Appendix A. LINSIG results

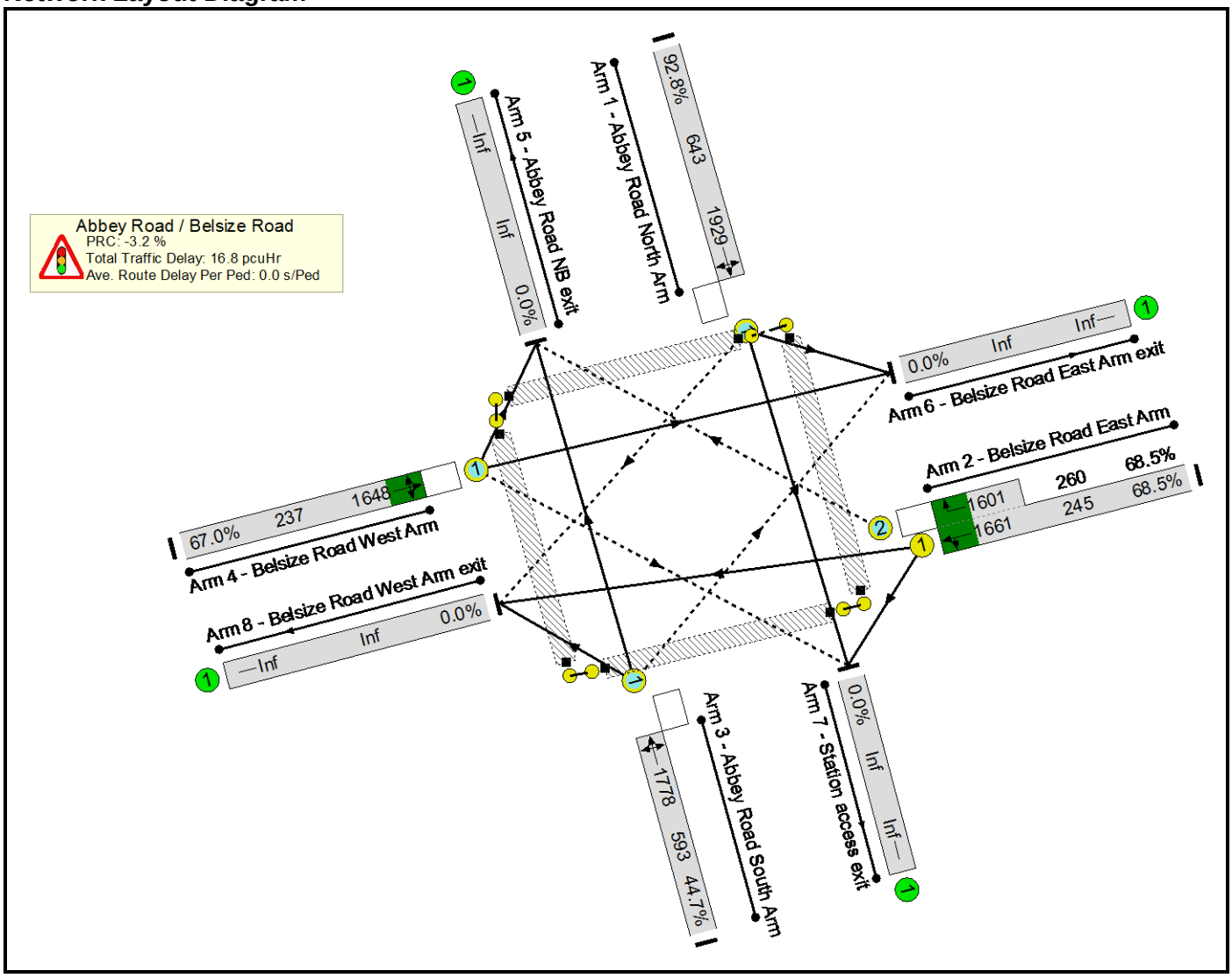
Basic Results Summary

User and Project Details

Project:	**Abbey Road**
Title:	**Abbey Road / Belsize Road junction**
Location:	ABBEY ROAD / BELSIZE ROAD
File name:	02_082 Abbey Rd_Belsize Rd v2.0.lsg3x
Author:	ATKINS
Company:	ATKINS WOODCOTE GROVE
Address:	
Notes:	

Scenario 1: 'AM Peak Base' (FG1: 'AM Peak Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Abbey Road / Belsize Road junction	-	-	-		-	-	-	-	-	-	**92.8%**	**367**	**0**	**13**	**16.8**	-	-
Abbey Road / Belsize Road	-	-	-		-	-	-	-	-	-	**92.8%**	**367**	**0**	**13**	**16.8**	-	-
1/1	Abbey Road North Arm Left Ahead Right	O	D		1	23	-	597	1929	643	92.8%	37	0	0	9.1	55.1	16.7
2/1+2/2	Belsize Road East Arm Right Left Ahead	U+O	B		1	12	-	346	1661:1601	245+260	68.5 : 68.5%	176	0	2	3.5	35.9	4.2
3/1	Abbey Road South Arm Ahead Right Left	O	C		1	23	-	265	1778	593	44.7%	25	0	7	1.9	26.3	4.5
4/1	Belsize Road West Arm Left Ahead Right	O	A		1	12	-	159	1648	237	67.0%	129	0	4	2.3	51.5	4.0
Ped Link: P1	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Abbey Road / Belsize Road

PRC for Signalled Lanes (%): -3.2
PRC Over All Lanes (%): -3.2

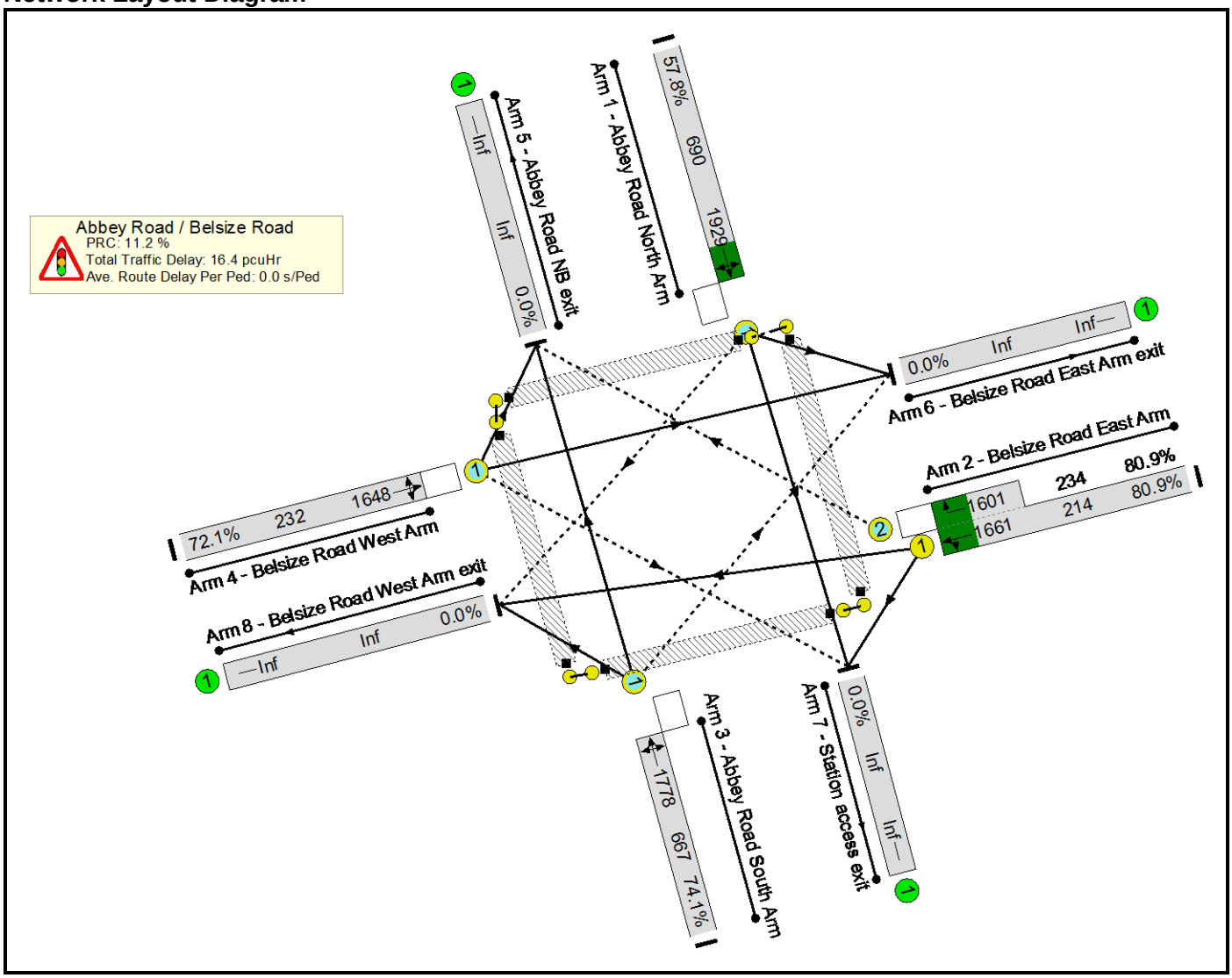
Total Delay for Signalled Lanes (pcuHr): 16.80
Total Delay Over All Lanes(pcuHr): 16.80

