



Benesco Charity Ltd

**Proposed Office Extension,
Bedford House, John Street, London**

**Transport Statement
May 2017**

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1.0 Introduction

1.1 Development Proposals

- 1.1.1 WYG has been appointed by Benesco Charity Ltd to prepare a Transport Statement (TS) in support of the development of Bedford House, John Street in London. The proposal for the scheme is to provide a vertical extension to Bedford House with this increasing the existing floor area from 3,627sqm to 4,702sqm.
- 1.1.2 The development site is located within the London Borough of Camden on the western side of John Street, approximately 1km north west of Farringdon Railway Station. The pedestrian access to the site is provided from John Street whilst a vehicle access for service vehicles is provided from John Mews. These arrangements will be retained as part of the scheme development with no existing or new parking available on site.

1.2 Background

- 1.2.1 Bedford House currently operates under a B1 class land use, with a total floor area of 3,627sqm. This proposal represents an increase to the operating floor area of 1,075sqm. The redeveloped Bedford House will therefore provide an operating floor area of 4,702sqm, post development. Currently no parking is provided on the site and there are no proposals to vary this as part of the building extension.

1.3 Scope and Assessment Methodology

- 1.3.1 Ahead of preparing this report WYG produced a scoping assessment which was submitted to the London Borough of Camden as part of a wider pre application planning submission.
- 1.3.2 The submitted Transport Statement Scoping Note is provided within **Appendix A** along with a copy of the pre-application advice received from the council dated 11th January 2017. This report has been prepared taking account of the highways pre application advice.



1.4 Report Structure

1.4.1 The structure of this report is summarised below:

- Chapter 2 provides a summary of National, Regional and Local Policy relevant to transport and highway matters;
- Chapter 3 provides the site context incorporating a review of access to the site by sustainable modes of travel, reviews the location of the site and the local highway network;
- Chapter 4 sets out the development proposal;
- Chapter 5 provides details of the methodology for determining the trip generation of the site; and
- Chapter 6 summarises and concludes the report.



2.0 Policy Review

2.1 National Policy

National Planning Policy Framework (March 2012)

- 2.1.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and is defined as being the document that *'sets the Government's planning policies for England and how these are expected to be applied.'*
- 2.1.2 The NPPF is not a transport specific document rather it sets out the Governments general requirements for the planning system. The NPPF incorporates guidance for local planning authorities when defining their local plans and in determining planning application. The purpose of the planning system, as identified in the NPPF, is to contribute to the achievement of sustainable development, with three 'dimensions' identified as supporting this, these dimensions are:
- Economic – by identifying and coordinating development requirements in order to build competitive, responsive and strong economy;
 - Social – by supporting strong, vibrant and healthy communities;
 - Environmental – by contribution to protecting and enhancing natural, built and historic environment.
- 2.1.3 Transport policies are recognised in the NPPF as playing an important role in facilitating sustainable development along with contributing to wider sustainability and health objectives. The document states that local planning authorities should seek opportunities to facilitate the use of sustainable transport modes whilst ensuring that transport solutions will vary in different communities. Further emphasis is placed on encouraging *'solutions which support reductions in greenhouse gas emissions and reduce congestion.'*
- 2.1.4 With regards to considering transport associated with new developments, the NPPF states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment and should take into account whether:
- *"The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *Safe and suitable access to the site can be achieved for all people; and*
 - *Improvements can be undertaken within the transport network that cost effectively limits 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."*



2.1.5 Wider transport and highway planning considerations which are to be addressed through the planning process are defined as follows:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- 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.

2.2 Local Policy

London Plan March 2016 MALP - The Spatial Development Strategy for London Consolidated with Alterations since 2011

2.2.1 The London Plan is the statutory spatial development strategy for the Greater London area that is written by the Mayor of London and published by the Greater London Authority. It sets out the *overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years.*"

2.2.2 The adopted London Plan was published in July 2011 and has 2031 as a formal end date. Since June 2012, minor alterations have been made to the London Plan to comply with the National Planning Policy Framework and other changes in National Policy. These changes are ongoing, with the most recent change submitted for consultation in March 2016, for examination in public.

2.2.3 Chapter 6 of the London Plan details the strategic objective for transport, which is to enable London to be *'a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all the objectives of this Plan.'*

2.2.4 The London Plan places an emphasis on the good provision of public transport within the city, with Policy 6.2 setting out the strategic measures that need to be provided to achieve this. In summary, Policy 6.2 states that the city needs to:

- Improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system;



- Co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable; and
- Increase the capacity of public transport in London over the Plan period by securing funding for and implementing transport schemes and improvements.

2.2.5 Policy 6.3 of the London Plan states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

2.2.6 The cycle parking standards in the London Plan for B1 employment use is separated into long and short stay. The minimum long stay cycle parking requirements in inner / central London is 1 space per 90m. For short stay cycle parking the minimum requirement is 1 space per 500sqm for the first 5,000sqm of floor space and thereafter 1 space per 5,000sqm. The London Plan also recommends that supporting facilities should be provided at land uses such as places of employments. These supporting facilities include lockers, showers and changing rooms.

2.2.7 The main focus of the London Plan car and cycle parking policy is set down in policy 6.13 (Parking). The policy sets down the context for the maximum car parking standards and minimum cycle parking standards that apply across all land uses.

2.2.8 With regards car parking and the development of car free schemes the policy identifies that *'in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people).'* In order to determine the suitability of proposed parking levels it is identified that Transport Assessments and Travel Plans should be prepared that provide details of scheme proposals in order that the necessary parking levels can be determined.



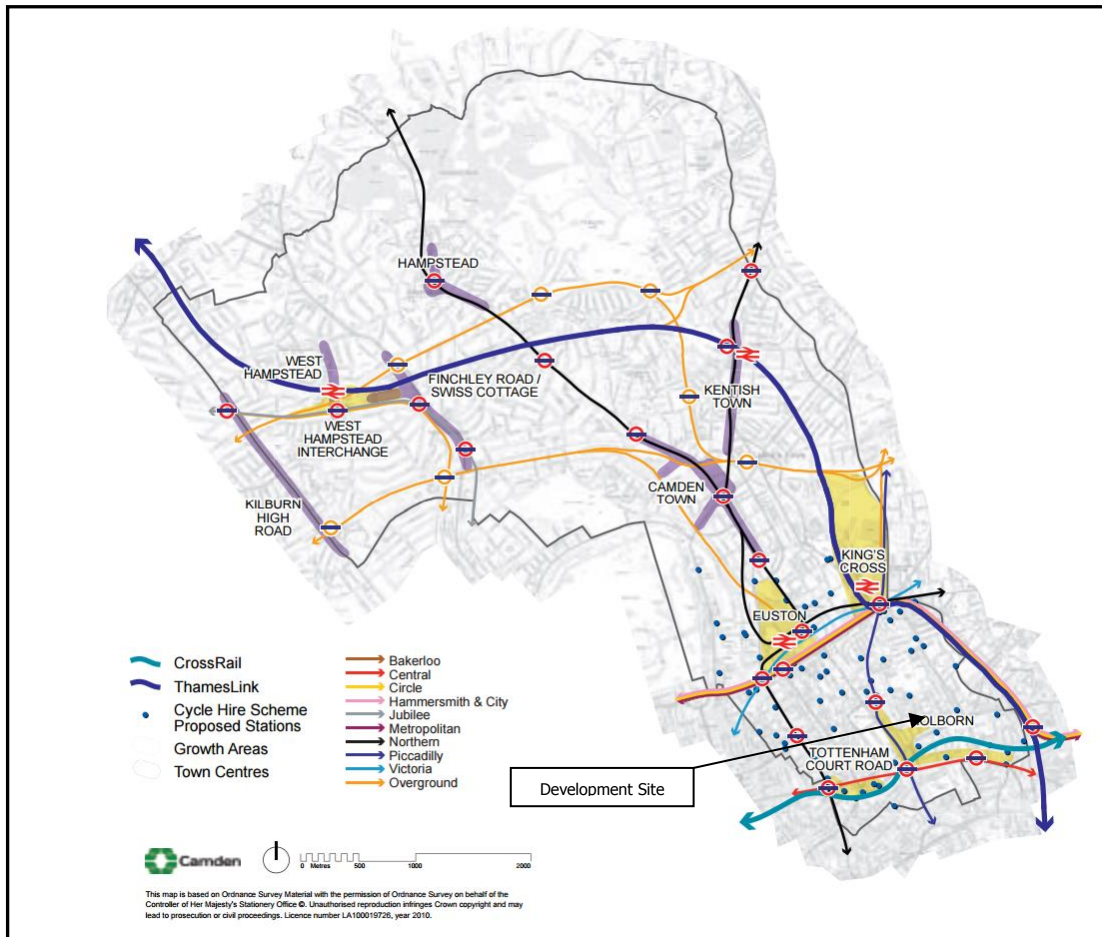
Camden Core Strategy 2010 – 2025

- 2.2.10 The Camden Core Strategy (CCS) set out the key elements of the Council’s planning vision and strategy for the borough. It is the central part of the Local Plan, which comprises a group of documents setting out the planning strategy and policies for the area. It was adopted in November 2010.
- 2.2.11 The CCS sets out four key aims, which is to make Camden:
- A sustainable location that adapts to a growing population;
 - A strong economy that includes everyone;
 - A connected community where people lead active, healthy lives; and
 - A safe environment that is a vibrant part of the city.
- 2.2.12 Policy CS11 promotes a range of sustainable transport measures and the delivery of additional infrastructure to support growth and relieve existing pressures on the transport system. It builds on, and helps to deliver, the sustainable transport priorities established in the Council’s Green Transport Strategy. This aims to encourage more walking and cycling and reduce traffic in the borough by 15% from 2001 levels.
- 2.2.13 The CS supports development which assists in the delivery of transport infrastructure and the availability of sustainable transport choices, in order to support Camden’s growth, reduce the environmental impact of travel, and relieve pressure on the borough’s transport network.
- 2.2.14 Policy CS11 also places an emphasis on sustainable development, which promotes a minimised provision for private parking in new developments, promoting car free development and car capped development.
- 2.2.15 Policy CS11 supports key transport infrastructure, such as improvements to King’s Cross Station, Euston Station, delivery of Crossrail and improvements to the sustainable transport network (walking, cycling and all forms of public transport). The delivery of these will assist the movement of people around the Camden area and assist in meeting the objectives set by the CCS. **Figure 2.1** illustrates the strategic transport network of Camden.





Figure 2.1: Policy CS11 Strategic Transport Infrastructure



Source: Camden Core Strategy 2010 – 2025

Camden Development Policies 2010 - 2025

2.2.16 Camden Development Policies (CPD) forms part of the Council’s Local Plan, the group of documents setting out the planning strategy and policies for Camden. The CPD contributes towards delivering the Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough to achieve the vision and objectives of the Core Strategy. It was adopted November 2010.

2.2.17 The CPD sets out the thresholds on when a Transport Statement or Assessment should be provided, in support of new Applications. The CPD sets that development comprising 1,000sqm to 2,499sqm should be support by a Transport Statement.

2.2.18 Policy DP18 sets out the parking standards for new developments. In regards to car parking, Policy



DP18 states that new developments should be car free or car capped except where necessary. Developments will still be required to provide appropriate parking for disabled and service vehicles (if required). The Policy states that for disabled vehicle parking provision, 1 space per disabled employee should be provided.

2.2.19 DP18 also set the standards for cycle parking, which is summarised in **Table 2.1**.

Table 2.1 – Cycle Parking Standards	
Land Use	Standard
B1 Business	Staff – from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Visitor - from threshold of 500 sq m, minimum of 2 if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time.

2.2.20 Cycle parking provision should be provided with convenient access to street level and must be secure and easy for everyone to use. Cycle parking for residents and employees cannot usually be met off-site due to the security and shelter necessary for long stays.

Camden Local Plan Submission Draft

2.2.21 The Camden Local Plan Submission Draft (LP) is not yet adopted Policy. The document was submitted to the Secretary of State in June 2016 and was subjected to an independent examination in October 2016. The Council published the proposed modifications in October 2016, the Local Plan Inspector suggested further Main Modifications in May 2017 and these are a material consideration as the Draft Local Plan progresses. Once adopted, the document will replace the CCS and form the basis of the Local Development Framework. It is therefore considered that the document with recently suggested Main Modifications is material for consideration within this application, as LBC have identified it for adoption in 2017.

2.2.22 The LP will set out the Council’s planning policies and will replace the current Core Strategy and associated Development Policies planning documents, when adopted. The LP will be the key delivery mechanism for the Camden area, aiming to:

- Reduce inequality;
- Improve health and wellbeing;
- Promote economic growth; and
- Ensure sustainable neighbourhoods.



- 2.2.23 In regards to transportation and highways, the LP aims to promote sustainable transport choices, promoting developments that prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site.
- 2.2.24 Policy T1 promotes that new developments should promote travel by walking, cycling and public transport. Ensuring that new developments are located within well connected areas which can easily integrate into existing sustainable transport infrastructure, making improvements where necessary to ensure an attractive environment for sustainable travel. The Local Plan Inspector has suggested an amendment to policy T1 to strengthen the requirements for development contributions to fund improvements to the bus network infrastructure. This will include access to bus stop, shelters, passenger seating, waiting areas, signage and timetable information. The amendments continue to state that *'contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity.'*
- 2.2.25 Policy T2 sets the requirement for new developments to be car free, with the exception of spaces designated for disabled people or essential operational or service vehicles.

Camden Planning Guidance 7: Transport

- 2.2.26 The Camden Planning Guidance (CPG) documents were prepared to support the Policies set out by the Local Development Framework. CPG 7 was adopted in 2011, and relates specifically to transportation and highway matters in regards to new developments. It aims to make sure that applicants submit all the information that is needed to determine a planning application in terms of



the assessment of transport conditions before and after the development has taken place, and transport measures that will need to be secured before a development comes into use.

- 2.2.27 CPG7 states that Transport Assessments are only required when development schemes generate a significant travel demand with Transport Statements provided against the thresholds set out within Camden Development Policies document (set out later in this section).
- 2.2.28 CPG7 recognises that Travel Plans enable a development to proceed without adverse impact on the transport system, with Travel Plans tailored to the specific characteristics of the site and the development.
- 2.2.29 CPG7 promotes car free developments within Camden’s most accessible locations and where a development could lead to on-street parking problems. Legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme.

2.3 Summary

- 2.3.1 An assessment has been undertaken, reviewing the National, Regional and Local Policy applicable to the proposed development with regards to transport.
- 2.3.2 National, Regional and Local Policy promotes development that provides opportunities for sustainable transport, reduces the need for major transport infrastructure, provides safe and suitable access for all people and provides appropriate facilities on-site or off-site where necessary. The principles of this development have been designed in accordance to policy standards set out by NPPF, London Plan and LBC.



3.0 Site Context

3.1 Introduction

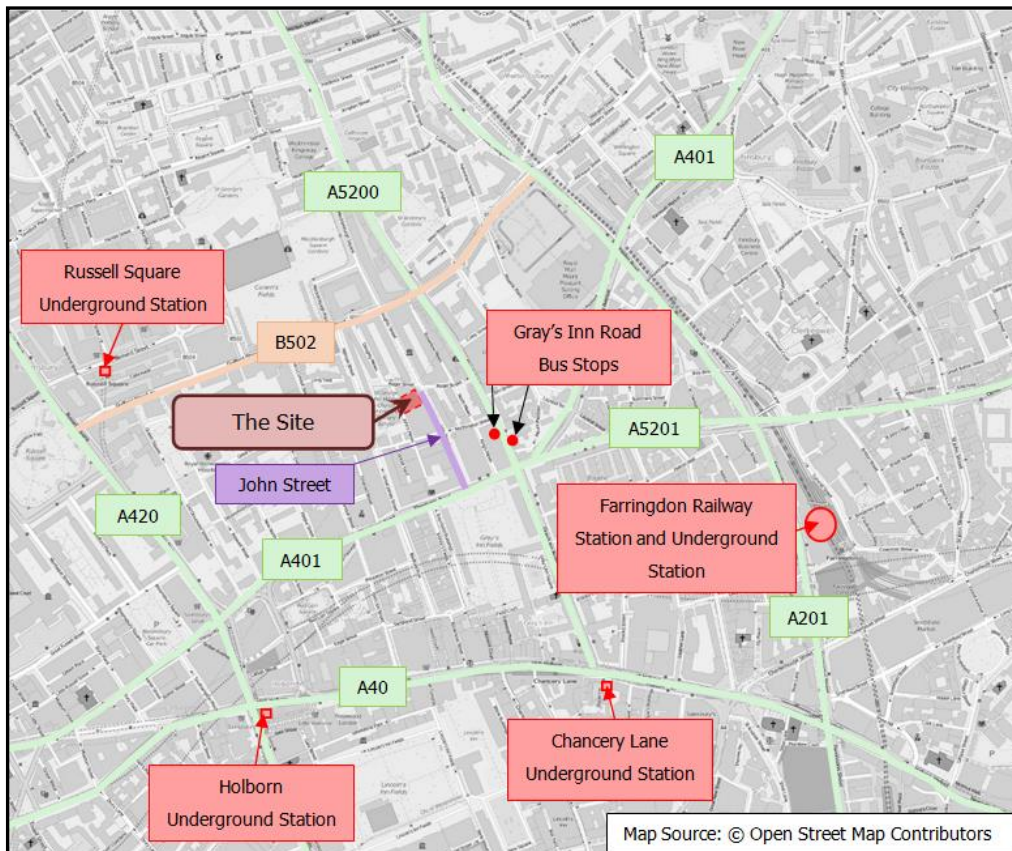
3.1.1 This section of the Transport Statement provides review on the location of the site and the local highway network within the vicinity of the site.

3.2 Site Location

3.2.1 The development site is located approximately 2km to the north east of the Central London and approximately 1km north west of Farringdon Railway Station.

3.2.2 The location of the development site is illustrated in **Figure 3.1**.

Figure 3.1: Site Location Plan





3.2.3 Bedford House is located on John Street with frontage also provided onto John's Mews. Pedestrian access is provided to the building from John Street whilst a service access is available from John's Mews.

3.3 Local Highway Network

3.3.1 The local highway network is illustrated in **Figure 3.1**.

John Street

3.3.2 John Street is a two way urban road subject to a speed limit of 30mph and running on a north south alignment. To the south it connects to the A401 Theobalds Road and to the north it connects to the B502 Guidlford Street.

A401 Theobolds Road

3.3.3 The A401 Theobolds is subject to a 30mph speed limit and runs on a north east to south west alignment. It provides a connection to the wider highway network across Camden with links to the A40 to west London and the A1 to north London. Right turn movements from Theobolds Road to John Street are prohibited.

A5200 Grays Inn Road

3.3.4 The A5200 Grays Inn Road is a 30mph road which runs on a north south alignment. To the north it provides access to London Kings Cross and London St Pancras Stations and to the south it provides access to the A40 and Holborn. Access to Grays Inn Road from John Street is via Theobolds Road, Guidlford Road or the side roads or Roger Street and Northington Street.

3.4 Access by Walking

3.4.1 The proposed development site benefits from an existing pedestrian access to the footways located along John Street. John Street forms part of the local pedestrian network for Camden, which comprises a network of footways, footpaths and pedestrian crossing points. It provides connections to Doughty



Mews, Roger Street and Doughty Mews, the A401 Theobolds Road and the A5200 Grays Inn Road footways, which assist the movement of pedestrians to the local and wider area.

- 3.4.2 A Zebra crossing is provided 65m to the south of the site across John Street. Two pedestrian refuges are provided to the north and south of the A401 Theobolds Road / John Street priority junction. These are located approximately 190m to the south of the development site.
- 3.4.3 In addition, the junction between the A401 Theobolds Road and A5200 Grays Inn Road provides Toucan crossings. Pedestrian crossings and pedestrian refuges are provided along Grays Inn Road parallel to John Street.
- 3.4.4 It should be noted that there are a number of local transport interchanges which can easily be accessed by walking to / from the proposed development site, using the local pedestrian network. This includes (but is not limited to) bus stops, London Underground stations and Railway Stations.
- 3.4.5 It is therefore considered that the site is well suited to encourage a large number of trips to be undertaken by walking, when accessing the local area or using key transport interchanges.

3.5 Access by Cycling

- 3.5.1 There are no designated cycle routes in the near vicinity of the site. However, roads within the vicinity of the site are 30mph roads and in certain places, bus lanes are provided for cyclists to use. At the junction of A5200 Grays Inn Road and A401 Theobolds Road, advanced stop lines are provided for cyclists on both the A401 arm and the southern arm of the A5200.
- 3.5.2 It is considered that the nature of the roads in the vicinity of the site would not discourage people to cycle to work. There is therefore potential for future users to use bicycles to travel to / from the building.
- 3.5.3 Furthermore, cycling can also be used as part of a multi-modal journey, when considering the proximity of local stations. Farringdon Railway Station is located approximately 1km from the proposed development site, and can be reached within 5 minutes by cycling. Additionally, King's Cross Railway Station is located at a distance of 2.3km, and accessible within a 10 minute bike ride. Given the proximity of Railway Stations to the development site, this could be a realistic option for employees of Bedford House.



3.6 Access by Bus

3.6.1 The nearest bus stops to the site are located on Grays Inn Road and Theobalds Road, within 400m minutes of the site and accessible within a 5 minute walk. The stops benefit from shelter, timetable information and street lighting. Grays Inn Road and Theobalds Road are both considered key arterial bus routes within Camden, and as such, benefit from a high provision of bus services to the local and wider area.

3.6.2 **Table 3.1** provides a summary of the services which serve the stops.

Table 3.1 - Local Bus Services						
Service	Operator	Route	One-way Frequency			
			Mon-Fri	Mon-Fri (Evening)	Saturday	Sunday
Grays Inn Road						
17	Metroline Travel	Holloway, Nag's Head - King's Cross - London Bridge	7 per hour	4 per hour after 21:00	5 per day	4 per hour
45	London Central Bus Company	King's Cross - Elephant & Castle - Clapham Park	7 per hour	4 per hour after 21:00	6 per hour	5 per hour
46	Metroline Travel	Lancaster Gate - Kentish Town - St. Bartholomew's Hospital	Every 10 minutes	4 per hour after 20:00	Every 10 minutes	Every 15 minutes
Theobalds Road						
19	London General	Finsbury Park – Islington – Holborn – Piccadilly Circus – Battersea Bridge	8 per hour	11 per hour	7 per hour	6 per hour
243	Arriva London	Wood Green – Tottenham – Shoreditch – Waterloo	8 per hour	18 per hour	8 per hour	6 per hour
38	Arriva London	Clapton Pond – Angel - Victoria	18 per hour	Every 3 minutes	15 per hour	11 per hour
55	Stagecoach London	Leyton - Shoreditch - Oxford Circus	10 per hour	Every 5 minutes	8 per hour	6 per hour

3.6.3 **Table 3.1** shows that the stops benefit from regular connections to the local and wider area, with most providing a minimum average of 7 per hour during the week. It is therefore considered that travel by bus will likely be a favourable mode of transport for future site users.



