



Reef Technologies Limited

Land and Buildings to the North of Regis Road

Transport Statement

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Contents

1	INTRODUCTION	1
2	THE EXISTING CONDITION	3
	The Site	3
	Local Highway Network	3
	Accessibility	6
	Method of Travel to Work	9
3	POLICY	10
	National Policy	10
	Regional Policy.....	11
	Local Policy	12
	Policy Summary	15
4	DEVELOPMENT PROPOSAL AND EFFECTS.....	16
	Proposal Overview	16
	Access	18
	Parking.....	18
	Trip Generation	19
	Delivery and Servicing Activity	23
	Mitigation Measures	23
5	SUMMARY AND CONCLUSION	25
	Summary.....	25
	Conclusion.....	25

Appendices

Appendix A -	Ground Floor Layout Plan
Appendix B -	Personal Injury Accident Data
Appendix C -	Bus Route Map
Appendix D -	PTAL Report
Appendix E -	Survey Data
Appendix F -	Swept Path Analysis

1 INTRODUCTION

- 1.1 Reef Technologies Limited has appointed TTP Consulting to offer transport planning advice relating to the proposal on the Land and Buildings to the North of Regis Road, in the Kentish Town area of the London Borough of Camden (LBC). The site location is shown in **Figure 1.1**, whilst the site boundary is shown in **Figure 1.2**.

Figure 1.1 – Site Location Plan

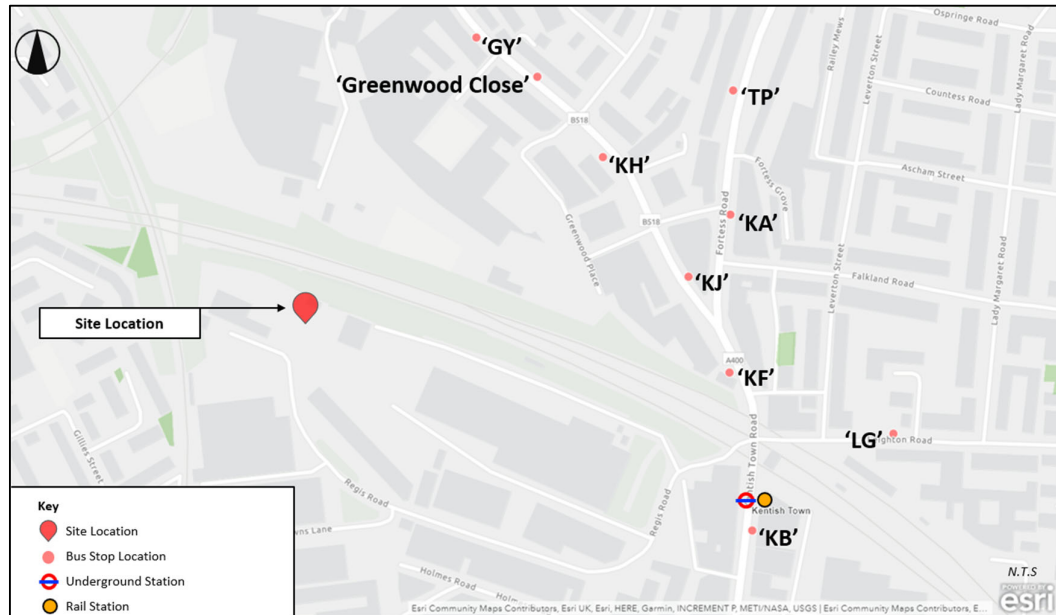
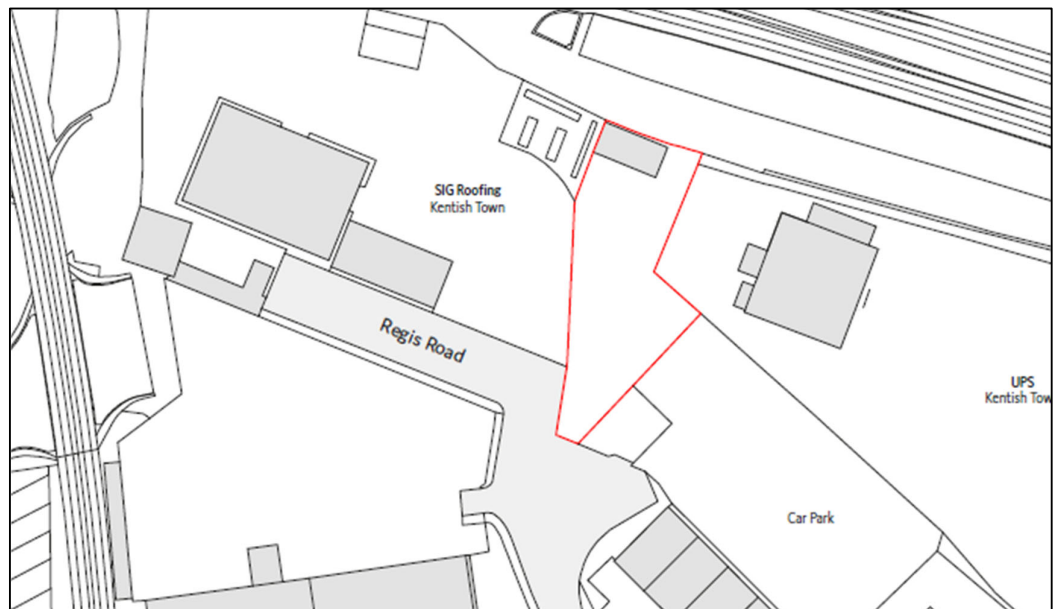


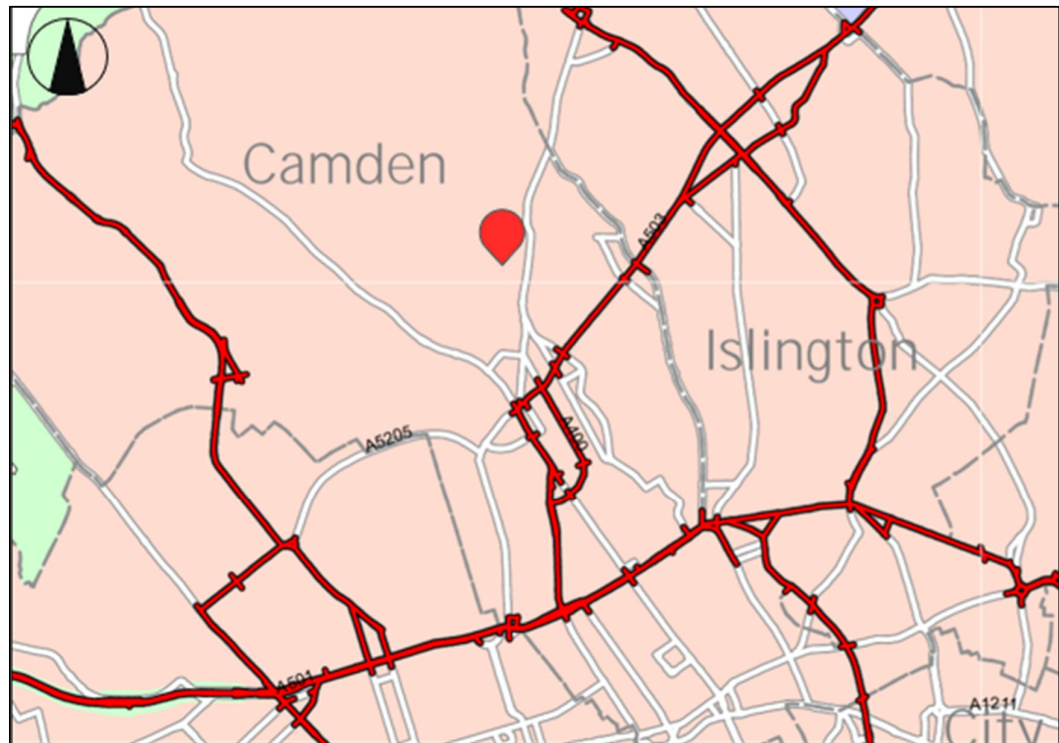
Figure 1.2 – Site Boundary Plan



- 1.2 The site currently comprises an area of hardstanding and a 206.5sqm rectangular building at the northern extent of the plot. The building has previously (2019) been occupied by a flooring and paving company, with the hardstanding used for parking and the storage of vehicles, it is currently in Sui Generis Use. There are currently three containers on the site; two of which associated REEF Kitchens, and one associated with Wendy's Kitchen, in addition the vertical farm container is located on-site; all of which are operational.
- 1.3 The development description is as follows, it is understood that in this instance, the overall application is considered Sui Generis:
- "Part-retrospective application for siting of containers and change of use of open storage and parking area to commercial kitchen units, vertical farming units, online grocery distribution facility, electric bicycle testing and charging facility with staff office and communal staff rest area and electric vehicle charging bays."*
- 1.4 This report benefits from a site visit and considers the effect of development in transport terms including trip generation, car parking, cycle parking, deliveries and servicing. The remainder of the report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 reviews relevant transport policies;
 - Section 4 sets out the development proposals and considers the potential effects of the development; and
 - Section 5 provides a summary and conclusion.

- 2.5 Kentish Town Road forms part of the A400, a strategic road offering a north to south route between Archway and Trafalgar Square. South of Regis Road, Kentish Town Road is subject to a 20mph speed restriction. A map showing the site in proximity to the Transport for London Road Network is included in **Figure 2.2**.

Figure 2.2 – Map Showing the TLRN in Proximity to the Site



On-Street Parking

- 2.6 The site is located within the Council's Controlled Parking Zone 'CA-L Outer', which operates Monday to Friday between 8.30am and 6.30pm. It should be noted that Kentish Town Road is located within the 'CA-M East Kentish Town' zone, which has the same operational hours. The bays on Regis Road do not form part of the Council's controlled parking zone as the road is a private estate road.

Personal Injury Accident Data

- 2.7 Accident data for the local area has been obtained from TfL for the five-year period through to September 2021. The data covers the main roads around the site, including Regis Road and the junction with Kentish Town Road, which has revealed a number of collisions. **Figure 2.3** shows an extract from the TfL data showing the location of accidents and is summarised in **Table 2.1**. The full data set is shown in **Appendix B**.

Figure 2.3 – Accident Data (Provided by TfL)

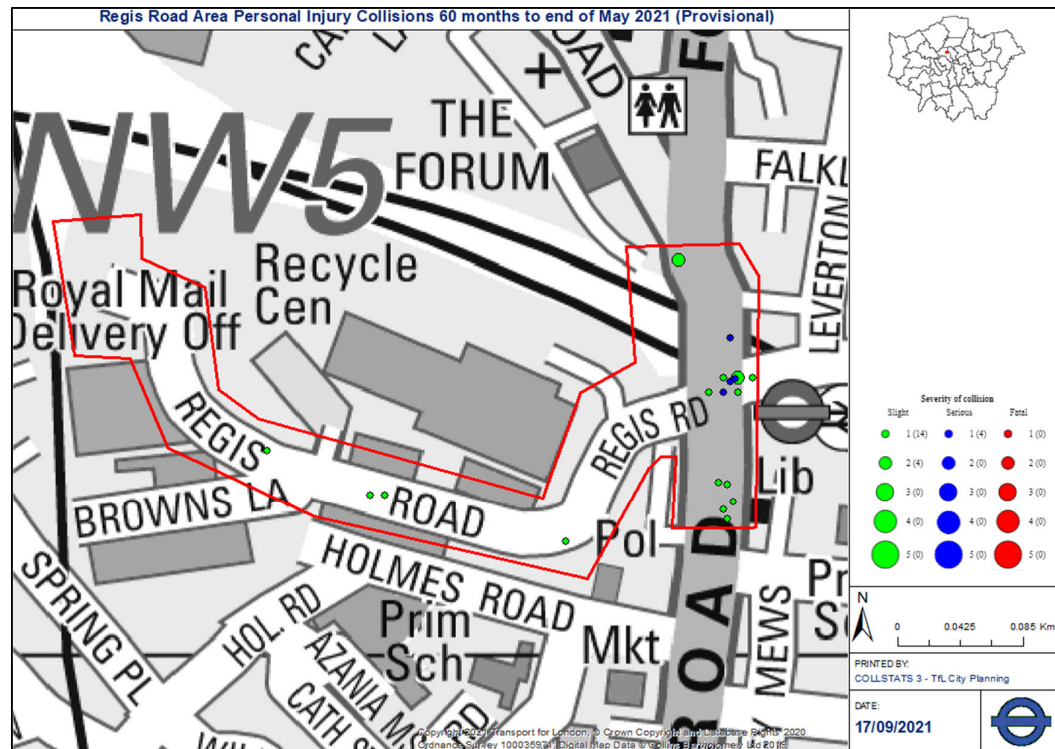


Table 2.1 – Accident Data

Year	Slight	Serious	Fatal
2016	1	1	0
2017	3	1	0
2018	8	0	0
2019	2	1	0
2020	3	1	0
2021	1	0	0
Total	18	4	0

- 2.8 The accident data shows there have been 22 accidents between 2016 – 2021, with 18 of these described as slight and four described as serious whilst there have been 0 fatal accidents. Most of these accidents were clustered between Regis Road and Kentish Town Road, with only three accidents occurring along Regis Road.
- 2.9 Data also shows that of the 22 accidents, only four involved pedestrians, with 3 described as slight and one described as serious; moreover, nine involved cyclists, with 6 described as slight and three as serious.