Cycle Time (s): 72

Basic Results Summary

Scenario 2: 'IP Peak Base' (FG2: 'IP Peak Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Abbey Road / Belsize Road junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**405**	**0**	**15**	**16.4**	**-**	**-**
Abbey Road / Belsize Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**405**	**0**	**15**	**16.4**	**-**	**-**
1/1	Abbey Road North Arm Left Ahead Right	O	D		1	32	-	399	1929	690	57.8%	42	0	0	3.3	30.0	8.4
2/1+2/2	Belsize Road East Arm Right Left Ahead	U+O	B		1	19	-	362	1661:1601	214+234	80.9 : 80.9%	178	0	11	5.5	54.3	6.4
3/1	Abbey Road South Arm Ahead Right Left	O	C		1	32	-	494	1778	667	74.1%	43	0	0	4.7	34.5	11.8
4/1	Belsize Road West Arm Left Ahead Right	O	A		1	19	-	167	1648	232	72.1%	142	0	3	2.9	62.9	5.1
Ped Link: P1	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Abbey Road / Belsize Road

PRC for Signalled Lanes (%): 11.2
PRC Over All Lanes (%): 11.2

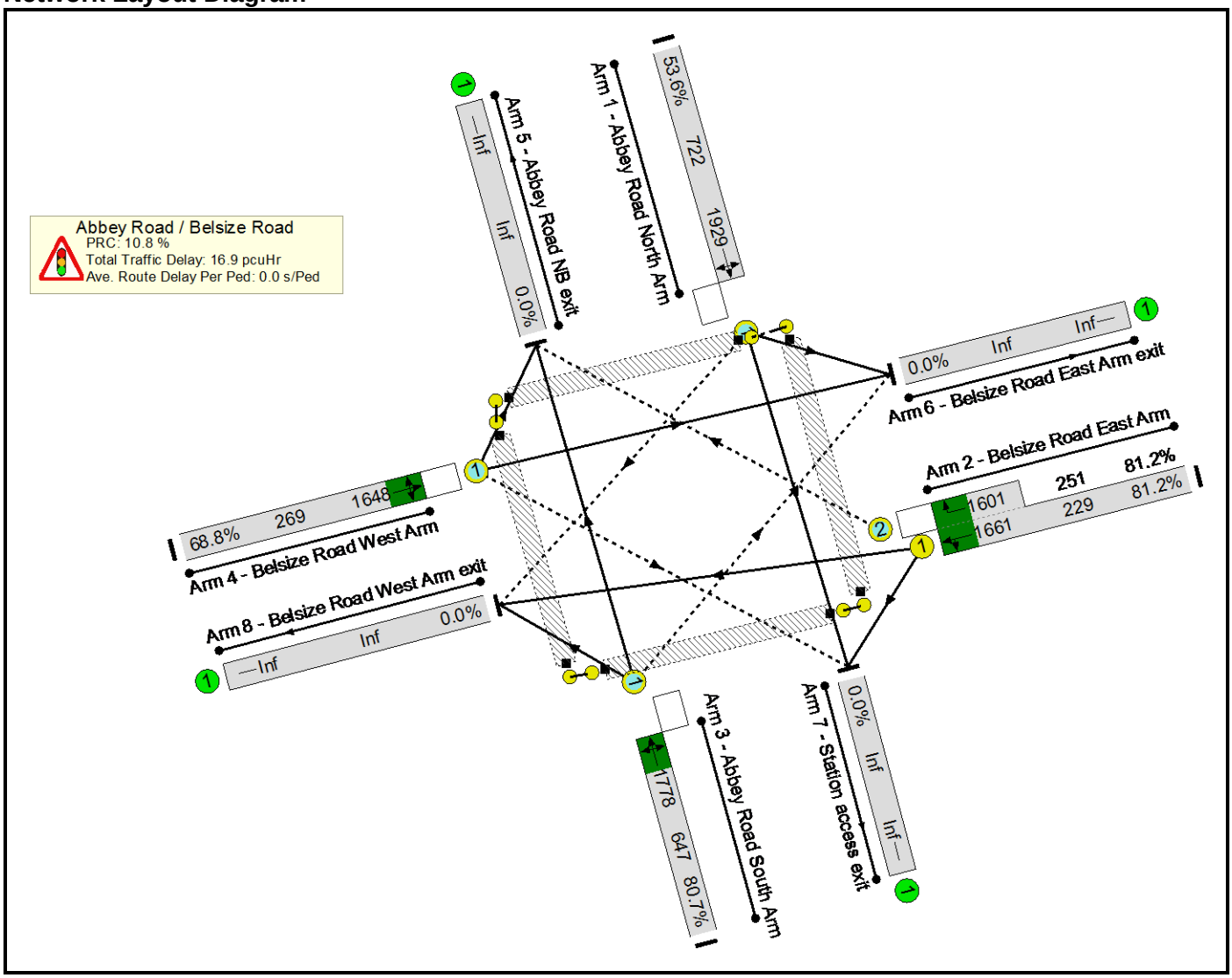
Total Delay for Signalled Lanes (pcuHr): 16.44
Total Delay Over All Lanes(pcuHr): 16.44

Cycle Time (s): 88

Basic Results Summary

Scenario 3: 'PM Peak Base' (FG3: 'PM Peak Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Abbey Road / Belsize Road junction	-	-	-		-	-	-	-	-	-	**81.2%**	**448**	**0**	**10**	**16.9**	-	-
Abbey Road / Belsize Road	-	-	-		-	-	-	-	-	-	**81.2%**	**448**	**0**	**10**	**16.9**	-	-
1/1	Abbey Road North Arm Left Ahead Right	O	D		1	32	-	387	1929	722	53.6%	33	0	0	3.0	28.1	7.9
2/1+2/2	Belsize Road East Arm Right Left Ahead	U+O	B		1	19	-	390	1661:1601	229+251	81.2 : 81.2%	198	0	6	5.2	48.2	6.4
3/1	Abbey Road South Arm Ahead Right Left	O	C		1	32	-	522	1778	647	80.7%	56	0	0	5.8	39.7	13.5
4/1	Belsize Road West Arm Left Ahead Right	O	A		1	19	-	185	1648	269	68.8%	161	0	4	2.9	55.9	5.3
Ped Link: P1	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Abbey Road / Belsize Road

PRC for Signalled Lanes (%): 10.8
PRC Over All Lanes (%): 10.8

Total Delay for Signalled Lanes (pcuHr): 16.88
Total Delay Over All Lanes(pcuHr): 16.88

