AYLESBURY FIRST DEVELOPMENT SITE

Transport Statement

JNY10942-01
Transport Statement
Version -
03 March 2022

www.rpsgroup.com

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
-	Information	Matthew Brown	Ian Dimbylow	Ian Dimbylow	03 March 2022

Prepared by:

RPS Consulting Services Ltd

Matthew Brown
Associate

20 Farringdon Street
London
EC4A 4AB

T 020 3691 0500
E matthew.brown@rpsgroup.com

Prepared for:

Notting Hill Genesis

Contents

1 INTRODUCTION

Report Brief

1.1 RPS has been appointed by Notting Hill Genesis NGH to prepare a Transport Statement (TS) in relation to the proposed amendments to the First Development Site (FDS) planning permission for the Aylesbury Regeneration area. The planning and highway authority are the London Borough of Southwark (LBS).

The Site and Background

1.2 The FDS was granted detailed Planning Permission (Ref No:14-AP-3843) by LBS on the 5th of August 2015 as follows:

> **"Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class 01) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works."**

1.3 On the 14th of February 2019, a minor amendment (Ref No: 17/AP/3885) to the above planning application was granted for the provision of an additional 12 units (from 830 units to 842 units).

1.4 The FDS is located to the southwest corner of the Aylesbury Regeneration area and will comprise the first of the phases of development of the existing Aylesbury Estate. The extent of the FDS is detailed in **Figure 1** below and highlighted in pink:

Figure 1: FDS Location (pink)

Proposed Development

1.5 The proposed amendment to the approved FDS is for the provision of an additional 60 residential units (842 to 902) which will be in subplots 3 and 4 of the FDS (referred to as FDS C.) The remainder of the development content remains as per the planning approval.

1.6 However, to provide a worst-case assessment this Transport Statement provides an assessment based on the net impact of 72 residential units (830 to 902). This is on the basis that impact of the additional 12 residential units (Ref No: 17/AP/3885) was not supported by any detailed transport analysis due to the small scale of the increase in residential units.

1.7 The proposed site layout plan for FDS C is provided at **Appendix A**.

Access and Movement

1.8 The layout of the FDS has been developed with the key aim to connect with the existing and wider area.

1.9 The FDS planning approval provides improvements to the existing road system which will provide significant benefits for pedestrians and cycle movements within the site and for trips through it by these modes. The previous road system of cul-de-sacs and roads disconnected from the wider network creates barriers to the surrounding area. The redevelopment will provide significant improvements at street level and address the safety and security issues that were previously associated with the estate. These will encourage walking and cycling within the area and the wider network to re-connect to the surrounding neighbourhoods of Walworth, Elephant and Castle, and Old Kent Road and to improve connections with Burgess Park.

The aims of the wider FDS site are to:

- Improve connectivity and integration by reconnecting with surrounding areas and Burgess Park;
- Provide a choice of safe, calm, and attractive residential streets;
- Create a variety of routes for pedestrians and cyclists;
- Recognise the ‘relaxed’ character of Southwark within the road structure;
- Address the potential for ‘rat running’ by vehicles; and
- Where feasible, create an integrated network of streets which avoid turning restrictions and dead ends.

1.10 Pedestrian access improvements that are being implemented as part of the FDS development are delivered through comprehensive re-design of the areas to pedestrian friendly streets. Routes will be established that link green spaces along desire lines creating direct and pleasant walking routes between the new dwellings and key service areas, such as shops, schools, and other facilities. Along Albany Road, the junction improvements have been focussed on the removal of multistage pedestrian crossings, replacing them with single stage crossings across shorter distances and the provision of protected cycle movements. The redesign of junctions has also allowed more landscaping.

1.11 Quiet cycle friendly streets are proposed as part of the design. On-street cycling provision includes a scheme to calm traffic on Albany Road with advisory on-street lanes. In addition, the

Portland Street Quietway to accommodate cycle movements more effectively has been constructed and this includes the provision a single stage signalised cycle crossing to connect to Burgess Park and cycle lanes on the southern side of Albany Road.

Cycle Parking

1.12 The proposed amendment to the approved FDS is for the provision of an additional 60 residential units (842 to 902) which will be in subplots 3 and 4 of the FDS (referred to as FDS C.) The remainder of the development content remains as per the planning approval.

1.13 The proposed development will be served with cycle storage located on the ground floor in secure dedicated storage spaces for cycles in line with the standards contained in the Southwark Local Plan.

1.14 FDS C will be served by a total of 602 long stay parking spaces for residents. These spaces will be provided in covered, secure location which are only accessible to residents. The long stay provision also includes 5% larger cycle spaces.

1.15 FDS C will also include 56 short stay spaces on-street for visitors.

Vehicular Access

1.16 Vehicular access to the development proposal will remain as per the consented FDS and will be gained in the following locations:

- Portland Street – new priority junction between Albany Road and Hopwood Road;
- Extension of Westmoreland Road to Portland Street to form a new priority junction;
- Priority junction to Bradenham Close; and
- Two new priority junctions onto Albany Road.

Car Parking Provision

1.17 The consented FDS scheme allowed for a maximum overall residential parking provision of 287 spaces and equated to 1 space per 0.35 units. It is proposed that the residential parking provision is reduced to 271 parking spaces to serve the 902 residential units. The latest parking provision equates to 1 space per 0.3 units.

1.18 The FDS will provide parking both on-street and off-street. Most of the off-street parking will be provided in under podium car parks. The access to the under-podium parking will be restricted to authorised residents only. The street design is unchanged from the consented scheme.

1.19 The on-street parking will be provided parallel to the roads and will be interspersed with planting to reduce the dominance of parking on the street scene.

1.20 FDS C will be served by the following parking provision detailed in **Table 1.1**.

Table 1.1: FDS C - Car Parking Summary

	Off-Street		On-Street			Total
	Blue Badge Spaces	Standard	Blue Badge Spaces	Standard	Loading Bay	
3% Blue Badge Spaces	8	27	0	26	1	62
10% Blue Badge Spaces	26	0	0	26	1	53

1.21 **Table 1.1** details how the 3% Blue Badge parking could be provided from the outset and if required the off-street parking could be converted to provide 10% Blue Badge parking provision.

Electric Vehicle Charging Points

1.22 Policy T6.1 of the London Plan (March 2021) states the following regarding electric vehicle charging provision:

> **"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."**

1.23 Electric vehicle charging facilities will be provided in accordance with the London Plan (March 2021) requirements. This will enable residents that do require a car for some journey purposes to choose an electric vehicle and minimise the impact of those journeys on the environment.

Car Club Parking and Membership

1.24 The FDS site will be provided with 2 parking spaces reserved for Car Club vehicles. These spaces will accommodate Car Club vehicles to be used for round trips only.