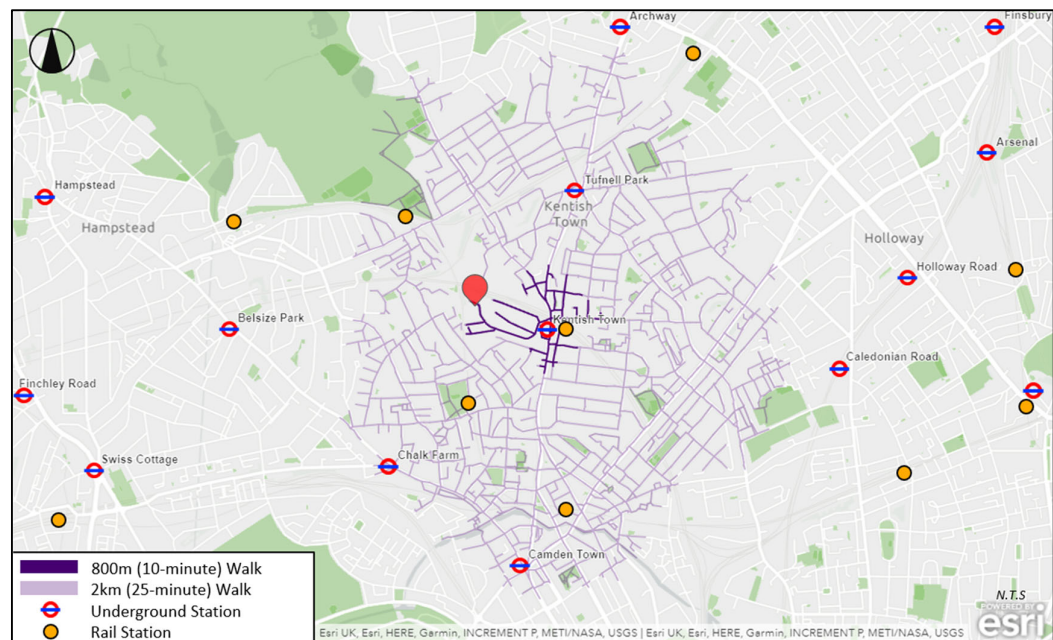
Accessibility

- 2.10 The site is accessible by various modes of transport with a large number of amenities within a reasonable walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

Walking

- 2.11 Like much of Inner London, the site benefits from being within a short walking distance of public transport opportunities, local facilities and amenities, and residential areas.
- 2.12 Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube/train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
- 2.13 **Figure 2.4** provides details of a 1km and 2km catchment zone surrounding the site. The map shows that several retail and employment areas could be accessed on foot and a number of bus stops and underground stations.

Figure 2.4 – Walking Isochrone Map



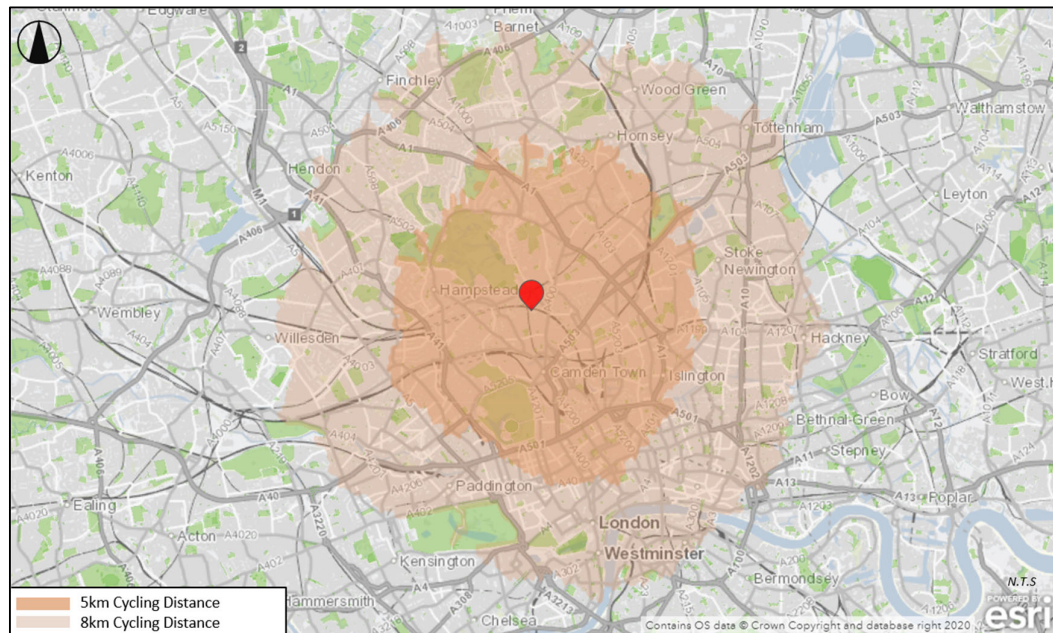
- 2.14 **Table 2.2** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 2.2 – Approximate Distances to Local Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walking Time*
Kentish Town Underground Station	Kentish Town Road	440m	5 – 6 minutes
Kentish Town (Stop KB)	Kentish Town Road	440m	5 – 6 minutes
Kentish Town (Stop KF)	Kentish Town Road	440m	5 – 6 minutes
*Based on 80m per minute			

Cycling

- 2.15 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace.
- 2.16 **Figure 2.5** shows a 5km and 8km cycling catchment from the site. The map shows that Hampstead, Camden Town and Islington can be reached in a 5km cycle and that Stoke Newington, Tottenham, Wood Green, Paddington and Westminster can be reached within an 8km cycle.

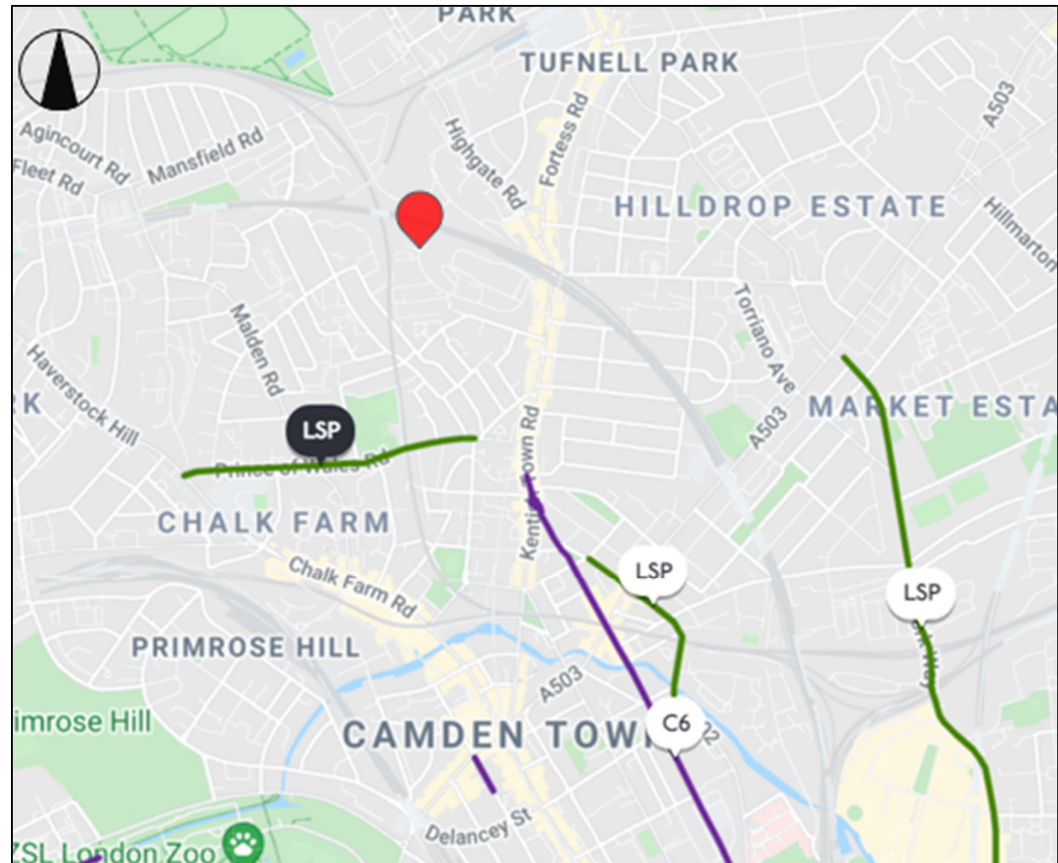
Figure 2.5 – Cycling Isochrone Map



- 2.17 There are intermittent marked white lines for cyclists along the road in the vicinity of the site. Approximately 600m to the south of the Kentish Road Road / Regis Road junction, TfL's Cycleway 6 begins, which offers a north to south route to Blackfriars via King's Cross and connects to the wider infrastructure. There is also a length of cycleway, which operates east to west to Prince of Wales Road, which forms part of the London Street Space Plan (LSP); this can

also be reached approximately 600m to the south of the Kentish Town Road / Regis Road junction. A map of the TfL cycle network is shown in **Figure 2.6**.

Figure 2.6 – Map of the TfL Cycle Network



Public Transport Accessibility

- 2.18 The site is located within a 600m walk to Kentish Town Station, located on the east side of Kentish Town Road, whilst Kentish Town West Station is located approximately 1.4km to the south of the site. The closest bus stops to the site 'KB', and 'KF' are located south and north of Kentish Town Station, approximately 570m from the site.
- 2.19 The bus stops are served by routes 88, 134, 214, 393 and N20, which offer connections between Clapham Common and Parliament Hill, Warren Street and North Finchley, Moorgate and Highgate, Chalk Farm and Lower Clapton, and Barnet and Trafalgar Square. The TfL bus spider map for the area is included in **Appendix C**.
- 2.20 Kentish Town Station is served by Thameslink national rail services to Sutton (via Central London), St Albans City and Luton. There are trains approximately every 15-20 minutes in each direction.

- 2.21 Kentish Town West Station is served by London Overground services to Richmond, Stratford and Clapham Junction. There are trains approximately every 5-10 minutes to Stratford and every 15 minutes to Richmond and Clapham.

Public Transport Accessibility Level (PTAL)

- 2.22 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale ranges from 0 (worst) to 6b (best), with 6b demonstrating a high level of accessibility. The site has a PTAL level of 4, demonstrating a 'good' level of accessibility to public transport. The PTAL report is included in **Appendix D**.

