NPPF states that (Paragraph. 30):
- 'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.'*

2.8 The NPPF states that (Paragraph. 32):

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

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

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

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

Local Policies

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

"Policy DP16 – The transport implications of development

The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:

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

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

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

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

"Policy DP17 - Walking, cycling and public transport

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

- a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;*
- b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;*
- c) safe road crossings where needed;*
- d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information.*

The Council will resist development that would be dependent on travel by private motor vehicles.

The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the co-ordination of arrival and departure timetabling on different services as far as possible.

Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers."

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

"Policy DP18 - Parking standards and limiting the availability of car parking

The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.

Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled

people). Developments in areas of on-street parking stress should be 'car capped'.

For car free and car capped developments, the Council will:

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

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

The Council will:

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

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

"Policy DP19 - Managing the impact of parking

The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces.

We will resist development that would:

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

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

“Policy DP20 - Movement of goods and materials

Minimising the movement of goods and materials by road

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

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

Minimising the impact of the movement of goods and materials by road

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

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

Policy Analysis Summary

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

3.0 TRANSPORT BASELINE

General

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

Site Location & Description

- 3.2 The building on the Site is currently designated as retail space and fronts onto Fortess Road. An adjacent vehicular access to the Site is outside the Applicant's control but is served by a crossover in the built-out footway.
- 3.3 The Site location records a Public Transport Accessibility Level (PTAL) score of 6a ("Excellent").
- 3.4 There is no existing car parking associated with the site. Pedestrian and cyclist access is via the frontage of the building. The main entrance threshold has a small step.
- 3.5 The surrounding area is a thriving mix of established residential and ground floor commercial uses. The Site is well located in relation to a wide range of local amenities including public transport, retail, educational, employment and leisure facilities. The commercial / retail environments of Kentish Town and Tufnell Park lie within less than half a mile of the Site.
- 3.6 There are a number of public amenities and facilities in the vicinity, including Parliament Hill and Hampstead Heath, Eleanor Palmer Primary School, Kentish Town Underground and Rail stations, and Tufnell Park Underground Station.

Public Transport Accessibility

Underground

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

Rail

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

-
- 3.9 Kentish Town rail station lies 300m to the south providing interchange with the Northern line. The station accommodates a number of train lines though not all stop at the station.
- 3.10 First Capital Connect and Southeastern currently run trains that serve the station. The network connects Luton and Bedford to the north with Sutton in the south.
- 3.11 Off-peak services are typically four trains per hour southbound and northbound. Stations served include (but not limited to) Central London, Wimbledon, Sutton, St Albans, Luton and Bedford.

Bus

- 3.12 The nearest bus routes operate along Fortess Road with the closest pair of bus stops located approximately 50m to the north, and 50m to the south, of the site. The routes serving Fortess Road are route 134 and N20 (night route).
- 3.13 Kentish Town station is served by routes 134, 214, 393, C2 and N20. The local Bus Map is presented in the Appendices.

Pedestrian Network

- 3.14 The Site's locality benefits from a high level of pedestrian infrastructure. Tactile paving is provided at local controlled pedestrian crossings, including the nearby puffin crossing on Fortess Road to the north of the Site.
- 3.15 Uncontrolled crossings along the local road network are provided with dropped kerbs and also tactile paving, where appropriate.
- 3.16 Footway widths on the local section of Fortess Road are wide (in excess of 2m) with localised widening in the immediate vicinity of the site. The council have undertaken decluttering exercises to improve amenity.

Cycle Network

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

Local & Strategic Highway Network

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

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

Parking

Off-Street

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

On-Street

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

Road Safety

- 3.22 The latest available STATS19 personal injury accident (PIA) data have been requested from Transport for London for the local area covering the 36 month time period to 31st January 2014 (which is the latest available from the police). TfL have advised that the 2014 data is provisional at this time.
- 3.23 The STATS19 data are included in the Appendices for information with the accident locations and classifications (i.e. "Slight", "Serious" or "Fatal") being transposed onto digital mapping.
- 3.24 The STATS19 data have been analysed in the immediate vicinity of the Site and the local section of the Fortess Road corridor. The data have been analysed focusing on Fortess Road (Link 198-741) and the junction of Fortess Road with Highgate Road (Node 198). Table 3.1 summarises the casualty numbers by severity and mode for each year.

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

Table 3.1 Incident Summary by Severity, Mode and Year

- 3.25 It is evident from the three year local accident data that the local highway network presented on the plan in the Appendices does not exhibit any readily identifiable multi-modal safety issues atypical of a highly urbanised setting such as this. There is a clear trend of a reduction in incidents.
- 3.26 There have been two slight incidents (one in 2011, the other in 2012) in the vicinity of the site. Both these were a result of driver error: a cyclist was injured by a driver opening their door in to the cyclist's path (2011) and a driver failing to give way and injuring the rider of a powered two-wheeler.
- 3.27 The development proposals considered in this report are very modest in scale against the backdrop of existing development and highly unlikely to lead to any significant increase in accident risk on the local highway network.

4.0 PROPOSED DEVELOPMENT

General

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

Land Use Proposals

4.2 The Proposed Development is summarised as follows:

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

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

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

Parking

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

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

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

Servicing & Delivery Proposals

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

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



Figure 4.1 Existing Waste Collection Arrangements

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

5.0 TRAVEL CHARACTERISTICS

Trip Generation

- 5.1 Bespoke travel surveys for existing Site are not currently available. Consequently, the TRICS database has been interrogated with a view to determining appropriate trip rates that could be applied.
- 5.2 The Site samples available in TRICS were selected based on their generic land use classifications appropriate to the Proposed Development (presented in the Appendices).
- 5.3 With respect to an account of existing potential trip generation for the A1 retail space, Table 5.1 below shows the figures for the 12-hour arrivals and departures using Local Shops from the TRICS database. These figures have been used as the AM and PM peak hour periods record negligible trips.
- 5.4 These data have the multi-modal trip rate calculations factored to the appropriate floor area (120 sq.m.).

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

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

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

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

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

-
- 5.6 The estimates of trip generation above suggest peak hour trip levels arising from the residential use of the Proposed Development would be reduced compared to the existing A1 retail use. Vehicular movements record a significant decrease.
- 5.7 Given the Site's urbanised location, the net trip generation arising from the development proposals would be highly unlikely to have any detrimental impact on the operation of the local highway network with respect to capacity, or safety.
- 5.8 The findings of this report demonstrate that the levels of AM and PM peak hour period vehicular trip generation arising from the Proposed Development are likely to be very modest and less than the levels arising from the existing land use.

6.0 CONCLUSIONS

- 6.1 Create Consulting Engineers Ltd has been instructed by Empyrean Developments Ltd which is seeking to redevelop existing office space at 19 Fortess Road, London, NW5 1AD.
- 6.2 The Site is in the jurisdiction of the London Borough of Camden and this report supports the planning application for the Proposed Development.
- 6.3 The main component of the redevelopment proposals comprise a residential scheme consisting of 2no. units (C3 Use Class) with cycle parking and no off-street car.
- 6.4 The Site is in an accessible, highly urbanised location with extensive pedestrian and cyclist infrastructure and lies in close proximity to existing public transport connections. The site records a PTAL score of 6a ("Excellent").
- 6.5 The Proposed Development considered in this report would be limited to no off-street parking spaces and would use the existing on-street delivery/service arrangements (single yellow lines, loading permitted). The Applicant is willing to enter in to a legal agreement to ensure the potential impacts on on-street parking are limited.
- 6.6 The development proposals considered in this report are very modest in scale against the backdrop of existing development and highly unlikely to lead to any significant increase in accidents risk on the local highway network.
- 6.7 From the trip generation analysis carried out as part of this Transport Statement, the development proposals would be highly unlikely to have any significant detrimental impact on the operation of the local highway network with respect to capacity, or safety compared to the existing consent A1 use (120 sq.m.).
- 6.8 The development proposals fully comply with national and local transport policies and the planning application should raise no undue concerns from the Highway Authority with respect to highway safety and capacity.