3.7 Access by Rail

Underground

- 3.7.1 The nearest Underground Station to the site is Chancery Lane, which is served by the Central Line. The station is approximately 700m from the proposed site and is accessible within a 10 minute walk. Chancery Lane is located on the Central Line, which provides connections to Ealing, Epping and Ruislip. The Central Line provides on average 6 trains per hour.
- 3.7.2 The site is also located within a 12 minute walk (1km) of Farringdon Underground Station which is served by the Circle, Hammersmith & City and Metropolitan Lines. The station provides regular connections to Hammersmith, Edgware Road, Barking, Aldgate and Watford, running via a number of intermediary stops. The Metropolitan Line provides on average 4 services per hour, with the Circle Line and Hammersmith & City Line providing 6 services per hour.
- 3.7.3 Holborn Underground Station is located on the Piccadilly Line, providing additional connections to Cockfosters, Heathrow and Uxbridge. On average the line provides 3 to 6 trains per hour. The station is located within 800m of the site, and can be accessed within a 10 minute walk.
- 3.7.4 Given the close proximity of underground rail stations and the number of rail lines that they serve, it is considered that travel on the underground is likely to be a favourable mode of travel for future site users.

Rail

- 3.7.5 The nearest railway station to the site is Farringdon Railway Station which is approximately 1km to the southeast of the site and accessible within a 12 minute walk. **Table 3.2** sets out selected destinations, journey times and frequency of services from this station.

Table 3.2 - Rail Journey Times to Principle Destinations		
Destination	Journey Time	Frequency
Bedford	1 hour	4 per hour
Sutton (Surrey)	45 minutes / 1 hour	4 per hour
Sevenoaks	1 hour 8 minutes	Every Half an Hour
Luton	35 minutes / 55 minutes	6 per hour
St Albans	26 minutes / 40 minutes	8 per hour
Three Bridges	1 hour	3 per hour
Brighton	1 hour 30 minutes	Every half an hour
Gatwick Airport	1 hour	Every 15 minutes
Wimbledon	39 minutes	Every half an hour



- 3.7.6 The station provides suburban rail journeys to a wide range of destinations within London and outside London. The suburban areas include the south London suburb of Wimbledon. The other towns served include Bedford, Luton and Brighton.

- 3.7.7 Farringdon Railway Station forms part of the wider works associated with increasing public transport connectivity across the London area. The station will become a major interchange station following



the operation of Thameslink and Crossrail, both scheduled for completion in 2018. Post operation, the station will likely experience increased connectivity and travel times to the local and wider areas.

3.8 Public Transport Accessibility Level Assessment

3.8.1 A Public Transport Accessibility Level Assessment (PTAL) has been undertaken to assess the access level of the site to the public transport network. The Assessment has been undertaken using the Transport for London (TfL) software WebCAT.

3.8.2 The WebCAT outputs show that the location of the site is on the boundary of two PTAL scores. The western side of the building is in PTAL Output 6a and the eastern side of the building is in 6b. Both 6a and 6b are categorised as locations which are in an area that is ‘excellent’ for access to public transport. **Figure 3.2** confirms the PTAL range and description for the 6a and 6b PTAL scores whilst the full PTAL report is provided at **Appendix B**.

Figure 3.2: Site Location Plan

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

3.8.3 It should be noted that scores 6a and 6b are the two highest categories that can be achieved by the PTAL Assessment. Given the ‘excellent’ PTAL score it is clear that future employees of the proposed site will have access to an excellent range of public transport facilities which consequently support the development of the site as a car free scheme.

3.9 Personal Injury Accident Data

3.9.1 Personal Injury Accident Data (PIA) has been obtained from Camden Council for John Street, A401 Theobolds Road, A5200 Grays Inn Road, B502 Guildford Street, Doughty Street, Doughty Mews, Roger



Street and Kings Mews. Collision data has been supplied for the most recent five years up to the end of May 2016. The full collision data summary and plot locating each is supplied at **Appendix C**.

- 3.9.2 The data received shows that 76 collisions were recorded within the study area, with 17 classified as 'serious' and 59 as 'slight'. No fatal incidents were recorded within the study area.
- 3.9.3 Of the slight injuries, the majority of them were vehicles colliding at junctions as vehicles turned into the path of oncoming traffic. Cyclists were also involved in some traffic collisions, mainly due to vehicles manoeuvring without due care and attention and causing a collision.
- 3.9.4 A number of 'rear shunt' type collisions were recorded at the A5200 Grays Inn Road / B501 Guildford Road crossroads and the A5200 Grays Inn Road / A401 Theobolds Road crossroads. It is considered that these incidences are attributed to vehicles failing to slow with traffic or failing to give way at the junction.
- 3.9.5 Eight of the 'serious' collisions involved cyclists. A review of the incidents highlighted that a number of them were attributed to vehicles or cyclists failing to give way, or driving / cycling without due care and attention when manoeuvring through the road network.
- 3.9.6 Six 'serious' collisions involved motorcyclists. Following a review of these incidents, a number can be attributed to motorcyclists failing to ride with due care and attention, resulting in a collision with other road users. One incident was attributed to a vehicle failing to stop, and another was attributed to a pedestrian stepping into the road, into the line of a motorcycle.
- 3.9.7 The final 3 'serious' collisions all involved pedestrians, and were attributed to pedestrians attempting to cross the carriageway without due care and consideration, stepping into the path of on-coming vehicles.
- 3.9.8 Incidents recorded within the study error are predominantly attributed to drivers not using due care and attention when negotiating the local highway network rather than any particular deficiencies in the local highway network.



4.0 Development Proposal

4.1 Development

4.1.1 The development comprises an extension to Bedford House, through the creation of additional floorspace. In total, the floorspace for Bedford House would increase from 3,627sqm to 4,702sqm. No vehicle parking is proposed as part of the scheme proposals.

4.2 Access Arrangements

Pedestrian and Cycle Access

4.2.1 Pedestrian and cycle access will be provided per the existing arrangement from John Street.

Service Access

4.2.2 The existing service access will be maintained from John's Mews although it is envisaged much of building servicing and refuse collection will be made from the highway.

Cycle Parking

4.2.3 Cycle parking will be provided on the ground floor in accordance with the London Plan which sets out the requirements for long and short stay parking. The requirements for long stay in inner / central London is 1 space per 90sqm. Allowing for the additional floor area proposed the total long stay cycle parking requirement is 54 spaces.

4.2.4 For short stay parking, the requirements for the first 5000sqm is 1 space per 500sqm and thereafter 1 space per 5000sqm. Based on the London Plan standards the short stay parking requirement is a minimum of 10 spaces.

4.2.5 The combined long and short stay cycle parking requirement for Bedford House, allowing for the increased floor area, is a minimum provision of 64 cycle spaces. The scheme as proposed allows for the introduction of 70 cycle spaces and as such this is more than adequate to meet the requirements of the London Plan.

4.2.6 As part of the scheme proposals new shower and storage facilities will be provided alongside the cycle store. The basement and ground floor plan supplied at **Appendix D** confirms the layout of the cycle store along with the provision of shower and storage facilities.



5.0 Traffic Impact Assessment

5.1 Trip Rate Analysis

5.1.1 A TRICS review has been undertaken to assess the impact of the extension to Bedford House. The existing Building provides 3,627m² and the proposal is to increase the size of this building to 4,702m²

5.1.2 Person trip rates for the proposed development have been taken from the TRICS 7.3.3 database. The assessment is based on the AM (08.00 to 09.00) and PM (17.00 to 18.00).

5.1.3 The land category 02 Employment - A Office has been selected against the following criteria:

- London sites only selected;
- Town centre selected;
- Monday to Friday; and
- Sites which were considered representative of the site (e.g. limited or no parking).

5.1.4 The full TRICS output is provided within **Appendix E**, with the trip rates for the AM and PM peak summarised in **Table 5.1**.

Table 5.1: TRICS Person Trip Rates per Dwelling			
	In	Out	Two Way
AM Peak (0800-0900)	1.652	0.117	1.886
PM Peak (1700- 1800)	0.209	1.842	2.051

5.2 Multi-Modal Analysis

5.2.1 The multi-modal trip generation for the proposed development has been calculated using the 2011 Census dataset 'WU03UK – Location of usual residence and place of work by method of travel to work', with Camden set as the 'Place of Work' and the origin of workers set as London. **Table 5.2** illustrates the resultant mode share.



Table 5.2: 2011 Census Data - Camden Mode Share	
Mode of Travel	Place of Work - Camden %
Underground	42%
Train	18%
Bus	14%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	8%
Passenger in a car or van	1%
Bicycle	7%
On foot	8%
Total	100%

5.2.2 **Table 5.2** shows that that the 2011 Census recorded that 9% of employees working within Camden are likely to travel to work by car and 1% by motorcycle. Since the development does not provide vehicular parking, this 10% has been proportionally reassigned to other modes of travel, to assist in forecasting the mode share likely to be generated by the site. **Table 5.3** shows the mode share likely to be generated by Bedford House.

Table 5.3: Forecast Mode Share	
Mode of Travel	Place of Work - Camden %
Underground	48%
Train	20%
Bus	16%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	0%
Passenger in a car or van	0%
Bicycle	7%
On foot	9%
Total	100%

5.2.3 **Table 5.3** shows that approximately 84% of the trips forecast to be generated by Bedford House are likely to be by public transport, with the remaining 16% made by walking and cycling.



5.3 Trip Generation – Existing Use

5.3.1 Bedford House currently operates with a B1 class land use, with a total floor area of 3,627sqm. **Table 5.3** provides a summary of the multi-modal trip generation that is likely to be generated by Bedford House’s existing operation.

Table 5.4: Existing Use - Multi Modal Trip Generation							
	Mode Share %	AM Peak			PM Peak		
		In	Out	Two Way	In	Out	Two Way
Underground	48%	29	2	33	4	32	36
Train	20%	12	1	14	2	13	15
Bus	16%	10	1	11	1	11	12
Bicycle	7%	4	0	5	1	5	5
On foot	9%	5	0	6	1	6	7
Total	100%	60	4	68	8	67	74

5.3.2 **Table 5.3** shows that Bedford House is likely to generate 68 two way person trips in the AM peak period and 74 two way person trips in the PM peak period.

5.4 Trip Generation – Proposed Use

5.4.1 **Table 5.4** below provides a summary of the multi-modal trip generation that is forecast to be generated by Bedford House, following the increase of 1,075sqm to the operating floor area.

Table 5.5: Proposed Use - Multi Modal Trip Generation							
	Mode Share %	AM Peak			PM Peak		
		In	Out	Two Way	In	Out	Two Way
Underground	48%	37	3	43	5	42	46
Train	20%	16	1	18	2	17	19
Bus	16%	12	1	14	2	14	15
Bicycle	7%	5	0	6	1	6	7
On foot	9%	7	0	8	1	8	9
Total	100%	78	6	89	10	87	96

5.4.2 **Table 5.4** shows that Bedford House is likely to generate 89 two way person trips in the AM peak period and 96 two way person trips in the PM peak period under the forecast development scenario of 4,702sqm.



5.5 Net Travel Impact Assessment

5.5.1 A Net Travel Impact Assessment has been undertaken, to consider the impact of the site following development, with the results provided in **Table 5.6**.

Table 5.6: Net Travel Impact Assessment							
		AM Peak			PM Peak		
	Mode Share %	In	Out	Two Way	In	Out	Two Way
Underground	48%	9	1	10	1	10	11
Train	20%	4	0	4	0	4	4
Bus	16%	8	0	3	0	3	4
Bicycle	7%	1	0	1	0	1	2
On foot	9%	2	0	2	0	2	2
Total	100%	18	1	20	2	20	22

5.5.2 **Table 5.6** shows that the increase of 1,075m² to the operating floor area of the building will likely generate an additional 20 two way person trips in the AM peak period. This will comprise an additional 10 two way underground trips, 4 two way train trips, 3 two way bus trips and an additional 3 trips undertaken by walking and cycling.

5.5.3 In regards to the PM peak, the development is forecast to generate an additional 22 two way person trips. This will comprise an additional 11 two way underground trips, 4 two way train trips, 4 two way bus trips and an additional 4 trips undertaken by walking and cycling.

5.5.4 Given the sustainable location of the site and the close proximity to bus corridors and underground / overground rail stations. It is considered that the increase in floor area will not be detrimental to the local transport network, in terms of operation or user safety.



6.0 Summary and Conclusion

6.1 Summary

- 6.1.1 WYG has been commissioned by Benesco Charity Ltd to prepare a Transport Statement (TS) in support of the development of land to the west of John Street in London. The proposal for the scheme is for a one storey vertical extension to Bedford House and an extension to the building on John's Mews.
- 6.1.2 The development site is located within London, approximately 1km north west of Farringdon Railway Station on the west side of John Street.
- 6.1.3 The site has a PTAL score of part 6b and part 6a, meaning it is located within an area which has 'excellent' access to public transport. Additionally, the site is located within close proximity of key bus corridors and a number of underground / overground rail stations.
- 6.1.4 An audit of personal injury accident data has been undertaken and it is concluded the introduction of the extended development will be unlikely to significantly impact upon the volume of accidents recorded.
- 6.1.5 A TRICS assessment has been undertaken to forecast the impact of the proposed development on the local transport network. The assessment has determined that the extended site will likely generate an additional 25 two way person trips in the AM peak and 29 two way person trips in the PM peak.
- 6.1.6 Given the sustainable location of the site, in regards to access to underground / overground rail and bus services, it is considered that these additional trips can easily be accommodated within the transport network. The development of the site therefore does not represent a severe impact to the transport network, in terms of operation, capacity or user safety.

6.2 Conclusion

- 6.2.1 Based on the review completed within this report it is concluded that there is no transport or highway reason as to why the proposed employment scheme should not be approved.



Appendices





Appendix A: Scoping Note



REV A - Transport Scoping Assessment – John Street, London

Date:	1 st August 2016
Project:	John Street, London
Project Number:	A099110
Subject:	Transport Scoping Assessment

Introduction

WYG has been instructed to prepare a Transport Statement to support a planning application for an extension to Bedford House located at 21A John Street, London.

This scoping note has been prepared to provide a summary of the intended content of a Transport Statement for the proposed scheme, having regard to the transport considerations relevant to the emerging proposals.

Site Context

The site is located approximately 1km northwest of Farringdon Railway Station. The current building on the site is a six storey B1 (office) building with frontage onto John Street and a three storey building backing onto John's Mews. The location of the site is identified in **Figure 1 - Site Location Plan** over the page.

The nearest London Underground Station to the site is Chancery Lane which is served by the Central Line. The station is approximately 700m from the site. Also within 1km of the site are the underground stations of Russell Square, Holborn and Farringdon.

The nearest railway station is Farringdon Railway Station which is approximately 1km to the southeast of the site. Thameslink provides services to the station from Bedford, Sutton (Surrey), Sevenoaks, Luton, St Albans, Three Bridges, Brighton, Gatwick Airport and Wimbledon.

The nearest bus stops to the site are on Gray's Inn Road. The northbound stop is approximately 200m from the site and the southbound stop approximately 240m from the site. These stops are served by the 17 and 45 routes which both provide 7 buses per hour and the 46 with 5 buses per hour.

The PTAL output for the 2011 base year is 6A.

The existing building provides no on site car parking.

Currently, all deliveries and servicing is undertaken from John Street. Waste collection from Bedford House is collected from the street.

Proposed Development

It is proposed that the current existing six storey building will be extended vertically to create two new set back floors and extend the building into an eight storey building. This will increase the gross internal area by approximately 1,000m² from 3,471m² to 4,823m². Included in the work will be an extension to the building on St John's Mews by one storey. Overall an increase in floor area of 900m²

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REV A - Transport Scoping Assessment – John Street, London

is expected to increase daily person trips by approximately 200 two way trips with both AM peak (0800 – 09:00) and PM peak (17:00 – 18:00) trips below 30 two way trips.

No parking provision is proposed as part of the building extension whilst the approach to deliveries and waste collection is expected to remain as per the current arrangements.

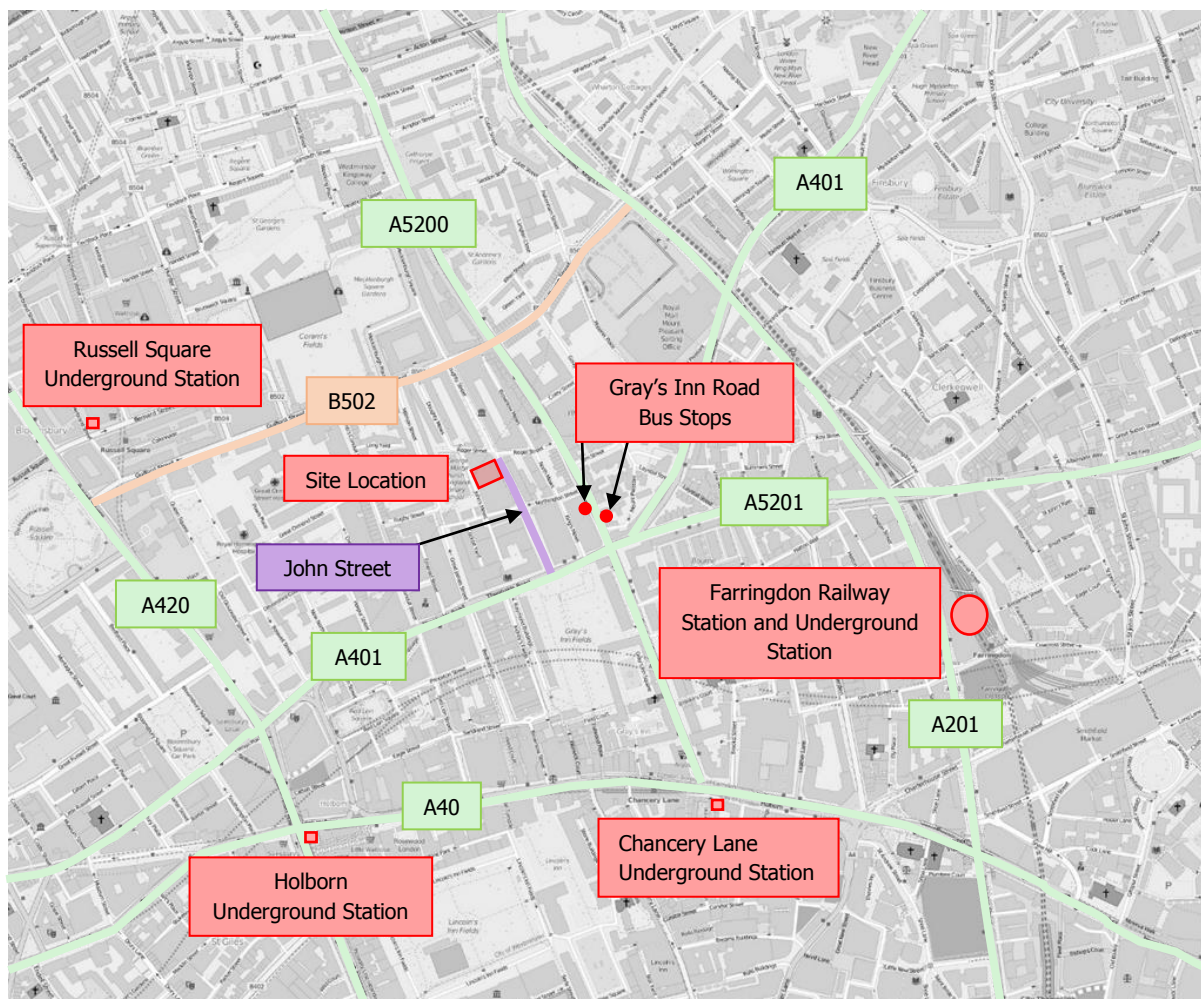


Figure 1: - Site Context Map

Scope of Transport Statement

Current planning policy guidance in the National Planning Policy Framework (NPPF) requires developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment.

The Camden Planning Guidance 7 (CPG 7) sets out the requirements as to when a Transport Assessment should be prepared. A development with any of the following characteristics requires a Transport Assessment;

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

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REV A - Transport Scoping Assessment

– John Street, London

- More than 100 person trips during the morning or evening peak (0700-1000 or 1600-1900); or
- More than 500 vehicle movements per day; or
- More than 100 vehicle movements in any single hour; or
- More than 20 heavy goods vehicles (over 7½ tonnes) per day; or
- Any heavy goods vehicle movements between midnight and 6am (pg. 8).

The CPG 7 states that the Central London Area and areas regarded as '*highly accessible areas*,' that is areas with a public transport accessibility level (PTAL) of 4 and above are expected to be car free developments.

Given the scale of the proposed development, and requirements of CPG 7, it is our opinion that a Transport Assessment will not be necessary to support the scheme planning application and that a Transport Statement will be appropriate. The proposed structure and content of the Transport Statement is set out as follows:

1. Introduction

This chapter of the Transport Statement will introduce the development proposal as well as provide a summary as to the content of the remainder of the document.

2. Transport Planning Policy

This section will review relevant national and local transport planning policies and guidance including that identified within the National Planning Policy Framework, London Plan March 2016 MALP - The Spatial Development Strategy for London Consolidated with Alterations since 2011, Camden Core Strategy 2010 – 2025 and the Draft Camden Local Plan 2015 and CPG 7 Transport.

3. Site Context

This section of the Transport Statement will focus on providing details of the current site context and highway infrastructure. Additionally, we will complete an accessibility review summarising access by public transport, on foot and by bicycle along with reporting the findings of the PTAL assessment. A review of accident data for the most recent five-year period will also be included.

4. Development Proposals

A full summary of the confirmed development proposals will be reported in the Transport Statement. A summary confirming servicing and delivery arrangements will be unchanged will also be included.

5. Trip analysis

This section will provide a review of person trips for the proposed development and will utilise the TRIC's database to provide details of likely existing and proposed trip attraction for Bedford House. We will analyse the modes of travel used to travel to and from the site, whether it is by; public transport, walking, cycling or the private car.

6. Conclusion

A summary and main conclusions arising from our review will be presented in the final section of the Transport Statement.

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REV A - Transport Scoping Assessment – John Street, London

Next Steps

WYG requests confirmation from the London Borough of Camden that the scope of the Transport Statement is acceptable to support the scheme planning application, and any other advice from the officers in respect of transport considerations.

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**Date: 11/01/2017
Our ref: 2016/3916/PRE
Contact: Kristina Smith
Direct line: 020 7974 4986
Email: Kristina.smith@camden.gov.uk**

Savills
33 Margaret Street
London
W1G 0JD

www.camden.gov.uk/planning

Sent by email

Dear Chris,

Re: Bedford House, John Street, WC1N 2BG

Thank you for submitting a pre-planning application enquiry for the above property which was received on 14/07/2016 together with the required fee of £3,600. A site visit was carried out on 29/06/2016 followed by a meeting at the Council offices on 09/09/2016.

Proposal

The proposal comprises the following:

- Two-storey roof extension to the John Street elevation;
- Single storey roof extension to the John's Mews elevation;
- Eight storey infill extension within the south lightwell;
- Alterations and widening of the main entrance located on John Street;
- Window replacement with new aluminium frame windows;
- Relocation of plant.