Method of Travel to Work

- 2.23 The 2011 Census has been examined to establish the method of journey to work for the workplace and residential populations. The data for the super output area – middle layer (Camden 007) in which the site is located is summarised in **Table 2.3**.

Table 2.3 – 2011 Method of Travel to Work [Camden 007]		
Mode	Percentage (%)	
	(Workplace Population)	(Resident Population)
Underground / Overground	24%	25%
Rail	18%	8%
Bus	14%	24%
Taxi	0%	0%
Motorcycle	1%	1%
Car Driver	24%	12%
Car Passenger	1%	1%
Bicycle	6%	10%
Walking	11%	18%
Total	100%	100%

3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) was most recently updated in July 2021, and how these are expected to be applied.
- 3.2 When considering the transport effects of development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 3.3 Paragraph 110 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 3.4 Paragraph 111 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Regional Policy

London Plan

- 3.5 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms 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.
- 3.6 Policy T1 seeks a strategic approach to transport and states at paragraph 10.1.1. that:
- "The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably."*
- 3.7 Furthermore, Policy T2 sets out the Healthy Streets Approach, which states that Development Plans should:
- *"Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities;*
 - *Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant; and,*
 - *In Opportunity Areas and other growth areas, new and improved walking, cycling, and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators."*
- 3.8 In relation to Development Plans, these should:
- *"Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*

- *Reduce the dominance of vehicles on London's streets, whether stationary or moving; and*
- *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

3.9 Policy T5, 'cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people choose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well-located. The cycle parking standards as set out in Table 10.2 of the London Plan are summarised in **Table 3.1**.

Table 3.1 – Minimum Cycle Parking Standards		
Use Class	Long-stay	Short-stay
B2-B8	1 space per 500sqm (GEA)	1 space per 1000sqm (GEA)
Sui Generis	As per most relevant other standard e.g. casino and theatre = D2 Room in large-scale purpose-built shares living = studio C2	

Local Policy

Camden Local Plan

3.10 The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents. It was adopted in July 2017 and is the basis for planning decisions and future development in Camden.

3.11 Transport related policies are set out in T1 through T4; a summary of the relevant policies is below.

Policy T1: Prioritising Walking, Cycling and Public Transport

"In order to promote walking in the Borough and improve the pedestrian environment, we will seek to ensure that developments:

- improve the pedestrian environment by supporting high quality public realm improvement works;*
- make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
- are easy and safe to walk through ('permeable');*
- are adequately lit;*
- provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*

f. contribute towards bridges and water crossings where appropriate.

In order to promote cycling in the Borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways;

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable'); and

k. contribute towards bridges and water crossings suitable for cycle use where appropriate."

Policy T2: Parking and Car-free Development

"The Council will limit the availability of parking and require all new developments in the Borough to be car-free. We will:

a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary; and/or

ii. essential operational or servicing needs.

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

Policy T4 Sustainable Movement of Goods and Materials

"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:

a. encourage the movement of goods and materials by canal, rail and bicycle where possible;

b. protect existing facilities for waterborne and rail freight traffic and;

c. promote the provision and use of freight consolidation facilities. Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;

e. accommodate goods vehicles on site; and

f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."

3.12 Concerning 'Employment Premises and Sites', the accompanying text to Policy E2 states at Paragraph 5.46 that:

"The Council will retain the Kentish Town Industry Area for industrial and warehousing uses as set out in Policy E1 Economic development, by resisting any proposals that would lead to the loss of sites in Use Classes B1(b), B1(c), B2 and B8 and sui generis uses of a similar nature. Part of the Industry Area is in low-density employment use. The Council will consider higher intensity redevelopment proposals for employment uses for the use classes identified within this paragraph. Redevelopment proposals for the Industry Area will be assessed in accordance with Policy E2. The inclusion of other priority uses, as set out in criterion h, will not be required as part of any redevelopment scheme; however the inclusion of such uses could form part of development proposals provided that they would not prejudice the successful operation of businesses in the area."

Camden Planning Guidance CPG - Transport

3.13 Camden's Transport CPG was adopted in March 2019 to support the policies set out in the Camden Local Plan 2017. It states that:

"A Transport Assessment, Statement or Note is required for all applications that involve a change in the way that a site is accessed from the highway. These documents must clearly demonstrate what measures will be required in order to mitigate the transport impact of the development."

Kentish Town Planning Framework

3.14 The Kentish Town Planning Framework was adopted on 17th July 2020. The framework sets out a vision and key aims for this area of the Borough; it is considered an innovative and sustainable mixed-use new neighbourhood, which will have industrial, commercial and creative activity alongside high-quality homes that support a diverse local community.

3.15 The plan identifies the Regis Road Growth Area as a *"significant opportunity to deliver higher density industrial provision as part of a redevelopment scheme that will also deliver a substantial*

increase in homes and jobs, as well as improve movement around and through the area, reconnecting communities. The plan is explicit that redevelopment will only be considered where it is employment-led and part of a comprehensive scheme and states that a planning framework should be prepared prior to any planning application coming forward."

- 3.16 The document further states that *"the expectation for the Regis Road Growth Area and Murphy site is for comprehensive redevelopment to create a new neighbourhood. However, it is recognised that due to the scale and complexity, this may take some time, particularly at Regis Road. In the interim, the Council seeks to ensure that the area remains a functioning industry area, which provides jobs and contributes to our economy. Business continuity is encouraged, whilst options for delivery are explored.*
- 3.17 *Any development that occurs before comprehensive development comes forward should not prejudice the future goals for the area. Therefore, piecemeal redevelopment proposals for individual sites and schemes which could prejudice the comprehensive strategic approach, will be resisted. No uses outside of B1(b), B1(c), B2, B8 and sui generis uses of a similar nature will be permitted in the area unless they form part of a comprehensive masterplan-led scheme."*

Policy Summary

- 3.18 Transport policy at all levels advocates locating new developments in areas accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced.
- 3.19 It is evident that the site is in a sustainable location, being accessible by an array of travel modes, and a car-free development is also considered suitable in transport policy terms. Moreover, the Kentish Town Planning Framework advises that in Regis Road particularly, in the interim of the growth area coming forward, the Council seeks to ensure that the area remains a functioning industry area, with business being encouraged, hence offering jobs, contributing to the economy.

4 DEVELOPMENT PROPOSAL AND EFFECTS

Proposal Overview

- 4.1 A site visit in November 2021 identified that Wendy's Kitchen and REEF Kitchen are currently operating from the site. There were two REEF containers on the site, with only one operational and another container operated by Wendy's Kitchen.
- 4.2 The proposal seeks the relocation of the existing containers and the introduction of Crate to Plate (Vertical Farms), BP electric fleet charging hub and UBCO. A description of each use can be found below. The scheme has been designed to accommodate on-site delivery and servicing via 7.5t vans and smaller. The size of the vehicles will be managed when deliveries are placed. The scheme will also offer cycle parking (for cargo bikes and wider cycles) and moped parking to assist with deliveries from the site. The existing building on the site will be utilised as a rest area for employees and riders. The Architect's proposed layout plan is included in **Appendix A**, an extract of which is shown below in **Figure 4.1**.

Figure 4.1 – Proposed Layout Plan



Wendy's Kitchen

- 4.3 The Wendy's Kitchen container will be located at the northern extent of the site, south of the existing building. The kitchen will be open between 11am and 3am Monday through to Sunday. There will be up to 4 members of staff on-site at any one time. The products will be sold via delivery service platforms. During the site visit, this was observed as being operational.

REEF Kitchens

- 4.4 REEF London Limited will have two containers located on the site, the first located at the eastern extent, adjacent to the UKPN substation and the second to the north. The containers offer the ability for up to 5 different brands to operate per container. During the site visit, it was identified that the following were operating (Goodees Cravings, Neighbourhood Scoops, Light Speed Market and Stock up Mart (in one unit), Mr Best Burger, Hop and Buns and Bao (in another unit). The hours of operation would be 11am to 11pm Monday through Sunday. There will be up to 3 members of staff on-site at any one time. The products will be sold via delivery service platforms.

Crate to Plate – Vertical Farms

- 4.5 The Container Farm, also known as a Vertical Farm, will be operated by Crate to Plate and is proposed at the northeastern corner of the site. It is a hydroponic farm, which is a high-tech growing method, where vegetables are grown without soil. The roots of the plants are grown in nutrient solution or other medium such as perlite or gravel. The hours of operation will be 24/7, and there will be up to 3 members of staff on-site. Crate to Plate will offer business to business services, with a proportion of the goods sold to the on-site commercial kitchens. It is understood that this became operational on Friday 10th December 2021.

BP Electric Vehicle Fleet Charging Hub

- 4.6 The BP EV charging hub will be located along the site's southeastern boundary. There will be six charging points provided. The spaces will be used for fleets, such as Uber, DHL etc. Fleet drivers who have the BP B2B app/membership will be able to drive in and charge their vehicles, typically within 15-20 minutes via a rapid charging point. The hours of operation will be 24/7, and there will be no associated staff members on-site.

UBCO

- 4.7 UBCO are an electric scooter company, and will occupy the container located along the southwestern boundary of the site. The container will provide easy access to test rides and UBCO staff for potential business to customer leads. This space will be where the London-based UBCO member of staff will be located and will offer meeting space within the container.

Additionally, scooters will be stored, charged and serviced within the container. The hours of operation would be 9am to 5pm. The predominant use of the container will be for business to business activities, with access for customers by appointment, with the retail component ancillary/minimal.

Retail

- 4.8 REEF Kitchens will also operate a dark retail unit at the site. The unit will be similar to the kitchens, but will sell non-perishable items for customers on delivery service platforms; i.e. it will not be open to the general public. The hours of operation will be 8am -2am, with 2 members of staff. The retail element will utilise the office cabin at the rear of the site. The unit will offer local brands a platform for them to expand their reach without having capital investment and offer a sense of convenience to nearby residents.

Access

- 4.9 The existing access point associated with the site will be retained. It is envisaged that at the site access, there will be railings installed to offer drivers emerging from the site visibility of oncoming traffic.

Parking

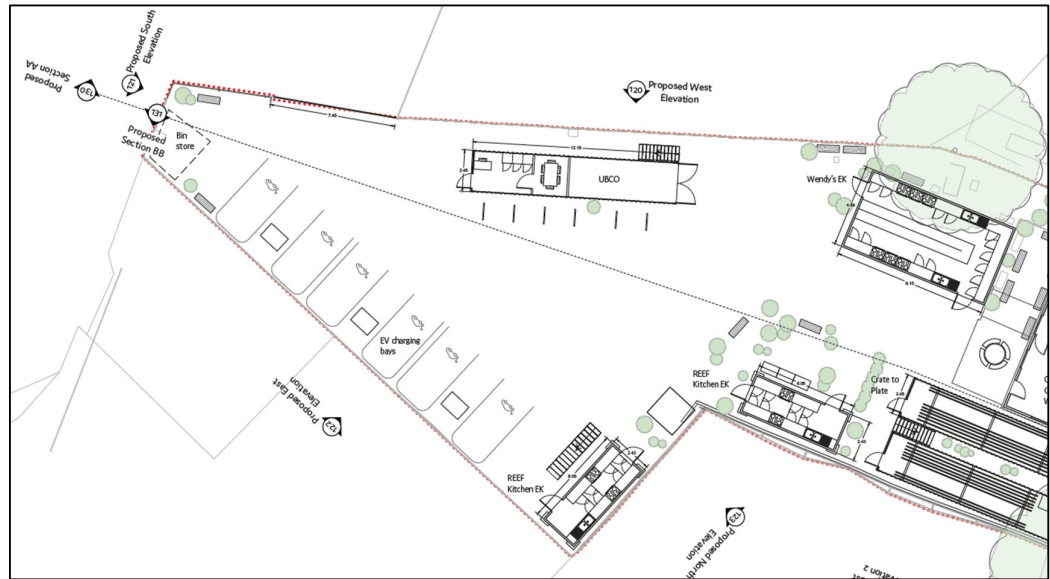
Car Parking

- 4.10 There will be no car parking included at the site, in line with policy initiatives that seek to reduce the reliance on the car. However, the scheme will offer an electric charging station as part of the proposal (operated by BP), which will allow commercial fleets to charge their vehicles before continuing with trips across London.