7.0 DISCLAIMER

- 7.1 Create Consulting Engineers Ltd disclaims any responsibility to Empyrean Developments Ltd, our Client and others in respect of any matters outside the scope of this report.
- 7.2 The copyright of this report is vested in Create Consulting Engineers Ltd and the Client, namely, Empyrean Developments Ltd.
- 7.3 The Client or their appointed representatives may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without written consent by Create Consulting Engineers Ltd or the Client.
- 7.4 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

APPENDICES

APPENDIX A

Buses from Kentish Town

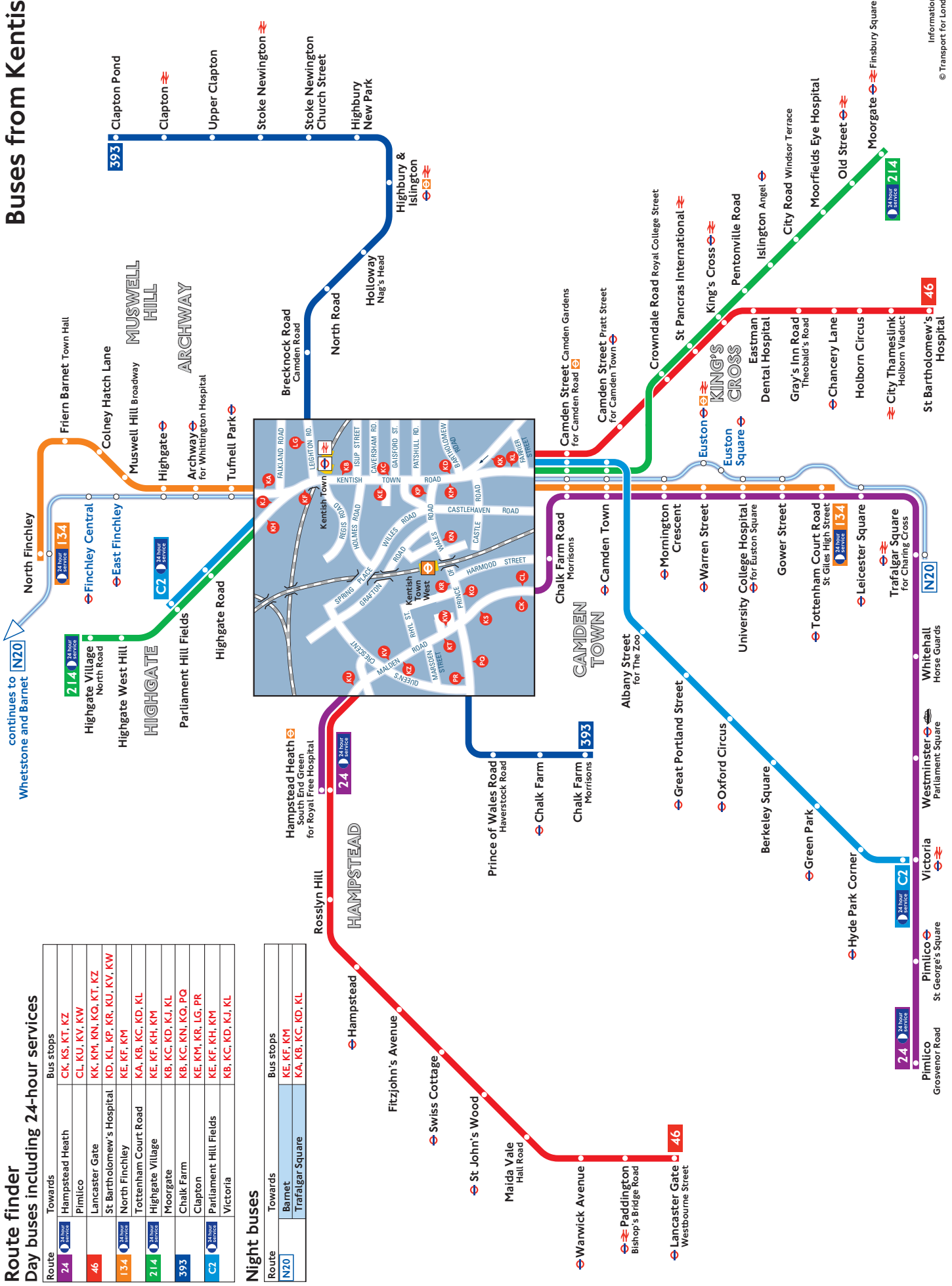
Route finder

Day buses including 24-hour services

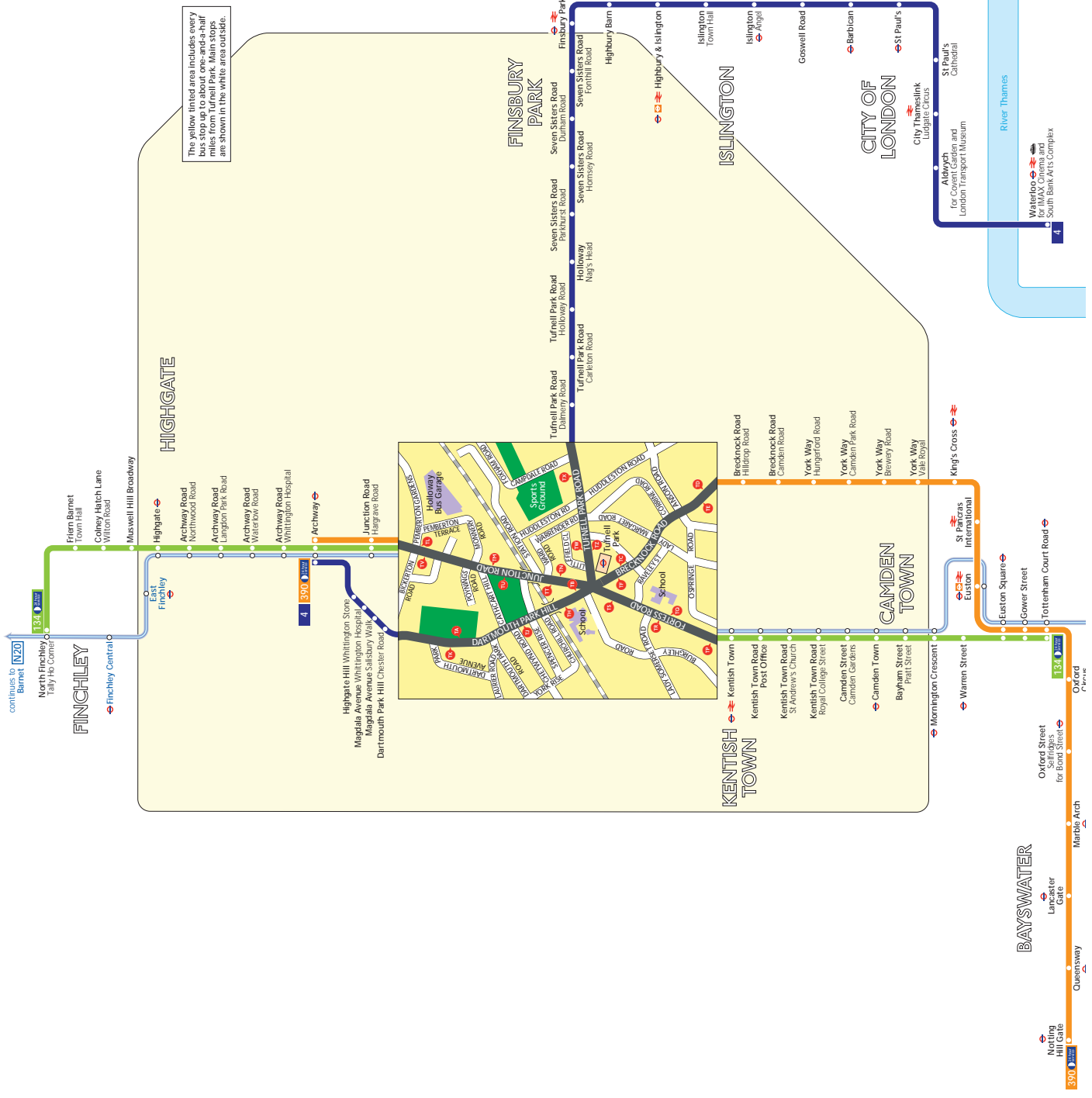
Route	Towards	Bus stops
24	Hampstead Heath	CK, KS, KT, KZ
	Pimlico	CL, KU, KV, KW
46	Lancaster Gate	KK, KM, KN, KO, KT, KZ
	St. Bartholomew's Hospital	KD, KL, KP, KR, KU, KV, KW
134	North Finchley	KE, KF, KM
	Tottenham Court Road	KA, KB, KC, KD, KL
214	Highgate Village	KE, KF, KH, KM
	Moorgate	KB, KC,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