1.25 The FDS site will provide 3 years free Car Club membership via Zipcar (or alternative) for every eligible adult residing in a dwelling meeting the Car Club operation membership criteria. In addition, Zipcar operate flexible cars in the LBS and many other London Boroughs. Flexible Club Cars can be parked in 'Zip zones' and this includes local resident bays, shared use bays, unrestricted bays and pay and display bays.

1.26 The provision of Car Club membership will provide future residents with an alternative to private car ownership and accommodate the need for occasional journeys by car or van. Residents will also be able to park the flexible Club Cars on the proposed and existing streets surrounding the FDS. The length of membership will also allow the use of the Car Club to become established at the site and remove the need for a large proportion of future residents to own a car.

Access for the Mobility Impaired

1.27 The FDS has been carefully designed to accommodate the mobility impaired including:

- 8 Blue Badge wheelchair accessible car parking spaces. These spaces will all be provided off-street in the under-podium car parks.

- Larger Sheffield stands to accommodate adaptable cycles; and
- Wheelchair accessible bin stores.

Servicing and Delivery Access

1.28 The servicing and delivery arrangements will be as per the FDS consented scheme with bins stores for the residential flats and houses will have spaces to store their refuse within the curtilage. The number and location of the loading bays on street is unchanged from the consented scheme.

Access for Emergency Vehicles

1.29 Access for emergency vehicles will be via the consented road layout and vehicular access arrangements for the FDS site.

Healthy Streets

1.30 The consented and proposed development at the FDS will support the healthy streets approach by providing much need high-quality housing and an attractive public realm. Access to key local facilities and amenities and public transport mean people will have the choice whether to walk, cycle and use public transport. The location of the development will promote the use of walking, cycling and public transport as the preferred transport modes.

Report Format

1.31 This TS is structured as follows:

- **Section 2** provides details of who the development is being designed for;
- **Section 3** describes the existing transport characteristics and accessibility of the site. This includes a description of walking and cycling facilities and access to public transport;
- **Section 4** summarises the Active Travel Zone Assessment for the site;
- **Section 5** provides a review of the relevant national, regional, and local transport planning policies and guidelines;
- **Section 6** considers how people will travel from the development onto London's public transport and highways networks, considers the net impact of the development trips on the local transport and highway networks. It also provides a summary of the key mitigation measures being incorporated within the wider FDS development, to maximise travel by sustainable modes in accordance with the Healthy Streets vision; and
- **Section 7 provides** a summary of the TS and conclusions.

2 TRANSPORT PLANNING FOR PEOPLE

Introduction

2.1 This section of the TS summaries the characteristics of the future residents and occupiers, including their likely behaviour. The FDS development comprises a mix of new homes for existing residents of the Aylesbury Estate, new shared ownership properties and properties for private sale.

2.2 Residents of the site will therefore be a mix of existing residents of the Aylesbury Estate relocated into new homes and new residents. In order to better understand likely travel habits and attitude to travel, TfL's Transport Classification for Londoners (TCoL) tool, which characterises Londoners based on their travel choices and motivations for their decisions, has been used. The approach to using TCoL within a Transport Assessment follows the TfL guidance on preparing a TA.

2.3 Visitors to the site will be associated with visitors to the new residential properties with potential for some limited visiting to the non-residential element from nearby areas.

2.4 This section will also show how the development proposals will result in a pleasant and convenient place for people of all abilities to travel to / from by sustainable modes of transport such as walking, cycling and public transport.

Transport Classification of Londoners (TCoL)

2.5 The TCoL is TfL's multi-modal customer (the travellers) segmentation tool. The tool characterises TfL's customer's travel choices and motivations for their decisions to understand their travel behaviour. Such understanding enables better transport planning for people in London for now and the future.

2.6 The methodology for the TCoL approach involves dividing the population into a set of nine segments. A summary of all nine segments and their characteristics is included in **Table 2.2**.

Table 2.2: Segment Summary of Londoners

Segment	Characteristics
Affordable Transition	Low car, high bus, walk, cycle; highest level of change.
City Living	High public transport especially Tube / Active travel; average level of change.
Detached Retirement	Very high car; very low levels of change.
Educational Advantage	High public / active transport, low car; higher level of change.
Family Challenge	High bus, average others; higher level of change.
Settled Suburbia	High car; below average level of change.
Students and Graduates	Low car; high bus / walk; average level of change.
Suburban Moderation	High car, some bus; average level of change.
Urban Mobility	low car, high cycle / public transport; above average change.

2.7 **Appendix A** illustrates a map of London, with each area being colour coded with the segment that is most comparable to the area's existing characteristics.

London Borough of Southwark TCoL Profile

2.8 **Appendix B** also includes the TCoL segment profiles by borough which indicate that LBS has a high proportion of Urban Mobility as its dominant profile. The Urban Mobility specific mapping also provided at **Appendix B** indicates that this area of Southwark contains a high proportion of the borough's Urban Mobility residents. This profile has therefore been used to understand the likely travel habits and requirements of the site. This does not mean that the site will only be designed for this type of user, but it provides a guide to the predominant transport matters that will be important.

2.9 People within this segment are mainly located in inner London and includes young working adults with no children with reasonable incomes. Car use for this group is low, with relatively high level of cycle and bus use, while the use of underground and walking is average.

2.10 For Urban Mobility, people's attitudes towards cycling and its safety is above average. Furthermore, the propensity for change in travel behaviour is above average.

2.11 It has been identified that the key motivations that would change travel behaviour are:

- Lifestyle changes;
- Health and fitness;
- Changes to public transport;
- Money; and
- Changes to roads and driving;

2.12 The development therefore needs to be focused on these aspects to ensure that walking and cycling are well catered for and access to public transport services is prioritised.

Development Response

2.13 The layout of the wider FDS has been developed using the LBS Streetscape Design Manual with the key aim to connect with the existing and wider area.

2.14 Pedestrian access improvements that are being implemented as part of the FDS development are delivered through comprehensive re-design of the areas to pedestrian friendly streets. Routes will be established that link green spaces along desire lines creating direct and pleasant walking routes between the new dwellings and key service areas, such as shops, schools, and other facilities. Along Albany Road, the junction improvements have been focussed on the removal of multistage pedestrian crossings, replacing them with single stage crossings across shorter distances. The redesign of junctions has also allowed more landscaping.

2.15 Quiet cycle friendly streets are proposed as part of the design. On-street cycling provision includes a scheme to calm traffic on Albany Road with advisory on-street lanes. In addition, the Portland Street Quietway to accommodate cycle movements more effectively has been constructed and this includes the provision a single stage signalised cycle crossing to connect to Burgess Park and cycle lanes on the southern side of Albany Road. Resident and visitor cycle parking is also provided throughout the development.