Cycle Parking

- 4.11 Cycle parking will be provided in front of the UBCO unit; a total of 6 Sheffield stands are proposed, offering cycle parking for 12 bicycles. The Sheffield stands have been spaced 1.8m centre to centre to allow tricycles and larger bicycles to utilise the stands, as shown in **Figure 4.2.**

Figure 4.2 – Extract of the Site Plan Showing the Cycle Parking Proposed



Trip Generation

REEF & Wendy's Kitchens

- 4.12 Given that the REEF Kitchen (Unit 1), the Vertical Farm and Wendy's Kitchen are currently operational, a CCTV survey was undertaken from 7am to midnight on Friday 10th December 2021 and Saturday 11th December. The survey identified the number of cars, light goods vehicles, heavy goods vehicles, motorcycles and bicycles that entered and exited the site and the information is presented in 15-minute periods.
- 4.13 The busiest day was identified as Friday, with the peak hour as 6pm-7pm, with 35 arrivals (21 motorcycles / 5 bicycles / 1 car / 1 LGV) and 29 departures (25 motorcycles / 3 bicycles / 1 car). The busiest 15-minute period was recorded at 6.30pm-6.45pm where there were 14 arrivals (9 motorcycles / 4 bicycles / 1 LGV) and 11 departures (8 motorcycles / 3 bicycles).
- 4.14 A full data profile is included at **Appendix E**, whilst a summary of the data is included in **Table 4.1**.

Table 4.1 – Summary of Arrivals and Departures (Existing Friday Data)												
Time Period	Arrivals						Departures					
	CAR	LGV	HGV	MCY	PCY	TOTAL	CAR	LGV	HGV	MCY	PCY	TOTAL
7am-8am	0	0	0	0	0	0	0	0	0	0	0	0
8am-9am	0	0	0	0	0	0	0	0	0	0	0	0
9am-10am	0	0	2	0	0	2	0	0	2	0	0	2
10am-11am	0	2	2	0	0	4	0	1	0	0	0	1
11am-12pm	1	2	1	7	1	12	0	1	3	6	1	11
12pm-1pm	1	2	0	10	1	14	0	3	0	11	1	15
1pm-2pm	0	0	0	9	1	10	0	0	0	9	1	10
2pm-3pm	1	0	0	18	1	20	0	0	0	18	1	19
3pm-4pm	0	0	0	12	1	13	1	1	0	11	1	14
4pm-5pm	0	0	0	7	2	9	1	0	0	8	2	11
5pm-6pm	3	0	0	17	1	21	3	0	0	15	1	19
6pm-7pm	0	1	0	21	7	29	0	0	0	22	6	28
7pm-8pm	5	0	0	9	4	18	4	0	0	8	4	16
8pm-9pm	5	4	0	22	4	35	5	6	0	20	4	35
9pm-10pm	4	0	0	12	1	17	4	0	0	12	1	17
10pm-11pm	4	6	0	8	4	22	5	5	0	11	3	24
11pm-12am	2	0	0	11	1	14	3	0	0	11	2	16
Total	26	17	5	163	29	240	26	17	5	162	28	238

- 4.15 It is not possible to separate the vehicle flows at the site between the various three uses. Therefore, it is considered robust to increase the flows by 50% to account for the second REEF Kitchens unit and the retail element. This is considered appropriate given the scale of Wendy's Kitchen when compared to the REEF Kitchens (i.e. four members of staff vs 3). The factored flows are shown in **Table 4.2**.

Table 4.2 – Anticipated Trip Generation for REEF Kitchens (1+2), REEF Retail, Wendy's Kitchen & the Vertical Farm												
Time Period	Arrivals						Departures					
	CAR	LGV	HGV	MCY	PCY	TOTAL	CAR	LGV	HGV	MCY	PCY	TOTAL
7am-8am	0	0	0	0	0	0	0	0	0	0	0	0
8am-9am	0	0	0	0	0	0	0	0	0	0	0	0
9am-10am	0	0	3	0	0	3	0	0	3	0	0	3
10am-11am	0	3	3	0	0	6	0	2	0	0	0	2
11am-12pm	2	3	2	11	2	18	0	2	5	9	2	17
12pm-1pm	2	3	0	15	2	21	0	5	0	17	2	23
1pm-2pm	0	0	0	14	2	15	0	0	0	14	2	15
2pm-3pm	2	0	0	27	2	30	0	0	0	27	2	29
3pm-4pm	0	0	0	18	2	20	2	2	0	17	2	21
4pm-5pm	0	0	0	11	3	14	2	0	0	12	3	17
5pm-6pm	5	0	0	26	2	32	5	0	0	23	2	29
6pm-7pm	0	2	0	32	11	44	0	0	0	33	9	42
7pm-8pm	8	0	0	14	6	27	6	0	0	12	6	24
8pm-9pm	8	6	0	33	6	53	8	9	0	30	6	53
9pm-10pm	6	0	0	18	2	26	6	0	0	18	2	26
10pm-11pm	6	9	0	12	6	33	8	8	0	17	5	36
11pm-12am	3	0	0	17	2	21	5	0	0	17	3	24
Total	39	26	8	245	44	360	39	26	8	243	42	357

- 4.16 The table shows that the retail element, the kitchens and the vertical farm could generate 53 arrivals and 53 departures in the busiest one-hour period. Of which, 30-33 would be motorcycles, 8 cars, 6-9 light goods vehicles (Transit-sized vans), and 6 bicycles. As such, there would be between 14-17 cars or larger vehicles accessing the site in the busiest one-hour period. It should be highlighted that the busiest one-hour period is 8pm-9pm.

BP Electrical Charging

- 4.17 The BP Electric Vehicle Charging Points (EVCs) will be operational 24/7, with each vehicle charging for an average of 15-20 minutes, and as such, each space could theoretically be used 3-4 times in a one-hour period. There are 6 spaces proposed; hence the EV charging points could generate between 18 and 24 arrivals and departures in the busiest period. However, it is unlikely that each parking bay would be occupied for every available session, hence the expected trip generation is expected to be lower and it is more realistic to assume that the bays would operate at 50% occupancy between the hours of 7am and 7pm.

UBCO

- 4.18 The UBCO unit is likely to generate low activity levels as the container will predominantly be used to store scooters and for businesses to test the scooters. It is envisaged that there could

be up to 2 movements a day associated with the delivery and collection of scooters, whilst additional trips to the site would be made by active modes, such as those made by potential customers and the staff at the site. The assessment of factoring the existing data by 50% accounts for trip generation associated with this use.

Total

- 4.19 The total trip generation for the site is set out in **Table 4.3**. The total vehicle trip generation for the site suggests that the busiest one-hour period would be 8pm-9pm where there would be 26 arrivals by car and light goods vehicles and 29 departures, the remaining trips would be made by motorcycle and bicycle.

Table 4.3 – Total Trip Generation at the Site												
Time Period	Arrivals						Departures					
	CAR	LGV	HGV	MCY	PCY	TOTAL	CAR	LGV	HGV	MCY	PCY	TOTAL
7am-8am	12	0	0	0	0	12	12	0	0	0	0	12
8am-9am	12	0	0	0	0	12	12	0	0	0	0	12
9am-10am	12	0	3	0	0	15	12	0	3	0	0	15
10am-11am	12	3	3	0	0	18	12	2	0	0	0	14
11am-12pm	14	3	2	11	2	30	12	2	5	9	2	29
12pm-1pm	14	3	0	15	2	33	12	5	0	17	2	35
1pm-2pm	12	0	0	14	2	27	12	0	0	14	2	27
2pm-3pm	14	0	0	27	2	42	12	0	0	27	2	41
3pm-4pm	12	0	0	18	2	32	14	2	0	17	2	33
4pm-5pm	12	0	0	11	3	26	14	0	0	12	3	29
5pm-6pm	17	0	0	26	2	44	17	0	0	23	2	41
6pm-7pm	12	2	0	32	11	56	12	0	0	33	9	54
7pm-8pm	20	0	0	14	6	39	18	0	0	12	6	36
8pm-9pm	20	6	0	33	6	65	20	9	0	30	6	65
9pm-10pm	18	0	0	18	2	38	18	0	0	18	2	38
10pm-11pm	18	9	0	12	6	45	20	8	0	17	5	48
11pm-12am	15	0	0	17	2	33	17	0	0	17	3	36
Total	243	26	8	245	44	564	243	26	8	243	42	561

- 4.20 With regards to the network peak, the development is expected to generate 15 arrivals and departures by car and HGV in the morning peak (8am-9am) and 17 arrivals and departures by cars in the evening peak (5pm-6pm). This level of activity is not considered significant and hence no further assessment has been undertaken.
- 4.21 It should also be noted that the majority of vehicles (including cars/light goods / heavy goods) attending the site would be associated with the electric vehicle charging station.

Delivery and Servicing Activity

Deliveries

- 4.22 Delivery and servicing activity will be accommodated on-site. Swept path analysis demonstrating a 7.5t box van turning within the site is included in **Appendix F**. The surveys undertaken include the servicing activity, and as such, an assessment of the expected number of vehicles has already been undertaken.

Waste Storage and Collections

- 4.23 The location of the waste store is shown on the plans included in **Appendix F**. It is envisaged that waste would be collected by First Mile, who operate a fleet of smaller vehicles across London. Hence, the vehicle would be capable of entering and exiting the site in forward gear, as shown on the drawing included at **Appendix F**.

Mitigation Measures

Travel Plan

- 4.24 Employees and visitors at the proposed development will be encouraged to travel to the site by sustainable modes through the implementation of a Travel Plan. A draft Travel Plan has been prepared and included as a separate document as part of the planning application.
- 4.25 The primary objective of the Travel Plan will be to set out a long-term strategy to facilitate and encourage sustainable modes of travel to the site. It will also seek to promote a shift from travel by public transport to active modes such as walking and cycling as these offer health benefits.
- 4.26 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking and changing facilities and zero car parking. The 'soft' measures include initiatives such as providing information on public transport services and walking and cycling routes.
- 4.27 The Travel Plan would be finalised and agreed upon prior to the occupation of the proposed development.

Delivery and Servicing Plan

- 4.28 A draft Delivery and Servicing Plan (DSP) has been prepared by TTP Consulting. This is included as a separate document as part of the planning application and will be secured by way of condition. The purpose of the DSP will be to mitigate the potential impacts of servicing activity associated with the development. The key aims and objectives of the DSP are:
- To minimise disruption to the local roads;

- To manage deliveries effectively to avoid peaking of deliveries and departures that may have a detrimental impact on the local highway network; and,
- To manage the number/volume of service vehicle movements during the morning and evening peak periods; and,
- To reduce the dwell time of the vehicle by increasing the efficiency of the delivery.

5 SUMMARY AND CONCLUSION

Summary

5.1 TTP Consulting has been appointed by REEF Technologies Ltd (the Applicant) to provide traffic and transport advice in relation to the proposed development at the Land and Buildings to the North of Regis Road, in the Kentish Town area of the London Borough of Camden.