Night buses

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



Buses from Tufnell Park



Route finder

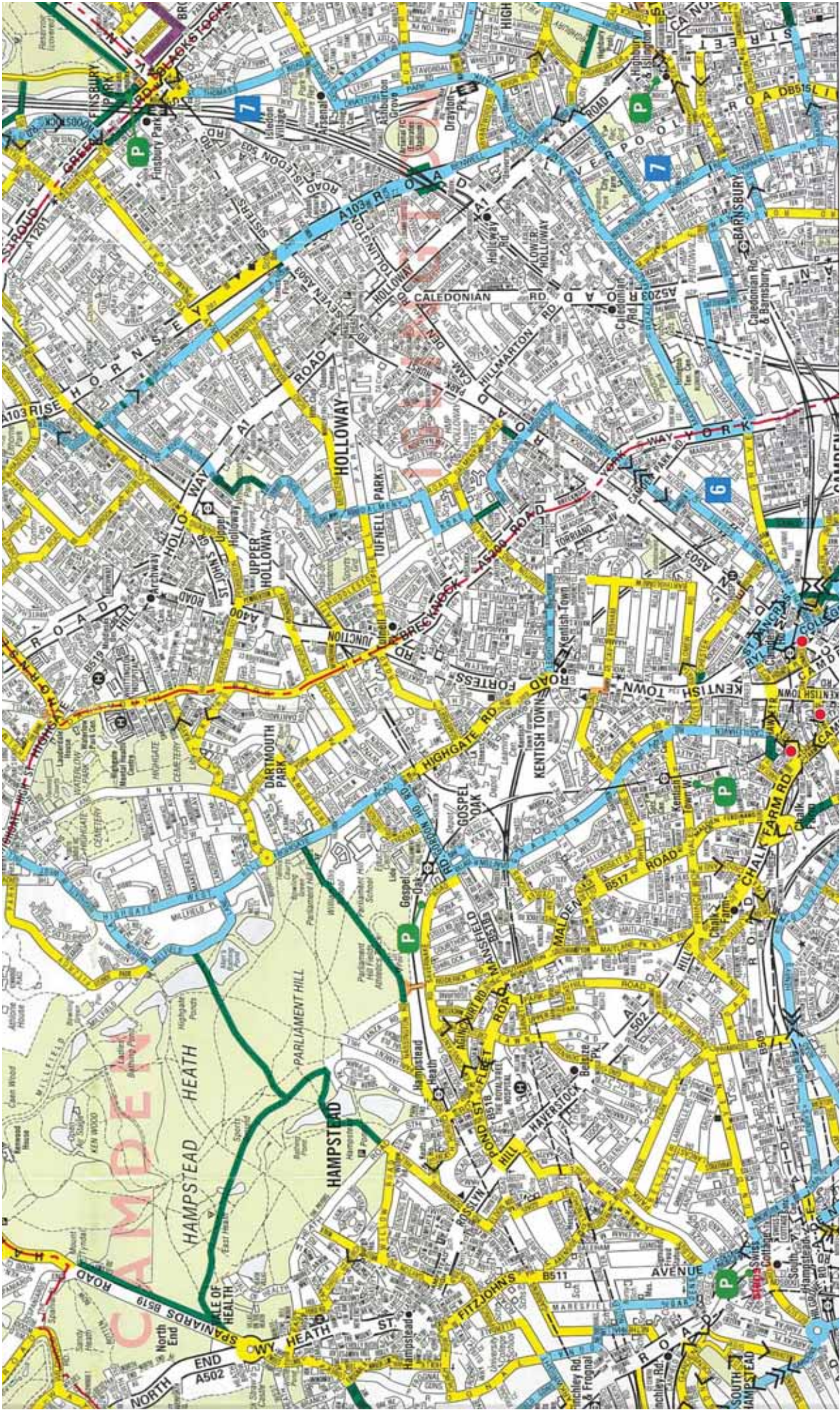
Day buses including 24-hour services

Bus route	Towards	Bus stops
4	Archway	11 12 13 14
	Waterloo	15 16 17 18
134	North Finchley	19 20 21 22 23 24 25
	Tottenham Court Road	26 27 28 29 30
390	Archway	31 32 33 34 35
	Notting Hill Gate	36 37 38 39

Night buses

Bus route	Towards	Bus stops
N20	Barnet	40 41 42 43 44 45
	Trafalgar Square	46 47 48 49

APPENDIX B



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

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APPENDIX C

PTAI Study Report File Details

Date 23/05/2014 15:06

Day of week M-F

Time period AM peak

Walk speed 4.8 kph

Walk file PLSQLTest

POI Name: 528976, 185429

Bus Services

Reliability factor for this mode is 2

Maximum walk time for this mode is 8 minutes

Maximum walk distance for this mode is 640.0 metres

Stop HIGHGATE R GORDON HO RD

Walk time to stop from POI is 7.67 minutes

Walk distance to stop from POI is 613.55 metres

Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop CAVERSHAM ROAD

Walk time to stop from POI is 6.4 minutes

Walk distance to stop from POI is 511.95 metres

Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop KENTISH TOWN STATION

Walk time to stop from POI is 3.33 minutes

Walk distance to stop from POI is 266.66 metres

Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

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

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

TATs for this mode

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

Best EDF is 6.5

Half of all other EDFs is 7.6

AI for this mode is 14.1

Underground Services

Reliability factor for this mode is .75

Maximum walk time for this mode is 12 minutes

Maximum walk distance for this mode is 960.0 metres

Stop Kentish Town

Walk time to stop from POI is 3.26 minutes

Walk distance to stop from POI is 260.4 metres

Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes

Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes

Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes

Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes

Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes

Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Stop Tufnell Park

Walk time to stop from POI is 6.18 minutes

Walk distance to stop from POI is 494.66 metres

Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes

TATs for this mode

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

Best EDF is 4.09

Half of all other EDFs is 5.61

AI for this mode is 9.69

Rail Services

Reliability factor for this mode is .75

Maximum walk time for this mode is 12 minutes

Maximum walk distance for this mode is 960.0 metres

Stop KENTISH TOWN BR

Walk time to stop from POI is 3.26 minutes

Walk distance to stop from POI is 260.4 metres

Route ST ALBANS BR to SUTTON (SURREY) Direction T86-T390 Frequency 0.67 giving AWT of 44.78 minutes

Route LUTON to MOORGATE Direction T82-T621 Frequency 0.67 giving AWT of 44.78 minutes

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

TATs for this mode

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

Best EDF is 1.13

Half of all other EDFs is 1.99

AI for this mode is 3.12

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

PTAL Rating is 6a.

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

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

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 240 to 1890 (units: sqm)
Range Selected by User: 240 to 2500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	16
No Sub Category	1

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

Filtering Stage 3 selection:**Use Class:**

Not Known	1 days
A1	13 days

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

Filtering Stage 3 selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	9 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	18 days

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

Travel Plan:

No	18 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CF-01-I-01	LOCAL SHOPS	CARDIFF
	MICHAELSTON ROAD		
	CARDIFF		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	08/10/07	Survey Type: MANUAL
2	CH-01-I-02	LOCAL SHOPS	CHESHIRE
	CHRISTLETON ROAD		
	BOUGHTON HEATH		
	CHESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	260 sqm	
	Survey date: TUESDAY	15/05/12	Survey Type: MANUAL
3	CH-01-I-03	LOCAL SHOPS	CHESHIRE
	MILL LANE		
	BACHE		
	CHESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	365 sqm	
	Survey date: THURSDAY	17/05/12	Survey Type: MANUAL
4	DS-01-I-01	LOCAL SHOPS	DERBYSHIRE
	STONELOW ROAD		
	HOLMESDALE		
	DRONFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1130 sqm	
	Survey date: WEDNESDAY	21/06/06	Survey Type: MANUAL
5	EB-01-I-01	LOCAL SHOPS	CITY OF EDINBURGH
	COLINTON ROAD		
	CRAIGLOCKHART		
	EDINBURGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	825 sqm	
	Survey date: THURSDAY	28/10/10	Survey Type: MANUAL
6	EX-01-I-01	LOCAL SHOPS	ESSEX
	PYRLES LANE		
	LOUGHTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	650 sqm	
	Survey date: THURSDAY	22/11/07	Survey Type: MANUAL
7	GS-01-I-01	LOCAL SHOPS	GLOUCESTERSHIRE
	SALISBURY AVENUE		
	WARDEN HILL		
	CHELTENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: MONDAY	26/04/10	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-01-I-02 LOCAL SHOPS OLIVER'S BATTERY ROAD S. OLIVERS BATTERY WINCHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1605 sqm <i>Survey date: TUESDAY</i> 20/11/07	HAMPSHIRE <i>Survey Type: MANUAL</i>
9	LE-01-I-01 LOCAL SHOPS RYDER ROAD BRAUNSTONE FRITH LEICESTER Edge of Town Residential Zone Total Gross floor area: 606 sqm <i>Survey date: WEDNESDAY</i> 26/09/12	LEICESTERSHIRE <i>Survey Type: MANUAL</i>
10	MS-01-I-01 LOCAL SHOPS HUNTS CROSS AVENUE LIVERPOOL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1890 sqm <i>Survey date: TUESDAY</i> 18/10/05	MERSEYSIDE <i>Survey Type: MANUAL</i>
11	NR-01-I-01 LOCAL SHOPS OCCUPATION ROAD CORBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 755 sqm <i>Survey date: WEDNESDAY</i> 19/11/08	NORTHAMPTONSHIRE <i>Survey Type: MANUAL</i>
12	NY-01-I-01 LOCAL SHOPS NEWLANDS PARK DRIVE SCARBOROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1200 sqm <i>Survey date: FRIDAY</i> 28/09/07	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
13	SG-01-I-01 LOCAL SHOPS BURLEY GROVE KINGSWOOD BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 240 sqm <i>Survey date: FRIDAY</i> 06/10/06	SOUTH GLOUCESTERSHIRE <i>Survey Type: MANUAL</i>
14	SH-01-I-01 LOCAL SHOPS WREKIN DRIVE DONNINGTON TELFORD Edge of Town Residential Zone Total Gross floor area: 820 sqm <i>Survey date: WEDNESDAY</i> 24/06/09	SHROPSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	TW-01-I-01	LOCAL SHOPS		TYNE & WEAR
	FARRINGDON ROAD			
	MARDEN			
	NORTH SHIELDS			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		850 sqm	
	Survey date: TUESDAY		17/10/06	Survey Type: MANUAL
16	TW-01-I-02	LOCAL SHOPS		TYNE & WEAR
	DURHAM ROAD			
	BARNES PARK			
	SUNDERLAND			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		540 sqm	
	Survey date: WEDNESDAY		21/11/12	Survey Type: MANUAL
17	WM-01-I-01	LOCAL SHOPS		WEST MIDLANDS
	HOLYHEAD ROAD			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1550 sqm	
	Survey date: THURSDAY		27/09/07	Survey Type: MANUAL
18	WM-01-I-02	LOCAL SHOPS		WEST MIDLANDS
	MARSHALL LAKE ROAD			
	SHIRLEY			
	SOLIHULL			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:		515 sqm	
	Survey date: TUESDAY		18/09/07	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