Summary

2.16 The wider FDS has been developed with the likely predominant future resident's travel behaviours in mind. The site is well located providing future residents, visitors, and employees the choice to travel sustainably. The FDS site has also been designed to encourage walking and cycling with good connections to the surrounding areas and illustrates good planning for people. The proposed additional units will benefit from the design of the wider FDS.

2.17 The development proposals take account of the anticipated future site user's travel needs and reflect the Mayor's Healthy Streets agenda. Further information on the links within the Active Travel Zone are provided in section 4.

3 SITE AND SURROUNDING CONTEXT

Site Context

3.1 The FDS is located to the southwest corner of the Aylesbury Regeneration area. The FDS is bound by Albany Road to the south, Portland Street to the east, Westmoreland Road to the north and Bradenham Close to the west.

3.2 The existing site comprised of residential dwellings, offices, community facilities, hostel, and storage. The site is currently under construction and 566 residential dwellings within the FDS have been demolished.

3.3 The existing buildings have been demolished under the extant consent. FDS A is under construction and nearing completion. Construction on FDS B commenced in November 2021. FDS C will be the final phase. The anticipated construction periods are set out below:

- FDS A – Started on site March 2019, anticipated completion September 2022.
- FDS B – Started on site November 2021, anticipated completion September 2025.
- FDS C – Anticipated start on site March 2023, completion January 2026 (subject to planning).

Highway Network

3.4 Albany Road is a two-lane single carriageway which forms the southern boundary of the site. Albany Road runs between a junction with Urlwin Street / Camberwell Road (A215) to the west and a junction with Old Kent Road (A2) / Humphrey Street to the east. The road is subject to 20mph speed limit in the vicinity of the site with street lighting present along the road. Old Kent Road is part of Transport for London Network (TLRN), which forms the key strategic roads in London.

3.5 To the east of the site, Portland Street is a two-lane single carriage way running between the junction with Albany Road and East Street to the north of the site. Double yellow lines are present on both sides of the road in the vicinity of the site with street lighting available along the road. Portland Street provides access to some key local destinations including two primary schools and East Street market.

3.6 To the west of the site, Camberwell Road is predominantly a two-lane single carriageway with bus lanes routing south towards Camberwell and linking with Walworth Road to the north which provides access to Elephant & Castle Station. Numerous local facilities are accessible along Walworth Road including bus stops and shops. The road is subject to a 20mph speed limit with street lighting present along the road.

Pedestrian and Cycle Access

3.7 There is an excellent provision of pedestrian infrastructure throughout the local area, with footways circa 2.5 metres to 4 metres wide and of a consistently level gradient along both sides of Albany Road. These footways provide access to several destinations including the bus stops on Albany Road and Burgess Park. Several crossing points are available along Albany Road

including two zebra crossings adjacent to the site and a signalised crossing point at the junction with Portland Street. There is also a good provision of street lighting along the road.

3.8 To the east of the site, Portland Street provides footways on both sides of the road with circa 1 metre to 3 metres wide. These footways continue north and links with footways on East Street where various shops including East Street market are accessible. Portland Street is equipped with a zebra crossing near the junction with Gayhurst Street and a signalised crossing point at the junction with Albany Road.

3.9 Footways are predominantly provided on both sides of the local roads including Westmoreland Road, Phelp Street, Queen's Row, Bradenham Close, Boundary Lane and Boyson Road. These footways link the site to the local residential areas.

3.10 Portland Street to the east of the site has recently been converted to cycle Quietway 7. Quietway's are a network of improved streets across London designed to make it easier for less confident people to cycle by calming traffic and ensuring streets are safer and improved for all road users. The measures include safer junctions, improved crossings for pedestrians, more efficient signal junctions, and more pleasant street environment. Quietway 7 will run between Elephant Castle and Crystal Palace. In Southwark and the vicinity of the site Quietway 7 routes via Falmouth Road, Portland Street, Burgess Park to Camberwell Grove. Cyclist will also benefit from their own signal stage that avoids mixing with traffic at the Portland Street / Albany Road junction.

3.11 To the north of the site Quietway 8 links with Quietway 1 which runs southeast towards Deptford and northwest to Waterloo. Quietway 1 also provides access to further cycle routes to the north including Cycle Superhighway 7 and Cycleway 6.

3.12 Cycle Superhighways are cycle routes running from outer London into and across central London. They are designed to give safer, faster, and more direct journeys into the city. Cycle Superhighway 7 runs between Colliers Wood to southwest and City of London, passing through various locations including Clapham Park, Kennington, and Elephant & Castle.

Local Facilities

3.13 To enable an assessment of the viability of walking or cycling between the site and key destinations in the local area, it is appropriate to establish the maximum distance that people are generally prepared to walk or cycle and the destinations that exist within these distances.

3.14 Manual for Streets (Paragraph 4.4.1) states the following:

> ***"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot."***

3.15 In addition, it is recognised that walking offers the greatest potential to replace short car trips, particularly for trips less than 2km.

3.16 Cycling is a reasonable alternative to the car over short journeys. Local Transport Note 1/20 'Cycle Infrastructure Design' set out that 'two out of every three personal trips are less than **five miles** in length – an achievable distance to cycle for most people'.

3.17 **Table 2.2** sets out an overview of the distance to key local facilities and land uses in relation to the site and the walking and cycle journey times to these destinations via existing walking and

cycle routes. It should be noted that **Table 2.2** provides examples of key services only and is not intended to form an exhaustive list of all services in the area.

Table 2.2: Journey Distance of Key Local Facilities from Development Site

Facility		Distance from Site Access (kilometres)	Indicative Journey Times (minutes)	
			Walk	Cycle
Education				
Primary	John Ruskin Primary School	0.7	8	3
Primary	Michael Faraday Primary School	0.4	2	1
Primary	St Peter's Primary School	0.5	7	2
Secondary	Ark Walworth Academy	1	13	4
Secondary	The Highshore School	1.5	19	6
Health and Community				
Medical Centre	Villa Street Medical Centre	0.5	6	1
Hospital	Maudsley Hospital	2.1	27	9
Dentist	Walworth Road Dental Clinic	0.7	9	3
Pharmacy	Superdrug	0.5	7	2
Library	Walworth Library	1.3	16	5
Place of Worship	St Wilfrid Church	1.1	14	5
Shopping / Retail				
Convenience Store	Albany Convenience Store	0.4	5	1
Post Office	Walworth Post Office	0.9	12	4
Supermarket	Tesco Express	0.5	2	1
Supermarket	Iceland Foods	0.6	8	3
Leisure Facilities				
Park	Burgess Park	0.1	2	1
Pub	The Red Lion	0.4	6	1
Restaurant	Louie	0.6	8	3
Restaurant	Arments Pie & Mash	0.4	5	1
Leisure Centre	The Gym London Walworth	0.6	8	3
Sports Club	Muscle Maniacs Sports Club	1.1	14	5
Sports Club	Riverside Badminton Club	1.3	16	4
Public Transport				
Bus Stop	Portland Street	0.2	2	1
Bus Stop	Westmoreland Road	0.5	6	2
Railway Station	Elephant & Castle	1.6	20	5
Underground Station	Kennington	1.4	17	6

Note: Assumed walking speed of 4.8km/h and cycling speed as per Google's real-time journey planner. Distance and journey times rounded to the nearest whole figure. Not all facilities / services are noted above.