Cycle Time (s): 88

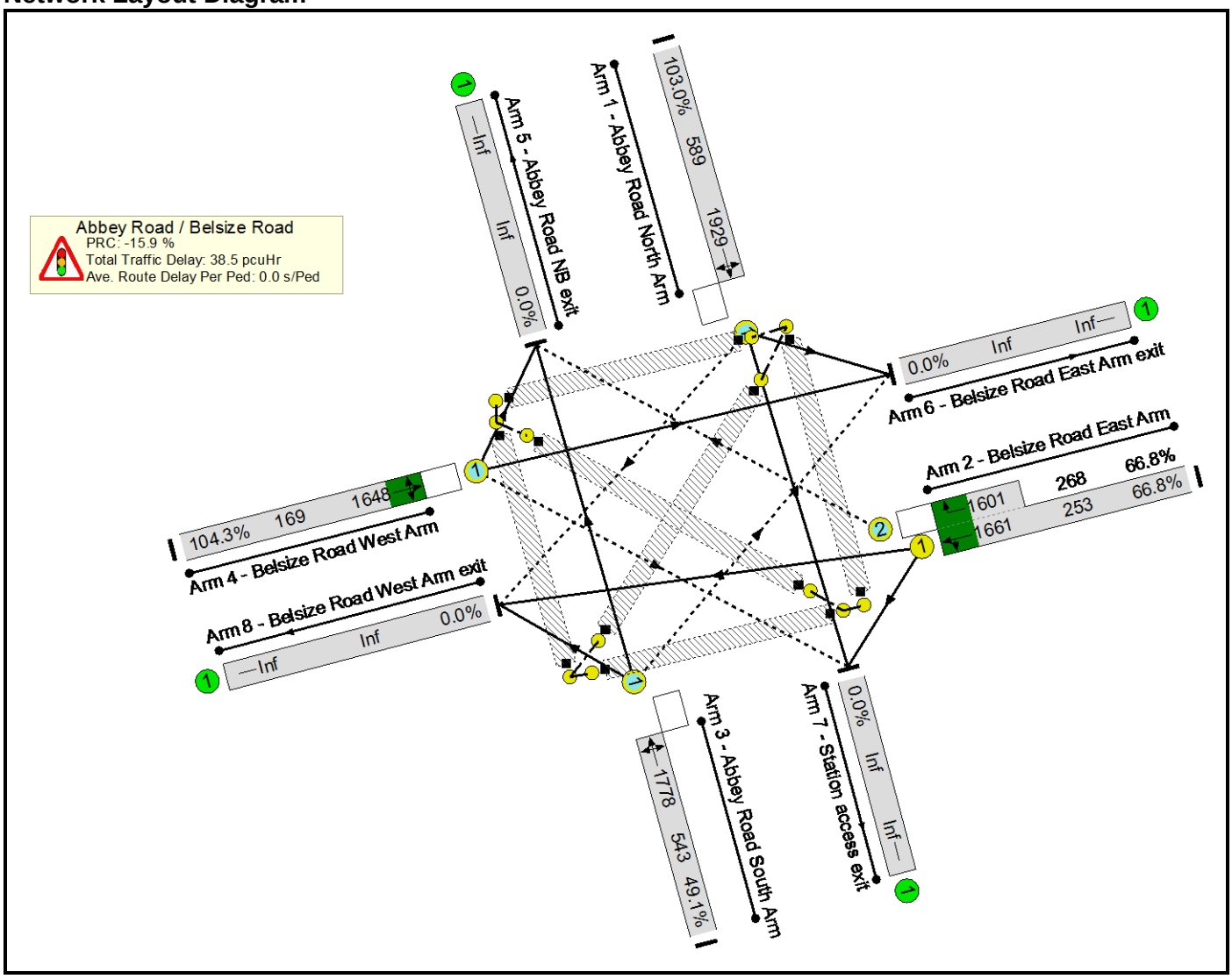
Basic Results Summary

User and Project Details

Project:	**Abbey Road**
Title:	**Abbey Road / Belsize Road junction**
Location:	ABBEY ROAD / BELSIZE ROAD
File name:	02_082 Abbey Rd_Belsize Rd_Proposed v1.0.lsg3x
Author:	ATKINS
Company:	ATKINS WOODCOTE GROVE
Address:	
Notes:	

Scenario 4: 'AM Peak Base + Dev' (FG4: 'AM Peak Base + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Abbey Road / Belsize Road junction	-	-	-		-	-	-	-	-	-	**104.3%**	**293**	**0**	**101**	**38.5**	-	-
Abbey Road / Belsize Road	-	-	-		-	-	-	-	-	-	**104.3%**	**293**	**0**	**101**	**38.5**	-	-
1/1	Abbey Road North Arm Left Ahead Right	O	D		1	21	-	607	1929	589	103.0%	39	0	0	22.2	131.4	30.0
2/1+2/2	Belsize Road East Arm Right Left Ahead	U+O	B		1	9	-	348	1661:1601	253+268	66.8 : 66.8%	168	0	11	3.6	37.7	4.3
3/1	Abbey Road South Arm Ahead Right Left	O	C		1	21	-	267	1778	543	49.1%	0	0	32	2.1	28.9	4.8
4/1	Belsize Road West Arm Left Ahead Right	O	A		1	9	-	176	1648	169	104.3%	86	0	57	10.6	217.1	12.4
Ped Link: P1	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Abbey Road / Belsize Road

PRC for Signalled Lanes (%): -15.9
PRC Over All Lanes (%): -15.9

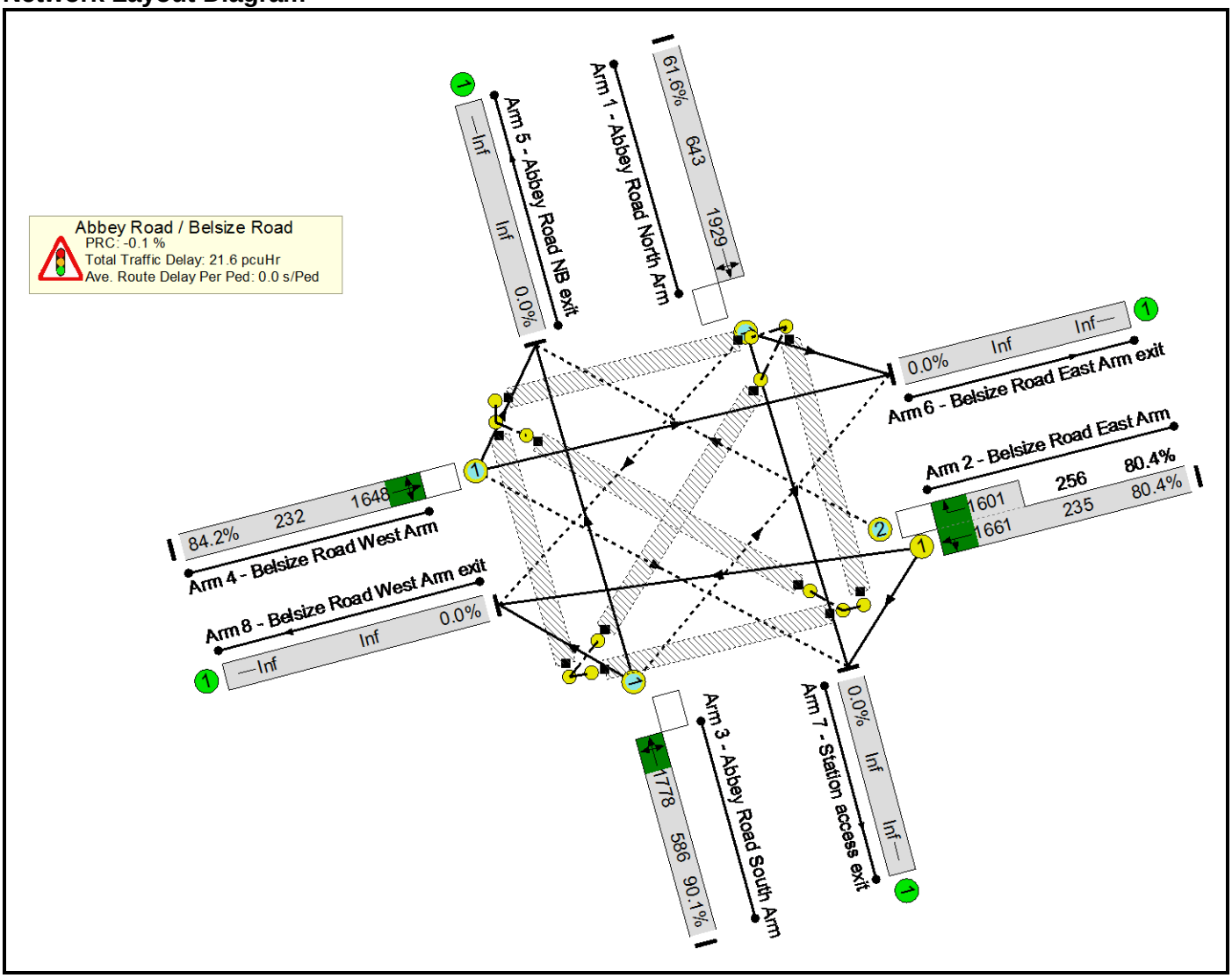
Total Delay for Signalled Lanes (pcuHr): 38.55
Total Delay Over All Lanes(pcuHr): 38.55

Cycle Time (s): 72

Basic Results Summary

Scenario 5: 'PM Peak Base + Dev' (FG5: 'PM Peak Base + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Abbey Road / Belsize Road junction	-	-	-		-	-	-	-	-	-	**90.1%**	**420**	**0**	**54**	**21.6**	-	-
Abbey Road / Belsize Road	-	-	-		-	-	-	-	-	-	**90.1%**	**420**	**0**	**54**	**21.6**	-	-
1/1	Abbey Road North Arm Left Ahead Right	O	D		1	29	-	396	1929	643	61.6%	37	0	0	3.6	32.9	8.7
2/1+2/2	Belsize Road East Arm Right Left Ahead	U+O	B		1	17	-	395	1661:1601	235+256	80.4 : 80.4%	176	0	30	5.4	48.8	6.5
3/1	Abbey Road South Arm Ahead Right Left	O	C		1	29	-	528	1778	586	90.1%	56	0	0	8.2	56.0	16.2
4/1	Belsize Road West Arm Left Ahead Right	O	A		1	17	-	195	1648	232	84.2%	151	0	24	4.4	81.4	7.0
Ped Link: P1	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Abbey Road / Belsize Road