Trip rate parameter range selected: 240 - 1890 (units: sqm)
 Survey date range: 01/01/05 - 21/11/12
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

Trip rate parameter range selected: 240 - 1890 (units: sqm)
Survey date date range: 01/01/05 - 21/11/12
Number of weekdays (Monday-Friday): 18
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

Trip rate parameter range selected: 240 - 1890 (units: sqm)
 Survey date date range: 01/01/05 - 21/11/12
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

Trip rate parameter range selected: 240 - 1890 (units: sqm)
 Survey date range: 01/01/05 - 21/11/12
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

Trip rate parameter range selected: 240 - 1890 (units: sqm)
 Survey date range: 01/01/05 - 21/11/12
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

Trip rate parameter range selected: 240 - 1890 (units: sqm)
 Survey date range: 01/01/05 - 21/11/12
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLESSelected regions and areas:**01 GREATER LONDON**

CN	CAMDEN	1 days
HG	HARINGEY	1 days
HK	HACKNEY	1 days
IS	ISLINGTON	1 days
KI	KINGSTON	1 days
KN	KENSINGTON AND CHELSEA	3 days
RD	RICHMOND	1 days
TH	TOWER HAMLETS	2 days
WH	WANDSWORTH	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 9 to 294 (units:)
 Range Selected by User: 9 to 294 (units:)

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	9
Built-Up Zone	2
No Sub Category	1

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

Filtering Stage 3 selection:Use Class:

C1	1 days
C3	11 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	6 days
101,000 or More	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	10 days

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

Car ownership within 5 miles:

0.5 or Less	5 days
0.6 to 1.0	6 days
1.1 to 1.5	1 days

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

Travel Plan:

No	12 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CN-03-C-01	BLOCK OF FLATS		CAMDEN
	OVAL ROAD			
	REGENTS PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	12		
	Survey date: FRIDAY	07/11/08		Survey Type: MANUAL
2	HG-03-C-01	BLOCK OF FLATS		HARINGEY
	CHADWELL LANE			
	NEW RIVER VILLAGE			
	HORNSEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	25		
	Survey date: TUESDAY	27/10/09		Survey Type: MANUAL
3	HK-03-C-02	BLOCK OF FLATS		HACKNEY
	HOXTON			
	SHOREDITCH			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	11/11/08		Survey Type: MANUAL
4	IS-03-C-01	FLATS		ISLINGTON
	RAMSEY WALK			
	ISLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	31		
	Survey date: TUESDAY	04/11/08		Survey Type: MANUAL
5	KI-03-C-02	BLOCK OF FLATS		KINGSTON
	SOPWITH WAY			
	KINGSTON UPON THAMES			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	132		
	Survey date: MONDAY	14/06/10		Survey Type: MANUAL
6	KN-03-C-01	BLOCKS OF FLATS		KENSINGTON AND CHELSEA
	UXBRIDGE STREET			
	NOTTING HILL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	15/10/09		Survey Type: MANUAL
7	KN-03-C-02	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	BECKFORD CLOSE			
	SOUTH KENSINGTON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	294		
	Survey date: TUESDAY	15/06/10		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KN-03-C-03	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	ALLEN STREET			
	KENSINGTON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	72		
	Survey date: FRIDAY	11/05/12		Survey Type: MANUAL
9	RD-03-C-02	BLOCK OF FLATS		RICHMOND
	B306 QUEENS RIDE			
	BARNES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	29/01/07		Survey Type: MANUAL
10	TH-03-C-02	FLATS		TOWER HAMLETS
	BURNHAM STREET			
	BETHNAL GREEN			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	10/11/08		Survey Type: MANUAL
11	TH-03-C-03	FLATS		TOWER HAMLETS
	PALMERS ROAD			
	BETHNAL GREEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	69		
	Survey date: WEDNESDAY	12/11/08		Survey Type: MANUAL
12	WH-03-C-01	BLOCKS OF FLATS		WANDSWORTH
	AMIES STREET			
	CLAPHAM JUNCTION			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: WEDNESDAY	09/05/12		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

Parameter summary

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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

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

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

Parameter summary

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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

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

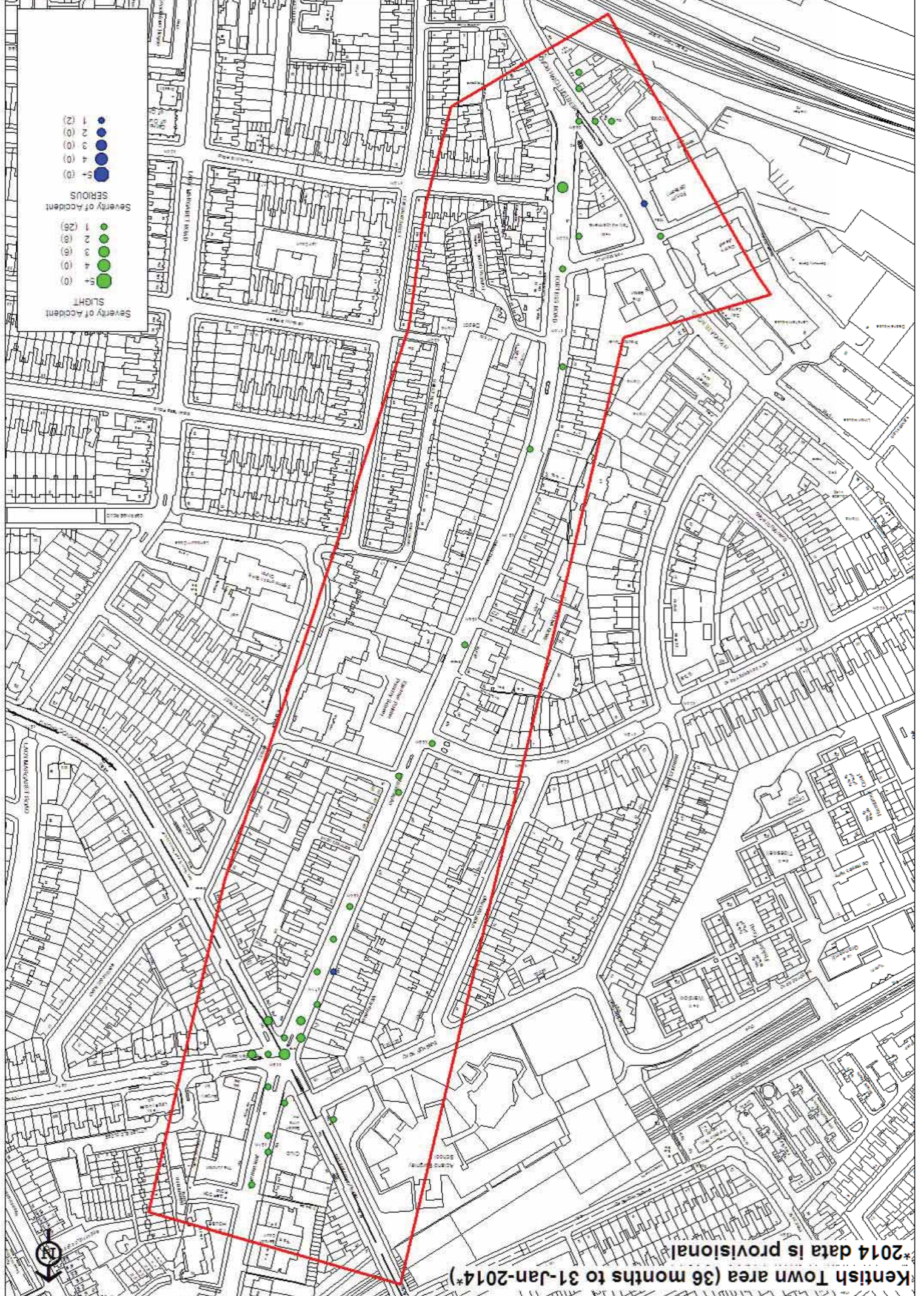
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