5.2 In summary:

- The site is currently occupied by an area of hardstanding, with a single-storey building located at the rear, which is utilised for welfare space. During a site visit in November 2021, it was identified that two containers were operating from the site, with another which was not operational at the time of the visit, all of which were dark kitchens. Since the site visit, the vertical kitchen element of the scheme has been introduced;
- It is proposed to retain the uses at the site, with the third dark kitchen becoming operational. In addition, it is proposed that REEF retail and UBCO operate from the site, along with a BP electric vehicle charging hub.
- The site benefits from a PTAL rating of 4, denoting good access to public transport being located within walking distance to Kentish Town Station and Kentish Town West Station.
- The access serving the site will be retained;
- No car parking will be provided, with the exception of the BP electric charging hub. A loading bay is proposed adjacent to which, which is capable of accommodating vehicles up to 7.5t in size;
- Cycle parking is proposed in front of the UBCO building for staff and couriers to utilise;
- Deliveries will be accommodated on-site within the loading bay;
- Waste will be stored at the front of the site. Waste will be collected by First Mile's fleet;
- A trip generation assessment has been undertaken based on the site's existing use. The survey results have been summarised and factored accordingly to reflect the proposed scenario; and
- The site's existing public transport facilities and access to walking and cycling routes combined with the lack of on-site car parking will maximise the sustainability of the site in accordance with local, regional and national policy and will promote a sustainable form of development.

Conclusion

5.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport-related impacts. It, therefore, meets the test of the NPPF and Paragraph 111, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Appendix A

(Ground Floor Layout Plan)



-	04/01/22	-	JG	CS
Rev.	Date	Description	Drawn	Audit

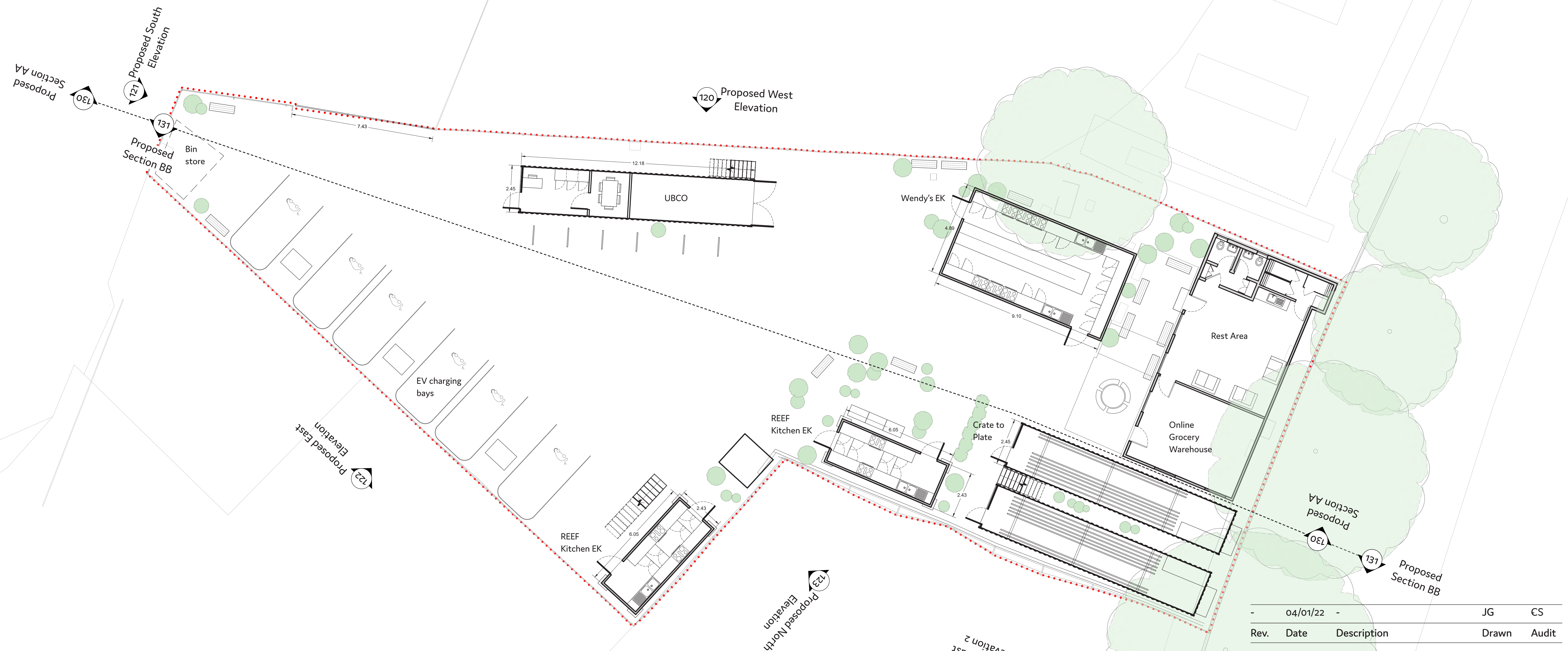
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www.officesandm.com

Project Name Regis Road REEF	Project No. 21352	Date Created 10/21
Drawing Name Proposed - Site Layout	Drawing No. 100	Revision -

Status
-

Site Boundary



-	04/01/22	-	JG	CS
Rev.	Date	Description	Drawn	Audit

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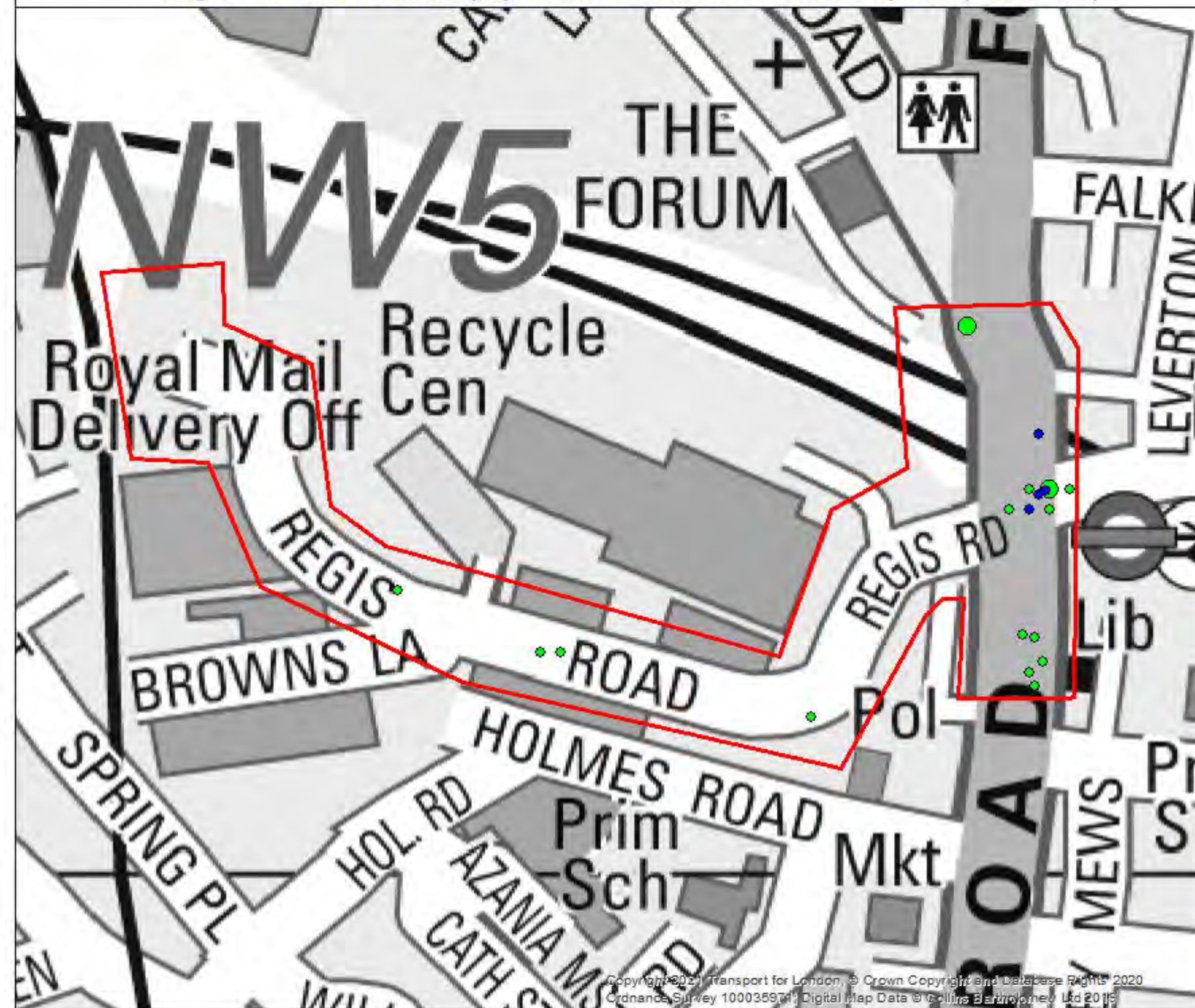
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Project Name Regis Road REEF	Project No. 21352	Date Created 10/21
Drawing Name Proposed - Ground Plan	Drawing No. 110	Revision -
Status -	Scale 1:200 @ A3 1:100 @ A1	North ⬆

Appendix B

(Personal Injury Accident Data)

Regis Road Area Personal Injury Collisions 60 months to end of May 2021 (Provisional)



Severity of collision		
Slight	Serious	Fatal
1 (14)	1 (4)	1 (0)
2 (4)	2 (0)	2 (0)
3 (0)	3 (0)	3 (0)
4 (0)	4 (0)	4 (0)
5 (0)	5 (0)	5 (0)



0 0.0425 0.085 Km

PRINTED BY:
COLLSTATS 3 - TfL City Planning

DATE:
17/09/2021





SUMMARY OF COLLISIONS SELECTED	DATE PERIOD	COLLISION COUNT
SITE REFERENCE AND DESCRIPTION	60MTS TO MAY/2021	22
REGIS ROAD AREA GIS AREA B02 - REGIS ROAD AREA(P)		

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

1

01160004751	FRI 02/12/2016 16:34	DARK	KENTISH TOWN RD J/W REGIS RD			02 NODE 199	529000/185180
POLICE - AT SCENE	ROAD-WET	WEATHER-OTHER	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(3 YRS - M - REDA)	SERIOUS	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(47 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)			V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

2

01160006824	TUE 06/12/2016 07:50	LIGHT	LEIGHTON RD J/W KENTISH TOWN RD			02 LINK 167-199	529010/185180
SELF-REPORTED	ROAD-WET	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(43 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(49 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	OTHER VEH BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)		WAITING - TURN RIGHT	(E TO N) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(17 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID

3

01170016365	SUN 05/02/2017 05:40	DARK	KENTISH TOWN RD J/W FORTRESS RD			02 NODE 198	528970/185270
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(32 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	OTHER VEH BT - NOT REQ	(42 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		O/TAKING - MOVING VEH	(S TO N) O/S HIT FIRST	J/P - UNKN JCT APP
V002	A	403 (POOR TURN OR MANOEUVRE)			V002 B	410 (LOSS OF CONTROL)	

4

01170043937	TUE 20/06/2017 13:10	LIGHT	REGIS RD NW1 J/W KENTISH TOWN RD NW1			02 CELL 528500/185000	528760/185110
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(41 YRS - M - REDACT)		WAITING - HELD UP	(N TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		WAITING - HELD UP	(N TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))					

5

01170068201	SUN 05/11/2017 06:15	LIGHT	KENTISH TOWN RD 40M N OF J/W YORK MEWS			02 LINK 167-199	529000/185100
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(41 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

6

01170068528	TUE 07/11/2017 08:04	LIGHT	KENTISH TOWN RD J/W LEIGHTON RD NW5			02 NODE 199	529008/185189
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(24 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(24 YRS - F - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	408 (SUDDEN BRAKING)					

7

01180081909	SAT 06/01/2018 16:45	DARK	KENTISH TOWN RD J/W HIGHGATE RD			02 NODE 198	528970/185270
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(14 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(53 YRS - M - REDACT)	WAITING - HELD UP		(S TO N) N/S HIT FIRST	COMMUTING E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(14 YRS - M - REDACT)	WAITING - TURN LEFT		(S TO N) O/S HIT FIRST	J/P - UNKN L/MAIN RD
V001	B	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)					