PRC for Signalled Lanes (%): -0.1
PRC Over All Lanes (%): -0.1

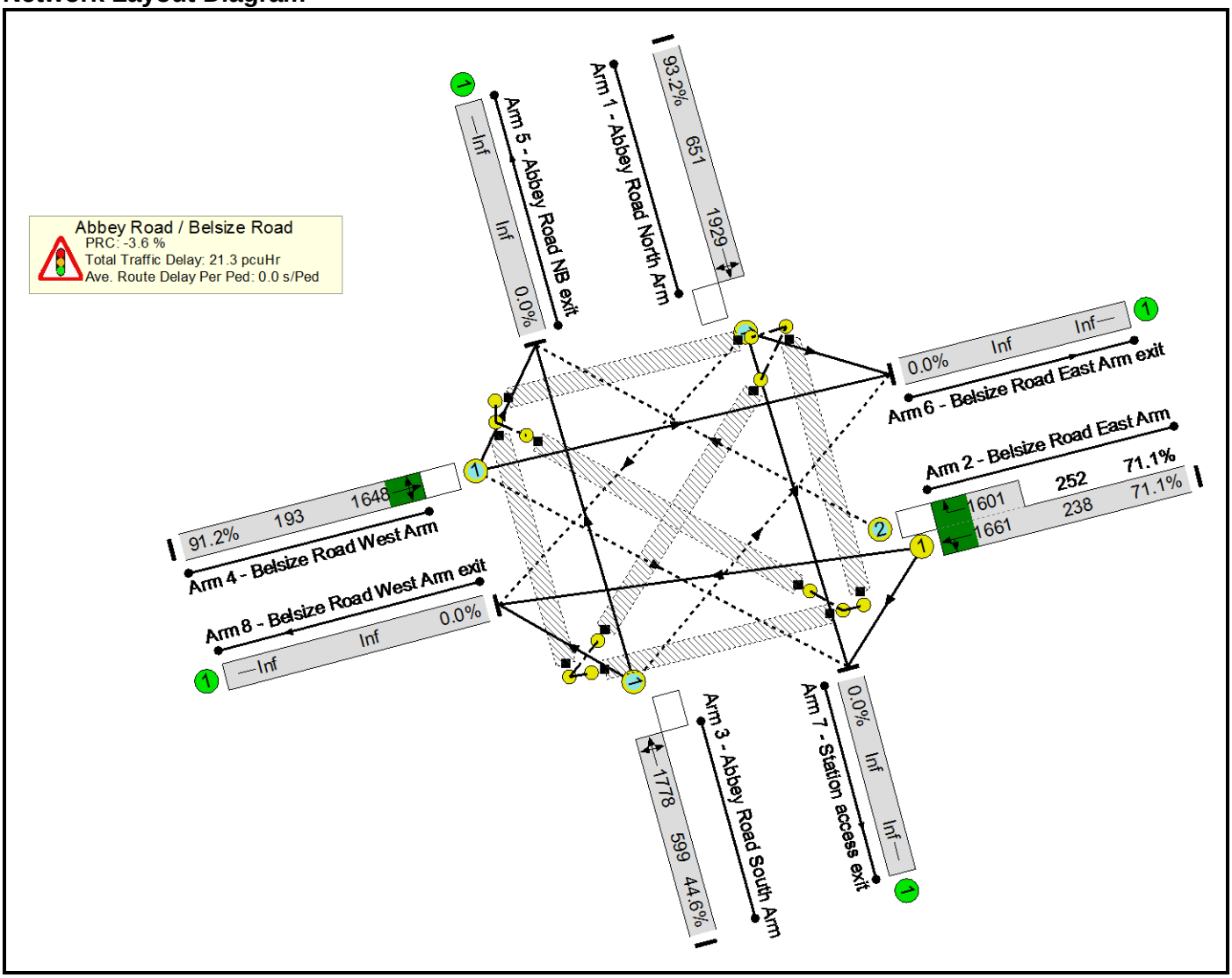
Total Delay for Signalled Lanes (pcuHr): 21.59
Total Delay Over All Lanes(pcuHr): 21.59

Cycle Time (s): 88

Basic Results Summary

Scenario 6: 'AM Peak Base + Dev_80s' (FG4: 'AM Peak Base + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Abbey Road / Belsize Road junction	-	-	-		-	-	-	-	-	-	**93.2%**	**346**	**0**	**55**	**21.3**	-	-
Abbey Road / Belsize Road	-	-	-		-	-	-	-	-	-	**93.2%**	**346**	**0**	**55**	**21.3**	-	-
1/1	Abbey Road North Arm Left Ahead Right	O	D		1	26	-	607	1929	651	93.2%	40	0	0	9.9	58.4	18.5
2/1+2/2	Belsize Road East Arm Right Left Ahead	U+O	B		1	12	-	348	1661:1601	238+252	71.1 : 71.1%	162	0	17	4.0	41.6	4.8
3/1	Abbey Road South Arm Ahead Right Left	O	C		1	26	-	267	1778	599	44.6%	25	0	7	2.1	28.3	5.0
4/1	Belsize Road West Arm Left Ahead Right	O	A		1	12	-	176	1648	193	91.2%	119	0	31	5.3	109.4	7.5
Ped Link: P1	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Abbey Road / Belsize Road

PRC for Signalled Lanes (%): -3.6
PRC Over All Lanes (%): -3.6

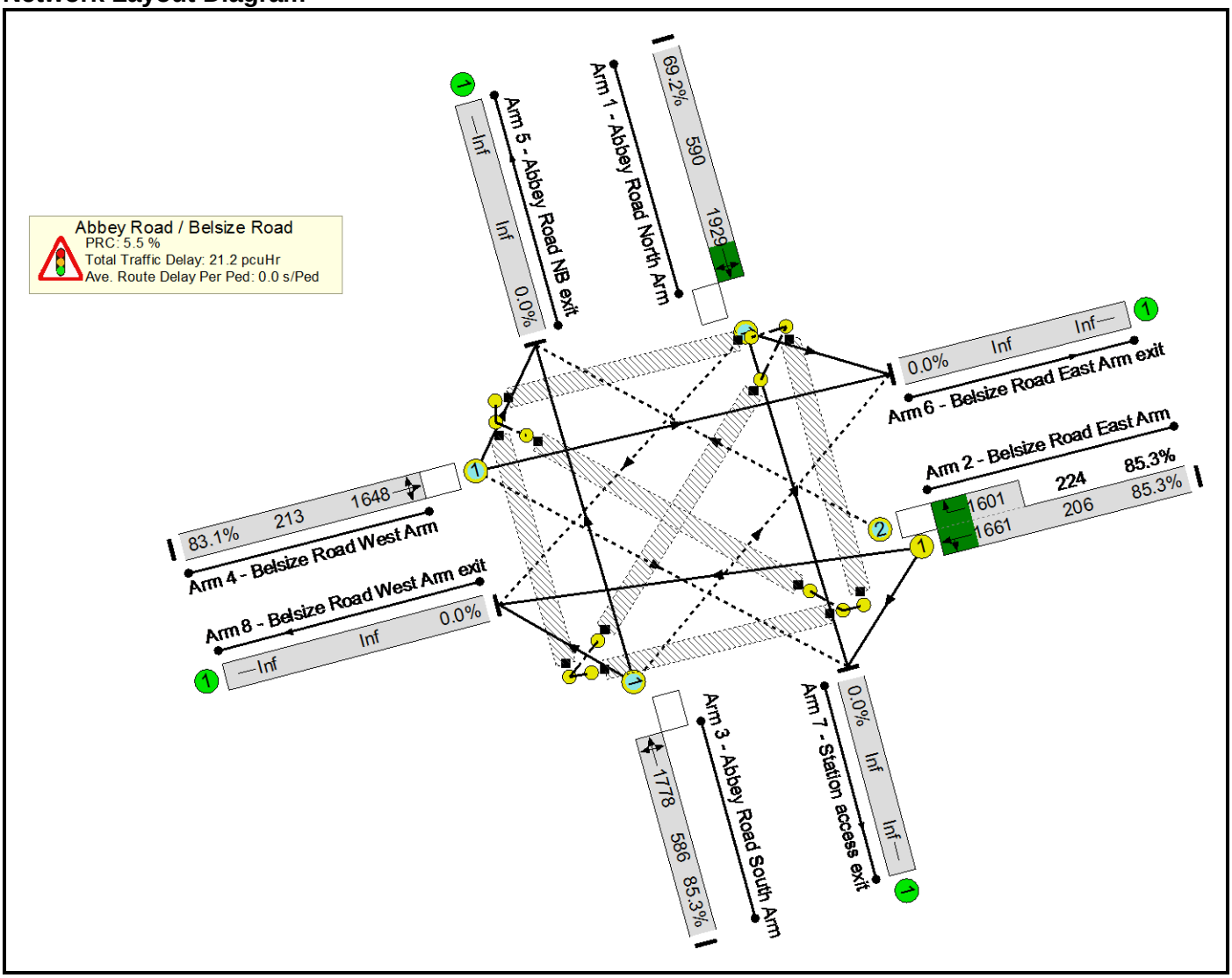
Total Delay for Signalled Lanes (pcuHr): 21.32
Total Delay Over All Lanes(pcuHr): 21.32