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

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

APPENDIX E



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



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

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)

LP001 GIS AREA Kentish Town area_ (P)

Date Period	Accidents
36 MTS TO JAN-2014	42

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



Date: 13 JUN 2014 16:24

Interpreted Listing

Page: 1 of 16

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



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

01 0111TB00235 FRI/25/02/11 08:45 LIGHT FORTRESS ROAD J.W FALKLAND ROAD 02 LINK 198-741 528980 / 185330

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

V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2 (CYCLIST)

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

VEHICLE 001 (002) CAR (68 Yrs - F NW5)

BT - NOT REQUESTED

TURNING RIGHT

S TO E

FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) PEDAL CYCLE (41 Yrs - M N8)

BT - NOT APPLICABLE

GOING AHEAD OTHER

N TO S

FRONT HIT FIRST

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 510 (DISTRACTION OUTSIDE VEHICLE)

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

02 0111CW10182 WED 02/03/11 17:30 LIGHT FORTRESS ROAD 56M SW J/W BRECKNOCK ROAD 02 LINK 198-741 529120 / 185810

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

NO XING FACILITY IN 50M

PED WAS CROSSING BETWEEN STATIONARY VEHICLES WHEN THEY STEPPED INTO THE PATH OF V1.

CASUALTY 001 (001) (21 Yrs - M NW5) SERIOUS PEDESTRIAN

VEHICLE 001 (000) M/C 50-125CC (26 Yrs - M N3)

BT - NEGATIVE

CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS N/SIDE MSK

OVERTAKE STAT VEH O/S S TO N

FRONT HIT FIRST

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

C001 A 802 (FAILED TO LOOK PROPERLY)

03 0111EO40145 FRI 01/04/11 09:52 LIGHT TUFNELL PARK ROAD J.W BRECKNOCK ROAD 03 NODE 741 529170 / 185860

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN

PEDN PHASE AT ATS

AUTO SIG

V1 REVERSED INTO THE FRONT OF V2

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

VEHICLE 001 (002) CAR (24 Yrs - M NW5)

BT - NEGATIVE

REVERSING

W TO E

BACK HIT FIRST

JCT APP

VEHICLE 002 (001) M/C > 500CC (45 Yrs - F E5)

BT - NEGATIVE

GOING AHEAD OTHER

E TO W

FRONT HIT FIRST

JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)

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

Date: 13 JUN 2014 16:24

Interpreted Listing

Page: 3 of 16

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



LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE
 7 0111CW1115 FRI/24/06/11 06:40 LIGHT HIGHGATE ROAD J/W FORTRESS ROAD 02 NODE 198 528970 / 185290
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 ATTEMPTED TO TURN LEFT BUT COLLIDED WITH V2 WHO WAS ON THE NEAR SIDE.

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

VEHICLE 001 (002) GDS =< 3.5T (51 Yrs - M N17) BT - NEGATIVE

TURNING LEFT

NW TO N JNY PART OF WORK N/S HIT FIRST

JCT MID

VEHICLE 002 (001) M/C 50-125CC (26 Yrs - M NW3) BT - NEGATIVE

GOING AHEAD OTHER

NW TO SE O/S HIT FIRST

JCT MID

V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

8 0111CW1166 SAT 25/06/11 19:50 LIGHT FORTRESS ROAD J/W FALKLAND ROAD. 02 LINK 198-741 528980 / 185330
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
 V.2 TURNED RIGHT, ACROSS PATH OF ON-COMING V.1, V.1 & V.2 COLLIDED.

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

VEHICLE 001 (002) CAR (27 Yrs - M NW5) BT - DRV NOT CONTACTED

OVERTAKING NEARSIDE

N TO S FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) M/C 50-125CC (20 Yrs - M UB5) BT - DRV NOT CONTACTED

TURNING RIGHT

S TO E N/S HIT FIRST

JCT MID

V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

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

V002 A 405 (FAILED TO LOOK PROPERLY)

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



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

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

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
V.1 OVERTOOK STATIONARY V.S ON THE NEARSIDE, V.2 IN FRONT OF V.1, STARTED TO DO A U-TURN & V.1 & V.2 COLLIDED.

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

VEHICLE 001 (002) M/C > 500CC (28 Yrs - M N2) OVERTAKING NEARSIDE SW TO NE
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (25 Yrs - M N19) U-TURNING SW TO SW
BT - DRV NOT CONTACTED N/S HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V002 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
V2 WAS NOT LOOKING PROPLEY AND HIT THE REAR OF V1

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

VEHICLE 001 (002) CAR (23 Yrs - F N5) GOING AHEAD OTHER E TO W
BT - NEGATIVE FRONT HIT FIRST JCT MID

VEHICLE 002 (001) PEDAL CYCLE (36 Yrs - F N19) SLOWING OR STOPPING E TO W
BT - NOT APPLICABLE BACK HIT FIRST JCT MID

V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 405 (FAILED TO LOOK PROPERLY)



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

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

11	0111CW11442	FRI 29/07/11 21:09	DARK FORTRESS ROAD J/W BRECKNOCK ROAD	03	NODE 741	529140 / 185850
	POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY MULTI JUN		AUTO SIG	NO XING FACILITY IN 50M
	FOLLOWING A PREVIOUS ALTERCATION, V1 BRAKED HARD AT RED ATS CAUSING V2 TO COLLIDE WITH REAR.					
	CASUALTY 001 (001)	(51 Yrs - M N8)	SLIGHT DRIVER/RIDER			
	VEHICLE 001 (002)	CAR (51 Yrs - M N8)	SLOWING OR STOPPING	S TO N		JCT MID
		BT - NEGATIVE		BACK HIT FIRST		
	VEHICLE 002 (001)	CAR (44 Yrs - F W1K)	GOING AHEAD OTHER	S TO N		JCT MID
		BT - NEGATIVE		FRONT HIT FIRST		
	V002 A 308	(FOLLOWING TOO CLOSE)	V001 A 408 (SUDDEN BRAKING)			
12	0111CW11470	SUN 31/07/11 16:15	LIGHT FORTRESS ROAD 33M N J/W GOTTFRIED MEWS	02	LINK 198-741	529110 / 185770
	POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M			NO XING FACILITY IN 50M
	V1 PASSED TO CLOSE TO V2 CAUSING THEM TO LOOSE CONTROL.					
	CASUALTY 001 (002)	(28 Yrs - M NW6)	SLIGHT DRIVER/RIDER			
	VEHICLE 001 (002)	CAR (? Yrs - U UNKN)	OVERTAKE MOVE VEH O/S	S TO N		
		BT - DRV NOT CONTACTED		N/S HIT FIRST		
	VEHICLE 002 (001)	PEDAL CYCLE (28 Yrs - M NW6)	GOING AHEAD OTHER	S TO N		
		BT - NOT APPLICABLE		O/S HIT FIRST		
	V001 A 405	(FAILED TO LOOK PROPERLY)	V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			
13	0111CW11455	TUE 02/08/11 10:15	LIGHT KENTISH TOWN ROAD J/W HIGHGATE ROAD	02	NODE 198	528970 / 185260
	POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN		AUTO SIG	NO XING FACILITY IN 50M
	V1 MOVED OFF AS ATS CHANGED COLLIDING WITH V2 WHO HADN'T MOVED.					
	CASUALTY 001 (002)	(32 Yrs - M CM14)	SLIGHT DRIVER/RIDER			
	VEHICLE 001 (002)	GDS =< 3.5T (32 Yrs - M N10)	MOVING OFF	SE TO NW	JNY PART OF WORK	JCT MID
		BT - NOT REQUESTED		FRONT HIT FIRST		
	VEHICLE 002 (001)	GDS =< 3.5T (32 Yrs - M CM14)	GOING AHEAD HELD UP	SE TO NW	JNY PART OF WORK	JCT MID
		BT - NOT REQUESTED		BACK HIT FIRST		
	V001 A 406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001 A 405 (FAILED TO LOOK PROPERLY)			

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LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE 02 NODE 198 528950 / 185290

14 0111CW11467 WED 03/08/11 23:45 DARK HIGHGATE ROAD J/W KENTISH TOWN ROAD

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

INTOXICATED PED STEPPED OUT INTO THE PATH OF V1.