Site description

The application site comprises a 1950's part-six storey (plus plant above), part-two storey building in Class B1 (Office) use. The six storey part of the building is located on John Street and the two storey (plus basement) element is located to the rear of the site on John's Mews. The two blocks are linked in the middle with a smaller block forming an 'H arrangement', with two courtyards either side.

John Street is predominantly occupied by office accommodation with some of the buildings having been converted back to their original residential use. With the exception of the site and 21 John Street which adjoins, the street is mainly characterised by consistent terraces of three-storey-plus-attic and four-storey 19th century townhouses with a fairly consistent parapet line of domestic scale. Almost every building on John Street, including both adjoining properties, is listed and makes a positive contribution to the Bloomsbury Conservation Area.

John's Mews runs parallel to John Street and is a street of altogether smaller proportions. One side of the street is occupied by Saint George the Martyr Primary School while the other side, with the exception of the application site, is predominantly residential in use with a low-rise apartment block and a terrace of two storey mews properties.

The site is located within the Bloomsbury Conservation Area and is designated as making a neutral contribution.

Relevant planning history

- M15/22/12/26/05/55 - The erection of an office building on the site of 21A, John Street, Holborn - planning permission granted in July 1955.

Relevant policies and guidance

National Planning Policy Framework 2012

The London Plan March 2015, consolidated with alterations since 2011

LDF Core Strategy

CS5 (Managing the impact of growth and development)

CS6 (Providing quality homes)

CS11 (Promoting sustainable and efficient travel)

CS14 (Promoting high quality places and conserving our heritage)

CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)

LDF Development Policies

DP1 (Mixed use development)

DP2 (Making full use of Camden's capacity for housing)

DP5 (Homes of different sizes)

DP16 (The transport implications of development)

DP17 (Walking, cycling and public transport)

DP18 (Parking standards and limiting the availability of car parking)

DP19 (Managing the impact of parking)

DP21 (Development connecting to the highway network)

DP22 (Promoting sustainable design and construction)

DP23 (Water)

DP24 (Securing high quality design)

DP25 (Conserving Camden's heritage)

DP26 (Managing the impact of development on occupiers and neighbours)

Camden Planning Guidance 2011/2015

CPG1 (Design)

CPG 2 (Housing)

CPG 3 (Sustainability)

CPG 6 (Amenity)

CPG 7 (Transport)

CPG 8 (Planning Obligations)

Assessment

The planning considerations material to the determination of this application are as follows:

- Mixed-use development;
- Design and Conservation;
- Transport;
- CIL;
- Sustainability;
- Accessibility; and

- Amenity.

Mixed Use Development

Policy DP1 (Mixed use development) seeks to provide a mix of uses within developments in order to facilitate sustainable development and reduce the need to travel between homes, services and jobs. In the Central London Area where more than 200sqm (gross) additional floorspace is provided, the Council will require up to 50% of all additional floorspace to be housing such that additional floorspace in residential use matches all the additional floorspace in non-residential use.

The Council will require any secondary uses to be provided on site, particularly where 1,000sqm (gross) of additional floorspace or more is proposed. Where inclusion of a secondary use is appropriate for the area and cannot practically be achieved on the site, the Council may accept a contribution to the mix of uses elsewhere in the area, or exceptionally a payment-in-lieu.

In terms of potential off-site provision if you do not have a suitable alternate site, a detailed assessment should be submitted demonstrating no other suitable sites within the ward (or adjoining wards) are capable of providing new residential/secondary uses accommodation, typically by way of a change of use.

Should it be demonstrated to the Council's satisfaction that suitable residential/secondary uses accommodation cannot be provided on site or that no alternative site is available in the area, we may accept a payment in lieu of provision, directly related in scale and kind to the development proposed.

The submitted pre-application documentation does not include any provision for residential accommodation, nor does it propose an alternative site for residential provision nearby. A number of site constraints have been given to justify why residential units cannot be provided on site, however, officers consider that this matter should be revisited if a planning application is to be supported. John's Mews for example could provide a suitable location for the residential units given the other residential properties along this street.

Design and Conservation

Two storey roof extension to building fronting John Street

The proposal shows a two storey roof extension that is set back from the front elevation and steps up towards the flank wall of 21 John Street. The roof extension would add an additional 420sqm of floorspace.

The proposal to add a two-storey roof extension to the roof of the office building is unacceptable. The existing building already slightly protrudes above the prevailing parapet line and it is undesirable to add bulk to the skyline in this otherwise consistent and historic context. Even if the roof extension could be set back far enough not to be visible from close views and directly opposite, it would be prominent in the view west along Roger Street and in long views up and down John Street, in which, as has been noted, almost every building is listed.

Though the existing post-war office building is out of character, it is clear that it was conceived to be as quiet as possible towards the pre-existing street scene. In its scale, use of materials and relatively plain design, it is bland, visually recessive and blends in with its surroundings. Therefore, anything that adds bulk on John Street or increases the visual presence of the building in any way will harm the character and appearance of the conservation area and will be resisted.

The adjoining property at 21 John Street is a tall, narrow, stand-alone building which, although an unusual addition on the street, has sufficient merit to have been listed. Its sheer red brick flank wall

can be seen clearly rising above Bedford House. The proposal would mask the side elevation of this tower and harm its setting. It is not considered that this tall and out of character tower should define the scale of development that might be acceptable in the area and the attempt to step up towards it is not considered an appropriate approach as it overlooks that fact that the prevailing scale is that of the townhouses that make up the majority of the street.

In terms of detailed design, it is considered that the off-centre positioning of the extension disrupts the symmetry evident on both the host building and the wider street. The use of elevational materials does little to reduce the extension's prominence or respond to the more domestic character of the street.

Single storey roof extension on John Mews elevation

The Council considers that there is scope for an additional storey on the John's Mews elevation; however, it is important that the mews character is retained as far as possible. It is recommended that the additional height does not overwhelm the mews properties and the detailed design is sensitive to the mews context. The proposed design is considered to be overly formal and office-like and would therefore not be appropriate for this context. It is understood the submitted volumetric drawing is not to scale so it is difficult to comment on the acceptability of the relationship between the adjoining properties.

Courtyard infill extension

It is proposed to erect an infill extension in the southern courtyard to provide a new core to all floors of the building.

Given the location of the infill extension within the courtyard, the extension would have little prominence in the street scene at lower heights. Though it is considered important to retain the open courtyard pattern evident down John Street, it is accepted there is little to protect in this instance as the courtyards, which receive little light and occupied by plant, are not suitable for amenity use. It was suggested at the pre-application meeting that the infill extension could be reduced in depth which would have the joint objective of reducing the bulk of the extension as seen in some views on John's Mews, and retain extra windows to the building.

Extending the height of the infill extension above the height of the front elevation would not be supported as it would introduce excessive bulk at a height that would be visible in close and long distance views.

Two storey roof extension between John Street and John Mews and relocation of plant

In the absence of the roof extension on John Street this element of the proposal is at risk of appearing as a bulky tower in the middle of the site and would be visible in longer views to the east and west. A two storey extension would therefore not be supported as it would introduce excessive bulk at this height; however a one storey extension may be acceptable subject to visual evidence that demonstrates it would not be overly prominent from surrounding viewpoints.

The same principles of visibility and bulk and massing would be applicable for the plant room.

Alterations to the front elevation

It is proposed to replace the existing windows with grey aluminium framed windows. This is not considered an acceptable alteration as it would substantially change the character and appearance of the building to a stark, modern day office building. The existing windows – white

timber recessed frames with glazing bars – should therefore be retained as they are appropriate for the context and relate well to the windows of the listed terraces on the rest of the street.

The widening of the front entrance is considered acceptable as it would still be of an appropriate scale and not disrupt the building's symmetry.

Transport and Parking considerations

Cycle Parking

The London Plan provides guidance on minimum cycle parking standards and these are outlined in Table 6.3 of the London Plan. It is worth noting that we assess cycle parking requirements against the minimum requirements of our own Development Policies and the London Plan.

Requirement to meet London Plan Standards include:

- Class B1 (Business Office) - 1 space per 90sqm (long-stay) and 1 space per 500sqm (short stay); and
- Classes C3-C4 (Dwellings) - 1 space per studio/ 1-bed and 2 spaces per all other dwellings (long-stay) and 1 space per 40 units (short stay)

The proposals show an area designated as a bike store in the basement, however it does not include any information on the number of bikes it could accommodate or the design of cycle parking, which must be in line with CPG7 Design Guidance. The proposals include shower facilities at basement level which demonstrate a commitment to providing "high quality cycle facilities" as required by development policy DP17. We will secure the cycle parking via s.106 agreement if planning permission is granted.

The site has a PTAL rating of 6a (Excellent) and is therefore easily accessible by public transport. Policies CS11, DP18 and DP19 require developments in such locations to be 'car free'. For 'car free' developments, the Council will:

- not issue on-street parking permits;
- use planning obligations to ensure that future occupants are aware they are not entitled to on-street
- parking permits; and
- not grant planning permission for development that incorporates car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car capped housing in accordance with Council's Parking Standards.

As required under Development Policy DP18, any additional units created by the development should be 'car free'. This would be secured by way of a Section 106 legal agreement.

Construction Management Plan

Policy DP21 seeks to protect the safety and operation of the highway network. The proposal includes substantial construction work on both John Street and John's Mews. The construction is likely to result in disruption to the local highway network and may require skips or equipment to be placed on the highway. Furthermore, John's Mews is a one-way street and adjacent to a primary school so careful consideration will be required in order to minimise disruption. As such, a Construction Management Plan would be required. A draft (based on the Camden pro-forma found online) should be submitted with the application. More information on CMPs can be found here. We have introduced a formal charge to

support the implementation of Construction Management Plans and Demolition Management Plans, to be secured as a financial contribution as part of Section 106 agreements. Further information on this contribution is available [here](#). The CMP and support contribution would be secured through a S106 legal agreement.

Travel Plan

To ensure the development does not have an adverse impact on the transport system and to aid traffic reduction and improve air quality a Travel Plan is required. This is considered necessary for the commercial use. A draft Travel Plan should be submitted with the application and a full Travel Plan, with achievable and measurable targets, prior to occupation.

Highways Contribution

The Council would be likely to secure a S106 financial contribution for resurfacing the footways and carriageways adjacent to the site. This would mitigate any harm caused to this part of the site during the construction stage and tie the development into the surrounding streetscape.

Community Infrastructure Levy (CIL)

You are advised that this proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation. Based on the Mayor's CIL charging schedule the CIL charge is £50 per additional sqm and for Camden CIL the site is within Zone A (£45 per sqm for office use). This will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, and subject to indexation in line with the construction costs index. More information can be found [here](#).

This amount is an estimate based on the information submitted in your pre-application enquiry. The liable amount may be revised on the receipt of the CIL Additional Information Requirement Form or other changes in circumstances. Both CIL's will be collected by Camden after the scheme has started and could be subject to surcharges for failure to assume liability or submit a commencement notice PRIOR to commencement and/or for late payment. We will issue a formal liability notice once the liable party has been established. CIL payments will also be subject to indexation in line with the construction costs index.

Sustainability

Policy DP22 (Promoting sustainable design and construction) states that the Council will require development to incorporate sustainable design and construction measures. All developments are expected to reduce their carbon dioxide emissions by following the steps in the energy hierarchy (be lean, be clean and be green) to reduce energy consumption. Policy DP22 expects all developments of more than 500sqm of commercial floorspace or above to achieve 'very good' in a BREEAM assessment. In accordance with CPG3 – Sustainability, 60% of the un-weighted credits should be achieved in Energy and Water categories and 40% in Materials category. A sustainability and BREEAM assessment report will be required to accompany the application. Post construction compliance would likely be secured by s106 agreement.

Accessibility

It is a requirement under Part M of Building Regulations to provide level access to the extended part of the building if it isn't provided through the existing building. If sanitary facilities are provided

within the new floorspace then there needs to be an accessible facility unless it is provided within a reasonable distance (40m) within the existing building.

Amenity of surrounding occupiers

Core Strategy policy CS5 and Development Policy DP26 seek to ensure that the existing sensitive residential amenities of neighbouring properties are protected, particularly with regard to visual privacy, outlook, daylight and sunlight, noise and air quality.

It is considered that the proposed extensions would be located a sufficient distance away from neighbouring occupiers for there to not be adverse impacts on amenity in terms of outlook and daylight/sunlight; however a BRE-certified daylight/sunlight test should be submitted with the application to confirm that this is not the case.

In terms of privacy, any new windows would be located adjacent to existing windows and therefore no new opportunities for overlooking would arise.

A noise assessment report should accompany the application for the proposed plant. Any plant or mechanical equipment would need to be assessed by the Council in order to ensure that it would not harm the amenity of occupiers of the nearest residential and office buildings. As such, the application should include a condition requiring the submission of plant details and an acoustic report to demonstrate compliance with the Council's noise standards.

Conclusion

The proposals would not currently receive a favourable outcome at planning application stage. The following recommendations should be reflected in any future planning application to improve the chances of a successful outcome:

- Remove the two storey roof extension on John Street elevation;
- Reduce the height of the extension in the middle of the site;
- Reduce the height and depth of the infill extension;
- Retain the style and colour of the windows to the front elevation; and
- Improve the detailed design of the John's Mews extension to respect the local character.

Planning application information

Should you choose to submit a planning application which addresses the outstanding issue detailed in this report satisfactorily, I would advise you to submit the following for a valid planning application:

- Completed form – Full Planning Application
- An ordnance survey based location plan at 1:1250 scale denoting the application site in red
- Floor plans at a scale of 1:50 labelled 'existing' and 'proposed'
- Roof plans at a scale of 1:50 labelled 'existing' and 'proposed'
- Elevation drawings at a scale of 1:50 labelled 'existing' and 'proposed'
- Section drawings at a scale of 1:50 labelled 'existing' and 'proposed'
- Design and access statement
- CIL Liability Form
- The appropriate fee
- Planning Statement
- Design and Access Statement
- Heritage Statement
- Daylight and Sunlight Assessment

- Transport Statement incl. draft Travel Plan
- Noise + Vibration Assessment
- CIL Liability Form
- Sustainability Statement (incl. BREEAM)
- Waste storage and collection plan
- Please see [supporting information for planning applications](#) for more information.

We are legally required to consult on applications with individuals who may be affected by the proposals. The Council must allow 21 days from the consultation start date for responses to be received. You are strongly advised to contact surrounding occupiers as well as the Bloomsbury Conservation Area Advisory Committee to discuss the proposals.

Non-major applications are typically determined under delegated powers, however, if more than 3 objections from neighbours or an objection from a local amenity group is received the application will be referred to the Members Briefing Panel should it be recommended for approval by officers. For more details click [here](#).

This document represents an initial informal officer view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the Council.

If you have any queries about the above letter or the attached document please do not hesitate to contact Kristina Smith on **020 7974 4986**.

Thank you for using Camden's pre-application advice service.

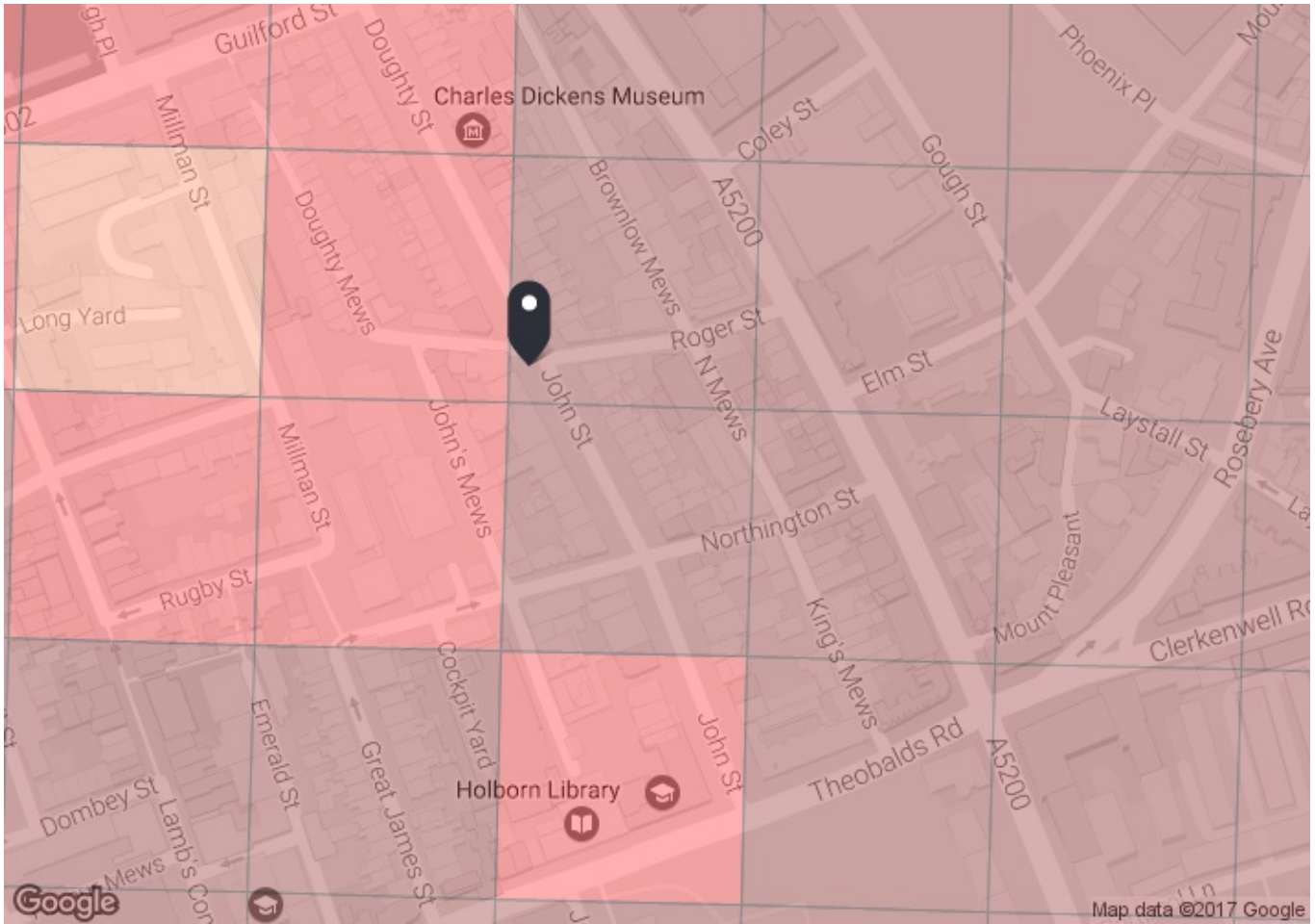
Yours sincerely,

Kristina Smith

Planning Officer
Planning Solutions Team



Appendix B: PTAL Output



PTAL output for 2021 (Forecast)
6b

22-28 John St, London WC1N, UK
 Easting: 530806, Northing: 182109

Grid Cell: 88897

Report generated: 23/01/2017

This information is produced using forecasting tools and is subject to uncertainty

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HOLBORN HALL	341	331.4	6.21	4.14	6.83	10.97	2.73	0.5	1.37
Bus	HOLBORN HALL	243	256.89	11.38	3.21	4.64	7.85	3.82	1	3.82
Bus	HOLBORN HALL	38	256.89	10.35	3.21	4.9	8.11	3.7	0.5	1.85
Bus	HOLBORN HALL	19	256.89	8.28	3.21	5.62	8.83	3.4	0.5	1.7
Bus	HOLBORN HALL	55	256.89	10.35	3.21	4.9	8.11	3.7	0.5	1.85
Bus	GRAYS INN RD GUILFORD S	46	175.49	6.21	2.19	6.83	9.02	3.32	0.5	1.66
Bus	GRAYS INN RD GUILFORD S	17	175.49	7.76	2.19	5.86	8.06	3.72	0.5	1.86
Bus	GRAYS INN RD GUILFORD S	45	175.49	7.24	2.19	6.14	8.33	3.6	0.5	1.8
Bus	MOUNT PLEASANT	63	512.94	12.42	6.41	4.42	10.83	2.77	0.5	1.39
Rail	Farringdon Turmill	'SHENFLD-PADTON '	864.76	7.33	10.81	4.84	15.65	1.92	0.5	0.96
Rail	Farringdon Turmill	'ABBEYW-PADTON '	864.76	7.33	10.81	4.84	15.65	1.92	1	1.92
Rail	Farringdon Turmill	'ABBEYW-HTRW4 '	864.76	3.33	10.81	9.76	20.57	1.46	0.5	0.73
Rail	Farringdon Turmill	'SHENFLD-RDNGSTN '	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'MDNHEAD-SHENFLD '	864.76	1.33	10.81	23.31	34.12	0.88	0.5	0.44
Rail	Farringdon Turmill	'HTRW4-SHENFLD '	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
Rail	Farringdon Turmill	'MDNHEAD-ABBEYW'	864.76	0.67	10.81	45.53	56.34	0.53	0.5	0.27
Rail	Farringdon Turmill	'PADTON-GIDEAPK'	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
Rail	Farringdon Turmill	'PADTON-VWARSL '	864.76	0.67	10.81	45.53	56.34	0.53	0.5	0.27
Rail	Farringdon Turmill	'WDRAYTN-ABBEYW'	864.76	1.33	10.81	23.31	34.12	0.88	0.5	0.44
Rail	Farringdon Turmill	'WDRAYTN-SHENFLD '	864.76	0.67	10.81	45.53	56.34	0.53	0.5	0.27
Rail	Farringdon Turmill	'RDNGSTN-ABBEYW'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turmill	'HTRW4-VWARSL '	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turmill	'WELWYNGC-TATNHMC E13'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'TATNHMC-WELWYNGC S73'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'PBRO-THBDGS E19/20'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'THBDGS-PBRO S61/62'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'HORSHAM-CAMBDGE S63'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'CAMBDGE-HORSHAM E21'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'MSTONEE-CAMBDGE K81'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'CAMBDGE-MSTONEE E23'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'BEDFDM-ORPNGTN M7/8 '	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'ORPNGTN-BEDFDM K41/4'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'BEDFDM-EGRNSTD M9/10'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'EGRNSTD-BEDFDM S79/8'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'BEDFDM-BRGHTN M11 '	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
Rail	Farringdon Turmill	'BRGHTN-BEDFDM S57 '	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
Rail	Farringdon Turmill	'BEDFDM-BRGHTN M12'	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
Rail	Farringdon Turmill	'BRGHTN-BEDFDM S58 '	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
Rail	Farringdon Turmill	'BEDFDM-BRGHTN M13/14'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'BRGHTN-BEDFDM S59/60'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'LUTON-DARTFD M15/16'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'DARTFD-LUTON K1/2'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'STALBCY-CATERHAM M19'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'CATERHAM-STALBCY S71'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'LUTON-SUTTON '	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'SUTTON-LUTON '	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'STALBCY-SUTTON '	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
Rail	Farringdon Turmill	'SUTTON-STALBCY'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
LUL	Farringdon Turmill	'Edgware-Hammersmith'	864.76	8	10.81	4.5	15.31	1.96	0.5	0.98
LUL	Farringdon Turmill	'Hammersmith-Edgware'	864.76	8	10.81	4.5	15.31	1.96	0.5	0.98
LUL	Farringdon Turmill	'Barking-Hammersmith'	864.76	8	10.81	4.5	15.31	1.96	0.5	0.98
LUL	Farringdon Turmill	'Hammersmith-Barking '	864.76	8	10.81	4.5	15.31	1.96	0.5	0.98
LUL	Farringdon Turmill	'AMRSHM-ALDGT F'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
LUL	Farringdon Turmill	'AMRSHM-ALDGT SF'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
LUL	Farringdon Turmill	'ALDGT-AMRSHM S'	864.76	4	10.81	8.25	19.06	1.57	0.5	0.79
LUL	Farringdon Turmill	'CHSHM-ALDGT F'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
LUL	Farringdon Turmill	'ALDGT-CHSHM S'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
LUL	Farringdon Turmill	'UXBRDG-ALDGT SF'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56