3.18 It is evident from **Table 2.2** that walking, and cycling offers great potential to replace car trips, particularly for shorter car trips and show that many local facilities including key transport modes are located within short walk and cycling distances from the site.

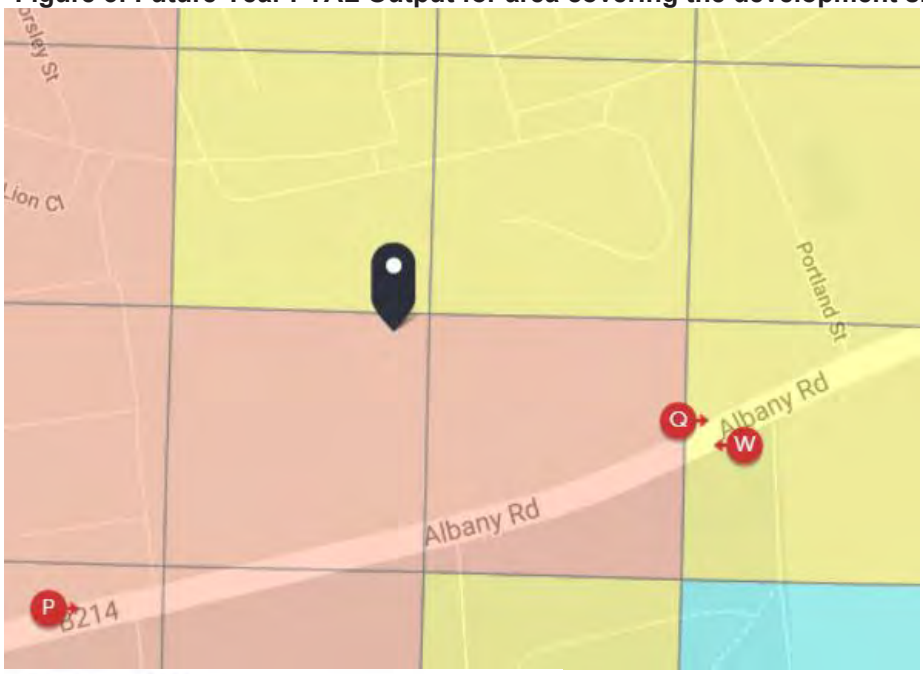
Public Transport Access

PTAL Assessment

3.19 Public Transport Accessibility Levels (PTALs) provide a useful guide as to the accessibility of an area. PTAL scores range from 0 to 6b, where 6b is the best score and 0 the worst. The PTAL does not consider pedestrian and cycle facilities within the vicinity of the application site, nor does it take into consideration the proximity of local facilities, amenities and employment uses of which the application site is well placed to benefit from. The base and future year PTAL for the FDS are shown below in **Figures 2 & 3.**

Figure 2: Base Year PTAL Output for area covering the development site

Figure 3: Future Year PTAL Output for area covering the development site



3.20 The above initial PTAL review indicates that most of the site (mid, south, and western elements) have a PTAL score of 5, which represents a 'very good' level of accessibility to public transport. The north, east and south-eastern elements of the site have a PTAL score of 4, which represents a 'good' level of accessibility to public transport.

TIM Mapping and Wider Connectivity

3.21 PTAL is a good starting point for an assessment of public transport, however it is now recognised that is not the only way to assess the accessibility of a site. A more accurate representation of the level of public transport connectivity to a development site can be provided by TIM Mapping (Time Mapping). This is a tool available on TfL's WebCAT connectivity toolkit website and measures how far a person can travel in any given journey time.

3.22 TIM Mapping is a tool available on TfL's WebCAT connectivity toolkit website, which measures how far a person can travel in any given journey time using various modes including walk time. The output reports and maps are included within **Appendix C**.

3.23 The TIM Mapping output shows that most parts of Central London can be accessed by public transport, from the Site, within 15-30 minutes. Using TfL's journey planner, it could be seen future residents can access Farringdon and Westminster, for example, in approximately 30 minutes.

Bus Services

3.24 Bus stops Q (eastbound) and W (westbound) are located circa 87 metres and 61 metres southeast of the site respectively on Albany Road. The stops are serviced by bus route 42.

3.25 Furthermore, bus stops L (northbound), M (northbound) and K (southbound) are located circa 280 metres, 310 metres and 320 metres respectively northwest of the site on Camberwell Road. The bus stops are serviced by routes 12, 35, 40, 45, 68, 148, 171, 176 and 468 and night bus routes N68, N89 and N171. These services offer a peak combined frequency of approximately 55 to 86 buses every hour, providing frequent and direct connections to Central London and beyond. A summary of daytime services is provided in **Table 3.1.**

Table 3.1: Local Bus Services Operating in the Vicinity of the Site

Service	Route	Frequency (Buses per Hour)				
		AM Peak	Off Peak	PM Peak	Sat	Sun
12	Oxford Circus – Dulwich Library	6-10	6-10	6-10	3-9	3-7
35	Clapham Junction Station / Falcon Road - Shoreditch	8-10	4-10	8-10	3-8	4
40	Dulwich / The Plough - Clerkenwell Road	7-12	4-12	7-12	4-7	4
45	Elephant & Castle / Newington Causeway - Atkins Road / New Park Road	4-6	4-6	4-6	4-7	4-6
68	West Norwood Station – Euston Bus Station	6-10	6-12	8-15	5-8	4-6
148	Denmark Hill / Camberwell Green – White City Bus Station	6-10	4-10	6-10	3-9	3-7
171	Newquay Road – Holborn Station	6-10	4-10	6-10	4-9	4-6
176	Penge / Pawleyne Arms – Tottenham Court Road Station	6-9	4-9	6-9	4-7	4-6
468	Swan & Sugar Loaf – Lambeth Road	6-9	5-9	6-9	5-7	3-5

Source: Transport for London (accessed March 2021)

3.26 Table **3.1** demonstrates there is a very good number of high frequency bus services within easy walking distance of the site, which connect the site with the local area including central, south, north, and east London. A map illustrating the local bus stops and routes can be found in **Appendix D**.