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

VEHICLE 001 (000) CAR (32 Yrs - M HP2)

BT - NOT REQUESTED

GOING AHEAD OTHER

SE TO NW

FRONT HIT FIRST

JCT MID

U000 A 806 (IMPAIRED BY ALCOHOL)

U000 A 802 (FAILED TO LOOK PROPERLY)

15 0111CW11514 SAT 13/08/11 17:05 LIGHT FORTRESS ROAD 76M N J/W FORTRESS GROVE 02 LINK 198-741 529000 / 185490

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

DRIVER OF V1 OPENED THERE DOOR INTO THE PATH OF V2.

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

VEHICLE 001 (002) CAR (69 Yrs - M NW5)

BT - NOT REQUESTED

PARKED

P TO P

O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (? Yrs - F UNKN)

BT - NOT APPLICABLE

OVERTAKE STAT VEH O/S

N TO S

FRONT HIT FIRST

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

HIT PARKED VEH

V001 A 405 (FAILED TO LOOK PROPERLY)

16 0111EO40797 FRI 07/10/11 16:30 LIGHT JUNCTION ROAD J/W FULBROOK ROAD 03 LINK 656-741 529170 / 185940

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

V1 UNDERTOOK STAT VEHICLE AND COLLIDED WITH TURNING RIGHT V2

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

VEHICLE 001 (002) CAR (46 Yrs - M SE24)

BT - NOT REQUESTED

OVERTAKING NEARSIDE

N TO S

FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) CAR (22 Yrs - M N22)

BT - NOT REQUESTED

TURNING RIGHT

S TO E

N/S HIT FIRST

BUS LANE

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

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

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

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17 0111CW12319 SAT 12/11/11 14:30 LIGHT FORTRESS ROAD JW FORTRESS WALK 02 LINK 198-741 528970 / 185360

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 WAS ATTEMPTING TO PULL INTO A PARKING SPACE BUT COLLIDED WITH V2 WHO WAS ON THE OFFSIDE.

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

VEHICLE 001 (002) GDS =< 3.5T (32 Yrs - M RM9)
BT - NOT REQUESTED

TURNING RIGHT

N TO W
O/S HIT FIRST

JCT MID

VEHICLE 002 (001) M/C > 500CC (38 Yrs - M N8)
BT - NOT REQUESTED

OVERTAKE MOVE VEH O/S N TO S
N/S HIT FIRST

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V001 A 404 (FAILED TO SIGNAL/MISLEADING SIGNAL)

18 0111CW12542 SUN 20/11/11 18:16 DARK FORTRESS ROAD JW LADY SOMERSET ROAD 02 LINK 198-741 529060 / 185670

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED LEFT OUT OF JUNCTION COLLIDING WITH V2 WHO WAS PASSING.

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

VEHICLE 001 (002) CAR (45 Yrs - M NW1)
BT - NOT REQUESTED

TURNING LEFT

NW TO NE
FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) PEDAL CYCLE (51 Yrs - M NW6)
BT - NOT APPLICABLE

GOING AHEAD OTHER
BACK HIT FIRST

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

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

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

V002 A 507 (CYCLIST WEARING DARK CLOTHING AT NIGHT)

19 0112EK40047 FRI 27/01/12 21:17 DARK FORTRESS ROAD JW RAWLEY STREET 02 LINK 198-741 529080 / 185700

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

V1 MOVED OFF AND HIT THE PED

CASUALTY 001 (001) (16 Yrs - M NW5) SLIGHT PEDESTRIAN

CROSSING ROAD WITHIN 50M XING W BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) M/C 50-125CC (25 Yrs - M E12)
BT - NEGATIVE

MOVING OFF
FRONT HIT FIRST

JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)

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

C001 A 802 (FAILED TO LOOK PROPERLY)

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

POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
F.T.S.V2 HIT STAT PEDAL CYCLIST V1 WHILE OVERTAKING
CASUALTY 001 (001) (? Yrs - M) SLIGHT DRIVER/RIDER
VEHICLE 001 (000) PEDAL CYCLE (? Yrs - M) GOING AHEAD HELD UP NW TO SE COMM TO/FROM WORK JCT APP
BT - NOT APPLICABLE O/S HIT FIRST

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

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

21 0112EO40094 TUE 07/02/12 15:50 LIGHT BRECKNOCK ROAD J/W DARTMOUTH PARK HILL. 03 NODE 741 529160 / 185840
POLICE - AT SCENE ROAD-FROST/ICE WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
PED. SLIPPED WHILST RUNNING ACROSS THE ROAD AND COLLIDED WITH SIDE OF ON-COMING V.1. - [PED. SLIPPED IN ROAD WHILST RUNNING, (C001)]
CASUALTY 001 (001) (11 Yrs - F E15) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS O/SIDE
JOURNEY TO/FROM SCHOOL Sch Attended : N/R
VEHICLE 001 (000) MINIBUS (54 Yrs - M N5) MOVING OFF NW TO SE JNY PART OF WORK JCT CLEARED
BT - NEGATIVE O/S HIT FIRST

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

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

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
V1 ATTEMPTED TO OVERTAKE STATIONARY VEHICLES, HOWEVER PULLED INTO PATH OF SOLO V2 CAUSING COLLISION.

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

VEHICLE 001 (002) CAR (32 Yrs - M N19)
BT - DRV NOT CONTACTED

OVERTAKING NEARSIDE S TO N JNY PART OF WORK
O/S HIT FIRST

VEHICLE 002 (001) M/C <= 50CC (33 Yrs - M N10)
BT - DRV NOT CONTACTED

OVERTAKING NEARSIDE S TO N JNY PART OF WORK
N/S HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

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

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

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

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
V.1 & V.2 ENTERED JUNCTION FROM DIFFERENT DIRECTIONS, BOTH V.S ATTEMPTED TO TURN RIGHT & COLLIDED.

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

VEHICLE 001 (002) CAR (66 Yrs - M N5)
BT - DRV NOT CONTACTED

TURNING RIGHT E TO NW JCT MID
FRONT HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (39 Yrs - M KT16)
BT - DRV NOT CONTACTED

TURNING RIGHT SE TO NE JNY PART OF WORK JCT MID
O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

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

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
F.T.S PEDAL CYCLIST V1 WENT THROUGH A RED A.T.S AND HIT THE PED CROSSING THE ROAD

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

VEHICLE 001 (000) PEDAL CYCLE (? Yrs - M)
BT - NOT APPLICABLE

GOING AHEAD OTHER N TO S JCT CLEARED
FRONT HIT FIRST

V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

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

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529160 / 185920

03 LINK 656-741

NO XING FACILITY IN 50M

25 0112EQ40264 SUN 15/04/12 10:00 LIGHT NFL JUNCTION ROAD 30M S J.W FULBROOK ROAD

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

PASSENGER V1 OPENED DOOR AND COLLIDED WITH PED ON PAVEMENT

CASUALTY 001 (001) (83 Yrs - F N19) SLIGHT PEDESTRIAN

VEHICLE 001 (000) CAR (? Yrs - U UNKN)

BT - DRV NOT CONTACTED

ON FOOTPATH - VERGE

PARKED

P TO P

N/S HIT FIRST

S BOUND

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

26 0112EK40226 MON 07/05/12 12:25 LIGHT FORTRESS ROAD JW FORTRESS WALK 528980 / 185380

POLICE - AT SCENE ROAD-WET RAINING

V1 FAILED TO GIVEWAY AND CROSSED V2'S PATH

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

VEHICLE 001 (000) CAR (35 Yrs - M NW5)

BT - NOT REQUESTED

TURNING RIGHT

W TO S

O/S HIT FIRST

GIVE WAY/UNCONT NO XING FACILITY IN 50M

02 LINK 198-741

JCT MID

VEHICLE 002 (000) M/C 125-500CC (33 Yrs - F N10)

BT - NOT REQUESTED

GOING AHEAD OTHER

S TO N

JCT MID

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

V001 A 403 (POOR TURN OR MANOEUVRE)

27 0112EQ40390 TUE 03/07/12 22:31 DARK BRECKNOCK ROAD, 30 METRES SOUTH OF TUFNELL PARK ROAD. 529160 / 185840

POLICE - AT SCENE ROAD-WET RAINING

V.1 ATTEMPTED TO DO A U'TURN (BEHIND A STATIONARY BUS) AND COLLIDED WITH ON-COMING V.2.