Cycle Time (s): 80

Basic Results Summary

Scenario 7: 'IP Peak Base + Dev' (FG6: 'IP Peak Base + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Abbey Road / Belsize Road junction	-	-	-		-	-	-	-	-	-	**85.3%**	**395**	**0**	**41**	**21.2**	-	-
Abbey Road / Belsize Road	-	-	-		-	-	-	-	-	-	**85.3%**	**395**	**0**	**41**	**21.2**	-	-
1/1	Abbey Road North Arm Left Ahead Right	O	D		1	28	-	408	1929	590	69.2%	46	0	0	4.2	37.4	9.7
2/1+2/2	Belsize Road East Arm Right Left Ahead	U+O	B		1	18	-	367	1661:1601	206+224	85.3 : 85.3%	165	0	26	6.3	61.5	7.2
3/1	Abbey Road South Arm Ahead Right Left	O	C		1	28	-	500	1778	586	85.3%	43	0	0	6.6	47.8	14.1
4/1	Belsize Road West Arm Left Ahead Right	O	A		1	18	-	177	1648	213	83.1%	140	0	15	4.0	82.2	6.4
Ped Link: P1	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Abbey Road / Belsize Road

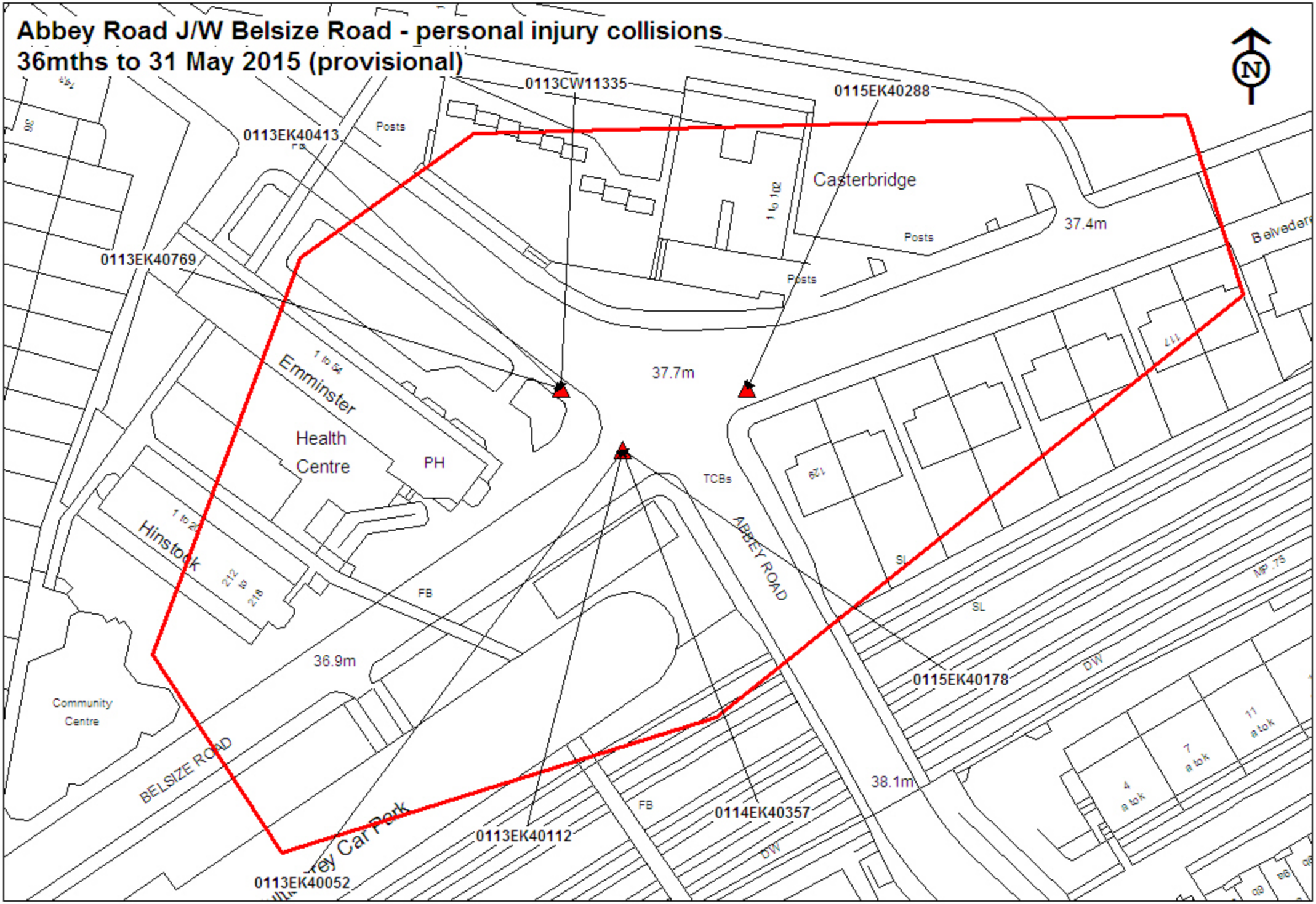
PRC for Signalled Lanes (%): 5.5
PRC Over All Lanes (%): 5.5

Total Delay for Signalled Lanes (pcuHr): 21.19
Total Delay Over All Lanes(pcuHr): 21.19

Cycle Time (s): 88

Appendix B. Collision data

Abbey Road J/W Belsize Road - personal injury collisions
36mths to 31 May 2015 (provisional)



Scale : 1:750

Created: 28-SEP-2015

Abbey Road J/W Belsize Road - personal injury collisions - 36mths to 31 May 2015 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
SC01 GIS AREA B02 Abbey Rd jct Belsize Rd (P)	36 MTS TO MAY-2015	8

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

Abbey Road J/W Belsize Road - personal injury collisions - 36mths to 31 May 2015 (provisional)

SC01 GIS AREA B02 Abbey Rd jct Belsize Rd (P) 36 MTS TO MAY-2015 SORTED BY DATE

1 0113EK40052 SAT 12/01/13 22:30 DARK ABBEY ROAD J/W BELSIZE ROAD 02 NODE 149 525800 / 183880
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
V1 EAST-BOUND TURNED RIGHT, COLLIDED WITH PED CAS1

CASUALTY 001 (001) (35 Yrs - F NW1) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (35 Yrs - M NW10) TURNING RIGHT SW TO SE JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY)
V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
C001 B 802 (FAILED TO LOOK PROPERLY)

---

2 0113EK40112 WED 06/03/13 09:26 LIGHT NFL BELSIZE RD J/W ABBEY RD 02 NODE 149 525800 / 183880
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
V2 TURNED RIGHT AND CAUSED V1 TO BRAKE HARD. RIDER OF V1 FELL

CASUALTY 001 (001) (48 Yrs - M E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (48 Yrs - M E17) GOING AHEAD OTHER NE TO SW JCT MID
BT - NEGATIVE DID NOT IMPACT

VEHICLE 002 (000) CAR (? Yrs - U UNKN) TURNING RIGHT SW TO S JCT MID
BT - DRV NOT CONTACTED DID NOT IMPACT

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V001 A 408 (SUDDEN BRAKING)
V001 A 410 (LOSS OF CONTROL)

---

3 0113EK40413 THU 27/06/13 20:03 DARK ABBEY ROAD J/W BELSIZE ROAD 02 NODE 149 525790 / 183890
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
THE PED STEPPED OUT INTO V1'S PATH

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

VEHICLE 001 (000) CAR (32 Yrs - M W11) TURNING RIGHT NE TO NW JNY PART OF WORK JCT CLEARED
BT - NOT REQUESTED FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)
C001 A 802 (FAILED TO LOOK PROPERLY)

Abbey Road J/W Belsize Road - personal injury collisions - 36mths to 31 May 2015 (provisional)

SC01 GIS AREA B02 Abbey Rd jct Belsize Rd (P) 36 MTS TO MAY-2015 SORTED BY DATE

4 0113CW11335 SAT 28/09/13 18:00 LIGHT ABBEY ROAD J/W BELSIZE ROAD. 02 NODE 149 525790 / 183890

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

V.1 SLOWED DOWN AT ZEBRA CROSSING. V.2 TRAVELLING BEHIND HIT REAR OF V.2.