3.27 The local bus stops include a shelter, seating, flag, timetable information, bins nearby and are illuminated by local street lighting.

Rail

London Underground

3.28 The site is located approximately 1.3 kilometres to the southeast of Kennington Underground station. The station provides access to the Northern line. In addition, Elephant & Castle Underground station is located circa 1.5 kilometres northwest of the site. The station is served by Bakerloo and Northern lines.

3.29 **Table 3.2** provides a summary of services operating at Kennington and Elephant & Castle Underground stations.

Table 3.2: London Underground Services from Kennington and Elephant & Castle Stations

Service	Destination	Weekday					Saturday Service	Sunday Service
		Frequency (Services / hr)			Service			
		AM Peak	Off Peak	PM Peak	First Service	Last Service		
Northern Line	Morden	27	20	31	06:01	00:01	20	20
	Edgware	20	20	16	05:39	00:02	20	20
	High Barnet	17	17	17	05:37	00:00	20	20
Bakerloo	Harrow & Wealdstone	7	7	7	05:46	23:47	7	7
	Queen's Park	23	20	21	05:37	00:04	20	18
	Stonebridge Park	10	9	9	05:46	00:13	9	7

Source: TfL website (accessed April 2021)

3.30 It is evident from **Table 3.2** that services available from Kennington and Elephant & Castle stations provide very good access to central, south, north, and northwest London.

National Rail Service

3.31 Elephant & Castle Rail station is located approximately 1.3 kilometres to the northwest of the site. The rail station is managed and operated by Thameslink, with services operated by Thameslink. The direct rail services operating from Elephant & Castle rail station are summarised in **Table 3.3.**

Table 3.3: Direct Rail Services Operating from Elephant & Castle Rail Station

Service	Destination	Weekday					Saturday Service	Sunday Service
		Frequency (Services / hr)			Service			
		AM Peak	Off Peak	PM Peak	First Service	Last Service		
Thameslink	Luton	1	1	1	05:14	23:54	1	1
	Sutton	4	4	4	05:25	23:10	4	4
	St Albans City	5	4	4	05:14	23:54	4	4
	Orpington	1	1	2	05:20	23:57	1	1
	London Blackfriars	8	8	7	05:14	23:54	6	6

Source: www.thetrainline.com (accessed March 2021).

3.32 While the station itself is outside the PTAL guidance distance of 960 metres, there is the option of accessing the station by bus services 12, 68 and 468 or by bicycle to form part of a multimodal journey.

Summary

3.33 In terms of sustainability, the site is accessible to all modes of travel bus services providing access to the local area and central London. The bus services also provide connection to the Elephant and Castle rail and underground station.

3.34 The site is located within an acceptable walking and cycle distance of Elephant and Castle rail and underground station which provide access to Thameslink rail services and the Bakerloo and Northern underground lines. In addition, location bus services also provide good connection from the site to Elephant and Castle station.

3.35 The local facilities within the Walworth area are within easy walking and cycling distances. The site therefore provides future residents with realistic sustainable travel choices.

Car Club Provision

3.36 Eight car club locations provided by Zipcar are accessible in the vicinity of the site. They are located on the following roads:

- Bradenham Close;
- Pelier Street;
- Empress Street;
- Sutherland Square;
- Wooler Street;
- John Ruskin Street;
- Grosvenor Terrace; and

- Bethwin Road

3.37 The existing Car Club provision will provide residents with an alternative to private car ownership and accommodate the need for occasional journeys by car or van.

Personal Injury Accident (PIA) Data

3.38 Personal Injury Accident (PIA) data has been obtained from TfL for the latest five-year period (up to October 2020). An analysis of the PIA data has been undertaken to ascertain if there are existing road safety collision patterns on the local highway network in the vicinity of the site. The relevant data and extent of the study area can be found attached in **Appendix E**.

3.39 A total of 150 PIAs were recorded within the study area, of which 22 were classified `serious' and the remaining accidents were 'slight' in severity. The collisions that have occurred on the immediate local highway network surrounding the FDS site are summarised below:

Albany Road / Camberwell Road / Urlwin Street Junction

3.40 Three of the serious accidents occurred at the junction between Albany Road, Camberwell Road and Urlwin Street.

3.41 One of the serious accidents occurred during daylight hours with fine weather conditions and resulted from a collision between a car and a bicycle. The causation factor was unknown.

3.42 One serious accident occurred in the daylight with fine weather conditions and involved a collision between a car and a motorcycle. The causation factor was identified as the car driver failing to look properly.

3.43 Another serious accident occurred in the daylight with fine weather conditions and resulted from a collision between a bus and bicycle. It was attributed to the bus driver as driving too close to the cyclist.

Albany Road / Portland Street Junction

3.44 One of the serious accidents occurred on Albany Road near the junction with Portland Street. It involved a collision between a car and a motorcycle. The causation factors included the motorcycle exceeding speed limit as well as the car driver making a poor turn, failing to look properly and no signal.

Westmoreland Road / Camberwell Road / Walworth Road Junction

3.45 Four of the serious accidents occurred at / near the junction between Westmoreland Road, Camberwell Road and Walworth Road.

3.46 A serious accident occurred in the daylight and involved a collision between a car and a bus. The causation factor was identified as the car driver making a poor turn or manoeuvre.

3.47 A serious accident occurred during hours of darkness with wet weather conditions and resulted from a collision between a car and a pedestrian. It was attributed to the car driver failing to look properly and being impaired by alcohol.

3.48 A serious accident occurred during the daylight and resulted from a collision between a bus and a pedestrian. It was attributed to the pedestrian being impaired by alcohol.

3.49 Another serious accident occurred in the daylight and involved a collision between a car and a pedestrian. The causation factors included the pedestrian failing to look properly, being careless, failing to judge vehicle's path or speed and crossing road masked by stationary or parked vehicle as well as the car driver failing to look properly.

Summary

3.50 **Table 3.4** below provides a summary of the serious collisions that have occurred at the junctions in the vicinity of the site.