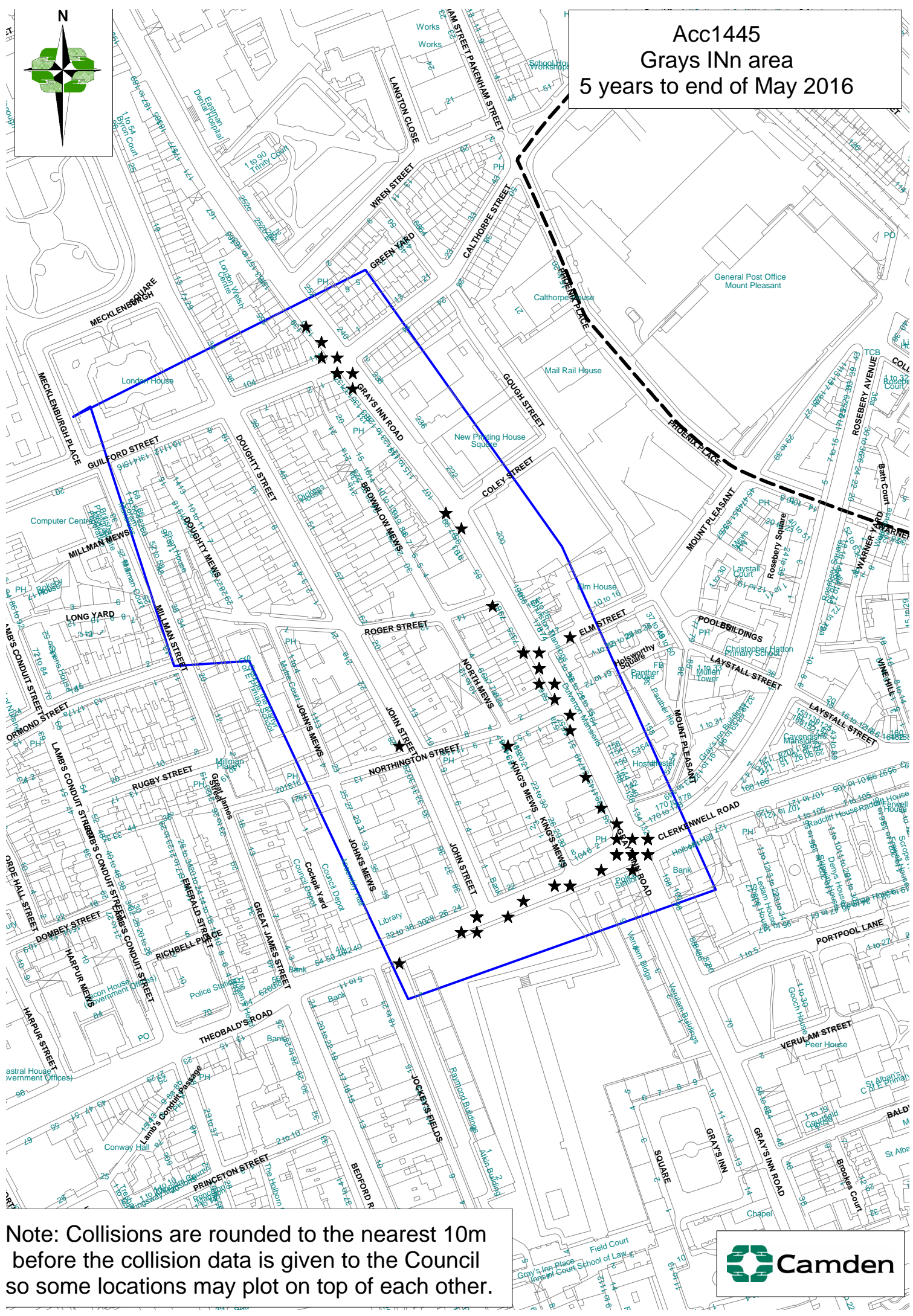
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Farringdon Turnmill	'ALDGT-UXBRDG S'	864.76	6	10.81	5.75	16.56	1.81	0.5	0.91
LUL	Farringdon Turnmill	'ALDGT-WATFDJ S'	864.76	4	10.81	8.25	19.06	1.57	0.5	0.79
LUL	Chancery Lane	'Epping-Ealing '	688.06	3	8.6	10.75	19.35	1.55	0.5	0.78
LUL	Chancery Lane	'WRuislip-Epping '	688.06	3	8.6	10.75	19.35	1.55	0.5	0.78
LUL	Chancery Lane	'RuislipGar-Epping '	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'WhiteCity-Epping '	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Epping-NActon '	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'Northolt-Epping '	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'Debden-WRuislip'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'WhiteCity-Debden'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Debden-Northolt'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'RuislipGdns-Debden'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Loughton-WRuislip'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'NActon-Loughton'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'RuislipGdns-Loughton'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'Loughton-WhiteCity'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'Loughton-Northolt'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Ealing-Loughton'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'Ealing-NewburyPark'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'WRuislip-NewburyPark'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Hainault-Ealing '	688.06	5.33	8.6	6.38	14.98	2	1	2
LUL	Chancery Lane	'Hainault-Nacton'	688.06	1.33	8.6	23.31	31.91	0.94	0.5	0.47
LUL	Chancery Lane	'Hainault-WRuislip'	688.06	3.33	8.6	9.76	18.36	1.63	0.5	0.82
LUL	Chancery Lane	'RuislipGdns-NP-Hain'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'WhiteCity-Hainault'	688.06	1.67	8.6	18.71	27.31	1.1	0.5	0.55
LUL	Chancery Lane	'Hainault-NP-Northolt'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'GrangeHill-WD-Eal'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'GrangeHill-Wdld-Whit'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'GrangeHill-Wdld-WRsp'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Russel Square	'Cockfosters-LHRT4LT'	798.35	4.67	9.98	7.17	17.15	1.75	0.5	0.87
LUL	Russel Square	'RayLane-Cockfosters'	798.35	3.67	9.98	8.92	18.9	1.59	0.5	0.79
LUL	Russel Square	'LHRT4LT-ArnosGrove'	798.35	4.67	9.98	7.17	17.15	1.75	0.5	0.87
LUL	Russel Square	'ArnosGrove-RayLane'	798.35	0.33	9.98	91.66	101.64	0.3	0.5	0.15
LUL	Russel Square	'ArnosGrove-Nthfields'	798.35	3	9.98	10.75	20.73	1.45	0.5	0.72
LUL	Russel Square	'Oakwood-RayLane'	798.35	0.33	9.98	91.66	101.64	0.3	0.5	0.15
LUL	Russel Square	'Nthfields-Cockfoster'	798.35	1	9.98	30.75	40.73	0.74	0.5	0.37
LUL	Russel Square	'LHRT5-Cockfosters'	798.35	6	9.98	5.75	15.73	1.91	0.5	0.95
LUL	Russel Square	'Uxbridge-Cockfosters'	798.35	3.67	9.98	8.92	18.9	1.59	0.5	0.79
LUL	Russel Square	'Ruislip-Cockfosters'	798.35	2.33	9.98	13.63	23.6	1.27	0.5	0.64
LUL	Russel Square	'ArnosGrove-Uxbridge'	798.35	1	9.98	30.75	40.73	0.74	0.5	0.37
LUL	Russel Square	'Oakwood-Uxbridge'	798.35	0.33	9.98	91.66	101.64	0.3	0.5	0.15
LUL	Russel Square	'Oakwood-Ruislip'	798.35	0.33	9.98	91.66	101.64	0.3	0.5	0.15
Total Grid Cell AI:										65.47



Appendix C: Collision Data



Acc1445
Grays INn area
5 years to end of May 2016



Note: Collisions are rounded to the nearest 10m before the collision data is given to the Council so some locations may plot on top of each other.



Acc1445

20 December 2016

For public use

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

22/06/2011 0111CW1110

Tuesday @ 2025

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W ROGER STREET.

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists: 0

Vehicle details

<i>Veh Ref:</i> 1	Car	<i>Driver Age:</i> 36	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manoeuvre:</i> Going ahead other		<i>Veh location in junction at impact:</i> Middle of Junction		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> SE		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> NW		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Nearside		<i>Breath test:</i> Driver not contacted		
<i>Veh Ref:</i> 2	Car	<i>Driver Age:</i> 21	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manoeuvre:</i> Turning Right		<i>Veh location in junction at impact:</i> Middle of Junction		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> SW		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> SE		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Front		<i>Breath test:</i> Driver not contacted		

Casualty details

<i>Cas Ref:</i> 1	Passenger	<i>Mode of Travel:</i> Car	<i>Age:</i> 28	<i>Sex:</i> Female	<i>Severity:</i> Slight
<i>Ped location:</i> Not applicable		<i>Ped working in road:</i> Not applicable			
<i>Ped direction:</i> Standing		<i>Car passenger:</i> Front Seat			
<i>Ped movement:</i> Not applicable		<i>PSV passenger:</i> Not A PSV Passenger			

06/07/2011 0111CW1132

Tuesday @ 1820

Slight

Attendant details

Location of collision: THEOBALD'S ROAD J/W GRAY'S INN ROAD.

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 30	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Moving off <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Back		<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		
Veh Ref: 2	Bus/Coach	Driver Age: 0	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Moving off <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 30	Sex: Male	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

20/08/2011 0111CW1158 Friday @ 1805 Slight

Attendant details

Location of collision: **THEOBALDS ROAD J/W JOHN STREET.**
Junction detail: **T & Stag Junc**
Junction control: **Give Way**
Ped crossing facility: **None within 50m**
Ped control person: **None within 50m**
Special conditions:

Weather: **Other**
Road condition: **Dry**
Type of road: **Single 2**
Visibility: **Light - Street Lights Present**

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 1

Vehicle details

Veh Ref: 1	M/C >501cc (po)	Driver Age: 40	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not provided (Medical reasons)		
Veh Ref: 2	Taxi	Driver Age: 71	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NW <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: P2W	Age: 40	Sex: Male	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

23/08/2011 0111CW1160

Monday @ 2230

Slight

Attendant details

Location of collision: GRAY'S INN ROAD 31M N J/W MOUNT PLEASANT

Junction detail: No Jun within 20m

Junction control:

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Dark – Street Lights Present & Lit

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists: 1

Vehicle details

Veh Ref: 1	Taxi	Driver Age: 60	Driver sex: Male	Hit Run:
Manoeuvre: U-Turning Skidding: No Skidding/Overturn Direction from: S Direction to: S If parked where: 1st point of impact: Offside		Veh location in junction at impact: Not At (within 20m of) Jct Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Negative		
Veh Ref: 2	M/C >501cc (po	Driver Age: 24	Driver sex: Male	Hit Run:
Manoeuvre: Overtaking moving veh O/S Skidding: No Skidding/Overturn Direction from: S Direction to: N If parked where: 1st point of impact: Nearside		Veh location in junction at impact: Not At (within 20m of) Jct Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Negative		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: P2W	Age: 24	Sex: Male	Severity: Slight
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable		Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger			

07/09/2011 0111CW1173

Tuesday @ 1333

Slight

Attendant details

Location of collision: THEOBALD'S ROAD J/W GRAY'S INN ROAD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 30	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Front		Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2	Gds =<3.5t	Driver Age: 0	Driver sex: Male	Hit Run:
<i>Manouver:</i> Turning left <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Nearside		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 30	Sex: Male	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable			<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger		

28/09/2011 0111CW1190 Tuesday @ 1645 Slight

Attendant details

Location of collision: **NFL - GRAY'S INN ROAD J/W CALTHORPE STREET**

Junction detail: **Crossroads** *Weather:* **Other**

Junction control: **ATS** *Road condition:* **Dry**

Ped crossing facility: **None within 50m** *Type of road:* **Single 2**

Ped control person: **None within 50m** *Visibility:* **Light - Street Lights Present**

Special conditions:

<i>Vehicles:</i> 1
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 0

Casualty details

Cas Ref: 1	Passenger	Mode of Travel: Bus Or Coach	Age: 76	Sex: Male	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable			<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Standing On PSV		

03/11/2011 0111CW1225 Wednesday @ 1355 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W KING'S MEWS**

Junction detail: **T & Stag Junc** *Weather:* **Other**

Junction control: **Give Way** *Road condition:* **Wet**

Ped crossing facility: **None within 50m** *Type of road:* **Single 2**

Ped control person: **None within 50m** *Visibility:* **Light - Street Lights Present**

Special conditions:

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 1

Vehicle details

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 1	Car	Driver Age: 37	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> N <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Offside		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		
Veh Ref: 2	M/C >501cc (po	Driver Age: 37	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Overtaking stationary veh O/S <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: P2W	Age: 37	Sex: Male	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

25/11/2011 0111CW1238 Thursday @ 1105 Slight

Attendant details

Location of collision: **GRAY'S INN ROAD J/W CALTHORPE STREET**
Junction detail: **Crossroads**
Junction control: **ATS**
Ped crossing facility: **None within 50m**
Ped control person: **None within 50m**
Special conditions:

Weather: **Other**
Road condition: **Dry**
Type of road: **Single 2**
Visibility: **Light - Street Lights Present**

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 52	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Moving off <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Offside		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		
Veh Ref: 2	M/C126-500cc	Driver Age: 54	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Moving off <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Nearside		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 52	Sex: Male	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

01/12/2011 0111CW1263 Wednesday @ 2325

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W THEOBALD'S ROAD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Raining

Road condition: Wet

Type of road: Single 2

Visibility: Dark – Street Lights Present & Lit

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Car	Driver Age: 44	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other	Skidding: No Skidding/Overturn	Direction from: N	Direction to: S	If parked where:
1st point of impact: Nearside				
Veh location in junction at impact: Middle of Junction	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Negative				

Veh Ref: 2	Pedal Cycle	Driver Age: 21	Driver sex: Male	Hit Run:
Manoeuvre: U-Turning	Skidding: No Skidding/Overturn	Direction from: N	Direction to: N	If parked where:
1st point of impact: Offside				
Veh location in junction at impact: Middle of Junction	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Not Applicable				

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 21	Sex: Male	Severity: Slight
Ped location: Not applicable	Ped direction: Standing	Ped movement: Not applicable			
Ped working in road: Not applicable	Car passenger: Not Car Pass	PSV passenger: Not A PSV Passenger			

13/12/2011 0111CW1267 Monday @ 1645

Slight

Attendant details

Location of collision: THEOBALD'S ROAD 27M W J/W JOCKEY'S FIELDS

Junction detail: No Jun within 20m

Junction control:

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Dark – Street Lights Present & Lit

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 42	Driver sex: Fema	Hit Run:
Manoeuvre: Going ahead other	Skidding: No Skidding/Overturn	Direction from: NE	Direction to: SW	If parked where:
1st point of impact: Offside				
Veh location in junction at impact: Not At (within 20m of) Jct	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Not Applicable				

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2	Gds =<3.5t	Driver Age: 0	Driver sex: Not tr	Hit Run: Hit & Run
Manouver: Overtaking moving veh O/S Skidding: No Skidding/Overturn Direction from: NE Direction to: SW If parked where: 1st point of impact: Nearside		Veh location in junction at impact: Not At (within 20m of) Jct Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 42	Sex: Female	Severity: Slight
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable		Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger			

06/01/2012 0112EK40003 Thursday @ 1830 Slight

Attendant details

Location of collision: THEOBALD'S ROAD J/W GRAY'S INN ROAD	Vehicles: 1
Junction detail: Crossroads	Casualties: 1
Junction control: ATS	Pedestrians: 1
Ped crossing facility: Pedn Phase At ATS	Cyclists: 0
Ped control person: None within 50m	P2Wists 0
Special conditions:	
Weather: Other	
Road condition: Dry	
Type of road: Single 2	
Visibility: Dark – Street Lights Present & Lit	

Vehicle details

Veh Ref: 1	M/C 51-125cc	Driver Age: 55	Driver sex: Male	Hit Run:
Manouver: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Front		Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested		

Casualty details

Cas Ref: 1	Pedestrian	Mode of Travel: Pedestrian	Age: 39	Sex: Female	Severity: Slight
Ped location: Crossing Road On Ped Xing Ped direction: S bound Ped movement: From Drivers N/Side		Ped working in road: No Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger			

31/01/2012 0112EK40077 Monday @ 2045 Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W CALTHORPE STREET	Vehicles: 2
Junction detail: Crossroads	Casualties: 1
Junction control: ATS	Pedestrians: 0
Ped crossing facility: Pedn Phase At ATS	Cyclists: 0
Ped control person: None within 50m	P2Wists 0
Special conditions:	
Weather: Other	
Road condition: Dry	
Type of road: Single 2	
Visibility: Dark – Street Lights Present & Lit	

Vehicle details

Veh Ref: 1 Car Driver Age: 43 Driver sex: Fema Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: NW Direction to: SE If parked where: 1st point of impact: Back	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted
Veh Ref: 2 Car Driver Age: 0 Driver sex: Male Hit Run: Hit & Run	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: NW Direction to: SE If parked where: 1st point of impact: Front	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Car Age: 43 Sex: Female Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

06/02/2012 0112EK40055 Sunday @ 1320 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W KING'S MEWS**
 Junction detail: **T & Stag Junc**
 Junction control: **Give Way**
 Ped crossing facility: **None within 50m**
 Ped control person: **None within 50m**
 Special conditions:

Weather: **Other**
 Road condition: **Wet**
 Type of road: **Single 2**
 Visibility: **Light - Street Lights Present**

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 0
P2Wists: 1

Vehicle details

Veh Ref: 1 M/C126-500cc Driver Age: 40 Driver sex: Male Hit Run:	
Manoeuvre: Overtaking stationary veh O/S Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Front	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested
Veh Ref: 2 Gds =<3.5t Driver Age: 63 Driver sex: Male Hit Run:	
Manoeuvre: Turning Right Skidding: No Skidding/Overturn Direction from: N Direction to: SW If parked where: 1st point of impact: Offside	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: P2W Age: 40 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

20/03/2012 0112EK40130

Monday @ 1500

Slight

Attendant details

Location of collision: THEOBALD'S ROAD J/W JOHN STREET

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Taxi	Driver Age: 43	Driver sex: Male	Hit Run:
Manoeuvre: Turning left	Skidding: No Skidding/Overturn	Direction from: SW	Direction to: N	If parked where:
1st point of impact: Nearside				
Veh location in junction at impact: Leaving main road	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Not requested				

Veh Ref: 2	Pedal Cycle	Driver Age: 20	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other	Skidding: No Skidding/Overturn	Direction from: SW	Direction to: NE	If parked where:
1st point of impact: Offside				
Veh location in junction at impact: Junction approach	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Not Applicable				

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 20	Sex: Male	Severity: Slight
Ped location: Not applicable	Ped direction: Standing	Ped movement: Not applicable	Ped working in road: Not applicable	Car passenger: Not Car Pass	PSV passenger: Not A PSV Passenger

22/04/2012 0112EK40175

Saturday @ 1748

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W THEOBALD'S ROAD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Car	Driver Age: 35	Driver sex: Male	Hit Run:
Manoeuvre: Turning Right	Skidding: No Skidding/Overturn	Direction from: E	Direction to: N	If parked where:
1st point of impact: Nearside				
Veh location in junction at impact: Middle of Junction	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Not requested				

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2 Pedal Cycle Driver Age: 35 Driver sex: Male Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: W Direction to: E If parked where: 1st point of impact: Front	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 35 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

25/04/2012 0112TB00431 Tuesday @ 1800 Serious

Attendant details

Location of collision: THEOBAILD'S ROAD J/W KING'S MEWS
Junction detail: T & Stag Junc
Junction control: Give Way
Ped crossing facility: None within 50m
Ped control person: None within 50m
Special conditions:

Weather: Raining
Road condition: Wet
Type of road: Single 2
Visibility: Light – No Street Lighting

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 1
P2Wists 0

Vehicle details

Veh Ref: 1 Car Driver Age: 56 Driver sex: Male Hit Run:	
Manoeuvre: Turning Right Skidding: No Skidding/Overturn Direction from: NW Direction to: SW If parked where: 1st point of impact: Offside	Veh location in junction at impact: Entering main road Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested
Veh Ref: 2 Pedal Cycle Driver Age: 51 Driver sex: Male Hit Run:	
Manoeuvre: Overtaking stationary veh O/S Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Front	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 51 Sex: Male Severity: Serious	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

10/05/2012 0112EK40222 Wednesday @ 1348

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W COLEY STREET

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 1

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1 Pedal Cycle Driver Age: 24 Driver sex: Male Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: N Direction to: S If parked where: 1st point of impact: Offside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 24 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

04/07/2012 0112EK40332 Tuesday @ 940

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W NORTHINGTON STREET

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: Zebra

Ped control person: None within 50m

Special conditions:

Weather: Raining

Road condition: Wet

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1 Car Driver Age: 34 Driver sex: Male Hit Run:	
Manoeuvre: Moving off Skidding: No Skidding/Overturn Direction from: N Direction to: S If parked where: 1st point of impact: Offside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested
Veh Ref: 2 Pedal Cycle Driver Age: 38 Driver sex: Male Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: N Direction to: S If parked where: 1st point of impact: Nearside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> Pedal Cycle <i>Age:</i> 38 <i>Sex:</i> Male <i>Severity:</i> Slight
<i>Ped location:</i> Not applicable <i>Ped working in road:</i> Not applicable
<i>Ped direction:</i> Standing <i>Car passenger:</i> Not Car Pass
<i>Ped movement:</i> Not applicable <i>PSV passenger:</i> Not A PSV Passenger

04/07/2012 0112TB00719 Tuesday @ 2040 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W KING'S WING**
Junction detail: **T & Stag Junc** *Weather:* **Other**
Junction control: **Give Way** *Road condition:* **Dry**
Ped crossing facility: **None within 50m** *Type of road:* **Single 2**
Ped control person: **None within 50m** *Visibility:* **Light – No Street Lighting**
Special conditions:

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 2 <i>Pedal Cycle</i> <i>Driver Age:</i> 25 <i>Driver sex:</i> Fema <i>Hit Run:</i>
<i>Manouver:</i> Going ahead other <i>Veh location in junction at impact:</i> Junction approach
<i>Skidding:</i> No Skidding/Overturn <i>Vehicle in restricted lane:</i>
<i>Direction from:</i> SW <i>Hit object in carriageway:</i> Parked vehicle
<i>Direction to:</i> NE <i>Hit object off carriageway:</i>
<i>If parked where:</i>
<i>1st point of impact:</i> Front <i>Where vehicle left carriageway:</i>
<i>Breath test:</i> Not Applicable

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> Pedal Cycle <i>Age:</i> 25 <i>Sex:</i> Female <i>Severity:</i> Slight
<i>Ped location:</i> Not applicable <i>Ped working in road:</i> Not applicable
<i>Ped direction:</i> Standing <i>Car passenger:</i> Not Car Pass
<i>Ped movement:</i> Not applicable <i>PSV passenger:</i> Not A PSV Passenger

16/07/2012 0112EK40403 Sunday @ 1715 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W JOHN STREET**
Junction detail: **T & Stag Junc** *Weather:* **Other**
Junction control: **Give Way** *Road condition:* **Wet**
Ped crossing facility: **None within 50m** *Type of road:* **Single 2**
Ped control person: **None within 50m** *Visibility:* **Light - Street Lights Present**
Special conditions:

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 1 <i>Gds =<3.5t</i> <i>Driver Age:</i> 33 <i>Driver sex:</i> Male <i>Hit Run:</i>
<i>Manouver:</i> Turning left <i>Veh location in junction at impact:</i> Leaving main road
<i>Skidding:</i> No Skidding/Overturn <i>Vehicle in restricted lane:</i>
<i>Direction from:</i> SW <i>Hit object in carriageway:</i>
<i>Direction to:</i> N <i>Hit object off carriageway:</i>
<i>If parked where:</i>
<i>1st point of impact:</i> Nearside <i>Where vehicle left carriageway:</i>
<i>Breath test:</i> Negative

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2 Pedal Cycle Driver Age: 28 Driver sex: Male Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Offside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 28 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

02/08/2012 0112EK40462 Wednesday @ 724 Serious

Attendant details

Location of collision: GRAY'S INN ROAD J/W THEOBALD'S ROAD	Weather: Other	Vehicles: 2
Junction detail: Crossroads	Road condition: Dry	Casualties: 1
Junction control: ATS	Type of road: Single 2	Pedestrians: 0
Ped crossing facility: Pedn Phase At ATS	Visibility: Dark – Street Lights Present & Lit	Cyclists: 0
Ped control person: None within 50m		P2Wists 1
Special conditions:		

Vehicle details

Veh Ref: 1 M/C >501cc (po Driver Age: 46 Driver sex: Male Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Front	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested
Veh Ref: 2 Gds =<3.5t Driver Age: 33 Driver sex: Male Hit Run:	
Manoeuvre: Turning Right Skidding: No Skidding/Overturn Direction from: NE Direction to: N If parked where: 1st point of impact: Front	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Negative

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: P2W Age: 46 Sex: Male Severity: Serious	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

10/09/2012 0112EK40487 Sunday @ 1340 Serious

Attendant details

Location of collision: GRAY'S INN ROAD J.W ELM STREET
Junction detail: T & Stag Junc
Junction control: Give Way
Ped crossing facility: None within 50m
Ped control person: None within 50m
Special conditions:

Weather: Other
Road condition: Dry
Type of road: Single 2
Visibility: Light - Street Lights Present

Table with 1 column and 5 rows: Vehicles: 1, Casualties: 1, Pedestrians: 0, Cyclists: 0, P2Wists: 1

Vehicle details

Table with 2 columns: Vehicle details (Maneuver, Skidding, Direction, etc.) and Impact details (Veh location, Hit object, etc.)

Casualty details

Table with 2 columns: Casualty details (Cas Ref, Driver/rider, etc.) and Ped details (Ped location, Ped working in road, etc.)

13/09/2012 0112EK40486 Wednesday @ 1521 Slight

Attendant details

Location of collision: GRAY'S INN ROAD J.W CALTHORPE STREET
Junction detail: Crossroads
Junction control: ATS
Ped crossing facility: Pedn Phase At ATS
Ped control person: None within 50m
Special conditions:

Weather: Other
Road condition: Dry
Type of road: Single 2
Visibility: Light - Street Lights Present

Table with 1 column and 5 rows: Vehicles: 2, Casualties: 1, Pedestrians: 0, Cyclists: 1, P2Wists: 0

Vehicle details

Table with 2 columns: Vehicle details (Veh Ref, Car, Driver Age, etc.) and Impact details (Veh location, Hit object, etc.)

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> Pedal Cycle <i>Age:</i> 24 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

09/10/2012 0112EK40546 Monday @ 910 Serious

Attendant details

Location of collision: **GRAYS INN ROAD J/W ELM STREET**
Junction detail: **T & Stag Junc**
Junction control: **Stop Sign**
Ped crossing facility: **Zebra**
Ped control person: **None within 50m**
Special conditions:

Weather: **Other**
Road condition: **Dry**
Type of road: **Dual 2**
Visibility: **Light - Street Lights Present**

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 1

Vehicle details

<i>Veh Ref:</i> 1 <i>M/C</i> 51-125cc <i>Driver Age:</i> 24 <i>Driver sex:</i> Male <i>Hit Run:</i> Hit & Run	
<i>Manoeuvre:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Offside	<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative
<i>Veh Ref:</i> 2 <i>Bus/Coach</i> <i>Driver Age:</i> 31 <i>Driver sex:</i> Male <i>Hit Run:</i>	
<i>Manoeuvre:</i> Overtaking stationary veh O/S <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NW <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Front	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> Nearside <i>Breath test:</i> Negative

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> P2W <i>Age:</i> 24 <i>Sex:</i> Male <i>Severity:</i> Serious	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

15/11/2012 0112TB01151 Wednesday @ 2300 Serious

Attendant details

Location of collision: **GRAY'S INN ROAD J/W ELM STREET**
Junction detail: **T & Stag Junc**
Junction control: **Give Way**
Ped crossing facility: **Zebra**
Ped control person: **None within 50m**
Special conditions:

Weather: **Other**
Road condition: **Dry**
Type of road: **Single 2**
Visibility: **Dark – Street Lights Present & Lit**

<i>Vehicles:</i> 1
<i>Casualties:</i> 1
<i>Pedestrians:</i> 1
<i>Cyclists:</i> 0
<i>P2Wists</i> 0

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Vehicle details

<i>Veh Ref:</i> 1 Car <i>Driver Age:</i> 35 <i>Driver sex:</i> Male <i>Hit Run:</i>	
<i>Manouver:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> N <i>Direction to:</i> S <i>If parked where:</i> <i>1st point of impact:</i> Nearside	<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested

Casualty details

<i>Cas Ref:</i> 1 Pedestrian <i>Mode of Travel:</i> Pedestrian <i>Age:</i> 48 <i>Sex:</i> Male <i>Severity:</i> Serious	
<i>Ped location:</i> Crossing Road Within 50m Xing <i>Ped direction:</i> NE bound <i>Ped movement:</i> From Drivers O/Side	<i>Ped working in road:</i> No <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

19/02/2013 0113EK40095

Monday @ 325

Slight

Attendant details

Location of collision: **CLERKENWELL ROAD J/W GRAY'S INN ROAD**

Junction detail: **Crossroads**

Junction control: **ATS**

Ped crossing facility: **Pedn Phase At ATS**

Ped control person: **None within 50m**

Special conditions:

Weather: **Other**

Road condition: **Dry**

Type of road: **Single 2**

Visibility: **Dark – Street Lights Present & Lit**

Vehicles: **2**

Casualties: **1**

Pedestrians: **0**

Cyclists: **0**

P2Wists **0**

Vehicle details

<i>Veh Ref:</i> 1 Car <i>Driver Age:</i> 26 <i>Driver sex:</i> Male <i>Hit Run:</i>	
<i>Manouver:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> E <i>Direction to:</i> W <i>If parked where:</i> <i>1st point of impact:</i> Front	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> Bus lane <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative

<i>Veh Ref:</i> 2 Bus/Coach <i>Driver Age:</i> 41 <i>Driver sex:</i> Male <i>Hit Run:</i>	
<i>Manouver:</i> Going ahead but held up <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> E <i>Direction to:</i> W <i>If parked where:</i> <i>1st point of impact:</i> Back	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> Bus lane <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested

Casualty details

<i>Cas Ref:</i> 1 Driver/rider <i>Mode of Travel:</i> Car <i>Age:</i> 26 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

28/02/2013 0113EK40097 Wednesday @ 2053

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W NORTHINGTON STREET
Junction detail: T & Stag Junc Weather: Other
Junction control: Give Way Road condition: Dry
Ped crossing facility: None within 50m Type of road: Single 2
Ped control person: None within 50m Visibility: Light - Street Lights Present
Special conditions: Surface Defect

Vehicles: 1
Casualties: 1
Pedestrians: 0
Cyclists: 1
P2Wists: 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 55	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other	Skidding: No Skidding/Overturn	Veh location in junction at impact: Junction approach		
Direction from: S	Direction to: N	Vehicle in restricted lane:		
If parked where:	1st point of impact: Front	Hit object in carriageway:		
		Hit object off carriageway:		
		Where vehicle left carriageway:		
		Breath test: Not Applicable		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 55	Sex: Male	Severity: Slight
Ped location: Not applicable	Ped direction: Standing	Ped movement: Not applicable	Ped working in road: Not applicable		
			Car passenger: Not Car Pass		
			PSV passenger: Not A PSV Passenger		

28/02/2013 0113EK40105 Wednesday @ 715

Serious

Attendant details

Location of collision: GRAY'S INN ROAD J/W ELM STREET
Junction detail: T & Stag Junc Weather: Other
Junction control: Give Way Road condition: Dry
Ped crossing facility: None within 50m Type of road: Single 2
Ped control person: None within 50m Visibility: Dark - Street Lights Present & Lit
Special conditions:

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 1
P2Wists: 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 33	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other	Skidding: No Skidding/Overturn	Veh location in junction at impact: Junction Cleared		
Direction from: N	Direction to: S	Vehicle in restricted lane:		
If parked where:	1st point of impact: Front	Hit object in carriageway: Open door of vehicle		
		Hit object off carriageway:		
		Where vehicle left carriageway:		
		Breath test: Not Applicable		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 33	Sex: Male	Severity: Serious
Ped location: Not applicable	Ped direction: Standing	Ped movement: Not applicable	Ped working in road: Not applicable		
			Car passenger: Not Car Pass		
			PSV passenger: Not A PSV Passenger		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

18/03/2013 0113EK40265

Sunday @ 2120

Serious

Attendant details

Location of collision: GRAYS INN RD J/W CALTHORPE ST

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Wet

Type of road: Single 2

Visibility: Dark – Street Lights Present & Lit

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 43	Driver sex: Fema	Hit Run:
<p>Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: N Direction to: S If parked where: 1st point of impact: Front</p>		<p>Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable</p>		
Veh Ref: 2	Gds =<3.5t	Driver Age: 0	Driver sex: Male	Hit Run: Hit & Run
<p>Manoeuvre: Turning Right Skidding: No Skidding/Overturn Direction from: S Direction to: NE If parked where: 1st point of impact: Nearside</p>		<p>Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted</p>		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 43	Sex: Female	Severity: Serious
<p>Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable</p>		<p>Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger</p>			

08/04/2013 0113EK40222

Sunday @ 1050

Serious

Attendant details

Location of collision: GRAY'S INN ROAD J/W GUILFORD STREET

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists 0

Vehicle details

Veh Ref: 1	Taxi	Driver Age: 44	Driver sex: Male	Hit Run:
<p>Manoeuvre: Turning Right Skidding: No Skidding/Overturn Direction from: SW Direction to: SE If parked where: 1st point of impact: Nearside</p>		<p>Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested</p>		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2	Pedal Cycle	Driver Age: 55	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 55	Sex: Male	Severity: Serious
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable			<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger		

10/04/2013 0113EK40194 Tuesday @ 1230 Slight

Attendant details

Location of collision: **GRAY'S INN ROAD J/W GUILFORD STREET**

Junction detail: **Crossroads** *Weather:* **Other**

Junction control: **ATS** *Road condition:* **Dry**

Ped crossing facility: **Pedn Phase At ATS** *Type of road:* **Single 2**

Ped control person: **None within 50m** *Visibility:* **Light - Street Lights Present**

Special conditions:

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 25	Driver sex: Fema	Hit Run:
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Offside		<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		
Veh Ref: 2	Gds 3.5-7.5t	Driver Age: 0	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Turning left <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SE <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Nearside		<i>Veh location in junction at impact:</i> Leaving main road <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 25	Sex: Female	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable			<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

16/04/2013 0113EK40192

Monday @ 856

Slight

Attendant details

Location of collision: **NORTHINGTON STREET J/W KINGS MEWS**

Junction detail: **Crossroads**

Junction control: **Give Way**

Ped crossing facility: **None within 50m**

Ped control person: **None within 50m**

Special conditions:

Weather: **Other**

Road condition: **Dry**

Type of road: **One-Way St**

Visibility: **Light – No Street Lighting**

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 25	Driver sex: Male	Hit Run:
Manoeuvre: Turning Right Skidding: No Skidding/Overturn Direction from: E Direction to: N If parked where: 1st point of impact: Front		Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable		
Veh Ref: 2	Gds =<3.5t	Driver Age: 47	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: E Direction to: W If parked where: 1st point of impact: Nearside		Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 25	Sex: Male	Severity: Slight
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable		Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger			

19/04/2013 0113EK40205

Thursday @ 1311

Serious

Attendant details

Location of collision: **CLERKENWELL ROAD J/W GRAY'S INN ROAD**

Junction detail: **Crossroads**

Junction control: **ATS**

Ped crossing facility: **Pedn Phase At ATS**

Ped control person: **None within 50m**

Special conditions:

Weather: **Other**

Road condition: **Dry**

Type of road: **Single 2**

Visibility: **Light - Street Lights Present**

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists 0

Vehicle details

Veh Ref: 1	Gds =>7.5t	Driver Age: 44	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: NE Direction to: SW If parked where: 1st point of impact: Front		Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Negative		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2 Pedal Cycle Driver Age: 23 Driver sex: Male Hit Run:	
Maneuver: Slowing/Stopping Skidding: No Skidding/Overturn Direction from: NE Direction to: SW If parked where: 1st point of impact: Back	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 23 Sex: Male Severity: Serious	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

22/04/2013 0113EK40281 Sunday @ 1230 Slight

Attendant details

Location of collision: THEOBALD'S ROAD J/W JOHN STREET
Junction detail: T & Stag Junc
Junction control: Give Way
Ped crossing facility: Central Refuge
Ped control person: None within 50m
Special conditions:

Weather: Other
Road condition: Dry
Type of road: Single 2
Visibility: Light - Street Lights Present

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 1
P2Wists 0

Vehicle details

Veh Ref: 1 Pedal Cycle Driver Age: 26 Driver sex: Male Hit Run:	
Maneuver: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Offside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable
Veh Ref: 2 Gds =<3.5t Driver Age: 0 Driver sex: Male Hit Run: Hit & Run	
Maneuver: Turning left Skidding: No Skidding/Overturn Direction from: SW Direction to: N If parked where: 1st point of impact: Nearside	Veh location in junction at impact: Leaving main road Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 26 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

01/05/2013 0113EK40275

Tuesday @ 920

Slight

Attendant details

Location of collision: CLERKENWELL ROAD J/W GRAY'S INN ROAD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Bus/Coach	Driver Age: 0	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Turning left		<i>Veh location in junction at impact:</i> Leaving main road		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> NE		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> S		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Nearside		<i>Breath test:</i> Driver not contacted		

Veh Ref: 2	Pedal Cycle	Driver Age: 29	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Going ahead other		<i>Veh location in junction at impact:</i> Junction approach		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> NE		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> SW		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Offside		<i>Breath test:</i> Not Applicable		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 29	Sex: Male	Severity: Slight
<i>Ped location:</i> Not applicable			<i>Ped working in road:</i> Not applicable		
<i>Ped direction:</i> Standing			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> Not applicable			<i>PSV passenger:</i> Not A PSV Passenger		

21/05/2013 0113EK40320

Monday @ 1746

Slight

Attendant details

Location of collision: JOHN STREET J/W NORTHINGTON STREET

Junction detail: Crossroads

Junction control: Give Way

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 1

Casualties: 1

Pedestrians: 1

Cyclists: 0

P2Wists: 0

Vehicle details

Veh Ref: 1	Car	Driver Age: 31	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Turning Right		<i>Veh location in junction at impact:</i> Junction Cleared		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> E		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> N		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Offside		<i>Breath test:</i> Not requested		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Casualty details

<i>Cas Ref:</i> 1 <i>Pedestrian</i> <i>Mode of Travel:</i> Pedestrian <i>Age:</i> 85 <i>Sex:</i> Female <i>Severity:</i> Slight	
<i>Ped location:</i> Crossing Road (Not On Xing) <i>Ped direction:</i> W bound <i>Ped movement:</i> From Drivers O/Side	<i>Ped working in road:</i> No <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

10/06/2013 0113EK40458 Sunday @ 1550 Slight

Attendant details

Location of collision: **GRAY'S INN ROAD J/W ELM STREET**
Junction detail: **T & Stag Junc** *Weather:* **Other**
Junction control: **Give Way** *Road condition:* **Dry**
Ped crossing facility: **None within 50m** *Type of road:* **Single 2**
Ped control person: **None within 50m** *Visibility:* **Light - Street Lights Present**
Special conditions:

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 1

Vehicle details

<i>Veh Ref:</i> 1 <i>M/C</i> >501cc (po) <i>Driver Age:</i> 33 <i>Driver sex:</i> Male <i>Hit Run:</i>	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> N <i>Direction to:</i> S <i>If parked where:</i> <i>1st point of impact:</i> Nearside	<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted
<i>Veh Ref:</i> 2 <i>Gds</i> =<3.5t <i>Driver Age:</i> 0 <i>Driver sex:</i> Male <i>Hit Run:</i> Hit & Run	
<i>Manoeuvre:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> N <i>If parked where:</i> <i>1st point of impact:</i> Front	<i>Veh location in junction at impact:</i> Entering main road <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> P2W <i>Age:</i> 33 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

12/06/2013 0113EO40308 Tuesday @ 1110 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD, JUNCTION WITH GRAY'S INN ROAD**
Junction detail: **Crossroads** *Weather:* **Other**
Junction control: **ATS** *Road condition:* **Wet**
Ped crossing facility: **None within 50m** *Type of road:* **Single 2**
Ped control person: **None within 50m** *Visibility:* **Light - Street Lighting Unknown**
Special conditions:

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 0

Vehicle details

Veh Ref: 1 Car Driver Age: 57 Driver sex: Fema Hit Run:	
Manoeuvre: Waiting to turn left Skidding: No Skidding/Overturn Direction from: E Direction to: S If parked where: 1st point of impact: Offside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted
Veh Ref: 2 Gds =>7.5t Driver Age: 0 Driver sex: Not tr Hit Run: Hit & Run	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: E Direction to: W If parked where: 1st point of impact: Nearside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Car Age: 57 Sex: Female Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

13/06/2013 0113EK40334 Wednesday @ 2355 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W JOHN STREET**
 Junction detail: **T & Stag Junc**
 Junction control: **Give Way**
 Ped crossing facility: **None within 50m**
 Ped control person: **None within 50m**
 Special conditions:

Weather: **Other**
 Road condition: **Dry**
 Type of road: **Single 2**
 Visibility: **Dark – Street Lights Present & Lit**

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 1
P2Wists 0

Vehicle details

Veh Ref: 1 Car Driver Age: 73 Driver sex: Male Hit Run:	
Manoeuvre: Overtaking moving veh O/S Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Nearside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Negative
Veh Ref: 2 Pedal Cycle Driver Age: 27 Driver sex: Fema Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Offside	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 27 Sex: Female Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

20/06/2013 0113EK40388 Wednesday @ 2145

Slight

Attendant details

Location of collision: GRAYS INN ROAD J/W THEOBALDS ROAD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Dark – Street Lights Present & Lit

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists: 1

Vehicle details

Veh Ref: 1	M/C 51-125cc	Driver Age: 38	Driver sex: Fema	Hit Run:
Manoeuvre: Turning Right	Skidding: No Skidding/Overturn	Direction from: SW	Direction to: SE	If parked where:
1st point of impact: Nearside				
Veh location in junction at impact: Middle of Junction	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Not requested				
Veh Ref: 2	Car	Driver Age: 0	Driver sex: Male	Hit Run: Hit & Run
Manoeuvre: Turning Right	Skidding: No Skidding/Overturn	Direction from: SW	Direction to: SE	If parked where:
1st point of impact: Front				
Veh location in junction at impact: Middle of Junction	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Driver not contacted				

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: P2W	Age: 38	Sex: Female	Severity: Slight
Ped location: Not applicable	Ped direction: Standing	Ped movement: Not applicable	Ped working in road: Not applicable	Car passenger: Not Car Pass	PSV passenger: Not A PSV Passenger

28/06/2013 0113EK40558 Thursday @ 645

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W THEOBALD'S ROAD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 28	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other	Skidding: No Skidding/Overturn	Direction from: NE	Direction to: SW	If parked where:
1st point of impact: Offside				
Veh location in junction at impact: Middle of Junction	Vehicle in restricted lane:	Hit object in carriageway:	Hit object off carriageway:	Where vehicle left carriageway:
Breath test: Not Applicable				

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2 Gds =>7.5t Driver Age: 0 Driver sex: Male Hit Run: Hit & Run	
Maneuver: Turning left Skidding: No Skidding/Overturn Direction from: NE Direction to: S If parked where: 1st point of impact: Nearside	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 28 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

22/07/2013 0113EK40449 Sunday @ 1901 Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W THEOBALD'S ROAD
Junction detail: Crossroads **Weather: Other**
Junction control: ATS **Road condition: Dry**
Ped crossing facility: Pedn Phase At ATS **Type of road: Single 2**
Ped control person: None within 50m **Visibility: Light - Street Lights Present**
Special conditions:

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 1
P2Wists 0

Vehicle details

Veh Ref: 1 M/C 51-125cc Driver Age: 39 Driver sex: Male Hit Run:	
Maneuver: Going ahead other Skidding: No Skidding/Overturn Direction from: S Direction to: N If parked where: 1st point of impact: Front	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested
Veh Ref: 2 Pedal Cycle Driver Age: 42 Driver sex: Male Hit Run:	
Maneuver: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Offside	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 42 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

15/08/2013 0113EK40515 Wednesday @ 1505

Slight

Attendant details

Location of collision: NFL GRAY'S INN RD J/W NORTHINGTON ST
Junction detail: T & Stag Junc Weather: Other
Junction control: Give Way Road condition: Dry
Ped crossing facility: Zebra Type of road: Single 2
Ped control person: None within 50m Visibility: Light - No Street Lighting
Special conditions:

Vehicles: 1
Casualties: 1
Pedestrians: 1
Cyclists: 0
P2Wists 0

Vehicle details

Veh Ref: 1	M/C 51-125cc	Driver Age: 22	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other	Skidding: No Skidding/Overturn	Veh location in junction at impact: Junction approach		
Direction from: S	Direction to: N	Vehicle in restricted lane:		
If parked where:	1st point of impact: Front	Hit object in carriageway:		
		Hit object off carriageway:		
		Where vehicle left carriageway:		
		Breath test: Negative		

Casualty details

Cas Ref: 1	Pedestrian	Mode of Travel: Pedestrian	Age: 29	Sex: Male	Severity: Slight
Ped location: Crossing Road Within 50m Xing	Ped direction: W bound	Ped movement: From Drivers O/Side	Ped working in road: No		
			Car passenger: Not Car Pass		
			PSV passenger: Not A PSV Passenger		

02/09/2013 0113EK40602 Sunday @ 1520

Slight

Attendant details

Location of collision: CLERKENWELL ROAD J/W GRAY'S INN ROAD
Junction detail: Crossroads Weather: Other
Junction control: ATS Road condition: Dry
Ped crossing facility: Pedn Phase At ATS Type of road: Single 2
Ped control person: None within 50m Visibility: Light - Street Lights Present
Special conditions:

Vehicles: 1
Casualties: 1
Pedestrians: 0
Cyclists: 0
P2Wists 0

Vehicle details

Veh Ref: 1	Bus/Coach	Driver Age: 45	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other	Skidding: No Skidding/Overturn	Veh location in junction at impact: Junction approach		
Direction from: NE	Direction to: SW	Vehicle in restricted lane:		
If parked where:	1st point of impact: Did Not Impact	Hit object in carriageway:		
		Hit object off carriageway:		
		Where vehicle left carriageway:		
		Breath test: Driver not contacted		

Casualty details

Cas Ref: 1	Passenger	Mode of Travel: Bus Or Coach	Age: 0	Sex: Female	Severity: Slight
Ped location: Not applicable	Ped direction: Standing	Ped movement: Not applicable	Ped working in road: Not applicable		
			Car passenger: Not Car Pass		
			PSV passenger: Standing On PSV		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

16/09/2013 0113EK40583

Sunday @ 2018

Serious

Attendant details

Location of collision: GRAY'S INN ROAD J/W THEOBALD'S ROAD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Dark – Street Lights Present & Lit

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists: 1

Vehicle details

Veh Ref:	Car	Driver Age:	Driver sex:	Hit Run:
1		38	Male	
<i>Manoeuvre:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> N <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		
2	M/C >501cc (po	30	Male	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> S <i>Direction to:</i> N <i>If parked where:</i> <i>1st point of impact:</i> Offside		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		

Casualty details

Cas Ref:	Driver/rider	Mode of Travel:	Age:	Sex:	Severity:
1		P2W	30	Male	Serious
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

15/10/2013 0113EK40678

Monday @ 1057

Slight

Attendant details

Location of collision: GRAY'S INN RD J/W THEOBALD'S RD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 1

Casualties: 2

Pedestrians: 1

Cyclists: 0

P2Wists: 1

Vehicle details

Veh Ref:	M/C 51-125cc	Driver Age:	Driver sex:	Hit Run:
1		30	Male	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> S <i>Direction to:</i> N <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> P2W <i>Age:</i> 30 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger
<i>Cas Ref:</i> 2 <i>Pedestrian</i> <i>Mode of Travel:</i> Pedestrian <i>Age:</i> 19 <i>Sex:</i> Female <i>Severity:</i> Slight	
<i>Ped location:</i> Crossing Road (Not On Xing) <i>Ped direction:</i> E bound <i>Ped movement:</i> From Drivers N/Side	<i>Ped working in road:</i> No <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

17/10/2013 0113EK40913

Wednesday @ 1925

Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W KING'S MEWS**

Junction detail: **T & Stag Junc**

Junction control: **Give Way**

Ped crossing facility: **None within 50m**

Ped control person: **None within 50m**

Special conditions:

Weather: **Other**

Road condition: **Dry**

Type of road: **Single 2**

Visibility: **Dark – Street Lights Present & Lit**

Vehicles: **2**

Casualties: **1**

Pedestrians: **0**

Cyclists: **1**

P2Wists: **0**

Vehicle details

<i>Veh Ref:</i> 1 <i>Pedal Cycle</i> <i>Driver Age:</i> 22 <i>Driver sex:</i> Male <i>Hit Run:</i>	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Offside	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> Bus lane <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable
<i>Veh Ref:</i> 2 <i>Car</i> <i>Driver Age:</i> 0 <i>Driver sex:</i> Not tr <i>Hit Run:</i> Hit & Run	
<i>Manoeuvre:</i> Changing lane to left <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Nearside	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> Bus lane <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> Pedal Cycle <i>Age:</i> 22 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

29/01/2014 0114EK40247

Tuesday @ 845

Slight

Attendant details

Location of collision: **GRAY'S INN ROAD J/W CALTHORPE STREET**

Junction detail: **Crossroads**

Junction control: **ATS**

Ped crossing facility: **Pedn Phase At ATS**

Ped control person: **None within 50m**

Special conditions:

Weather: **Other**

Road condition: **Wet**

Type of road: **Single 2**

Visibility: **Light – No Street Lighting**

Vehicles: **2**

Casualties: **1**

Pedestrians: **0**

Cyclists: **1**

P2Wists: **0**

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Vehicle details

<i>Veh Ref:</i> 1	<i>Pedal Cycle</i>	<i>Driver Age:</i> 25	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manouver:</i> Going ahead other		<i>Veh location in junction at impact:</i> Junction approach		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> NW		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> SE		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Front		<i>Breath test:</i> Not Applicable		

Casualty details

<i>Cas Ref:</i> 1	<i>Driver/rider</i>	<i>Mode of Travel:</i> Pedal Cycle	<i>Age:</i> 25	<i>Sex:</i> Male	<i>Severity:</i> Slight
<i>Ped location:</i> Not applicable			<i>Ped working in road:</i> Not applicable		
<i>Ped direction:</i> Standing			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> Not applicable			<i>PSV passenger:</i> Not A PSV Passenger		

31/01/2014 0114EK40033 Thursday @ 1100 Slight

Attendant details

Location of collision: **GRAY'S INN ROAD J/W ELM STREET**

Junction detail: **T & Stag Junc**

Junction control: **Give Way**

Ped crossing facility: **Zebra**

Ped control person: **None within 50m**

Special conditions:

Weather: **Other**

Road condition: **Wet**

Type of road: **Single 2**

Visibility: **Light - Street Lights Present**

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 2	<i>Pedal Cycle</i>	<i>Driver Age:</i> 47	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manouver:</i> Going ahead other		<i>Veh location in junction at impact:</i> Junction Cleared		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> N		<i>Hit object in carriageway:</i> Open door of vehicle		
<i>Direction to:</i> S		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Front		<i>Breath test:</i> Not Applicable		

Casualty details

<i>Cas Ref:</i> 1	<i>Driver/rider</i>	<i>Mode of Travel:</i> Pedal Cycle	<i>Age:</i> 47	<i>Sex:</i> Male	<i>Severity:</i> Slight
<i>Ped location:</i> Not applicable			<i>Ped working in road:</i> Not applicable		
<i>Ped direction:</i> Standing			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> Not applicable			<i>PSV passenger:</i> Not A PSV Passenger		

25/02/2014 0114EK40107 Monday @ 2030 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W GRAY'S INN ROAD**

Junction detail: **Crossroads**

Junction control: **ATS**

Ped crossing facility: **Pedn Phase At ATS**

Ped control person: **None within 50m**

Special conditions: **Surface Defect**

Weather: **Other**

Road condition: **Dry**

Type of road: **Single 2**

Visibility: **Dark – Street Lights Present & Lit**

<i>Vehicles:</i> 1
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Vehicle details

<i>Veh Ref:</i> 1	<i>Pedal Cycle</i>	<i>Driver Age:</i> 50	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manouver:</i> Going ahead other		<i>Veh location in junction at impact:</i> Junction approach		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> SW		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> NE		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Front		<i>Breath test:</i> Not Applicable		

Casualty details

<i>Cas Ref:</i> 1	<i>Driver/rider</i>	<i>Mode of Travel:</i> Pedal Cycle	<i>Age:</i> 50	<i>Sex:</i> Male	<i>Severity:</i> Slight
<i>Ped location:</i> Not applicable			<i>Ped working in road:</i> Not applicable		
<i>Ped direction:</i> Standing			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> Not applicable			<i>PSV passenger:</i> Not A PSV Passenger		

02/03/2014 0114EK40109 Saturday @ 2200 Serious

Attendant details

Location of collision: **GRAY'S INN ROAD J/W THEOLBALD'S ROAD**

Junction detail: **Crossroads**

Junction control: **ATS**

Ped crossing facility: **Pedn Phase At ATS**

Ped control person: **None within 50m**

Special conditions:

Weather: **Raining**

Road condition: **Wet**

Type of road: **Single 2**

Visibility: **Dark – Street Lights Present & Lit**

<i>Vehicles:</i> 2
<i>Casualties:</i> 2
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 1	<i>Taxi</i>	<i>Driver Age:</i> 44	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manouver:</i> Moving off		<i>Veh location in junction at impact:</i> Middle of Junction		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> S		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> N		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Offside		<i>Breath test:</i> Negative		

<i>Veh Ref:</i> 2	<i>Pedal Cycle</i>	<i>Driver Age:</i> 17	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manouver:</i> Going ahead other		<i>Veh location in junction at impact:</i> Middle of Junction		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> NE		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> SW		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Front		<i>Breath test:</i> Not Applicable		

Casualty details

<i>Cas Ref:</i> 1	<i>Driver/rider</i>	<i>Mode of Travel:</i> Taxi	<i>Age:</i> 44	<i>Sex:</i> Male	<i>Severity:</i> Slight
<i>Ped location:</i> Not applicable			<i>Ped working in road:</i> Not applicable		
<i>Ped direction:</i> Standing			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> Not applicable			<i>PSV passenger:</i> Not A PSV Passenger		

<i>Cas Ref:</i> 2	<i>Driver/rider</i>	<i>Mode of Travel:</i> Pedal Cycle	<i>Age:</i> 17	<i>Sex:</i> Male	<i>Severity:</i> Serious
<i>Ped location:</i> Not applicable			<i>Ped working in road:</i> Not applicable		
<i>Ped direction:</i> Standing			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> Not applicable			<i>PSV passenger:</i> Not A PSV Passenger		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

19/03/2014 0114EK40168

Tuesday @ 850

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W CALTHORPE STREET

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light – No Street Lighting

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref: 1	Pedal Cycle	Driver Age: 31	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		
Veh Ref: 2	Gds 3.5-7.5t	Driver Age: 38	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 31	Sex: Male	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

03/04/2014 0114EK40257

Wednesday @ 1435

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W COLEY STREET

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: Zebra

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light – No Street Lighting

Vehicles: 1

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists: 1

Vehicle details

Veh Ref: 1	M/C 51-125cc	Driver Age: 26	Driver sex: Male	Hit Run:
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Nearside		<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> P2W <i>Age:</i> 26 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

15/04/2014 0114EK40308 Monday @ 1855 Slight

Attendant details

<i>Location of collision:</i> CLERKENWELL ROAD J/W FRAY'S INN ORAD	<i>Weather:</i> Other	<i>Vehicles:</i> 2 <i>Casualties:</i> 1 <i>Pedestrians:</i> 0 <i>Cyclists:</i> 1 <i>P2Wists:</i> 0
<i>Junction detail:</i> Crossroads	<i>Road condition:</i> Dry	
<i>Junction control:</i> ATS	<i>Type of road:</i> Single 2	
<i>Ped crossing facility:</i> Pedn Phase At ATS	<i>Visibility:</i> Light – Street Lighting Unknown	
<i>Ped control person:</i> None within 50m	<i>Special conditions:</i>	

Vehicle details

<i>Veh Ref:</i> 1 Pedal Cycle <i>Driver Age:</i> 32 <i>Driver sex:</i> Male <i>Hit Run:</i>	
<i>Manoeuvre:</i> Moving off <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Offside	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable
<i>Veh Ref:</i> 2 M/C 51-125cc <i>Driver Age:</i> 0 <i>Driver sex:</i> Not tr <i>Hit Run:</i> Hit & Run	
<i>Manoeuvre:</i> Turning left <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Nearside	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> Pedal Cycle <i>Age:</i> 32 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

03/06/2014 0114EK40432 Monday @ 1605 Serious

Attendant details

<i>Location of collision:</i> GRAY'S INN ROAD J/W CLERKENWELL ROAD	<i>Weather:</i> Other	<i>Vehicles:</i> 1 <i>Casualties:</i> 1 <i>Pedestrians:</i> 1 <i>Cyclists:</i> 0 <i>P2Wists:</i> 0
<i>Junction detail:</i> Crossroads	<i>Road condition:</i> Dry	
<i>Junction control:</i> ATS	<i>Type of road:</i> Single 2	
<i>Ped crossing facility:</i> Pedn Phase At ATS	<i>Visibility:</i> Light - Street Lights Present	
<i>Ped control person:</i> None within 50m	<i>Special conditions:</i>	

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Vehicle details

<i>Veh Ref:</i> 1	Car	<i>Driver Age:</i> 0	<i>Driver sex:</i> Not tr	<i>Hit Run:</i> Hit & Run
<i>Manouever:</i> Going ahead other		<i>Veh location in junction at impact:</i> Junction approach		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> S		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> N		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Nearside		<i>Breath test:</i> Driver not contacted		

Casualty details

<i>Cas Ref:</i> 1	Pedestrian	<i>Mode of Travel:</i> Pedestrian	<i>Age:</i> 23	<i>Sex:</i> Female	<i>Severity:</i> Serious
<i>Ped location:</i> Crossing Road Within 50m Xing			<i>Ped working in road:</i> No		
<i>Ped direction:</i> E bound			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> From Drivers N/Side			<i>PSV passenger:</i> Not A PSV Passenger		

10/06/2014 0114EK40443 Monday @ 141 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W GRAY'S INN ROAD**

Junction detail: **Crossroads**

Junction control: **ATS**

Ped crossing facility: **Pedn Phase At ATS**

Ped control person: **None within 50m**

Special conditions:

Weather: **Other**

Road condition: **Dry**

Type of road: **Single 2**

Visibility: **Dark – Street Lights Present & Lit**

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 1	Taxi	<i>Driver Age:</i> 48	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manouever:</i> Going ahead other		<i>Veh location in junction at impact:</i> Middle of Junction		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> SW		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> NE		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Front		<i>Breath test:</i> Not requested		

<i>Veh Ref:</i> 2	Minibus	<i>Driver Age:</i> 60	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manouever:</i> Turning Right		<i>Veh location in junction at impact:</i> Middle of Junction		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> NE		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> NW		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Nearside		<i>Breath test:</i> Negative		

Casualty details

<i>Cas Ref:</i> 1	Passenger	<i>Mode of Travel:</i> Other Vehicle	<i>Age:</i> 21	<i>Sex:</i> Female	<i>Severity:</i> Slight
<i>Ped location:</i> Not applicable			<i>Ped working in road:</i> Not applicable		
<i>Ped direction:</i> Standing			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> Not applicable			<i>PSV passenger:</i> Not A PSV Passenger		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

30/09/2014 0114EK40787

Monday @ 1720

Slight

Attendant details

Location of collision: THEOBALD'S ROAD J/W JOHN STREET

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists 0

Vehicle details

Veh Ref:	Car	Driver Age:	Driver sex:	Hit Run:
1		29	Male	
<i>Manoeuvre:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NW <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Offside		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		
Veh Ref:	Pedal Cycle	Driver Age:	Driver sex:	Hit Run:
2		37	Male	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		

Casualty details

Cas Ref:	Driver/rider	Mode of Travel:	Age:	Sex:	Severity:
1		Pedal Cycle	37	Male	Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

04/10/2014 0114EK40799

Friday @ 1631

Serious

Attendant details

Location of collision: GRAY'S INN ORAD J/W GUILDFORD STREET

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 1

Casualties: 1

Pedestrians: 1

Cyclists: 0

P2Wists 0

Vehicle details

Veh Ref:	M/C126-500cc	Driver Age:	Driver sex:	Hit Run:
1		25	Male	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NW <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Offside		<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Casualty details

<i>Cas Ref:</i> 1 <i>Pedestrian</i> <i>Mode of Travel:</i> Pedestrian <i>Age:</i> 25 <i>Sex:</i> Male <i>Severity:</i> Serious	
<i>Ped location:</i> Crossing Road Within 50m Xing <i>Ped direction:</i> NE bound <i>Ped movement:</i> From Drivers O/Side	<i>Ped working in road:</i> No <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

20/10/2014 0114EK40871 Sunday @ 1519 Slight

Attendant details

Location of collision: **GRAY'S INN ROAD J/W ELM STEET**
Junction detail: **T & Stag Junc**
Junction control: **Give Way**
Ped crossing facility: **Zebra**
Ped control person: **None within 50m**
Special conditions:

Weather: **Other**
Road condition: **Wet**
Type of road: **Single 2**
Visibility: **Light – No Street Lighting**

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 1 <i>Gds =<3.5t</i> <i>Driver Age:</i> 50 <i>Driver sex:</i> Male <i>Hit Run:</i>	
<i>Manouver:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Nearside	<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested
<i>Veh Ref:</i> 2 <i>Pedal Cycle</i> <i>Driver Age:</i> 19 <i>Driver sex:</i> Fema <i>Hit Run:</i>	
<i>Manouver:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NW <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Front	<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> Pedal Cycle <i>Age:</i> 19 <i>Sex:</i> Female <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

24/10/2014 0114EK40882 Thursday @ 648 Slight

Attendant details

Location of collision: **GRAY'S INN ROAD J/W THEOBALD'S ROAD**
Junction detail: **T & Stag Junc**
Junction control: **ATS**
Ped crossing facility: **Pedn Phase At ATS**
Ped control person: **None within 50m**
Special conditions:

Weather: **Other**
Road condition: **Dry**
Type of road: **Single 2**
Visibility: **Dark – Street Lights Present & Lit**

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 0

Vehicle details

Veh Ref: 1 Gds =<3.5t Driver Age: 42 Drvr sex: Male Hit Run:	
Manoeuvre: Turning Right Skidding: No Skidding/Overturn Direction from: NE Direction to: NW If parked where: 1st point of impact: Front	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Negative
Veh Ref: 2 Car Driver Age: 27 Drvr sex: Male Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Offside	Veh location in junction at impact: Middle of Junction Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Negative

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Car Age: 27 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

10/11/2014 0114EK40941 Sunday @ 750 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W GRAYS INN ROAD**
 Junction detail: **Crossroads** Weather: **Other**
 Junction control: **ATS** Road condition: **Dry**
 Ped crossing facility: **Pedn Phase At ATS** Type of road: **Single 2**
 Ped control person: **None within 50m** Visibility: **Light - No Street Lighting**
 Special conditions:

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 1
P2Wists 0

Vehicle details

Veh Ref: 1 Pedal Cycle Driver Age: 25 Drvr sex: Fema Hit Run:	
Manoeuvre: Going ahead but held up Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Back	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable
Veh Ref: 2 Car Driver Age: 0 Drvr sex: Not tr Hit Run: Hit & Run	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Back	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 25 Sex: Female Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

12/11/2014 0114EK40955

Tuesday @ 930

Slight

Attendant details

Location of collision: CLERKENWELL ROAD J/W GRAY'S INN ROAD

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Raining

Road condition: Wet

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists 0

Vehicle details

Veh Ref: 1	Car	Driver Age: 43	Driver sex: Fema	Hit Run:
Manoeuvre: Going ahead but held up Skidding: No Skidding/Overturn Direction from: NE Direction to: SW If parked where: 1st point of impact: Back		Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted		
Veh Ref: 2	Pedal Cycle	Driver Age: 0	Driver sex: Male	Hit Run:
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: NE Direction to: SW If parked where: 1st point of impact: Front		Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 0	Sex: Male	Severity: Slight
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable		Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger			

26/11/2014 0114EK40986

Tuesday @ 1650

Slight

Attendant details

Location of collision: THEOBALD'S ROAD J/W JOHN STREET

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - No Street Lighting

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 1

P2Wists 0

Vehicle details

Veh Ref: 1	Car	Driver Age: 27	Driver sex: Male	Hit Run:
Manoeuvre: Slowing/Stopping Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Nearside		Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2 Pedal Cycle Driver Age: 27 Driver sex: Male Hit Run:	
Manoeuvre: Overtaking nearside Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Front	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not Applicable

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Pedal Cycle Age: 27 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

13/01/2015 0115EK40003 Monday @ 1055 Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W GUILFORD STREET
Junction detail: Crossroads Weather: Other
Junction control: ATS Road condition: Dry
Ped crossing facility: Pedn Phase At ATS Type of road: Single 2
Ped control person: None within 50m Visibility: Light - Street Lights Present
Special conditions:

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 0
P2Wists 1

Vehicle details

Veh Ref: 1 Car Driver Age: 34 Driver sex: Fema Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: NW Direction to: SE If parked where: 1st point of impact: Front	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested
Veh Ref: 2 M/C 51-125cc Driver Age: 33 Driver sex: Male Hit Run:	
Manoeuvre: Going ahead but held up Skidding: No Skidding/Overturn Direction from: NW Direction to: SE If parked where: 1st point of impact: Back	Veh location in junction at impact: Junction approach Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Driver not contacted

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: P2W Age: 33 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

20/01/2015 0115EK40041

Monday @ 1240

Serious

Attendant details

Location of collision: ELM STREET J/W GRAY'S INN ROAD

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: Zebra

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light – No Street Lighting

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists: 1

Vehicle details

Veh Ref:	Car	Driver Age:	Driver sex:	Hit Run:
1		31	Male	
<i>Manoeuvre:</i> Turning left <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		
Veh Ref:	M/C >501cc (po	Driver Age:	Driver sex:	Hit Run:
2		56	Male	
<i>Manoeuvre:</i> Going ahead but held up <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NW <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Back		<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		

Casualty details

Cas Ref:	Driver/rider	Mode of Travel:	Age:	Sex:	Severity:
1		P2W	56	Male	Serious
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

19/02/2015 0115EK40129

Wednesday @ 1910

Slight

Attendant details

Location of collision: GRAY'S INN ROAD 28M NW OF J/W CALTHORPE STREET

Junction detail: No Jun within 20m

Junction control:

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Raining

Road condition: Wet

Type of road: Single 2

Visibility: Dark – Street Lights Present & Lit

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists: 1

Vehicle details

Veh Ref:	M/C126-500cc	Driver Age:	Driver sex:	Hit Run:
1		44	Male	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Offside		<i>Veh location in junction at impact:</i> Not At (within 20m of) Jct <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 2 Car Driver Age: 25 Driver sex: Male Hit Run:	
Manoeuvre: Moving off Skidding: No Skidding/Overturn Direction from: SE Direction to: NW If parked where: 1st point of impact: Front	Veh location in junction at impact: Not At (within 20m of) Jct Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Negative

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: P2W Age: 44 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

26/05/2015 0115EK40413 Monday @ 1150 Slight

Attendant details

Location of collision: ELM STREET 34M NE OF J/W GRAY'S INN ROAD
Junction detail: No Jun within 20m
Junction control:
Ped crossing facility: Zebra
Ped control person: None within 50m
Special conditions:
Weather: Other
Road condition: Dry
Type of road: Single 2
Visibility: Light – No Street Lighting

Vehicles: 2
Casualties: 1
Pedestrians: 0
Cyclists: 0
P2Wists 0

Vehicle details

Veh Ref: 1 Car Driver Age: 63 Driver sex: Male Hit Run:	
Manoeuvre: Going ahead other Skidding: No Skidding/Overturn Direction from: SW Direction to: NE If parked where: 1st point of impact: Front	Veh location in junction at impact: Not At (within 20m of) Jct Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested
Veh Ref: 2 Car Driver Age: 55 Driver sex: Male Hit Run:	
Manoeuvre: Turning Right Skidding: No Skidding/Overturn Direction from: NW Direction to: SW If parked where: 1st point of impact: Offside	Veh location in junction at impact: Not At (within 20m of) Jct Vehicle in restricted lane: Hit object in carriageway: Hit object off carriageway: Where vehicle left carriageway: Breath test: Not requested

Casualty details

Cas Ref: 1 Driver/rider Mode of Travel: Car Age: 55 Sex: Male Severity: Slight	
Ped location: Not applicable Ped direction: Standing Ped movement: Not applicable	Ped working in road: Not applicable Car passenger: Not Car Pass PSV passenger: Not A PSV Passenger

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

01/07/2015 0115EK40526

Tuesday @ 650

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W ELM STREET

Junction detail: T & Stag Junc

Junction control: Give Way

Ped crossing facility: Zebra

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - Street Lights Present

Vehicles: 2

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists: 1

Vehicle details

Veh Ref:	Car	Driver Age:	Driver sex:	Hit Run:
1		51	Male	
<i>Manoeuvre:</i> U-Turning <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SE <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Nearside		<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		
Veh Ref:	M/C >501cc (po	Driver Age:	Driver sex:	Hit Run:
2		39	Male	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NW <i>Direction to:</i> SE <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		

Casualty details

Cas Ref:	Driver/rider	Mode of Travel:	Age:	Sex:	Severity:
1		P2W	39	Male	Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

18/07/2015 0115EK40594

Friday @ 1259

Serious

Attendant details

Location of collision: THEOBALD'S ROAD, 23 METRES NE OF JOHN STREET.