CASUALTY 001 (001) (39 Yrs - M NW10) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (49 Yrs - M EN3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR (39 Yrs - M NW10) BT - DRV NOT CONTACTED	SLOWING OR STOPPING	SE TO NW BACK HIT FIRST		JCT CLEARED
VEHICLE	002 (001)	CAR (49 Yrs - M EN3) BT - DRV NOT CONTACTED	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST		JCT CLEARED

V001 B 408 (SUDDEN BRAKING)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

5 0113EK40769 SUN 10/11/13 19:12 DARK BELSIZE RD J/W ABBEY RD 02 NODE 149 525790 / 183890

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 OVERTOOK AND CLIPPED V1

CASUALTY 001 (002) (27 Yrs - M W2) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	GDS => 7.5T (? Yrs - M CM20) BT - NEGATIVE	GOING AHEAD OTHER	NW TO SE JNY PART OF WORK BACK HIT FIRST		JCT APP
VEHICLE	002 (001)	M/C 50-125CC (27 Yrs - M W2) BT - NEGATIVE	OVERTAKE MOVE VEH O/S	NW TO SE FRONT HIT FIRST		JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 308 (FOLLOWING TOO CLOSE)

Abbey Road J/W Belsize Road - personal injury collisions - 36mths to 31 May 2015 (provisional)

SC01 GIS AREA B02 Abbey Rd jct Belsize Rd (P) — 36 MTS TO MAY-2015 SORTED BY DATE

6 0114EK40357 MON 28/04/14 17:05 LIGHT BELSIZE ROAD J/W ABBEY ROAD 02 NODE 149 525800 / 183880

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

V2 TURNED LEFT SUDDENLY CLIPPING V1 WHO WAS ON INSIDE

CASUALTY 001 (001) (33 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(33 Yrs - M NW6)	OVERTAKING NEARSIDE	SE TO NW O/S HIT FIRST	JCT APP	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	TURNING LEFT	SE TO SW N/S HIT FIRST	JCT APP	

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

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

---

7 0115EK40178 SUN 01/03/15 15:17 LIGHT ABBEY ROAD J/W BELSIZE ROAD 02 NODE 149 525800 / 183880

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

V2 TURNED RIGHT ACROSS ONCOOMING V1

CASUALTY 001 (001) (45 Yrs - F NW2) SLIGHT PASSENGER FRONT SEAT

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(47 Yrs - M W12)	GOING AHEAD OTHER	NW TO SE O/S HIT FIRST	JCT MID	
VEHICLE	002 (001)	CAR BT - NEGATIVE	(41 Yrs - M WD6)	TURNING RIGHT	SE TO NE O/S HIT FIRST	JCT MID	

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 509 (DISTRACTION IN VEHICLE)

Abbey Road J/W Belsize Road - personal injury collisions - 36mths to 31 May 2015 (provisional)

SC01 GIS AREA B02 Abbey Rd jct Belsize Rd (P) — 36 MTS TO MAY-2015 SORTED BY DATE

8 0115EK40288 TUE 24/03/15 16:40 LIGHT BELSIZE ROAD J/W ABBEY ROAD 02 NODE 149 525820 / 183890

POLICE - OVER COU ROAD-WET WEATHER-UNKNOWN SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

PED PUTTING CHILD IN CAR WHEN V2 PASSED HITTING V1'S DOOR PUSHING IT INTO PED

CASUALTY	001	(001)	(28 Yrs - F EW6)	SLIGHT	PEDESTRIAN	IN ROAD - NOT CROSSING	STANDING
VEHICLE	001	(002)	CAR (28 Yrs - F EW6) BT - DRV NOT CONTACTED		PARKED	P TO P O/S HIT FIRST	JCT APP
VEHICLE	002	(001)	CAR (? Yrs - U UNKN) BT - DRV NOT CONTACTED		GOING AHEAD OTHER	NE TO SW FRONT HIT FIRST	JCT APP

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 B 601 (AGGRESSIVE DRIVING)

End of Accidents for SC01 GIS AREA B02 Abbey Rd jct Belsize Rd (P)

End of Report

Appendix C. Landscape Plan

NOTES:

1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Farrer Huxley Associates in writing before commencing on site.

2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Farrer Huxley Associates in writing before commencing on site.

3. All dimensions in mm, unless otherwise stated.

4. Do not scale from this drawing.

5. All sub base and concrete design and specification to engineer's details. All diagrams provided here are purely indicative.

6. Waterproofing of any element to be specified by others.

7. All proprietary products shall be installed in accordance with manufacturers written instructions.

8. Plant numbers are an indication only and plants should be ordered to suit site areas in accordance with scheduled plant densities.

9. Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

Key

Trees

T1 Phase I & 3: Proposed street tree:
Semi mature, 6m (H), 20-25cm (Girth), 2.5m clear stem.
1200mm x 1200mm x 1000mm tree pit installed with root barrier to road and building line, irrigation pipe for watering, platipus tree anchor system and root cell underground system. Species from: *Acer campestre* 'Streetwise'

T2 Phase 1 & 3: Trees to proposed street planters:
Standard (Extra Heavy), 4m (H), multistem with short leg.
Tree pit installed with root barrier to road and building line and platipus tree anchor system. Species from: *Betula utilis var.* Jacquemontii

T3 T4 Phase 3: A mix of tree groups and single specimens to courtyard:
1200mm x 1200mm x 1000mm tree pit installed with root barrier, irrigation pipe for watering, platipus tree anchor system and root cell underground system.
Group (T3): Standard (Extra Heavy), 4.5m (H), 18-20cm (Girth), Min 2m clear stem. Species from: *Prunus avium 'Plena', Tilia cordata 'Greenspire', Sorbus aucupania 'Streetwise'*
Specimen (T4): Semi-mature, 6m (H), 20-25cm (Girth), 2.5m clear stem.
Species from: *Carpinus betulus 'Frans fontaine', Sorbus aucupania 'Streetwise'*

T5 Phase 3: Proposed fruit/ blossom trees to private back gardens:
Standard, (H)3m, 12-14cm (Girth), 1.75m clear stem.
To be planted in soft landscape of private gardens. Species from:
Malus domestica, Prunus sp

T6 Phase 2: Trees in space between towers:
Semi-mature, 5m (H), 20-25cm (Girth), 2.5m clear stem.
1200mm x 1200mm x 1000mm tree pit installed with root barrier, irrigation pipe for watering, platipus tree anchor system and root cell underground system.
Species from: *Populus tremula.*

T7 Phase 2: Trees in Community Open Cpace:
Extra heavy & semi mature, +4m (H), 18-20 / 25-30 / 30-35cm (Girth),
To be planted in soft landscape of community open space
Species from: *Salix babylonica* 'Pendula', *Alnus glutinosa, Betula pendula, Robinia pseudoacacia, Prunus avium 'Plena'*

T8 Phase 2 : Proposed trees along Belsize Road:
Semi mature, 5.5m (H), 30-35cm (Girth), 2.5 clear stem
Tree pit / planter installed with root barrier, platipus tree anchor system and where planted in hard landscape, a irrigation pipe for watering and a root cell underground system. Species from: *Alnus cordata, Tilia cordata 'Green Spire'*

Existing trees to be retained

Root protection area - RPA of existing trees

Planting

H1 Buffer planting to provide privacy to flats:
Semi deciduous hedge to provide year long privacy and interest.
Fagus sylvatica: 1.2m (H), Container grown 7.5l, Bushy form, Instant Hedge

H2 Buffer planting to provide privacy to Health Centre
Hedge of dog roses and emergent shrubs offers security and screens views into the Health Centre whilst maintaining light into the building. With fragrant flowers, autumn hips and thorns, it provides an attractive, robust buffer to the building. 1.5 - 2m (H)

H3 Buffer planting to provide security and screening to carpark
Evergreen hedge provides security and screens views into/ from carpark and neighbouring residential dwelling. *Taxus baccata* 1.8m (H),

H4 Existing hawthorn hedge
Existing hawthorn (*Crataegus monogyna*) hedge to be retained

PL1 Raised planter and ground level planting beds retaining existing trees:
Existing trees in paving/ small planters are to be provided with new enlarged planting areas for root development. Shrub and perennial planting will provide year around greenery and cover. Dashed line indicates areas of shrub planting to provide a green buffer to the road.

PL2 Raised entrance planter and proposed new street tree:
A new street tree (*Tilia cordata* 'Greenspire') continues the tradition of lime trees along Belsize Road. The tree sits in a planter of shrub and perennial planting to extend the 'green buffer' between the road and buildings.