CASUALTY 001 (001) (48 Yrs - M E1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (48 Yrs - M E1)

BT - NEGATIVE

U-TURNING

SE TO SE

N/S HIT FIRST

NO XING FACILITY IN 50M

03 LINK 730-741

VEHICLE 002 (001) CAR (23 Yrs - F SG5)

BT - NEGATIVE

GOING AHEAD OTHER

NW TO SE

O/S HIT FIRST

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

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S)) V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

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LP001 GIS AREA Kentish Town area_ (P)

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02 LINK 196-198 528930 / 185340

28 0112EK40461 TUE 14/08/12 19:16 LIGHT HIGHGATE ROAD 22M S OF GREENWOOD PLACE

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

THE PED CROSSED THE ROAD INTO PEDAL CYCLIST V1'S PATH

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

VEHICLE 001 (000) PEDAL CYCLE (? Yrs - M) GOING AHEAD OTHER N TO S

BT - NOT APPLICABLE

FRONT HIT FIRST

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

29 0112EO40550 FRI 07/09/12 16:20 LIGHT JUNCTION ROAD J/W TUFNELL PARK ROAD 03 NODE 741 529160 / 185880

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

DRIVER OF V2 OPENED THERE DOOR INTO THE PATH OF V1.

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

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

JCT MID

VEHICLE 002 (001) M/C 50-125CC (29 Yrs - F NW6) OVERTAKE STAT VEH O/S N TO S

BT - NOT PROVD (MEDCL REASONS)

N/S HIT FIRST

JCT MID

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

V002 A 410 (LOSS OF CONTROL)

30 0112EK49090 SAT 22/12/12 04:12 DARK FORTRESS RD J/W KENTISH TOWN 03 NODE 741 529140 / 185850

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

PED CROSSED RD AND GOT HIT BY V1

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

VEHICLE 001 (000) CAR (38 Yrs - M NW10) GOING AHEAD OTHER S TO N JNY PART OF WORK

BT - NEGATIVE

FRONT HIT FIRST

JCT APP

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

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LP001 GIS AREA Kentish Town area_ (P) 36 MTS TO JAN-2014 SORTED BY DATE 03 NODE 741 529150 / 185860

31 0113EO40124 THU 03/01/13 08:20 LIGHT JUNCTION RD J/W TUFNELL PARK RD POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M

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

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

VEHICLE 001 (002) CAR (32 Yrs - M NW5) TURNING RIGHT S TO E LEAVING MAIN RD
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (21 Yrs - M N20) GOING AHEAD OTHER N TO S JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 402 (JUNCTION RESTART)

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

32 0113EO40090 FRI 22/02/13 09:08 LIGHT BRECKNOCK RD J/W TUFNELL PARK RD POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M

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

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

VEHICLE 001 (002) PEDAL CYCLE (56 Yrs - M SG18) TURNING RIGHT E TO NW ENTERING MAIN RD
BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - F UNKN) TURNING LEFT E TO SW ENTERING MAIN RD
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

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



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

33 0113EQ40201 SAT 20/04/13 13:25 LIGHT TUFNELL PARK RD J/W BRECKNOCK RD 03 NODE 741 529170 / 185860

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

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

CASUALTY 001 (001) (37 Yrs - F EN5) SLIGHT DRIVER/RIDER FRONT SEAT

CASUALTY 002 (001) (72 Yrs - F N1) SLIGHT PASSENGER GOING AHEAD HELD UP

VEHICLE 001 (002) CAR (37 Yrs - F EN5) BT - NEGATIVE E TO W JCT APP

BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) CAR (31 Yrs - M N19) GOING AHEAD OTHER E TO W JCT APP

BT - NEGATIVE FRONT HIT FIRST

VEHICLE 003 (001) CAR (? Yrs - F OX7) GOING AHEAD HELD UP E TO W JCT APP

BT - DRV NOT CONTACTED BACK HIT FIRST

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

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

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

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

CASUALTY 001 (002) (36 Yrs - M N19) SLIGHT DRIVER/RIDER TURNING RIGHT S TO E JCT MID

VEHICLE 001 (002) CAR (79 Yrs - M N3) BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (36 Yrs - M N19) GOING AHEAD OTHER N TO S JCT MID

BT - NOT APPLICABLE

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

V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS) V001 B 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)

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

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

LP001 GIS AREA Kentish Town area_ (P)

36 MTS TO JAN-2014 SORTED BY DATE

02 NODE 198 528970 / 185270

35 0113EK40374 MON 01/07/13 16:40 LIGHT KENTISH TOWN ROAD JW FORTRESS ROAD

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

MOTORCYCLIST V2 WENT INTO THE BACK OF V1

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

VEHICLE 001 (000) CAR (32 Yrs - M MK10)

BT - NEGATIVE

SLOWING OR STOPPING

SE TO NW

BACK HIT FIRST

JCT APP

VEHICLE 002 (000) M/C 50-125CC (23 Yrs - M EN4)

BT - NEGATIVE

GOING AHEAD OTHER

SE TO NW

FRONT HIT FIRST

JCT APP

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

V002 A 308 (FOLLOWING TOO CLOSE)

36 0113EO40426 WED 24/07/13 01:07 DARK FORTRESS ROAD JW TUFNELL PARK ROAD. 03 NODE 741 529140 / 185840

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

PED. RAN ACROSS THE ROAD WITHOUT LOOKING IN PATH OF ON-COMING V.1. V.1 HIT PED.

CASUALTY 001 (001) (18 Yrs - M E17) SLIGHT PEDESTRIAN

VEHICLE 001 (000) TAXI (28 Yrs - M N13)

BT - NEGATIVE

CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE

MOVING OFF

S TO N

JNY PART OF WORK

JCT APP

C001 A 802 (FAILED TO LOOK PROPERLY)

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

C001 A 806 (IMPAIRED BY ALCOHOL)

37 0113EO40654 FRI 13/09/13 11:10 LIGHT JUNCTION ROAD, 30 METRES NORTH OF DARTMOUTH PARK HALL. 03 LINK 656-741 529150 / 185890

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS

V.1 WAS TRAVELLING ON THE NEAR SIDE OF V.2. V.2 SLIGHTLY SWERVED & V.1 & V.2 COLLIDED.

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

VEHICLE 001 (002) CAR (35 Yrs - M NW5)

BT - NEGATIVE

SKIDDED

OVERTAKING NEAR SIDE

N TO S

COMM TO/FROM WORK

LEFT CWY OFFSIDE

HIT KERB

HIT OTH OBJECT

N TO S

JNY PART OF WORK

VEHICLE 002 (001) GDS => 7.5T (21 Yrs - M NG19)

BT - NEGATIVE

GOING AHEAD OTHER

N TO S

N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 410 (LOSS OF CONTROL)

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

V002 A 410 (LOSS OF CONTROL)

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

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

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

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
F.T.S V2 HIT PEDAL CYCLIST V1 AS IT OVERTOOK

CASUALTY 001 (001) (40 Yrs - M N8) SLIGHT DRIVER/RIDER S TO N
VEHICLE 001 (000) PEDAL CYCLE (40 Yrs - M N8) GOING AHEAD OTHER O/S HIT FIRST

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

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

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

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

A DOG RAN OUT INTO THE PATH OF MOTORCYCLIST V1

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

V001 A 109 (ANIMAL OR OBJECT IN CARRIAGEWAY)

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

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M
V2 HIT REAR OF STATIONARY V1, DRIVER OF V2 WAS ARRESTED FOR BEING EXTREMELY DRUNK

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

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

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

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



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

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

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

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

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

VEHICLE 001 (002) M/C 50-125CC (45 Yrs - F KT6) TURNING LEFT SE TO SW JCT MID

BT - NOT REQUESTED

VEHICLE 002 (001) M/C 50-125CC (18 Yrs - M SE18) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT MID

BT - NOT REQUESTED

V001 A 403 (POOR TURN OR MANOEUVRE)

V002 A 408 (SUDDEN BRAKING)

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

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

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

V2 OCERTAKING V1 CLIPPED V1'S ARM

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

VEHICLE 001 (002) PEDAL CYCLE (42 Yrs - M N19) GOING AHEAD OTHER NE TO SW O/S HIT FIRST

BT - NOT APPLICABLE

VEHICLE 002 (001) BUS/COACH (31 Yrs - M N7) OVERTAKE MOVE VEH O/S NE TO SW JNY PART OF WORK BUS LANE

BT - NOT REQUESTED

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

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

End of Report



Date: 13 JUN 2014 16:24 Stick Diagram

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

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)