Table 3.4 Serious Collision Data in the vicinity of the Site

Reference / Location	Date / Time	Severity	Conditions	Summary / Causation Factor
01170032689 / Camberwell Road J/W Albany Road	18.04.2017 / 10:00	Serious	Daylight / dry carriageway	Car traveling along Camberwell Road hit cyclist / Unknown
01190185473 / Camberwell Road J/W Albany Road	05.06.2019 / 20:30	Serious	Daylight / dry carriageway	Motorcycle traveling south from Walworth Road towards Camberwell Road was hit by car turning right into Albany Road / Car failing to look properly
01190193623 / Camberwell Road J/W Albany Road	15.07.2019 / 14:44	Serious	Daylight / dry carriageway	Bus driving on the wrong side of the road colliding with cyclist / Bus driving too close to cyclist
01160001604 / Near Albany Road J/W Wells Way	14.11.2016 / 23:38	Serious	Darkness / wet carriageway	Car driving along Albany Road collided with motorcycle / Car having poor turn or manoeuvre, failing to look properly and to signal or misleading signal, and motorcycle exceeding speed limit
01190195144 / Walworth Road J/W Westmoreland Road	22.07.2019 / 07:47	Serious	Daylight / dry carriageway	Passenger lost balanced while boarding bus / Passenger being impaired by alcohol
01170043459 / Near junction between Walworth Road and Westmoreland Road	17.06.2017 / 15:30	Serious	Daylight / dry carriageway	Car driving along Walworth Road colliding with bus / Car having poor turn or manoeuvre
01180088017 / Near junction between Walworth Road and Westmoreland Road	04.02.2018 / 20:24	Serious	Darkness / dry carriageway	Pedestrian running or walking into the moving traffic was hit by car / Pedestrian failing to look properly and being impaired by alcohol
01190167027 / Near junction between Walworth Road and Westmoreland Road	22.02.2019 / 13:00	Serious	Daylight / dry carriageway	Pedestrian stepping off the payment was hit by car / Pedestrian failing to look properly, being careless, failing to judge vehicle's path or speed and crossing road masked by stationary or parked vehicle, and car failing to look properly

3.51 It should be noted that most of the accidents occurred along Walworth / Camberwell Roads and only a few incidents occurred near the site.

3.52 The review of the collision data indicates no common patterns of collisions due to the characteristics of the local road network in the vicinity of the development site, rather carelessness on behalf of drivers, indicating that the local highway network has no pre-existing inherent deficiencies.

4 ACTIVE TRAVEL ZONE ASSESSMENT

4.1 This Active Travel Zone (ATZ) assessment has been undertaken to consider how future residents of the site will be able to make key journeys from the site to support car-free lifestyles on a daily basis. It has been undertaken in accordance with TfL guidance. The ATZ comprises an area around the site that can be reached within 20 minutes by bicycle.

4.2 This ATZ assessment is a review of the key pedestrian and cycle routes to and from the site to key destinations within the ATZ, against the 10 Healthy Streets indicators as displayed in **Figure 4.1**.

Figure 4.1: Healthy Streets Indicators

4.3 TfL identify key destinations as:

- Public transport stops;
- Public transport stations;
- London's current and future London-wide strategic cycle network;
- Town centres;
- Parks;
- Schools / colleges;
- Hospitals / doctors; and
- Places of worship

ATZ Map 1

4.4 **Map 1** (see **Appendix F**) illustrates all key active travel destinations within the ATZ. The scale of the ATZ (20-minute cycle ride around the site) has been determined using the WebCAT tool.

4.5 As illustrated by **Map 1** there are many examples of each key destinations within the ATZ. The nearest example of each key destination has therefore been assessed in detail on the basis these would be the most important key destination for future residents of the Site, with public transport stops and stations along with the strategic cycle network also being important key destinations for future employees.

ATZ Map 2

4.6 **Map 2** (see **Appendix F**) illustrates the revised ATZ at a neighbourhood scale incorporating:

- Most important key destinations;
- Key pedestrian and cycle routes from the Site to the key destinations; and
- All accidents that resulted in fatalities (killed; K) or serious injury (seriously injured; SI).

4.7 Personal Injury Accident (PIA) data has been obtained from TfL for the latest five-year period available up to October 2020 to help inform the ATZ Assessment. The PIA data and study area are provided at **Appendix E**. There were no PIAs that resulted in fatalities (K) and no clusters of two or more SIs along the key routes identified.

4.8 **Table 4.1** provides a summary of the key destinations for future users of the Site. As confirmed above, the site is located within easy reach of a wide range of facilities, which results in a relatively small area.

Table 4.1: Summary of Key ATZ Destinations

Key Destination Type	Key Destination	Justification
Public transport stops	Portland Street Bus Stops	Closest bus stops to the site providing access to bus route 42.
	Westmoreland Road Bus Stops (Stops M, L and K)	Second closest bus stops providing access to several bus routes 12, 30, 40, 45, 68, 148, 171, 176 and 468.
	St George's Way Burgess Park Bus Stop	Nearby bus stop providing access to additional bus routes 136 and 343
Parks	Burgess Park	Closest Park to the site.
Key Destination Type	**Key Destination**	**Justification**
Schools / colleges	Michael Faraday Primary School	Closest primary school
	John Ruskin Primary School	Nearby primary school.
	Ark Walworth Academy	Closest secondary school.
Hospitals / doctors	Villa Street Medical Centre	Nearest doctors' surgery.
Market / Supermarket	Tesco Express	Nearby supermarket.
	Walworth Centre	Nearby town centre.

4.9 **Table 4.2** provides a summary of the key routes most likely to be travelled to access the key destinations, as shown in Map 2.

Table 4.2: Summary of Key Routes and Destinations from Development Site

Key Routes and Destinations from Site	
Route	**Links to Destination**
Route 1: Site to St George's Way Burgess Park Bus Stop	• Portland Street Bus Stops
Route 2: Site to Walworth Road	• Westmoreland Road Bus Stops (Stops M, L and K) • Tesco Supermarket
Route 3: Site to Burgess Park	• Burgess Park
Route 4: Site to Villa Street Medical Centre	• Michael Faraday Primary School
Route 5: Site to John Ruskin Primary School	• John Ruskin Primary School
Route 6: Site to Ark Walworth Academy	• Ark Walworth Academy

4.10 A good proportion of trips from the site for employment purposes are expected to be via Portland Street bus stops and Westmoreland bus stops making them an important public transport destination.

ATZ Map 3

4.11 **Map 3** (see **Appendix F**) illustrates the characteristics of a typical healthy neighbourhood. These characteristics are as follows:

- Street density;
- Public transport;
- Green spaces; and
- Other development and regeneration projects.

4.12 **Map 3** illustrates the proximity of the Site to new developments in the local area, highlighting any transport infrastructure improvements due to be brought forward.

ATZ Neighbourhood Review

4.13 Key routes to the key local destinations as identified in **Table 4.2** were audited using Google Maps. Screenshots from Google Maps were captured for each route. As detailed in the guidance, the worst part of each route has been identified and assessed against the lower-level healthy streets indicators. A high-level summary of the ATZ Neighbourhood Review is provided below and the full details of the review are included in **Appendix G**.