PL3 Proposed planters to street:
Shrub and herbaceous planting to provide year around greenery and cover

PL4 Proposed raised planters with buffer planting to building and wall elevation (courtyard):
Evergreen and deciduous grasses and shrubs to provide seasonal interest and highlights. Shade resistant planting

PL5 'Play planting' to courtyard:
Robust and low maintenance planting chosen to promote wildlife and biodiversity

PL6 Proposed raised planters with buffer planting to building and wall elevations (courtyard):
Evergreen and deciduous grasses and shrubs to provide seasonal interest and highlights to the entrance of the courtyard. Sunny positioning

PL7 Garden terraces to Snowman and Casterbridge:
Swathes of ornamental grasses with perennial highlight planting to provide seasonal colour and interest

PL8 Woodland/ shade tolerant meadow mix to Belsize Open Space:
Mix to be over-seeded into existing areas of grass. Provides an attractive, robust layer and increases biodiversity and ecological interest. With mown areas for paths, play opportunities (as indicated on plan)

PL9 Raised growing / allotment beds for Community Centre Garden:
Planting to be arranged and overseen by the Community Centre

PL10 Raised growing / allotment beds for Residents :
Planting to be arranged and overseen by Residents

G1 Planes of lawn to courtyard and the space between the towers:
Areas of terraced lawn as indicated

G2 Private Gardens:
Lawns to back gardens

G3 Amenity Grass in the Community Open Space
Existing grass to be retained where possible. New areas/ areas of poor quality grass are to be turfed / re-seeded as necessary.

DRAFT 150910- INFORMATION ONLY

N

DATE	DRAWN	DESCRIPTION OF REVISION	REVISION LETTER	APPROVED BY

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Appendix D. Phase 3 Basement Parking Management Plan

Abbey Area Regeneration

Phase 3 Basement Parking Management Plan

London Borough of Camden

17 September 2015

Notice

This document and its contents have been prepared and are intended solely for London Borough of Camden's information and use in relation to the Abbey Area Phase 3 Basement Parking Management Plan.

Atkins Transportation assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 17 pages including the cover.

Document history

Job number: 5135600			**Document ref:**			
Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Draft for comment	RJF	RJF	RLF	RLF	24/04/15
Rev 2.0	Revised with comments	RJF	RJF	CC	CC	15/07/15
Rev 3.0	Revised condition wording	RJF	RJF	CC	CC	17/09/15

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Tables

Figures

1. Introduction

Atkins Transportation has been appointed by the London Borough of Camden (LBC) Housing and Adult Social Services (HASC) to provide transport planning services in support of the Abbey Area regeneration project.

An Addendum Transport Assessment was previously prepared in support of the hybrid planning application for the Abbey Area regeneration project (reference 2013/4678/P), which incorporated a detailed application for Phase 1 of the scheme and outline application for Phases 2 & 3. Planning permission was granted for this application on 16th May 2014 with a number of conditions as Reserved Matters.

This document has been prepared to satisfy Condition 46 (Phase 3 Parking Management) of planning permission 2013/4678/P.

1.1. Phase 3 Transport Related Conditions from 2013/4678/P

Planning permission for the overall development (reference 2013/4678/P) incorporated Condition 46 (Phase 3 Parking Management), which is outlined below, along with Condition 74 (Car Parking Standards), to which Condition 46 refers.

1.1.1. Condition 46: Phase 3 Parking Management

Condition 46 states the following:

"Applications for approval of Reserved Matters in respect of phase 3 shall include a Basement Parking Management plan. The plan shall include the following details:

a. numbers and types of parking spaces and their layout,
b. access arrangements to/from the street,
c. how the general purpose, disabled and blue badge parking spaces would be allocated and managed in accordance with the car parking standards set out in condition 74 and
d. how the provision of and access to electric charging points would be managed.

No parking shall take place within the basement of phase 3 other than in accordance with the management plan so approved.

Reason: In order to ensure that the development contributes to sustainable transport aims in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP18 and DP19 of the London Borough of Camden Local Development Framework Development Policies."

1.1.2. Condition 74: Car Parking Standards

Condition 74 has been amended since the application to state the following:

"The development shall be constructed in such a manner as to provide no more than the following basement parking spaces:

- *Residential: 1 non-disabled space per 5 completed new dwellings to a maximum ratio of 0.2 spaces per dwelling.*
- *Residential: 1 disabled space per 10 completed dwellings to a maximum of 26 spaces.*
- *Class D1 Healthcare uses: No more than 5 spaces shall be provided at any time following occupation of the relevant healthcare facility in phase 2 of the development.*
- *Commercial units (use classes A1-A5 and B1): No parking spaces shall be provided at any time within the development.*
- *Class D1 Community Uses: No more than 3 spaces shall be provided at any time following occupation of the relevant community facility in phase 2 of the development.*

Spaces provided under the above allocation shall not be made available to anyone in connection with any purpose other than their assigned use.

The Community Centre spaces shall be used only in connection with the operation and staffing of the Centre and not by general visitors.

No fewer than 20% of all basement car parking spaces shall be provided as active electric car charging points and no fewer than a further 20% shall be provided with the necessary cables and power supply to support future provision.

Off-street surface level residential parking shall not exceed 19 spaces within phase 2 and 15 spaces in phase 3 basement with the total not exceeding 34 spaces.

Reason: In order to ensure that the development contributes to sustainable transport aims in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP18 and DP19 of the London Borough of Camden Local Development Framework Development Policies."

2. Proposed Development

The proposed land uses and floor areas in Phase 3 of the Abbey Area Regeneration development are outlined in Table 2-1 below.

Table 2-1 Proposed land use and floor areas in Phase 3 of the Abbey Area Regeneration development

Land use	Floorspace (Gross External Area in m^2)
Residential (C3)	10,411.2
Retail (A1-A5)	353.2
Employment (B1a)	362.4
Total	11,126.8

The residential element will be comprised of affordable, intermediate and market housing as outlined in Table 2-2 below.

Table 2-2 Proposed housing by type in Phase 3 of the Abbey Area Regeneration development

Unit type	Affordable	Intermediate	Market	Total
1 Bed	25	6	19	50
2 Bed	4	3	21	28
3 Bed	7	3	12	22
Total	36	12	52	100

The development is formed of a total of 100 residential units including 22 three bed units. It should be noted that 15 of the three bed units are mews houses, of which 12 will be market with the remaining three affordable.

There are a total of are 36 affordable units across the development. Twelve of the affordable units (33%) will be provided for wheelchair users.

Phase 3 of the Abbey Area Regeneration development will also include a basement parking area with 45 spaces. It should be noted that 15 of these spaces will be for Phase 2 residents re-provided from the existing car park in Phase 2, which is being redesigned to provide 18 spaces, so that the overall provision for Phase 2 will be 33 spaces. The type and allocation of spaces is outlined in Section 3 below.

3. Phase 3 Basement Parking Management Plan

The Phase 3 Basement Parking Management Plan includes the following sections:

- numbers and types of parking spaces and their layout;
- access arrangements to/from the street;
- how the general purpose, disabled and blue badge parking spaces would be allocated and managed in accordance with the car parking standards set out in condition 74; and
- how the provision of and access to electric charging points would be managed.

3.1. Numbers and types of parking spaces and their layout

The numbers and types of parking spaces in the Phase 3 basement car park are summarised in Table 3-1 below and shown in Appendix A.

Table 3-1 Numbers and types of parking spaces in Phase 3 basement car park

Type of space	Number of spaces	Purpose
Residential (Phase 2)	15 (A1-A15)	For existing residents in Phase 2 re-provided from the redesign of the Phase 2 car park
Residential (Phase 3)	15 (S1-S15)	For residents of the 15 mews houses in Phase 3
Disabled	12 (D1-D12)	For residents of the 12 wheelchair units in Phase 3
Community Centre staff	3 (C1-C3)	For staff at the Community Centre in Phase 2
Total	45	-

It should be noted that the 15 Phase 3 residential parking spaces are for residents of the 15 mews houses, while no residential parking is proposed for residents of the other 85 units in Phase 3. The numbers and types of spaces outlined in Table 3-1 are compared to Condition 74 in section 3.3 below.

3.2. Access arrangements to/from the street

3.2.1. Vehicle access

Vehicle access to the car park will be from the west side of Abbey Road. A one way curved ramp will be provided from Abbey Road at ground level down to the Phase 3 basement car park as shown in Appendix A and Appendix B for the basement and ground floor sections respectively.

A barrier and associated security system will be installed at the top of the ramp to prevent access to general traffic. For example, users of the basement car park could be issued with a key fob that would need to be swiped at the top of the ramp to raise the barrier and thus allow access.