LP001 GIS AREA Kentish Town area_ (P)

Date Period	Accidents
36 MTS TO JAN-2014	42

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



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Stick Diagram

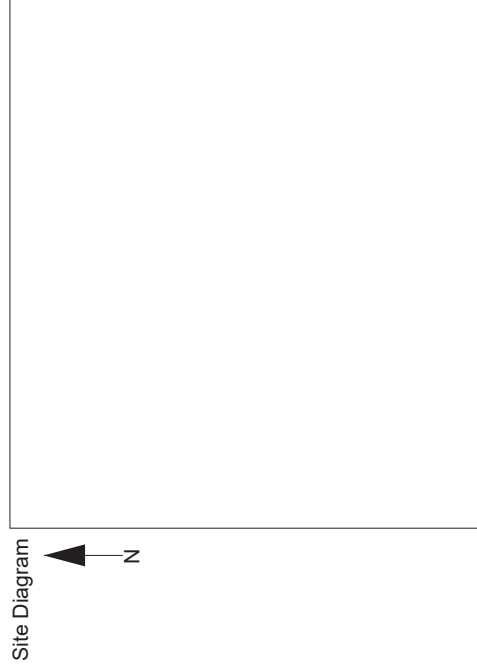
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Kentish Town area (36 months to 31-Jan-2014) - Provisional

LP001 GIS AREA Kentish Town area_ (P)										36 MTS TO JAN-2014 SORTED BY DATE											
		1		2		3		4		5		6		7		8		9		10	
Accident Reference	0111TB00235	0111CW10182	0111EO40145	0111TB00643	0111TB00828	0111CW10941	0111CW11115	0111CW11166	0111CW11411	0111EO40396											
Day	FRIDAY	WEDNESDAY	FRIDAY	MONDAY	WEDNESDAY	THURSDAY	FRIDAY	MONDAY	WEDNESDAY	THURSDAY	THURSDAY	FRIDAY	SATURDAY	THURSDAY	FRIDAY						
Date	25/02/2011	02/03/2011	01/04/2011	04/04/2011	20/04/2011	02/06/2011	24/06/2011	04/04/2011	20/04/2011	02/06/2011	02/06/2011	24/06/2011	25/06/2011	07/07/2011	15/07/2011						
Time	08:45	17:30	09:52	17:48	20:35	09:00	06:40	17:48	20:35	09:00	09:00	06:40	19:50	16:10	18:00						
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT						
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY						
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT						
Conflict																					
Pedestrian Location																					
Contributory Factors	405 V001 A 602 V001 A 510 V001 A	801 C001 A 802 C001 A	405 V001 A 406 V002 A	804 C002 A 803 C002 A 805 C002 A 407 V001 A	405 V001 A 406 V001 A 602 V001 A	405 V002 A 904 V002 A	710 V001 A 405 V001 A 406 V002 A 404 V001 B	307 V001 A 405 V001 A 701 V001 A 701 V002 A 405 V002 A	403 V001 A 403 V002 A 405 V001 A 405 V002 A	308 V002 A 405 V002 A											
Easting/Northing	528980 185330	529120 185810	529170 185860	529080 185690	528920 185360	529040 185610	528970 185290	528980 185330	529130 185830	529150 185860											

Pedestrian	9	21 %
Wet	9	21 %
Dark	12	29 %

Severity / Months To	12.01/2012	12.01/2013	12.01/2014	Total	Pct
Fatal	0	0	0	0	0.0 %
Serious	1	1	0	2	4.8 %
Slight	19	10	11	40	95.2 %
Total	20	11	11	42	
Pct	47.6 %	26.2 %	26.2 %		





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

		36 MTS TO JAN-2014 SORTED BY DATE									
		11	12	13	14	15	16	17	18	19	20
Accident Reference		0111CW11442	0111CW11470	0111CW11455	0111CW11467	0111CW11514	0111EO40797	0111CW12319	0111CW12542	0112EK40047	0112EK40056
Day		FRIDAY	SUNDAY	TUESDAY	WEDNESDAY	SATURDAY	FRIDAY	SATURDAY	SUNDAY	FRIDAY	MONDAY
Date		29/07/2011	31/07/2011	02/08/2011	03/08/2011	13/08/2011	07/10/2011	12/11/2011	20/11/2011	27/01/2012	30/01/2012
Time		21:09	16:15	10:15	23:45	17:05	16:30	14:30	18:16	21:17	08:40
Light Conditions		DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT
Road Surface		DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity		SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict											
Pedestrian Location											
Contributory Factors		308 V002 A 408 V001 A	405 V001 A 407 V001 A	406 V001 A 405 V001 A	806 U00C A 802 U00C A 808 U00C A	904 V001 A 405 V001 A	405 V001 A 602 V001 A 701 V002 A	405 V001 A 406 V001 A 404 V001 A	405 V001 A 406 V001 A 602 V001 A 507 V002 A	405 V001 A 801 C001 A 802 C001 A	407 V002 A 403 V002 A 602 V002 A
Eastings/Northing		529140 185850	529110 185770	528970 185260	528950 185290	529000 185490	529170 185940	528970 185360	529060 185670	529080 185700	528960 185290



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

		36 MTS TO JAN-2014 SORTED BY DATE									
		21	22	23	24	25	26	27	28	29	30
Accident Reference		0112EO40094	0112EO40078	0112EO40092	0112EO40090	0112EO40264	0112EK40226	0112EO40390	0112EK40461	0112EO40550	0112EK49090
Day		TUESDAY	WEDNESDAY	FRIDAY	MONDAY	SUNDAY	MONDAY	TUESDAY	TUESDAY	FRIDAY	SATURDAY
Date		07/02/2012	08/02/2012	17/02/2012	27/02/2012	15/04/2012	07/05/2012	03/07/2012	14/08/2012	07/09/2012	22/12/2012
Time		15:50	08:40	10:14	17:45	10:00	12:25	22:31	19:16	16:20	04:12
Light Conditions		LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK
Road Surface		FROST/ICE	WET	DRY	DRY	DRY	WET	WET	DRY	DRY	DRY
Severity		SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict											
Pedestrian Location		X									
Contributory Factors		808 C001 A 804 C001 A 999 C001 A	403 V001 A 406 V001 A 407 V001 A	405 V001 A 301 V001 B 405 V002 A 301 V002 B	X 301 V001 A 602 V001 A	405 V001 A 904 V001 A	405 V001 A 302 V001 A 403 V001 A	403 V001 A 405 V001 A 701 V001 A 701 V002 A	802 C001 A 803 C001 A	904 V001 A 405 V001 A 410 V002 A	802 C001 A 808 C001 A
Eastings/Northing		529160 185840	529160 185910	529150 185860	529140 185840	529160 185920	528980 185380	529160 185840	528930 185340	529160 185880	529140 185850



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

LP001 GIS AREA Kentish Town area_ (P)		36 MTS TO JAN-2014 SORTED BY DATE									
		31	32	33	34	35	36	37	38	39	40
Accident Reference		0113EO40124	0113EO40090	0113EO40201	0113EK40216	0113EK40374	0113EO40426	0113EO40654	0113EK40941	0113EK40879	0113EO40825
Day		THURSDAY	FRIDAY	SATURDAY	THURSDAY	MONDAY	WEDNESDAY	FRIDAY	WEDNESDAY	WEDNESDAY	SUNDAY
Date		03/01/2013	22/02/2013	20/04/2013	25/04/2013	01/07/2013	24/07/2013	13/09/2013	30/10/2013	18/12/2013	22/12/2013
Time		08:20	09:08	13:25	12:30	16:40	01:07	11:10	08:34	19:11	23:26
Light Conditions		LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	DARK
Road Surface		DRY	DRY	DRY	WET	DRY	DRY	WET	DRY	WET	DRY
Severity		SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict											
Pedestrian Location											
Contributory Factors		402 V001 A 403 V001 A 405 V001 A 407 V001 A	404 V002 A 403 V002 A 405 V002 A 407 V002 A	405 V002 A 602 V002 A	405 V001 A 406 V001 A 307 V001 B 707 V001 B 701 V001 B	406 V002 A 308 V002 A	50M 802 C001 A 806 C001 A 808 C001 A	405 V001 A 406 V001 A 410 V001 A 410 V002 A	407 V002 A 602 V002 A	109 V001 A	501 V002 A 602 V002 A
Easting/Northing		529150 185860	529150 185850	529170 185860	528980 185330	528970 185270	529140 185840	529150 185890	528980 185440	529120 185900	529160 185860



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

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

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