8

01180086565	MON 29/01/2018 21:22	DARK	REGIS RD J/W KENTISH TOWN RD			02 NODE 199	528990/185180
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(59 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(56 YRS - M - REDACT)	TURNING - LEFT		(N TO W) BACK HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(59 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	408 (SUDDEN BRAKING)			U000	A	802 (FAILED TO LOOK PROPERLY)

9

01180088492	WED 07/02/2018 06:30	LIGHT	REGIS RD 312M W OF J/W KENTISH TOWN RD NREST CLASSIFIED RO			02 CELL 528500/185000	528690/185140
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(55 YRS - M - REDACT)		TURNING RIGHT	(E TO NW) O/S HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - NOT REQ	(41 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO NW) FRONT HIT FIRST	COMMUTING
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

10

01180099140	THU 29/03/2018 22:32	DARK	LEIGHTON RD J/W KENTISH TOWN RD			02 NODE 199	529010/185190
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(36 YRS - M - REDACT)		TURNING RIGHT	(E TO N) BACK HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	CAR BT - NOT REQ	(35 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
V002	A	405 (FAILED TO LOOK PROPERLY)					

11

01180105021	TUE 01/05/2018 00:43	DARK	LEIGHTON RD J/W KENTISH TOWN RD			02 NODE 199	529020/185190
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(36 YRS - M - REDACT)		TURNING - LEFT	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)					

12

01180116049	FRI 22/06/2018 13:40	LIGHT	REGIS RD 4M W OF J/W KENTISH TOWN RD			02 NODE 199	529010/185190
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(52 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - NOT REQ	(51 YRS - M - REDACT)		WAITING - TURN RIGHT	(W TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	B	405 (FAILED TO LOOK PROPERLY)

13

01180139832	THU 18/10/2018 07:50	LIGHT	UPS DRIVEWAY J/W REGIS RD			02 CELL 528500/185000	528770/185110
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(54 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	WALKING - BACK TO TRAFFIC	
VEHICLE	001 (000)	M/C >500CC BT - NEG	(32 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	COMMUTING L/MAIN RD
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)			V001	B	101 (POOR OR DEFECTIVE ROAD SURFACE)

14

01180151483	TUE 11/12/2018 21:55	DARK	KENTISH TOWN RD J/W REGIS RD			02 NODE 199	529000/185190
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(27 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)					

15

01190186273	MON 10/06/2019 09:20	LIGHT	LEVERTON PLACE, 20 METRES SOUTH OF JUNCT WTH KENTISH TOWN RD.		02 LINK 198-199	529005/185217	
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	CTRL - AUTH PERSON
IT APPEARS THAT VEH 1 WAS LEAVING LEVERTON ROAD TURNING RIGHT ONTO KENTISH TOWN ROAD. (REDACTED) WAS HEADING TOWARDS KENTISH TOWN TUBE STATION THROUGH KENTISH TOWN ROAD. A THIRD PARTY HAS INDICATED TO VEH1 THAT HE CAN PULL OUT, VEH 1 DID THIS AND WHILE PERFORMING THIS MANOUVRE A CYCLIST OVERTOOK THE THIRD PARTY CR AND COLLIDED WITH VEH 1.							
CASUALTY	001 (002)	(50 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(24 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(50 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))					

16

01190214358	SUN 27/10/2019 16:30	LIGHT	KENTISH TOWN RD, 25 METRES NORTH OF JUNCT WTH ISLIP ST.			02 LINK 167-199	529007/185105
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	NO JUN IN 20M		PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(22 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN

17

01190223280	TUE 03/12/2019 18:45	LIGHT	REGIS RD, NR JUNCT WTH KENTISH TOWN RD.			02 CELL 528500/185000	528893/185078
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	SLIP RD	UNKNOWN S/R	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(45 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

18

01200232975	SUN 26/01/2020 22:05	DARK	KENTISH TOWN RD, 20 METRES WEST OF JUNCT WTH ISLIP ST .			02 LINK 167-199	529003/185093
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	MC ? CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

19

01200244722	THU 09/04/2020 15:39	LIGHT	KENTISH TOWN RD, NR JUNCT WTH REGIS RD.				02 LINK 167-199	528997/185118
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A	(33 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R	

20

01200249741	SAT 30/05/2020 18:00	LIGHT	LOCATION UNCERTAIN BUT MOST LIKELY DESCRIPTION SHOULD READ SOUTH OF JUNCT WTH REGIS RD. (TFL EDIT) ON KENTISH TOWN RD, 50 METRES NORTH OF JUNCT WTH REGIS RD NW5.				02 LINK 167-199	529003/185117
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(53 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE		
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - M - REDACT)		REVERSING	(N TO S) BACK HIT FIRST		
C001	A	806 (IMPAIRED BY ALCOHOL)			C001	A	802 (FAILED TO LOOK PROPERLY)	

21

01200252233	THU 18/06/2020 18:25	LIGHT	KENTISH TOWN RD, NR JUNCT WTH REGIS RD .			02 NODE 199	529005/185187
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(32 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	GOODS > 7.5T BT - NEG	(26 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(32 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)					

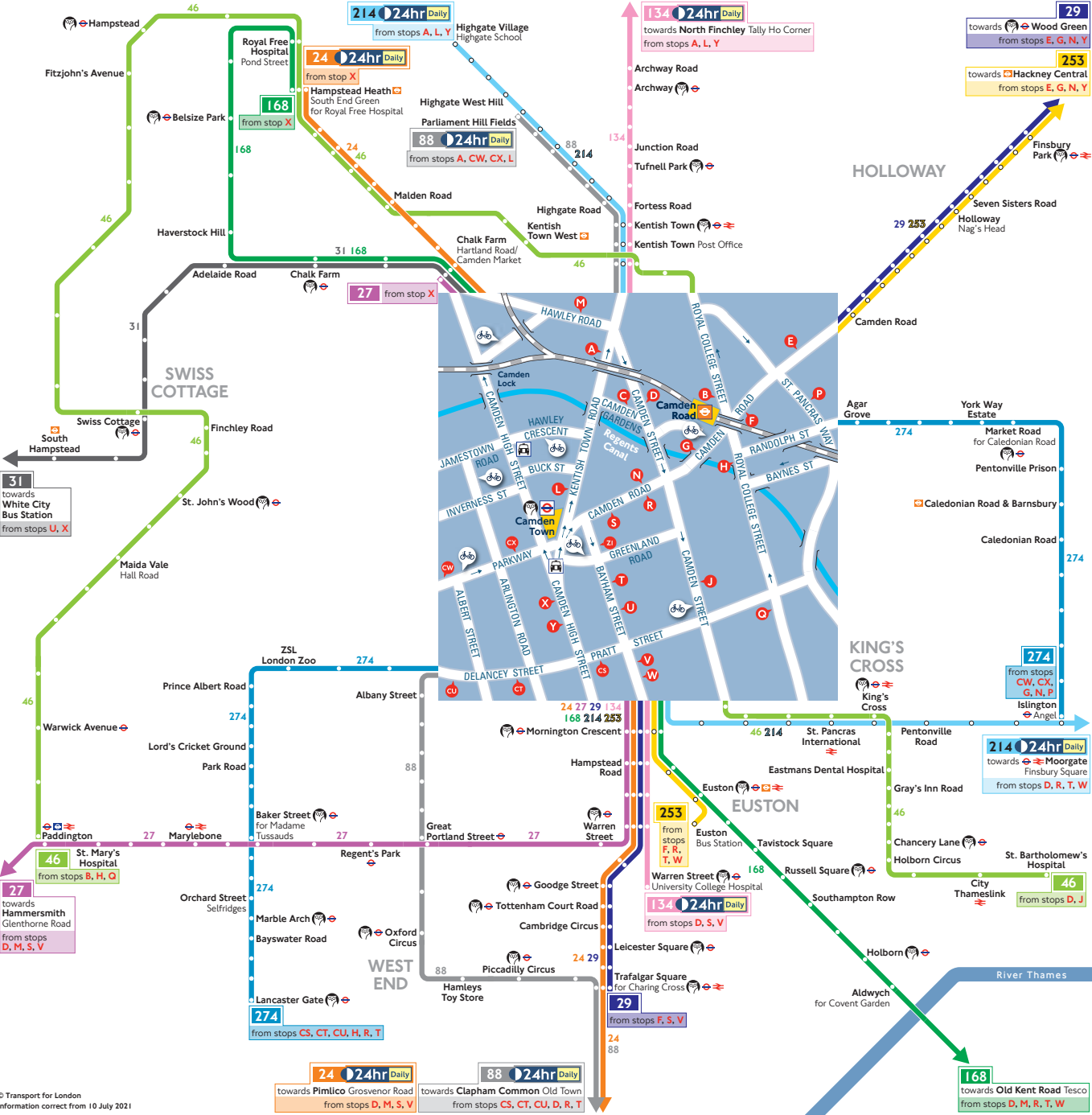
22

01210288998	SAT 16/01/2021 17:50	DARK	KENTISH TOWN RD, NR JUNCT WTH LEIGHTON RD.			02 NODE 199	529008/185189
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(5 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(31 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)					

Appendix C

(Bus Route Map)

Buses from Camden Town



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

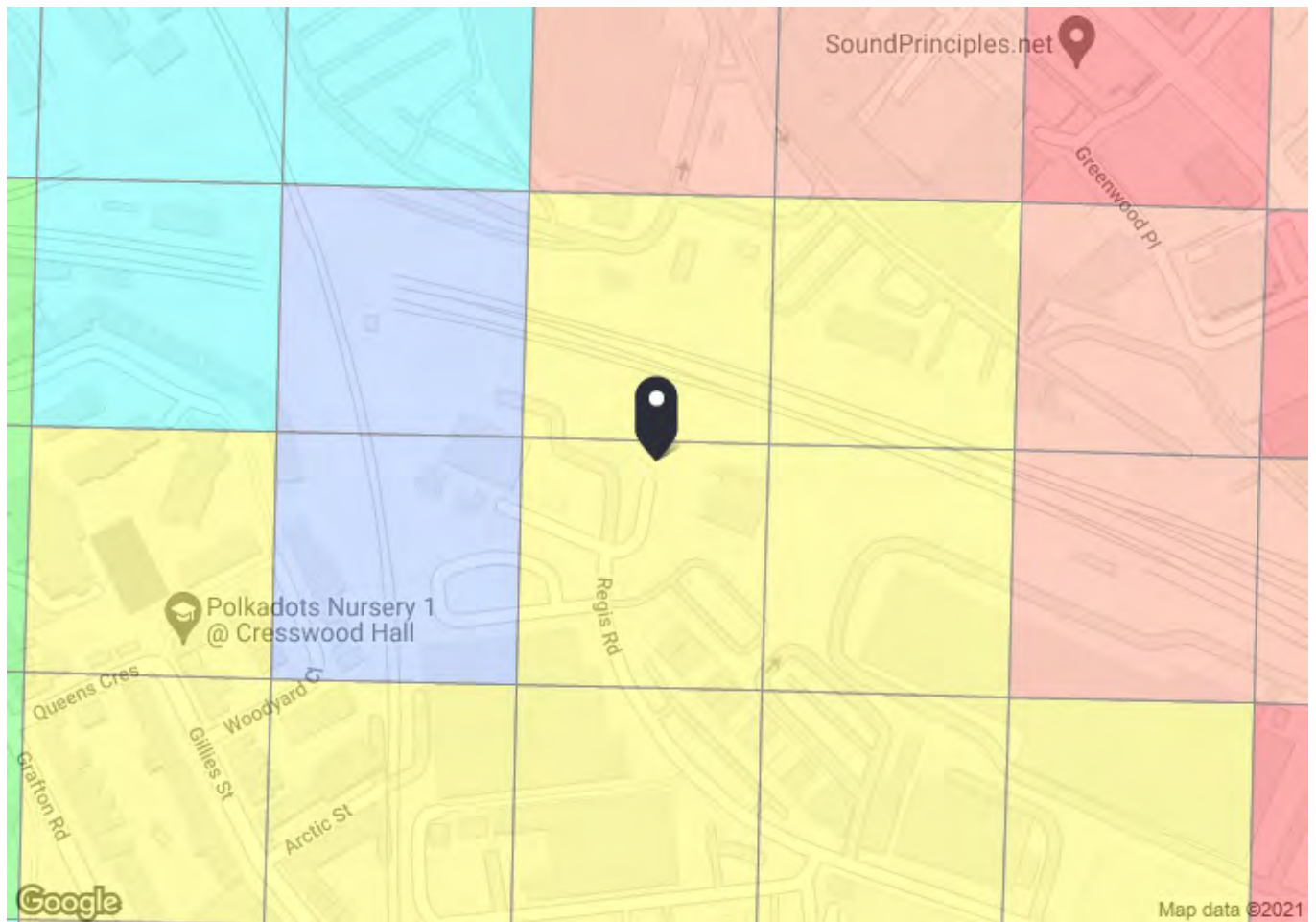
	Connections with London Underground
	Connections with London Overground
	Connections with TFL Rail
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix D