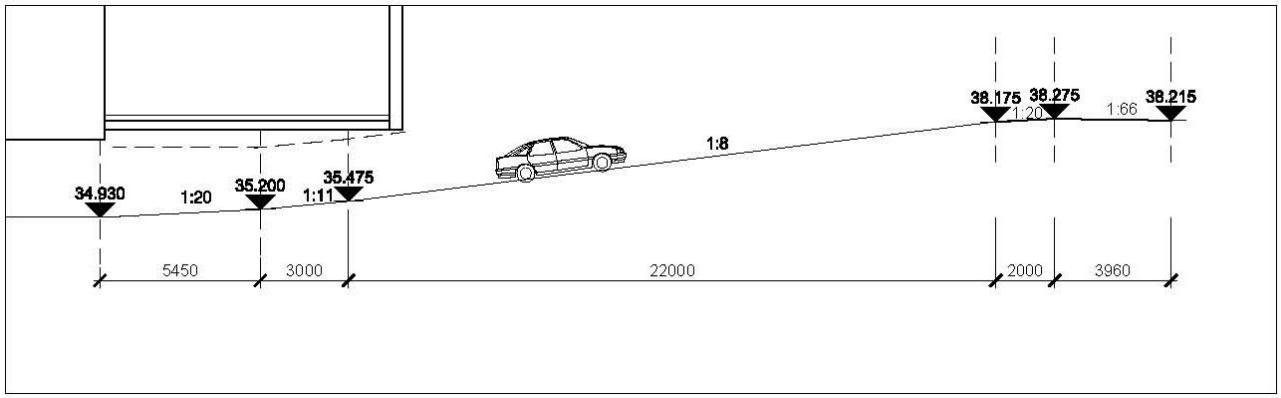
Access from the bottom of the ramp will also be controlled via either a traffic signal or barrier. Only one vehicle will be allowed to enter the ramp at any one time with waiting areas provided at the top and bottom of the ramp. The default setting of the system will be set to prevent access from either end (i.e. the barrier will be down at the top of the ramp with a red light showing or barrier down at the bottom of the ramp).

The first vehicle to activate the system at either the top or bottom of the ramp will be allowed access to the ramp while the control system at the opposite end of the ramp will remain on stop (i.e. either the barrier will remain down or the traffic signal will remain red) until the first vehicle has exited the ramp.

It is possible that more than one vehicle could arrive at the top of the ramp at the same time, but given the small size of the car park, it is considered that such occurrences will be rare. If this does occur, it would be necessary for the following vehicle(s) to wait on the highway temporarily for the preceding vehicle to enter the ramp.

A profile of the ramp is shown in Figure 3-1 (please note that the drawing does not from part of the planning drawings and thus is included for illustrative purposes only). The design is constrained by the need to provide sufficient headroom beneath one of the residential units at ground floor level. Therefore a transition gradient of 1:20 is proposed at the top and bottom of the ramp leading into the main ramp with a 1:8 gradient over a straight-curved-straight profile, as agreed with the London Borough of Camden. Although it is noted that the Institution of Structural Engineer's *"Design recommendations for multi-storey and underground car parks"* (Third edition, June 2002) recommends a maximum gradient of 1:10 for the curved element, the continuous gradient was deemed more appropriate than providing different gradients for the straight and curved sections of the ramp (i.e. providing a short steep 1:6 straight ramp into a shallower 1:10 curved section then back into a short steep 1:6 straight ramp).

Figure 3-1 Long section of ramp from Abbey Road down to Phase 3 basement car park



3.2.2. Access for pedestrians, cyclists and wheelchair users

Access for pedestrians, cyclists and wheelchair users to the basement car park and cycle storage from outside will be via a pop-up lift and stair including Dutch ramp accessed via the courtyard as shown in Appendix C. This will also be used by residents of the 15 mews houses as they are separate to the main building. Access to the pop-up lift and stair from the courtyard will be controlled via a security system (such as a swipe card, code or key fob) managed by the site management to prevent access to the general public.

The residential lift cores as shown in Appendix A will provide direct access between the non-mews house dwellings and basement (with associated car/cycle parking) within the building.

3.3. Allocation of spaces

The car parking provision is in accordance with the car parking standards set out in condition 74 as outlined below.

3.3.1. General purpose spaces

3.3.1.1. Residential

Condition 74 specifies that in terms of residential parking, there should be 1 non-disabled space per 5 completed new dwellings to a maximum ratio of 0.2 spaces per dwelling. The proposed development complies with this as follows:

- In phase 3, there are 15 residential spaces for 100 dwellings, equating to a ratio of 0.15 spaces per dwelling; and

- Across Phase 1 and Phase 3, there are 48 residential spaces (33 in Phase 1 and 15 in Phase 3) for 241 residential units (141 in Phase 1 and 100 in Phase 3), equating to a ratio of just under 0.2 spaces per dwelling.

In relation to Phase 2, Condition 74 also specifies that off-street surface level residential parking shall not exceed 19 spaces within phase 2 and 15 spaces in phase 3 basement with the total not exceeding 34 spaces. The proposed development complies with this as the existing Phase 2 car park is being redesigned to provide 18 spaces, with an additional 15 spaces re-provided in the Phase 3 basement car park, so that the overall provision for Phase 2 will be 33 spaces.

3.3.1.2. Healthcare facility

Condition 74 specifies that no more than five spaces shall be provided at any time following occupation of the relevant healthcare facility in phase 2 of the development. No spaces will be provided for the healthcare facility in Phase 3, with all five spaces for the healthcare facility accommodated in the Phase 1 basement car park.

3.3.1.3. Commercial units

Condition 74 specifies that no parking should be provided for commercial units (*use classes A1-A5 and B1*) at any time within the development. The proposed development complies with this as neither the Phase 1 or Phase 3 basement car parks contain any such spaces.

3.3.1.4. Community facility

Condition 74 specifies that no more than three spaces shall be provided at any time following occupation of the relevant community facility in Phase 2 of the development. The proposed development complies with this as three spaces are to be provided in the basement car park within Phase 3 for staff at the community centre in Phase 2.

3.3.2. Disabled and Blue Badge spaces

Condition 74 specifies that in terms of disabled parking, there should be 1 disabled space per 10 completed dwellings to a maximum of 26 spaces. The proposed development complies with this as follows:

- In phase 3, there are 12 disabled spaces for 100 dwellings, equating to a ratio of more than 1 disabled space per 10 completed dwellings; and
- Across Phase 1 and Phase 3, there are 26 disabled spaces (14 in Phase 1 and 12 in Phase 3) for 241 residential units (141 in Phase 1 and 100 in Phase 3), which equates to a ratio of more than 1 disabled space per 10 completed dwellings and complies with the maximum specified number of 26.

One disabled space would be allocated to the each of the 12 wheelchair units.

Parking for Blue Badge holders other than the twelve resident wheelchair users will be provided as part of the development's proposed on street parking.

3.3.3. Electric vehicle charging points

Condition 74 specifies that no fewer than 20% of all basement car parking spaces shall be provided as active electric car charging points and no fewer than a further 20% shall be provided with the necessary cables and power supply to support future provision.

The proposed development complies with this as 20% (6) of the 30 new spaces in the Phase 3 basement car park will be provided as active electric car charging points with a further 20% (6) provided as passive electric car charging points, as summarised in Table 3-2 below. The provision has been divided as equally as possible across the different types of spaces.

Table 3-2 Details of electric vehicle charging points in Phase 3 basement car park

Type of spaces	Number of spaces	Number of active electric vehicle charging spaces	Number of passive electric vehicle charging spaces
Residential (Phase 2)	15	0	0
Residential (Phase 3)	15	3 (S8, S9, S10)	3 (S5, S6, S7)
Disabled	12	2 (D11, D12)	3 (D1, D9, D10)
Community Centre staff	3	1 (C1)	0
Total	45 (30 new)	6	6

3.4. Management of spaces

3.4.1. General purpose and disabled bays

Condition 74 specifies that:

- spaces shall not be made available to anyone in connection with any purpose other than their assigned use; and
- Community Centre spaces shall be used only in connection with the operation and staffing of the Centre and not by general visitors.

The proposed development complies with this as spaces within the Phase 3 basement car park will be managed via a combination of the access control system at the top of the access ramp to the car park, signing and the site management.

The access control system will allow access for designated users only with the spaces allocated to individual properties/individual staff outlined below, who will be provided with a means of entry to the access control system by the site management, such as a swipe card, code or key fob.

- The residential spaces will be allocated to individual residential units (15 for each of the mews houses, 12 for each of the wheelchair units and 15 for certain units within Phase 2); and
- The three community centre staff spaces could be allocated to three individual staff members or via a booking system managed by the manager of the community centre.

As such, access to the general public will be prevented for security and safety reasons, thus preventing a large influx of vehicles to the small basement car parking area.

It is recommended that spaces are clearly labelled in accordance with the number and type of spaces in Table 3-1 with site management undertaking regular car park checks to ensure that the system is not being abused as well as addressing any issues with the users.

Where a space is not being used by a particular residential unit (for example, if no car is owned), consideration should be given by the site management to leasing the space to another residential unit, so that as many vehicles as possible are accommodated off street within the basement.

3.4.2. Electric vehicle charging points

Provision of the electric car charging points will be managed by the site management, with users with electric cars provided with a space. If the demand for electric charging points exceeds supply for a particular type of space where there is excess supply for another type of space, the site management will be responsible for considering swapping space designations accordingly (for example, if more than one member of staff at the community centre requires an electric charging point space, and not all of the residential electric charging point