Junction detail: No Jun within 20m

Junction control:

Ped crossing facility: None within 50m

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Light - No Street Lighting

Vehicles: 1

Casualties: 2

Pedestrians: 1

Cyclists: 1

P2Wists: 0

Vehicle details

Veh Ref:	Pedal Cycle	Driver Age:	Driver sex:	Hit Run:
1		49	Male	
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> SW <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Not At (within 20m of) Jct <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> Pedal Cycle <i>Age:</i> 49 <i>Sex:</i> Male <i>Severity:</i> Serious	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger
<i>Cas Ref:</i> 2 <i>Pedestrian</i> <i>Mode of Travel:</i> Pedestrian <i>Age:</i> 49 <i>Sex:</i> Female <i>Severity:</i> Slight	
<i>Ped location:</i> Crossing Road (Not On Xing) <i>Ped direction:</i> N bound <i>Ped movement:</i> From Drivers N/Side	<i>Ped working in road:</i> No <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

23/07/2015 0115EK40635 Wednesday @ 800 Slight

Attendant details

<i>Location of collision:</i> GRAY'S INN ROAD J/W CALTHORPE STREET	<i>Weather:</i> Other	<i>Vehicles:</i> 1
<i>Junction detail:</i> Crossroads	<i>Road condition:</i> Dry	<i>Casualties:</i> 1
<i>Junction control:</i> ATS	<i>Type of road:</i> Single 2	<i>Pedestrians:</i> 1
<i>Ped crossing facility:</i> Pedn Phase At ATS	<i>Visibility:</i> Light - Street Lights Present	<i>Cyclists:</i> 0
<i>Ped control person:</i> None within 50m		<i>P2Wists:</i> 0
<i>Special conditions:</i>		

Vehicle details

<i>Veh Ref:</i> 1 <i>Car</i> <i>Driver Age:</i> 0 <i>Driver sex:</i> Male <i>Hit Run:</i> Hit & Run	
<i>Manouver:</i> Reversing <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Back	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted

Casualty details

<i>Cas Ref:</i> 1 <i>Pedestrian</i> <i>Mode of Travel:</i> Pedestrian <i>Age:</i> 45 <i>Sex:</i> Female <i>Severity:</i> Slight	
<i>Ped location:</i> Crossing Road On Ped Xing <i>Ped direction:</i> SW bound <i>Ped movement:</i> From Drivers N/Side	<i>Ped working in road:</i> No <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

08/08/2015 0115EK40686 Friday @ 1025 Serious

Attendant details

<i>Location of collision:</i> GRAY'S INN ROAD J/W THEOBALD'S ROAD	<i>Weather:</i> Other	<i>Vehicles:</i> 2
<i>Junction detail:</i> Crossroads	<i>Road condition:</i> Dry	<i>Casualties:</i> 1
<i>Junction control:</i> ATS	<i>Type of road:</i> Single 2	<i>Pedestrians:</i> 0
<i>Ped crossing facility:</i> Pedn Phase At ATS	<i>Visibility:</i> Light - Street Lights Present	<i>Cyclists:</i> 1
<i>Ped control person:</i> None within 50m		<i>P2Wists:</i> 0
<i>Special conditions:</i>		

Vehicle details

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

Veh Ref: 1	Gds =>7.5t	Driver Age: 22	Driver sex: Male	Hit Run:
<i>Maneuver:</i> Turning left <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Nearside		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		
Veh Ref: 2	Pedal Cycle	Driver Age: 25	Driver sex: Male	Hit Run:
<i>Maneuver:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Offside		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Pedal Cycle	Age: 25	Sex: Male	Severity: Serious
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

09/08/2015 0115EK40685 Saturday @ 550 Slight

Attendant details

Location of collision: **THEOBALD'S ROAD J/W GRAY'S INN ROAD**
Junction detail: **Crossroads**
Junction control: **ATS**
Ped crossing facility: **Pedn Phase At ATS**
Ped control person: **None within 50m**
Special conditions:

Weather: **Other**
Road condition: **Dry**
Type of road: **Single 2**
Visibility: **Light - Street Lights Present**

<i>Vehicles:</i> 2
<i>Casualties:</i> 3
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 0
<i>P2Wists</i> 0

Vehicle details

Veh Ref: 1	Car	Driver Age: 26	Driver sex: Male	Hit Run:
<i>Maneuver:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		
Veh Ref: 2	Car	Driver Age: 0	Driver sex: Fema	Hit Run:
<i>Maneuver:</i> Going ahead but held up <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Back		<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not requested		

Casualty details

Cas Ref: 1	Driver/rider	Mode of Travel: Car	Age: 0	Sex: Female	Severity: Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

<i>Cas Ref:</i> 2 <i>Passenger</i> <i>Mode of Travel:</i> Car <i>Age:</i> 0 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Back Seat <i>PSV passenger:</i> Not A PSV Passenger
<i>Cas Ref:</i> 3 <i>Passenger</i> <i>Mode of Travel:</i> Car <i>Age:</i> 0 <i>Sex:</i> Male <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Front Seat <i>PSV passenger:</i> Not A PSV Passenger

11/08/2015 0115EK40705 Monday @ 1930 Slight

Attendant details

Location of collision: THEOBALD'S ROAD J/W JOHN STREET
Junction detail: T & Stag Junc
Junction control: Give Way
Ped crossing facility: None within 50m
Ped control person: None within 50m
Special conditions:

Weather: Raining
Road condition: Wet
Type of road: Single 2
Visibility: Light - Street Lights Present

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 1 <i>Pedal Cycle</i> <i>Driver Age:</i> 24 <i>Driver sex:</i> Fema <i>Hit Run:</i>	
<i>Manouver:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Offside	<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable
<i>Veh Ref:</i> 2 <i>Car</i> <i>Driver Age:</i> 0 <i>Driver sex:</i> Not tr <i>Hit Run:</i> Hit & Run	
<i>Manouver:</i> Turning left <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Nearside	<i>Veh location in junction at impact:</i> Leaving main road <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted

Casualty details

<i>Cas Ref:</i> 1 <i>Driver/rider</i> <i>Mode of Travel:</i> Pedal Cycle <i>Age:</i> 24 <i>Sex:</i> Female <i>Severity:</i> Slight	
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable	<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger

11/09/2015 0115EK40788 Thursday @ 2202 Serious

Attendant details

Location of collision: THEOBALD'S ROAD J/W GRAY'S INN ROAD.
Junction detail: Crossroads
Junction control: ATS
Ped crossing facility: Pedn Phase At ATS
Ped control person: None within 50m
Special conditions:

Weather: Other
Road condition: Dry
Type of road: Single 2
Visibility: Dark – Street Lights Present & Lit

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 1	Pedal Cycle	<i>Driver Age:</i> 42	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Did Not Impact		<i>Veh location in junction at impact:</i> Junction approach <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		
<i>Veh Ref:</i> 2	Car	<i>Driver Age:</i> 0	<i>Driver sex:</i> Not tr	<i>Hit Run:</i> Non-Stop Veh, N
<i>Manoeuvre:</i> Turning Right <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> NE <i>Direction to:</i> NW <i>If parked where:</i> <i>1st point of impact:</i> Did Not Impact		<i>Veh location in junction at impact:</i> Middle of Junction <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Driver not contacted		

Casualty details

<i>Cas Ref:</i> 1	Driver/rider	<i>Mode of Travel:</i> Pedal Cycle	<i>Age:</i> 42	<i>Sex:</i> Male	<i>Severity:</i> Serious
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

18/09/2015 0115EK40813 Thursday @ 1227 Slight

Attendant details

Location of collision: **CLERKENWELL ROAD J/W GRAY'S INN ROAD**
Junction detail: **Crossroads**
Junction control: **ATS**
Ped crossing facility: **Pedn Phase At ATS**
Ped control person: **None within 50m**
Special conditions:

Weather: **Other**
Road condition: **Dry**
Type of road: **Single 2**
Visibility: **Light - Street Lights Present**

<i>Vehicles:</i> 2
<i>Casualties:</i> 1
<i>Pedestrians:</i> 0
<i>Cyclists:</i> 1
<i>P2Wists</i> 0

Vehicle details

<i>Veh Ref:</i> 1	Gds =<3.5t	<i>Driver Age:</i> 77	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Front		<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Negative		
<i>Veh Ref:</i> 2	Pedal Cycle	<i>Driver Age:</i> 33	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manoeuvre:</i> Going ahead other <i>Skidding:</i> No Skidding/Overturn <i>Direction from:</i> SW <i>Direction to:</i> NE <i>If parked where:</i> <i>1st point of impact:</i> Back		<i>Veh location in junction at impact:</i> Junction Cleared <i>Vehicle in restricted lane:</i> <i>Hit object in carriageway:</i> <i>Hit object off carriageway:</i> <i>Where vehicle left carriageway:</i> <i>Breath test:</i> Not Applicable		

Casualty details

<i>Cas Ref:</i> 1	Driver/rider	<i>Mode of Travel:</i> Pedal Cycle	<i>Age:</i> 33	<i>Sex:</i> Male	<i>Severity:</i> Slight
<i>Ped location:</i> Not applicable <i>Ped direction:</i> Standing <i>Ped movement:</i> Not applicable		<i>Ped working in road:</i> Not applicable <i>Car passenger:</i> Not Car Pass <i>PSV passenger:</i> Not A PSV Passenger			

Plot Area: Gray's Inn Road

Data Period: 5 years to end of May 2016

Plot Ref: Acc1445

20/09/2015 0115EK40822

Saturday @ 1940

Slight

Attendant details

Location of collision: GRAY'S INN ROAD J/W GUILFORD STREET

Junction detail: Crossroads

Junction control: ATS

Ped crossing facility: Pedn Phase At ATS

Ped control person: None within 50m

Special conditions:

Weather: Other

Road condition: Dry

Type of road: Single 2

Visibility: Dark – Street Lights Present & Lit

Vehicles: 1

Casualties: 1

Pedestrians: 0

Cyclists: 0

P2Wists 0

Vehicle details

<i>Veh Ref:</i> 1	Bus/Coach	<i>Driver Age:</i> 36	<i>Driver sex:</i> Male	<i>Hit Run:</i>
<i>Manoeuvre:</i> Going ahead other		<i>Veh location in junction at impact:</i> Junction Cleared		
<i>Skidding:</i> No Skidding/Overturn		<i>Vehicle in restricted lane:</i>		
<i>Direction from:</i> SE		<i>Hit object in carriageway:</i>		
<i>Direction to:</i> NW		<i>Hit object off carriageway:</i>		
<i>If parked where:</i>		<i>Where vehicle left carriageway:</i>		
<i>1st point of impact:</i> Did Not Impact		<i>Breath test:</i> Not requested		

Casualty details

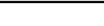
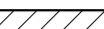
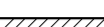
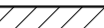
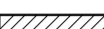


<i>Cas Ref:</i> 1	Passenger	<i>Mode of Travel:</i> Bus Or Coach	<i>Age:</i> 30	<i>Sex:</i> Female	<i>Severity:</i> Slight
<i>Ped location:</i> Not applicable			<i>Ped working in road:</i> Not applicable		
<i>Ped direction:</i> Standing			<i>Car passenger:</i> Not Car Pass		
<i>Ped movement:</i> Not applicable			<i>PSV passenger:</i> Seated On PSV		



Appendix D: Basement and Ground Floor Plan

No scaled dimensions to be taken from this drawings. All dimensions to be site checked.

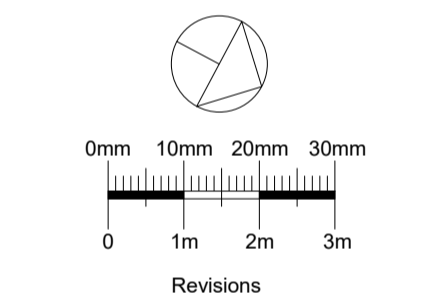
Key:

-  Existing
-  Proposed Walls
-  Proposed Partitions
-  Proposed Floor
-  Infill Existing Opening with Construction to match Existing where indicated on Drawing
-  Existing Footprint
-  Boundary Line

- 1 New Brickwork to match Existing
- 2 New Aluminum Windows to match Existing
- 3 New Curtain Walling
- 4 New Metal Stairs
- 5 New Composite Metal Cladding
- 6 New Glass Canopy
- 7 New Double Glazed Doors
- 8 New Aluminium Bi-Folding Doors
- 9 New Glass balustrade
- 10 New Roof Hatch
- 11 Extend External Ductwork
- 12 Louvres to new Plant Enclosure
- 13 Composite Metal Capping
- 14 Brise soleil

EXISTING FLOOR PLAN LAYOUTS ARE INDICATIVE

DRAWINGS FOR APPROVAL



Rev.	Description	Drawn by	Date

CGA architects
 221 East Barnet Road,
 Barnet, Herts EN4 8QS
 Tel: 020 8449 5100
 Fax: 020 8449 5170

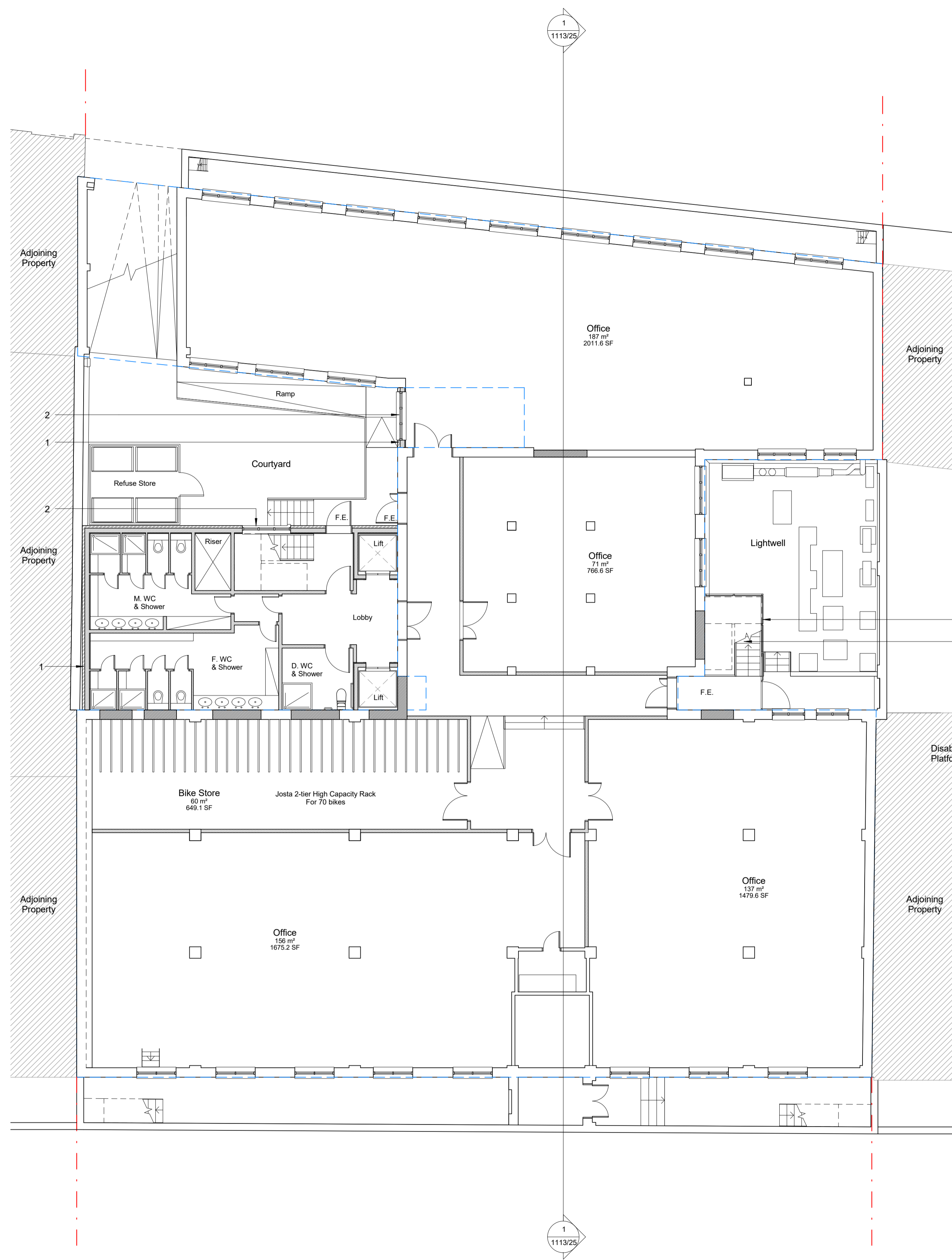
Client
Metrus

Site
21A John Street
London WC1N 2BG

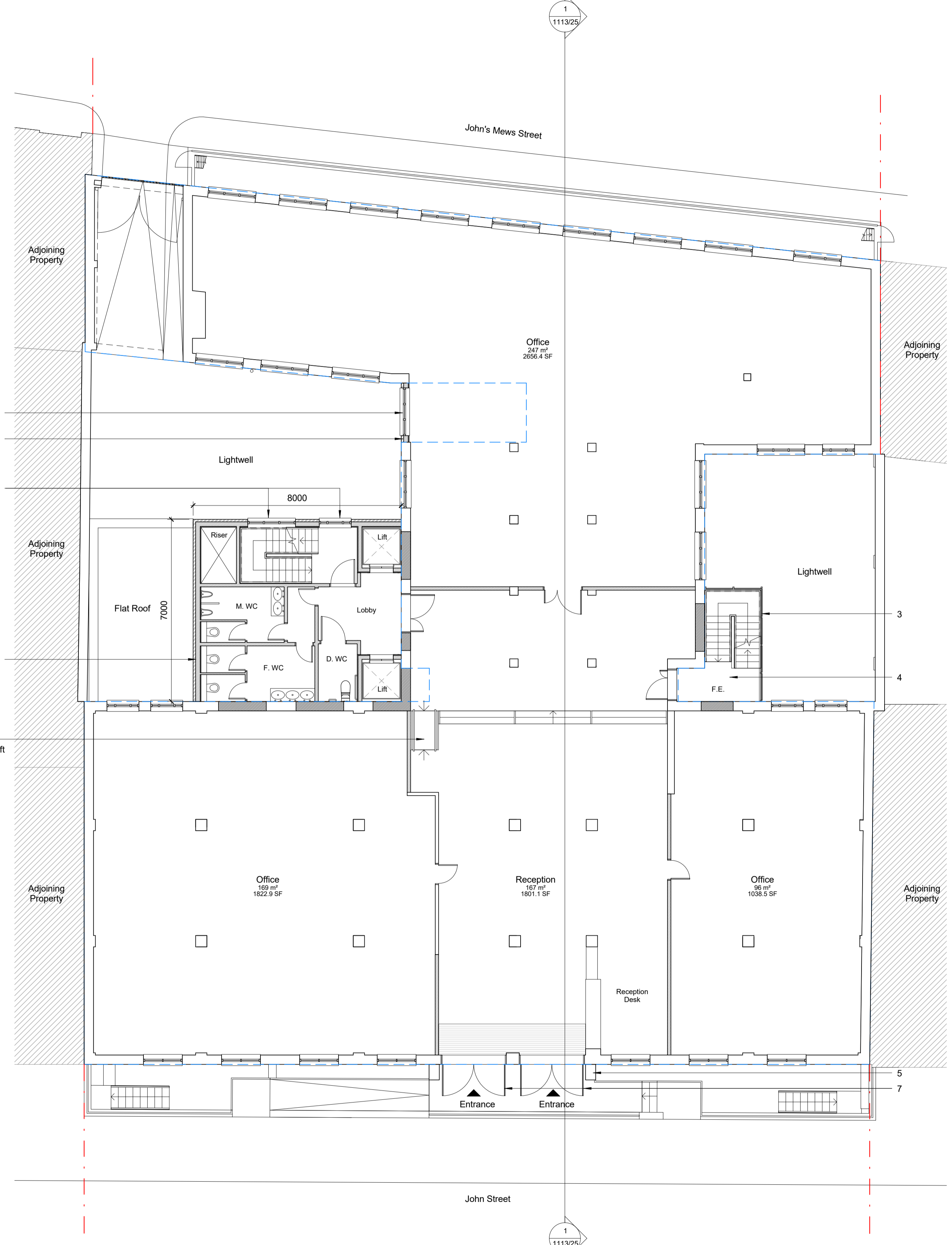
Scale: 1: 100@ A1
 Date: January 2017

Drawing Title
Basement & Ground Floor Plans
as Proposed

Dwg No 1113/19	REV
-------------------	-----



Basement Plan as Proposed
1: 100



Ground Floor Plan as Proposed
1: 100



Appendix E: TRICS Output



Calculation Reference: AUDIT-705123-161219-1242

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
CI	CITY OF LONDON	3 days
SK	SOUTHWARK	1 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: Gross floor area
 Actual Range: 1215 to 17187 (units: sqm)
 Range Selected by User: 408 to 17187 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 14/06/16