4.14 The Active Travel Zone neighbourhood review has identified the following worst sections of each of the 6 active travel routes:

- **Route 1** – Site to St George's Way Burgess Park Bus Stop – Worst part of the route Albany Road footway adjacent to the FDS southern boundary;
- **Route 2** – Site to Walworth Road – Worst part of the route Westmoreland Road J/W Queens Road;
- **Route 3** – Site to Burges Park – Worst part of the route Albany Road footway adjacent to the FDS southern boundary;
- **Route 4** - Site to Villa Street Medical Centre – Worst part of the route Villa Street J/W Roland Way;
- **Route 5** – Site to John Ruskin Primary School – Worst part of the route Boysen Road J/W Red Lion Row; and
- **Route 6** – Site to Ark Walworth Academy – Worst part of the route Albany Road footway to the east of the J/W Bagshot Street.

4.15 The worst sections of each of the above routes do not score well the healthy streets indicators and are less attractive to active travel modes. The worst sections of routes 1 to 4 are associated with the existing deficiencies of the local streets surrounding the FDS and the historic layout of the Aylesbury Estate. The FDS and wider redevelopment of the Aylesbury Estate will comprehensively address the worst sections of routes 1 to 4, by creating streets and public realm where the needs of pedestrians and cyclists are prioritised over the private car.

4.16 The worst section of route 5 is an existing highway issue that can be addressed by maintenance of the existing footway provision. The worst section of route 6 relates to existing mature trees located in the footway restricting the available width for pedestrians on Albany Road. This could potentially be addressed by localised widening of the footway around the trees. These existing issues are remote from the site, and it is not intended to propose any measures to address these underperforming areas as part of this application.

5 POLICY REVIEW

Introduction

5.1 This section of the TA summaries the relevant national, regional, and local transport policy against which the development proposals have been considered.

National Policy

National Planning Policy Framework (NPPF, 2021)

5.2 The current National Planning Policy Framework (NPPF) sets out several transport objectives in Section 9 'Promoting Sustainable Transport' designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.

5.3 Paragraph 110 states:

> **"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**
>
> **a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
>
> **b) safe and suitable access to the site can be achieved for all users;**
>
> **c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and**
>
> **d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."**

5.4 Paragraph 111 continues 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."**

5.5 In terms of planning applications NPPF states at paragraph 112(a) that 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."**

5.6 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

5.7 Regarding parking, Paragraph 107 of the NPPF states that:

> **"In setting local parking standards for residential and non-residential development, policies should take into account:**
> **a. The accessibility of the development;**
> **b. The type, mix and use of development;**
> **c. The availability of and opportunities for Public Transport;**
> **d. Local car ownership levels; and**
> **e. The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."**

5.8 Paragraph 108 states that:

> **"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework)…"**

Planning Practice Guidance (NPPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014)

5.9 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.

5.10 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development.

5.11 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with NPPF.

5.12 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

Regional Policy

The London Plan (March 2021)

5.13 The London Plan is the overall strategic plan for London which covers the period 2019 to 2041. The document provides a long-term view of London's development to inform decision making.

5.14 Policy T1 Strategic Approach to Transport states:

> **"a) Development Plans should support, and development proposals should facilitate:**

- **The delivery of the mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041; and**
- **The proposed transport schemes set out in Table 10.1.**

b) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

5.15 Policy T2 Healthy Streets:

- **"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.**
- **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.**
  - **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.**
- **Development proposals 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.**
  - **Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."**

5.16 Policy T3 Transport capacity, connectivity, and safeguarding notes the following:

"Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused."

5.17 Policy T4 Assessing and mitigating transport impacts asserts that:

- **"When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide, and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance;**
- **Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified;**
- **Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans, and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure;**
- **The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated;**
- **Development proposals should not increase road danger."**

5.18 Policy T5 Cycle Parking states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through the provision of appropriate levels of cycle parking, which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3 and should be designed and laid out in accordance with the London Cycling Design Standards.

5.19 **Table 4.1** sets out the minimum cycle parking standards for residential developments.

Table 4.1 Minimum Cycle Parking Standards (The London Plan 2021)

Use Class	Long-Stay	Short Stay
C3-C4 dwellings (all)	1 space per studio or 1 person 1-bedroom dwelling 1.5 spaces per 2-person 1-bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

Source: The London Plan (March 2021)

5.20 Regarding short-stay cycle parking, it is stated that provision must be convenient and readily accessible, having step-free access and located within 15 metres of the main entrance wherever possible.

5.21 Policy T6 Car Parking states that:

- **"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.**
- **Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with part E of this policy.**
- **An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.**
- **The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.**
- **Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.**
- **Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes**
- **Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with policies T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.**
- **Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people;**
- **Adequate provision should be made for efficient deliveries and servicing and emergency access.**
- **A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.**
- **Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are**

PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

- **Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy…"**

5.22 Policy T6.1 Residential parking sets out maximum residential parking standards based on the development location. The standards relevant to the development site are set out in **Table 4.2**.

Table 4.2: Maximum Parking Standards (The London Plan, 2021)

Location	Number of beds	Maximum Parking Provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Outer London PTAL 4	1-2	Up to 0.5-0.75 spaces per dwelling
Outer London PTAL 4	3+	Up to 0.5-0.75 spaces per dwelling

Notes: *Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.
Source: The London Plan (March 2021)

5.23 Policy T6.1 states the following regarding electric vehicle charging provision:

"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

5.24 Regarding disabled parking, Policy T6.1 states that residential development proposals delivering ten or more units must, as a minimum:

1. **"Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset;**
2. **Demonstrate as part of the Parking Design and Management Plan, how an additional seven percent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage."**

5.25 Regarding car clubs, Policy T6.1 states:

"Car clubs count towards the maximum parking permitted because they share many of the negative impacts of privately-owned cars. However, in some areas, car club spaces can help support lower parking provision and car-lite lifestyles by enabling multiple households to make infrequent trips by car."

Mayor's Transport Strategy (MTS) for London (March 2018)

5.26 The MTS was published in March 2018 after a detailed public consultation. The document sets out the policies and proposals to reshape transport in London over the next two decades.

5.27 Central to the new strategy is the 'Healthy Streets Approach', which seeks to prioritise human health and experience in planning the city, and thus change London's transport mix so the city works better for everyone. As such, the key themes of the strategy are:

> **"Healthy Streets and healthy people- Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.**
>
> **A good public transport experience- Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.**
>
> **New homes and jobs- More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone."**

TfL Healthy Streets TA recommended Contents and Chapters (June 2019)

5.28 This document sets out TfL's expectations in terms of information to be provided within Transports Assessments to support development planning applications. It places emphasis on supporting Healthy Streets, Vision Zero and the Mayors Transport Strategy.