(PTAL Report)



**PTAL output for Base Year
4**

HV23+PM Barnet, UK
Easting: 528652, Northing: 185286

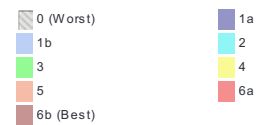
Grid Cell: 105318

Report generated: 13/10/2021

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



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	KENTISH TOWN STATION	393	546.85	5	6.84	8	14.84	2.02	0.5	1.01
Bus	KENTISH TOWN STATION	C2	546.85	8	6.84	5.75	12.59	2.38	0.5	1.19
Bus	KENTISH TOWN STATION	134	546.85	12	6.84	4.5	11.34	2.65	1	2.65
Bus	KENTISH TOWN STATION	214	546.85	8	6.84	5.75	12.59	2.38	0.5	1.19
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	579.28	1	7.24	30.75	37.99	0.79	1	0.79
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-STALBCY 2006'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-LUTON 2010'	579.28	1	7.24	30.75	37.99	0.79	0.5	0.39
Rail	Kentish Town	'STALBCY-SUTTON 2021'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-SUTTON 2029'	579.28	0.67	7.24	45.53	52.77	0.57	0.5	0.28
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-STALBCY 2V08'	579.28	0.67	7.24	45.53	52.77	0.57	0.5	0.28
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-SUTTON 2V27'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	579.28	0.67	7.24	45.53	52.77	0.57	0.5	0.28
Rail	Kentish Town	'SVNOAKS-LUTON 2E61'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'BROMLYS-LUTON 2E93'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
LUL	Kentish Town	'Morden-HighBarnet'	579.28	14.67	7.24	2.79	10.04	2.99	1	2.99
LUL	Kentish Town	'Morden-MillHillE'	579.28	4	7.24	8.25	15.49	1.94	0.5	0.97
LUL	Kentish Town	'HighBarnet-Morden'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
LUL	Kentish Town	'HighBarnet-Kenningt'	579.28	5.33	7.24	6.38	13.62	2.2	0.5	1.1
LUL	Kentish Town	'MillHill-Morden'	579.28	1.67	7.24	18.71	25.96	1.16	0.5	0.58
LUL	Kentish Town	'MillHillE-Kenningt'	579.28	1.67	7.24	18.71	25.96	1.16	0.5	0.58
Total Grid Cell AI:										16.23

Appendix E

(Survey Data)

K&M TRAFFIC SURVEYS

DATE : 10th December 2021.

DAY : Friday.

LOCATION : Reef, Regis Road, Kentish Road, London - NW5 3EW.

Highlighted cell indicates locked gate (gate opened at 07:30)													REEF KITCHEN OCCUPANCY	
	MOVEMENT 1						MOVEMENT 2							
	FROM REGIS ROAD						FROM REEF KITCHEN ACCESS							
	INTO REEF KITCHEN ACCESS						OUT TO REGIS ROAD						PARKED VEHICLES (approx)	
	CAR	LGV	HGV	MCY	PCY	TOTAL	CAR	LGV	HGV	MCY	PCY	TOTAL		
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	07:00	0
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	07:15	0
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	07:30	0
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	07:45	0
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	08:00	0
0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	08:15	0
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	08:30	0
0845-0900	0	0	0	0	0	0	0	0	0	0	0	0	08:45	0
0900-0915	0	0	0	0	0	0	0	0	0	0	0	0	09:00	0
0915-0930	0	0	1	0	0	1	0	0	0	0	0	0	09:15	0
0930-0945	0	0	1	0	0	1	0	0	1	0	0	1	09:30	1
0945-1000	0	0	0	0	0	0	0	0	1	0	0	1	09:45	1
1000-1015	0	1	0	0	0	1	0	1	0	0	0	1	10:00	0
1015-1030	0	0	1	0	0	1	0	0	0	0	0	0	10:15	0
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0	10:30	1
1045-1100	0	1	1	0	0	2	0	0	0	0	0	0	10:45	1
1100-1115	0	1	0	0	0	1	0	0	1	0	0	1	11:00	3
1115-1130	0	0	1	0	1	2	0	1	1	0	0	2	11:15	3
1130-1145	1	0	0	2	0	3	0	0	1	2	1	4	11:30	3
1145-1200	0	1	0	5	0	6	0	0	0	4	0	4	11:45	2
1200-1215	0	0	0	1	0	1	0	1	0	2	0	3	12:00	4
1215-1230	0	0	0	3	1	4	0	1	0	1	0	2	12:15	2
1230-1245	0	1	0	6	0	7	0	1	0	6	1	8	12:30	4
1245-1300	1	1	0	0	0	2	0	0	0	2	0	2	12:45	3
1300-1315	0	0	0	1	1	2	0	0	0	1	0	1	13:00	3
1315-1330	0	0	0	5	0	5	0	0	0	4	1	5	13:15	4
1330-1345	0	0	0	1	0	1	0	0	0	2	0	2	13:30	4
1345-1400	0	0	0	2	0	2	0	0	0	2	0	2	13:45	3
1400-1415	0	0	0	5	0	5	0	0	0	3	0	3	14:00	3
1415-1430	0	0	0	4	1	5	0	0	0	6	0	6	14:15	5
1430-1445	0	0	0	5	0	5	0	0	0	4	1	5	14:30	4
1445-1500	1	0	0	4	0	5	0	0	0	5	0	5	14:45	4
1500-1515	0	0	0	3	0	3	1	1	0	3	0	5	15:00	4
1515-1530	0	0	0	3	0	3	0	0	0	3	0	3	15:15	2
1530-1545	0	0	0	4	0	4	0	0	0	4	0	4	15:30	2
1545-1600	0	0	0	2	1	3	0	0	0	1	1	2	15:45	2
1600-1615	0	0	0	2	0	2	0	0	0	3	0	3	16:00	3
1615-1630	0	0	0	3	0	3	1	0	0	1	0	2	16:15	2
1630-1645	0	0	0	1	1	2	0	0	0	3	1	4	16:30	3
1645-1700	0	0	0	1	1	2	0	0	0	1	1	2	16:45	1
1700-1715	0	0	0	2	1	3	0	0	0	1	1	2	17:00	1
1715-1730	1	0	0	5	0	6	1	0	0	4	0	5	17:15	2
1730-1745	1	0	0	3	0	4	1	0	0	5	0	6	17:30	3
1745-1800	1	0	0	7	0	8	1	0	0	5	0	6	17:45	1
1800-1815	0	0	0	6	0	6	0	0	0	8	0	8	18:00	3
1815-1830	0	0	0	6	1	7	0	0	0	4	0	4	18:15	1
1830-1845	0	1	0	9	4	14	0	0	0	8	3	11	18:30	4
1845-1900	0	0	0	0	2	2	0	0	0	2	3	5	18:45	7
1900-1915	0	0	0	2	2	4	0	0	0	1	1	2	19:00	4
1915-1930	3	0	0	3	0	6	2	0	0	4	1	7	19:15	6
1930-1945	0	0	0	0	2	2	1	0	0	0	1	2	19:30	5
1945-2000	2	0	0	4	0	6	1	0	0	3	1	5	19:45	5
2000-2015	1	0	0	11	1	13	1	0	0	8	1	10	20:00	6
2015-2030	2	4	0	0	1	7	3	6	0	0	1	10	20:15	6
2030-2045	0	0	0	5	1	6	0	0	0	6	1	7	20:30	6
2045-2100	2	0	0	6	1	9	1	0	0	6	1	8	20:45	5
2100-2115	0	0	0	0	0	0	1	0	0	1	0	2	21:00	6
2115-2130	1	0	0	4	0	5	2	0	0	4	0	6	21:15	4
2130-2145	1	0	0	4	1	6	1	0	0	4	0	5	21:30	3
2145-2200	2	0	0	4	0	6	0	0	0	3	1	4	21:45	4
2200-2215	0	0	0	2	2	4	2	0	0	4	1	7	22:00	6
2215-2230	1	0	0	6	0	7	0	0	0	7	1	8	22:15	4
2230-2245	1	3	0	0	1	5	1	2	0	0	1	4	22:30	3
2245-2300	2	3	0	0	1	6	2	3	0	0	0	5	22:45	6
2300-2315	2	0	0	4	0	6	3	0	0	1	1	5	23:00	4
2315-2330	0	0	0	3	0	3	0	0	0	6	0	6	23:15	5
2330-2345	0	0	0	1	0	1	0	0	0	0	0	0	23:30	2
2345-2400	0	0	0	3	1	4	0	0	0	4	1	5	23:45	3
0700-2400	26	17	5	163	29	240	26	17	5	162	28	238	00:00	2

K&M TRAFFIC SURVEYS

DATE : 10th December 2021.