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:

Tuesday	1 days
Wednesday	1 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	5 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	5
-------------	---

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	3
Built-Up Zone	2

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:

B1 5 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:

10,001 to 15,000 1 days

25,001 to 50,000 1 days

50,001 to 100,000 3 days

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

Population within 5 miles:

250,001 to 500,000 1 days

500,001 or More 4 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 4 days

0.6 to 1.0 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:

Yes 1 days

No 4 days

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

LIST OF SITES relevant to selection parameters

1	CI-02-A-01	OFFICES		CITY OF LONDON
	50 CANNON STREET			
	CITY OF LONDON			
	BANK			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1386 sqm	
	Survey date:	WEDNESDAY	21/10/09	Survey Type: MANUAL
2	CI-02-A-02	OFFICES		CITY OF LONDON
	GRACECHURCH STREET			
	MONUMENT			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		9803 sqm	
	Survey date:	FRIDAY	29/11/13	Survey Type: MANUAL
3	CI-02-A-03	OFFICES		CITY OF LONDON
	MONUMENT STREET			
	MONUMENT			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		1951 sqm	
	Survey date:	FRIDAY	29/11/13	Survey Type: MANUAL
4	SK-02-A-01	GLA HQ		SOUTHWARK
	THE QUEENS WALK			
	SOUTHWARK			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		17187 sqm	
	Survey date:	TUESDAY	21/10/08	Survey Type: MANUAL
5	WH-02-A-02	OFFICES		WANDSWORTH
	BATTERSEA PARK ROAD			
	BATTERSEA			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1215 sqm	
	Survey date:	THURSDAY	10/05/12	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-02	Site not comparable
CN-02-A-01	Site not comparable
CN-02-A-02	Site not comparable
HD-02-A-08	Site not comparable
IS-02-A-01	Site not comparable
SK-02-A-02	Site not comparable

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.010	5	6308	0.000	5	6308	0.010
07:30 - 08:00	5	6308	0.025	5	6308	0.019	5	6308	0.044
08:00 - 08:30	5	6308	0.076	5	6308	0.019	5	6308	0.095
08:30 - 09:00	5	6308	0.067	5	6308	0.006	5	6308	0.073
09:00 - 09:30	5	6308	0.044	5	6308	0.019	5	6308	0.063
09:30 - 10:00	5	6308	0.032	5	6308	0.016	5	6308	0.048
10:00 - 10:30	5	6308	0.035	5	6308	0.019	5	6308	0.054
10:30 - 11:00	5	6308	0.019	5	6308	0.054	5	6308	0.073
11:00 - 11:30	5	6308	0.038	5	6308	0.025	5	6308	0.063
11:30 - 12:00	5	6308	0.029	5	6308	0.032	5	6308	0.061
12:00 - 12:30	5	6308	0.013	5	6308	0.013	5	6308	0.026
12:30 - 13:00	5	6308	0.029	5	6308	0.025	5	6308	0.054
13:00 - 13:30	5	6308	0.019	5	6308	0.010	5	6308	0.029
13:30 - 14:00	5	6308	0.016	5	6308	0.016	5	6308	0.032
14:00 - 14:30	5	6308	0.044	5	6308	0.051	5	6308	0.095
14:30 - 15:00	5	6308	0.003	5	6308	0.003	5	6308	0.006
15:00 - 15:30	5	6308	0.035	5	6308	0.029	5	6308	0.064
15:30 - 16:00	5	6308	0.022	5	6308	0.067	5	6308	0.089
16:00 - 16:30	5	6308	0.006	5	6308	0.029	5	6308	0.035
16:30 - 17:00	5	6308	0.029	5	6308	0.044	5	6308	0.073
17:00 - 17:30	5	6308	0.025	5	6308	0.073	5	6308	0.098
17:30 - 18:00	5	6308	0.016	5	6308	0.038	5	6308	0.054
18:00 - 18:30	5	6308	0.035	5	6308	0.048	5	6308	0.083
18:30 - 19:00	5	6308	0.022	5	6308	0.022	5	6308	0.044
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.689			0.677			1.366

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TAXIS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
07:30 - 08:00	5	6308	0.016	5	6308	0.013	5	6308	0.029
08:00 - 08:30	5	6308	0.010	5	6308	0.013	5	6308	0.023
08:30 - 09:00	5	6308	0.003	5	6308	0.003	5	6308	0.006
09:00 - 09:30	5	6308	0.010	5	6308	0.010	5	6308	0.020
09:30 - 10:00	5	6308	0.006	5	6308	0.006	5	6308	0.012
10:00 - 10:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
10:30 - 11:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
11:00 - 11:30	5	6308	0.003	5	6308	0.003	5	6308	0.006
11:30 - 12:00	5	6308	0.006	5	6308	0.006	5	6308	0.012
12:00 - 12:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
12:30 - 13:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
13:00 - 13:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
13:30 - 14:00	5	6308	0.003	5	6308	0.003	5	6308	0.006
14:00 - 14:30	5	6308	0.025	5	6308	0.025	5	6308	0.050
14:30 - 15:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
15:00 - 15:30	5	6308	0.010	5	6308	0.010	5	6308	0.020
15:30 - 16:00	5	6308	0.010	5	6308	0.010	5	6308	0.020
16:00 - 16:30	5	6308	0.003	5	6308	0.003	5	6308	0.006
16:30 - 17:00	5	6308	0.010	5	6308	0.010	5	6308	0.020
17:00 - 17:30	5	6308	0.019	5	6308	0.019	5	6308	0.038
17:30 - 18:00	5	6308	0.013	5	6308	0.006	5	6308	0.019
18:00 - 18:30	5	6308	0.032	5	6308	0.038	5	6308	0.070
18:30 - 19:00	5	6308	0.019	5	6308	0.019	5	6308	0.038
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.198			0.197			0.395

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.

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Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL OGVS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
07:30 - 08:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
08:00 - 08:30	5	6308	0.003	5	6308	0.003	5	6308	0.006
08:30 - 09:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
09:00 - 09:30	5	6308	0.003	5	6308	0.003	5	6308	0.006
09:30 - 10:00	5	6308	0.003	5	6308	0.003	5	6308	0.006
10:00 - 10:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
10:30 - 11:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
11:00 - 11:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
11:30 - 12:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
12:00 - 12:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
12:30 - 13:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
13:00 - 13:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
13:30 - 14:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
14:00 - 14:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
14:30 - 15:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
15:00 - 15:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
15:30 - 16:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
16:00 - 16:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
16:30 - 17:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
17:00 - 17:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
17:30 - 18:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
18:00 - 18:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
18:30 - 19:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.009			0.009			0.018

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PSVS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
07:30 - 08:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
08:00 - 08:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
08:30 - 09:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
09:00 - 09:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
09:30 - 10:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
10:00 - 10:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
10:30 - 11:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
11:00 - 11:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
11:30 - 12:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
12:00 - 12:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
12:30 - 13:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
13:00 - 13:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
13:30 - 14:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
14:00 - 14:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
14:30 - 15:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
15:00 - 15:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
15:30 - 16:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
16:00 - 16:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
16:30 - 17:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
17:00 - 17:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
17:30 - 18:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
18:00 - 18:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
18:30 - 19:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.006	5	6308	0.000	5	6308	0.006
07:30 - 08:00	5	6308	0.010	5	6308	0.003	5	6308	0.013
08:00 - 08:30	5	6308	0.057	5	6308	0.000	5	6308	0.057
08:30 - 09:00	5	6308	0.054	5	6308	0.000	5	6308	0.054
09:00 - 09:30	5	6308	0.029	5	6308	0.000	5	6308	0.029
09:30 - 10:00	5	6308	0.041	5	6308	0.003	5	6308	0.044
10:00 - 10:30	5	6308	0.022	5	6308	0.000	5	6308	0.022
10:30 - 11:00	5	6308	0.010	5	6308	0.013	5	6308	0.023
11:00 - 11:30	5	6308	0.003	5	6308	0.000	5	6308	0.003
11:30 - 12:00	5	6308	0.003	5	6308	0.003	5	6308	0.006
12:00 - 12:30	5	6308	0.016	5	6308	0.003	5	6308	0.019
12:30 - 13:00	5	6308	0.003	5	6308	0.003	5	6308	0.006
13:00 - 13:30	5	6308	0.013	5	6308	0.010	5	6308	0.023
13:30 - 14:00	5	6308	0.006	5	6308	0.000	5	6308	0.006
14:00 - 14:30	5	6308	0.000	5	6308	0.013	5	6308	0.013
14:30 - 15:00	5	6308	0.000	5	6308	0.003	5	6308	0.003
15:00 - 15:30	5	6308	0.000	5	6308	0.051	5	6308	0.051
15:30 - 16:00	5	6308	0.010	5	6308	0.000	5	6308	0.010
16:00 - 16:30	5	6308	0.003	5	6308	0.029	5	6308	0.032
16:30 - 17:00	5	6308	0.003	5	6308	0.025	5	6308	0.028
17:00 - 17:30	5	6308	0.000	5	6308	0.016	5	6308	0.016
17:30 - 18:00	5	6308	0.000	5	6308	0.067	5	6308	0.067
18:00 - 18:30	5	6308	0.000	5	6308	0.019	5	6308	0.019
18:30 - 19:00	5	6308	0.000	5	6308	0.010	5	6308	0.010
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.289			0.271			0.560

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.010	5	6308	0.000	5	6308	0.010
07:30 - 08:00	5	6308	0.035	5	6308	0.013	5	6308	0.048
08:00 - 08:30	5	6308	0.089	5	6308	0.016	5	6308	0.105
08:30 - 09:00	5	6308	0.073	5	6308	0.003	5	6308	0.076
09:00 - 09:30	5	6308	0.044	5	6308	0.025	5	6308	0.069
09:30 - 10:00	5	6308	0.048	5	6308	0.041	5	6308	0.089
10:00 - 10:30	5	6308	0.038	5	6308	0.019	5	6308	0.057
10:30 - 11:00	5	6308	0.022	5	6308	0.079	5	6308	0.101
11:00 - 11:30	5	6308	0.048	5	6308	0.022	5	6308	0.070
11:30 - 12:00	5	6308	0.032	5	6308	0.032	5	6308	0.064
12:00 - 12:30	5	6308	0.013	5	6308	0.016	5	6308	0.029
12:30 - 13:00	5	6308	0.025	5	6308	0.025	5	6308	0.050
13:00 - 13:30	5	6308	0.035	5	6308	0.006	5	6308	0.041
13:30 - 14:00	5	6308	0.041	5	6308	0.019	5	6308	0.060
14:00 - 14:30	5	6308	0.120	5	6308	0.076	5	6308	0.196
14:30 - 15:00	5	6308	0.006	5	6308	0.003	5	6308	0.009
15:00 - 15:30	5	6308	0.063	5	6308	0.029	5	6308	0.092
15:30 - 16:00	5	6308	0.032	5	6308	0.079	5	6308	0.111
16:00 - 16:30	5	6308	0.016	5	6308	0.051	5	6308	0.067
16:30 - 17:00	5	6308	0.022	5	6308	0.051	5	6308	0.073
17:00 - 17:30	5	6308	0.029	5	6308	0.095	5	6308	0.124
17:30 - 18:00	5	6308	0.032	5	6308	0.051	5	6308	0.083
18:00 - 18:30	5	6308	0.041	5	6308	0.086	5	6308	0.127
18:30 - 19:00	5	6308	0.032	5	6308	0.041	5	6308	0.073
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.946			0.878			1.824

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 show. 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 02 - EMPLOYMENT/A - OFFICE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.022	5	6308	0.003	5	6308	0.025
07:30 - 08:00	5	6308	0.035	5	6308	0.006	5	6308	0.041
08:00 - 08:30	5	6308	0.108	5	6308	0.016	5	6308	0.124
08:30 - 09:00	5	6308	0.079	5	6308	0.048	5	6308	0.127
09:00 - 09:30	5	6308	0.127	5	6308	0.032	5	6308	0.159
09:30 - 10:00	5	6308	0.171	5	6308	0.079	5	6308	0.250
10:00 - 10:30	5	6308	0.105	5	6308	0.076	5	6308	0.181
10:30 - 11:00	5	6308	0.098	5	6308	0.070	5	6308	0.168
11:00 - 11:30	5	6308	0.038	5	6308	0.139	5	6308	0.177
11:30 - 12:00	5	6308	0.079	5	6308	0.216	5	6308	0.295
12:00 - 12:30	5	6308	0.231	5	6308	0.361	5	6308	0.592
12:30 - 13:00	5	6308	0.422	5	6308	0.599	5	6308	1.021
13:00 - 13:30	5	6308	0.580	5	6308	0.583	5	6308	1.163
13:30 - 14:00	5	6308	0.548	5	6308	0.352	5	6308	0.900
14:00 - 14:30	5	6308	0.311	5	6308	0.206	5	6308	0.517
14:30 - 15:00	5	6308	0.168	5	6308	0.120	5	6308	0.288
15:00 - 15:30	5	6308	0.095	5	6308	0.165	5	6308	0.260
15:30 - 16:00	5	6308	0.162	5	6308	0.092	5	6308	0.254
16:00 - 16:30	5	6308	0.057	5	6308	0.159	5	6308	0.216
16:30 - 17:00	5	6308	0.038	5	6308	0.095	5	6308	0.133
17:00 - 17:30	5	6308	0.010	5	6308	0.155	5	6308	0.165
17:30 - 18:00	5	6308	0.025	5	6308	0.124	5	6308	0.149
18:00 - 18:30	5	6308	0.016	5	6308	0.057	5	6308	0.073
18:30 - 19:00	5	6308	0.060	5	6308	0.032	5	6308	0.092
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.585			3.785			7.370

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 show. 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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.019	5	6308	0.003	5	6308	0.022
07:30 - 08:00	5	6308	0.041	5	6308	0.000	5	6308	0.041
08:00 - 08:30	5	6308	0.117	5	6308	0.003	5	6308	0.120
08:30 - 09:00	5	6308	0.063	5	6308	0.006	5	6308	0.069
09:00 - 09:30	5	6308	0.092	5	6308	0.000	5	6308	0.092
09:30 - 10:00	5	6308	0.054	5	6308	0.003	5	6308	0.057
10:00 - 10:30	5	6308	0.029	5	6308	0.003	5	6308	0.032
10:30 - 11:00	5	6308	0.013	5	6308	0.006	5	6308	0.019
11:00 - 11:30	5	6308	0.016	5	6308	0.035	5	6308	0.051
11:30 - 12:00	5	6308	0.025	5	6308	0.038	5	6308	0.063
12:00 - 12:30	5	6308	0.086	5	6308	0.019	5	6308	0.105
12:30 - 13:00	5	6308	0.013	5	6308	0.029	5	6308	0.042
13:00 - 13:30	5	6308	0.051	5	6308	0.010	5	6308	0.061
13:30 - 14:00	5	6308	0.016	5	6308	0.006	5	6308	0.022
14:00 - 14:30	5	6308	0.029	5	6308	0.013	5	6308	0.042
14:30 - 15:00	5	6308	0.010	5	6308	0.044	5	6308	0.054
15:00 - 15:30	5	6308	0.010	5	6308	0.057	5	6308	0.067
15:30 - 16:00	5	6308	0.003	5	6308	0.067	5	6308	0.070
16:00 - 16:30	5	6308	0.006	5	6308	0.082	5	6308	0.088
16:30 - 17:00	5	6308	0.006	5	6308	0.038	5	6308	0.044
17:00 - 17:30	5	6308	0.006	5	6308	0.139	5	6308	0.145
17:30 - 18:00	5	6308	0.006	5	6308	0.089	5	6308	0.095
18:00 - 18:30	5	6308	0.000	5	6308	0.048	5	6308	0.048
18:30 - 19:00	5	6308	0.003	5	6308	0.013	5	6308	0.016
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.714			0.751			1.465

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.067	5	6308	0.006	5	6308	0.073
07:30 - 08:00	5	6308	0.120	5	6308	0.000	5	6308	0.120
08:00 - 08:30	5	6308	0.358	5	6308	0.010	5	6308	0.368
08:30 - 09:00	5	6308	0.653	5	6308	0.003	5	6308	0.656
09:00 - 09:30	5	6308	0.555	5	6308	0.000	5	6308	0.555
09:30 - 10:00	5	6308	0.567	5	6308	0.019	5	6308	0.586
10:00 - 10:30	5	6308	0.193	5	6308	0.114	5	6308	0.307
10:30 - 11:00	5	6308	0.133	5	6308	0.035	5	6308	0.168
11:00 - 11:30	5	6308	0.111	5	6308	0.063	5	6308	0.174
11:30 - 12:00	5	6308	0.133	5	6308	0.105	5	6308	0.238
12:00 - 12:30	5	6308	0.051	5	6308	0.086	5	6308	0.137
12:30 - 13:00	5	6308	0.060	5	6308	0.190	5	6308	0.250
13:00 - 13:30	5	6308	0.133	5	6308	0.136	5	6308	0.269
13:30 - 14:00	5	6308	0.060	5	6308	0.035	5	6308	0.095
14:00 - 14:30	5	6308	0.120	5	6308	0.057	5	6308	0.177
14:30 - 15:00	5	6308	0.108	5	6308	0.089	5	6308	0.197
15:00 - 15:30	5	6308	0.174	5	6308	0.063	5	6308	0.237
15:30 - 16:00	5	6308	0.079	5	6308	0.174	5	6308	0.253
16:00 - 16:30	5	6308	0.057	5	6308	0.358	5	6308	0.415
16:30 - 17:00	5	6308	0.054	5	6308	0.320	5	6308	0.374
17:00 - 17:30	5	6308	0.057	5	6308	0.650	5	6308	0.707
17:30 - 18:00	5	6308	0.044	5	6308	0.457	5	6308	0.501
18:00 - 18:30	5	6308	0.016	5	6308	0.263	5	6308	0.279
18:30 - 19:00	5	6308	0.041	5	6308	0.092	5	6308	0.133
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.944			3.325			7.269

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL COACH PASSENGERS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
07:30 - 08:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
08:00 - 08:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
08:30 - 09:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
09:00 - 09:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
09:30 - 10:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
10:00 - 10:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
10:30 - 11:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
11:00 - 11:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
11:30 - 12:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
12:00 - 12:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
12:30 - 13:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
13:00 - 13:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
13:30 - 14:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
14:00 - 14:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
14:30 - 15:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
15:00 - 15:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
15:30 - 16:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
16:00 - 16:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
16:30 - 17:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
17:00 - 17:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
17:30 - 18:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
18:00 - 18:30	5	6308	0.000	5	6308	0.000	5	6308	0.000
18:30 - 19:00	5	6308	0.000	5	6308	0.000	5	6308	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.086	5	6308	0.010	5	6308	0.096
07:30 - 08:00	5	6308	0.162	5	6308	0.000	5	6308	0.162
08:00 - 08:30	5	6308	0.476	5	6308	0.013	5	6308	0.489
08:30 - 09:00	5	6308	0.717	5	6308	0.010	5	6308	0.727
09:00 - 09:30	5	6308	0.647	5	6308	0.000	5	6308	0.647
09:30 - 10:00	5	6308	0.621	5	6308	0.022	5	6308	0.643
10:00 - 10:30	5	6308	0.222	5	6308	0.117	5	6308	0.339
10:30 - 11:00	5	6308	0.146	5	6308	0.041	5	6308	0.187
11:00 - 11:30	5	6308	0.127	5	6308	0.098	5	6308	0.225
11:30 - 12:00	5	6308	0.159	5	6308	0.143	5	6308	0.302
12:00 - 12:30	5	6308	0.136	5	6308	0.105	5	6308	0.241
12:30 - 13:00	5	6308	0.073	5	6308	0.219	5	6308	0.292
13:00 - 13:30	5	6308	0.184	5	6308	0.146	5	6308	0.330
13:30 - 14:00	5	6308	0.076	5	6308	0.041	5	6308	0.117
14:00 - 14:30	5	6308	0.149	5	6308	0.070	5	6308	0.219
14:30 - 15:00	5	6308	0.117	5	6308	0.133	5	6308	0.250
15:00 - 15:30	5	6308	0.184	5	6308	0.120	5	6308	0.304
15:30 - 16:00	5	6308	0.082	5	6308	0.241	5	6308	0.323
16:00 - 16:30	5	6308	0.063	5	6308	0.441	5	6308	0.504
16:30 - 17:00	5	6308	0.060	5	6308	0.358	5	6308	0.418
17:00 - 17:30	5	6308	0.063	5	6308	0.789	5	6308	0.852
17:30 - 18:00	5	6308	0.051	5	6308	0.545	5	6308	0.596
18:00 - 18:30	5	6308	0.016	5	6308	0.311	5	6308	0.327
18:30 - 19:00	5	6308	0.044	5	6308	0.105	5	6308	0.149
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.661			4.078			8.739

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/A - OFFICE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6308	0.124	5	6308	0.013	5	6308	0.137
07:30 - 08:00	5	6308	0.241	5	6308	0.022	5	6308	0.263
08:00 - 08:30	5	6308	0.729	5	6308	0.044	5	6308	0.773
08:30 - 09:00	5	6308	0.923	5	6308	0.060	5	6308	0.983
09:00 - 09:30	5	6308	0.846	5	6308	0.057	5	6308	0.903
09:30 - 10:00	5	6308	0.881	5	6308	0.146	5	6308	1.027
10:00 - 10:30	5	6308	0.387	5	6308	0.212	5	6308	0.599
10:30 - 11:00	5	6308	0.276	5	6308	0.203	5	6308	0.479
11:00 - 11:30	5	6308	0.216	5	6308	0.260	5	6308	0.476
11:30 - 12:00	5	6308	0.273	5	6308	0.393	5	6308	0.666
12:00 - 12:30	5	6308	0.396	5	6308	0.485	5	6308	0.881
12:30 - 13:00	5	6308	0.523	5	6308	0.846	5	6308	1.369
13:00 - 13:30	5	6308	0.812	5	6308	0.745	5	6308	1.557
13:30 - 14:00	5	6308	0.672	5	6308	0.412	5	6308	1.084
14:00 - 14:30	5	6308	0.580	5	6308	0.365	5	6308	0.945
14:30 - 15:00	5	6308	0.292	5	6308	0.260	5	6308	0.552
15:00 - 15:30	5	6308	0.342	5	6308	0.365	5	6308	0.707
15:30 - 16:00	5	6308	0.285	5	6308	0.412	5	6308	0.697
16:00 - 16:30	5	6308	0.139	5	6308	0.678	5	6308	0.817
16:30 - 17:00	5	6308	0.124	5	6308	0.529	5	6308	0.653
17:00 - 17:30	5	6308	0.101	5	6308	1.056	5	6308	1.157
17:30 - 18:00	5	6308	0.108	5	6308	0.786	5	6308	0.894
18:00 - 18:30	5	6308	0.073	5	6308	0.472	5	6308	0.545
18:30 - 19:00	5	6308	0.136	5	6308	0.187	5	6308	0.323
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.479			9.008			18.487

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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.