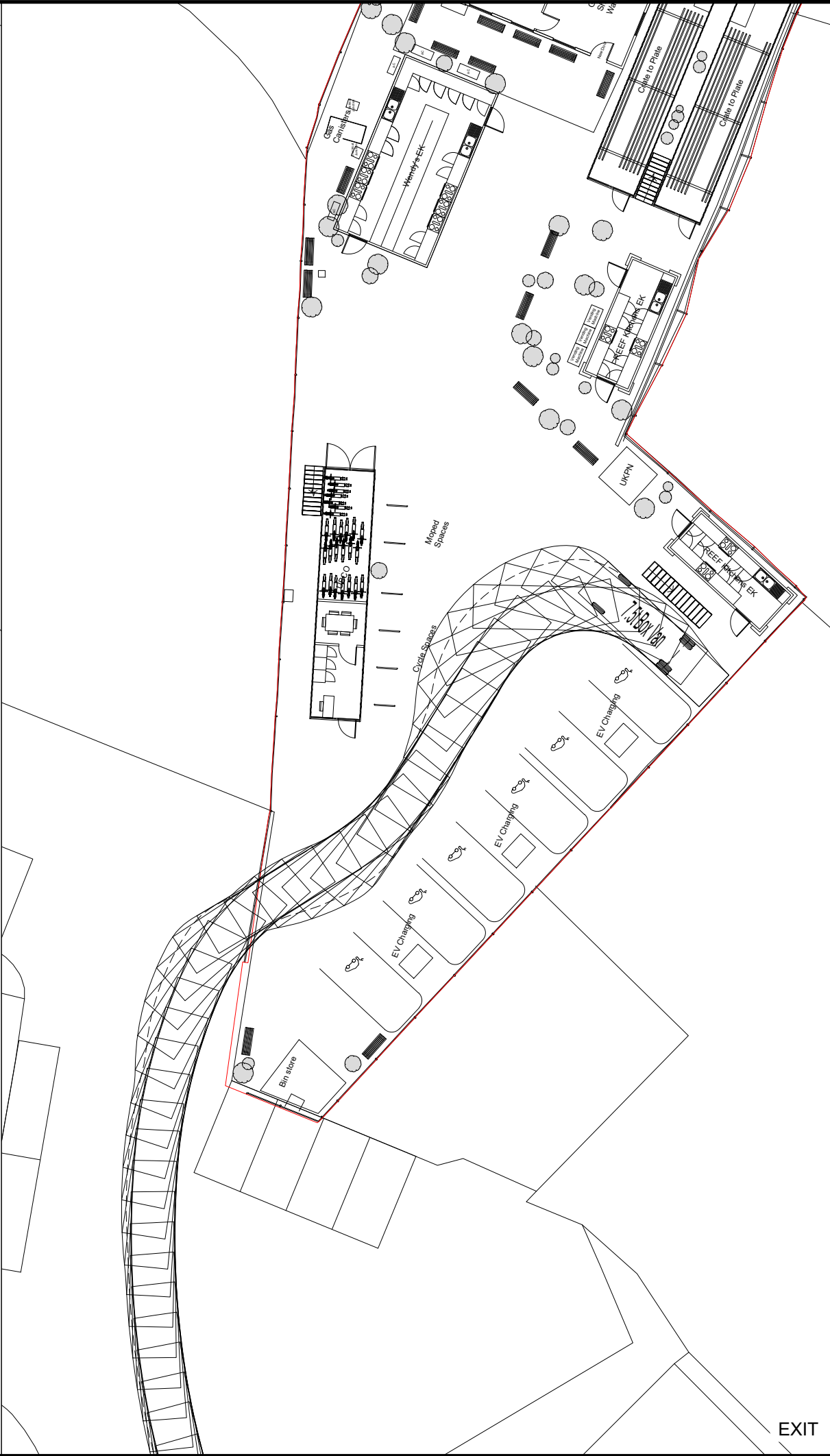
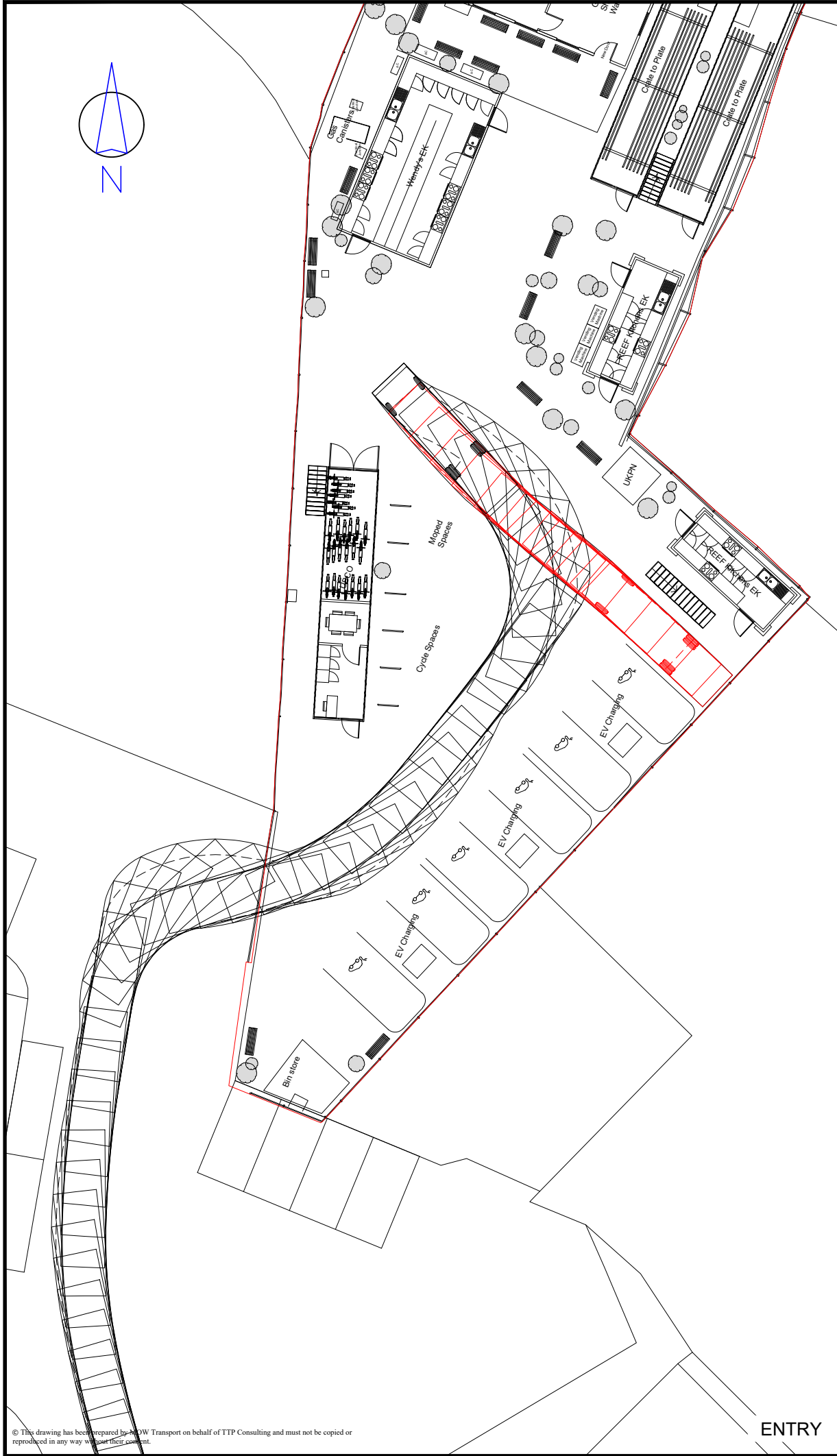
DAY : Friday.

LOCATION : Reef, Regis Road, Kentish Road, London - NW5 3EW.

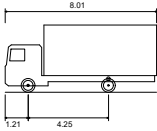
	MOVEMENT 1						MOVEMENT 2					
	FROM REGIS ROAD						FROM REEF KITCHEN ACCESS					
	INTO						OUT TO					
	REEF KITCHEN ACCESS						REGIS ROAD					
	CAR	LGV	HGV	MCY	PCY	TOTAL	CAR	LGV	HGV	MCY	PCY	TOTAL
0700-0800	0	0	0	0	0	0	0	0	0	0	0	0
0715-0815	0	0	0	0	0	0	0	0	0	0	0	0
0730-0830	0	0	0	0	0	0	0	0	0	0	0	0
0745-0845	0	0	0	0	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0	0	0	0	0
0815-0915	0	0	0	0	0	0	0	0	0	0	0	0
0830-0930	0	0	1	0	0	1	0	0	0	0	0	0
0845-0945	0	0	2	0	0	2	0	0	1	0	0	1
0900-1000	0	0	2	0	0	2	0	0	2	0	0	2
0915-1015	0	1	2	0	0	3	0	1	2	0	0	3
0930-1030	0	1	2	0	0	3	0	1	2	0	0	3
0945-1045	0	1	1	0	0	2	0	1	1	0	0	2
1000-1100	0	2	2	0	0	4	0	1	0	0	0	1
1015-1115	0	2	2	0	0	4	0	0	1	0	0	1
1030-1130	0	2	2	0	1	5	0	1	2	0	0	3
1045-1145	1	2	2	2	1	8	0	1	3	2	1	7
1100-1200	1	2	1	7	1	12	0	1	3	6	1	11
1115-1215	1	1	1	8	1	12	0	2	2	8	1	13
1130-1230	1	1	0	11	1	14	0	2	1	9	1	13
1145-1245	0	2	0	15	1	18	0	3	0	13	1	17
1200-1300	1	2	0	10	1	14	0	3	0	11	1	15
1215-1315	1	2	0	10	2	15	0	2	0	10	1	13
1230-1330	1	2	0	12	1	16	0	1	0	13	2	16
1245-1345	1	1	0	7	1	10	0	0	0	9	1	10
1300-1400	0	0	0	9	1	10	0	0	0	9	1	10
1315-1415	0	0	0	13	0	13	0	0	0	11	1	12
1330-1430	0	0	0	12	1	13	0	0	0	13	0	13
1345-1445	0	0	0	16	1	17	0	0	0	15	1	16
1400-1500	1	0	0	18	1	20	0	0	0	18	1	19
1415-1515	1	0	0	16	1	18	1	1	0	18	1	21
1430-1530	1	0	0	15	0	16	1	1	0	15	1	18
1445-1545	1	0	0	14	0	15	1	1	0	15	0	17
1500-1600	0	0	0	12	1	13	1	1	0	11	1	14
1515-1615	0	0	0	11	1	12	0	0	0	11	1	12
1530-1630	0	0	0	11	1	12	1	0	0	9	1	11
1545-1645	0	0	0	8	2	10	1	0	0	8	2	11
1600-1700	0	0	0	7	2	9	1	0	0	8	2	11
1615-1715	0	0	0	7	3	10	1	0	0	6	3	10
1630-1730	1	0	0	9	3	13	1	0	0	9	3	13
1645-1745	2	0	0	11	2	15	2	0	0	11	2	15
1700-1800	3	0	0	17	1	21	3	0	0	15	1	19
1715-1815	3	0	0	21	0	24	3	0	0	22	0	25
1730-1830	2	0	0	22	1	25	2	0	0	22	0	24
1745-1845	1	1	0	28	5	35	1	0	0	25	3	29
1800-1900	0	1	0	21	7	29	0	0	0	22	6	28
1815-1915	0	1	0	17	9	27	0	0	0	15	7	22
1830-1930	3	1	0	14	8	26	2	0	0	15	8	25
1845-1945	3	0	0	5	6	14	3	0	0	7	6	16
1900-2000	5	0	0	9	4	18	4	0	0	8	4	16
1915-2015	6	0	0	18	3	27	5	0	0	15	4	24
1930-2030	5	4	0	15	4	28	6	6	0	11	4	27
1945-2045	5	4	0	20	3	32	5	6	0	17	4	32
2000-2100	5	4	0	22	4	35	5	6	0	20	4	35
2015-2115	4	4	0	11	3	22	5	6	0	13	3	27
2030-2130	3	0	0	15	2	20	4	0	0	17	2	23
2045-2145	4	0	0	14	2	20	5	0	0	15	1	21
2100-2200	4	0	0	12	1	17	4	0	0	12	1	17
2115-2215	4	0	0	14	3	21	5	0	0	15	2	22
2130-2230	4	0	0	16	3	23	3	0	0	18	3	24
2145-2245	4	3	0	12	3	22	3	2	0	14	4	23
2200-2300	4	6	0	8	4	22	5	5	0	11	3	24
2215-2315	6	6	0	10	2	24	6	5	0	8	3	22
2230-2330	5	6	0	7	2	20	6	5	0	7	2	20
2245-2345	4	3	0	8	1	16	5	3	0	7	1	16
2300-2400	2	0	0	11	1	14	3	0	0	11	2	16
HOURLY TOTALS							HOURLY TOTALS					

Appendix F

(Swept Path Analysis)



Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	21.10.21
B	Scheme and swept paths updated.	MW	EC	03.11.21
C	Scheme and swept paths updated.	DW	SD	23.11.21
D	Scheme and swept paths updated.	MW	SD	06.12.21
E	Scheme and swept paths updated.	MG	EC	17.12.21
F	Scheme and swept paths updated.	MW	EC	26.01.22



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Regis Road

Drawing Title
Swept Path Analysis Using a 7.5t Box Van

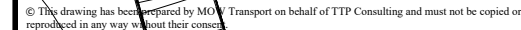
Scale
1:250 at A3

Drawn	MW	19.10.21
Checked	EC	19.10.21



111 - 113 Great Portland Street
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W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2021-4255-AT-110	F



LF 230 FA 4X2 Rigid, 16t

Overall Length	7.111m
Overall Width	2.500m
Overall Body Height	3.487m
Min Body Ground Clearance	0.381m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	6.250m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Project

Regis Road

Drawing Title

Swept Path Analysis Using a LF 230 FA 4X2 Rigid, 16t

Scale

1:250 at A3

Drawn	MW	26.01.22
Checked	EC	26.01.22



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number

2021-4255-AT-114

Rev