TfL Active Travel Zone Assessment Instructions

5.29 This document provides guidance on what to include in an Active Travel Zone assessment and cross references the TfL Guide to Healthy Streets Indicators (November 2017).

Local Planning Policy and Guidance

5.30 Southwark have recently adopted the Southwark Plan 2022 (February 2022). The plan went through EIP during 2021 and, following a series of recommended main modifications, the Council resolved to adopt the plan on the 24 February 2022. The Southwark Plan 2022 has replaced the previous Development Plan documents, including the Saved Southwark Plan, Core Strategy and Aylesbury Action Plan.

5.31 The Southwark Plan 2022 sets out the vision, strategic objectives, and policies for development in Southwark for the period 2019 to 2036. The Plan covers housing, business and town centres, social infrastructure, transport and communications, environment and green infrastructure, quality of the built environment and places and neighbourhoods. Together with the Mayor's London Plan, it forms the statutory development plan for the borough.

5.32 The Healthy, active lives chapter contains the relevant transport policies as follows:

P45 Healthy Developments

Development must:

1. Be easily accessible from walking and cycling network; and

2. Provide, or support opportunities for healthy activities.

P49 Public Transport

Development must:

1. Demonstrate that the public transport network has sufficient capacity to support any increase in the number of journeys by the users of the development, taking account the cumulative impact of local existing and permitted development;

2. Improve accessibility to public transport by creating and improving walking and cycling connections to public transport stops or stations; and

3. Improve, maintain, and enhance public transport services.

P50 Highway impacts

Development must:

1. Minimise the demand for private car journeys;

2. Demonstrate that the road network has sufficient capacity to support any increase in the number of the journeys by the users of the development, taking into account the cumulative impact of adjoining or nearby development;

3. Ensure safe and efficient operation of the local road network, the bus network, and the Transport for London Road Network;

4. Ensure safe and efficient delivery and servicing that minimises the number of motor vehicle journeys;

5. Incorporate delivery and servicing within major development sites and not on the public highway; and

6. Demonstrate how the construction phase of the development that needs to use the public highway can be safely accomplished, and how vehicular movements will be minimised and strictly controlled to reduce danger to vulnerable road users.

P51 Walking

Development must:

1.Enhance the borough's walking networks by providing footways, routes and public realm that enable access through development sites and adjoining areas;

2. Ensure routes and access are safe and designed to be inclusive and meet the needs of all pedestrians, with particular emphasis on disabled people and the mobility impaired. Street furniture must be located to allow the movement of pushchairs, wheelchairs, and mobility scooters;

3. Ensure that disruption of walking routes during construction is minimised and any diversions are convenient and clearly signposted; and

4. Enhance strategic networks such as the Green Chain walking route, the Low Line and support new and existing green links across the borough and sub-regionally.

P53 Cycling

1. Ensure the delivery of the Southwark Spine cycle route (Figure 9) and our wider cycling route network. All sites on or adjacent to the network must support and integrate into the network;

2. Provide cycle parking for building users and visitors in accordance with Tables 9 and 10;

3. Provide cycle parking that is secure, weatherproof, conveniently located, well-lit and accessible;

4. Provide cycle parking that includes an adequate element of parking suitable for accessible bicycles and tricycles;

5. For commercial uses, provide associated showers and changing facilities that are proportionate to the number of cycle parking spaces provided;

6. Contribute toward the provision of cycle hire schemes and docking stations. Financial contributions will be required from major developments that are commensurate to the size and scale of the proposal. This may also include providing space within the development for the expansion of the cycle hire scheme; and

7. Provide a free two-year cycle hire fob per dwelling where a docking station is located within 400m of the proposed development.

P54 Car Parking

Development must:

1. Adhere to the residential car parking standards in Table 11;

2. Provide all car parking spaces within the development site and not on the public highway;

3. Provide electric vehicle charging points (EVCP) where onsite parking is permitted;

4. Provide a minimum of three years free membership, per eligible adult who is the primary occupier of the development, to a car club if a car club bay is located within 850m of the development; and / or contribute towards the provision of new car club bays proportionate to the size and scale of the development if it creates 80 units or more;

5. Ensure that retail or leisure car parking within town centres is shared with public parking and is not reserved for customers of a particular development;

6. Ensure off-street town centre car parking follows the requirements as set out in Table 12, which:

> *1. Is appropriately located and sized to support the vitality of the town centre and ensures the use of the site is optimised;*
>
> *2. Supports the rapid turnover of spaces;*
>
> *3. Includes maximum stay restrictions; and*

4. Provides alternative access to the use of a car by providing the required amount of car club bays parking spaces within the site.

2. Development within existing or planned Controlled Parking Zones (CPZs) will not be eligible for on street resident and business car-parking permits;

3. Where off-street car parking spaces are proposed/permitted, the number of spaces provided should be determined by considering:

1. The anticipated demand for the parking spaces and tenure of the development; and

2. The quality and accessibility of the local public transport network and the access to local amenities.

P55 Parking standards for disabled people and the physically impaired

Development must:

1. Provide accessible car parking spaces up to a maximum of one car parking space per wheelchair accessible unit. The number of spaces provided may be determined by considering:

1. The anticipated demand for the parking space and tenure of the development; and

2. The quality and accessibility of the local public transport network and the access to local amenities.

Movement Plan – Setting a direction for Transport (April 2019)

5.33 The document sets out the approach to improve peoples' experience of travel to, within and around the borough. The Movement Plan places people and their wellbeing at the heart of the council policy and sets the vision for the next 20 years. It includes missions and actions to ensure that the vision is met.

5.34 The document states that the legal responsibilities of the council for transport, planning and public health include:

- Ensuring road networks are managed effectively to minimise congestion and disruption, reduce collisions, and improve safety;
- Improving air quality;
- Creating good homes, spaces, and workplaces; and
- Promoting health and wellbeing, addressing levels of physical inactivity and obesity.

5.35 The document consists of three focus areas core to improving movement in the borough: People, Place and Experience.

Southwark's Cycling Strategy – Cycling for Everyone 2015

5.36 The document sets out the council's policy on cycling in the borough and outlines a delivery plan and cost estimates to show how the policy will be implemented.

5.37 The document states the vision of the council on cycling as follows:

‘’In Southwark, cycling will be for the many, not the few – the natural choice for getting from A to B. Whatever your needs, you will find an attractive route and one that does

not involve sharing the road with large vehicles or fast-moving traffic. We will increase the number of people who cycle, cycle trips, and reduce the number of cyclist casualties. The improvements we will deliver for cycling will make Southwark a better place for all of us."

Summary

5.38 The key transportation policy is to ensure that new developments are in locations which are or can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.

5.39 In terms of sustainability, the site benefits from good accessibility to existing bus and rail services. Local facilities including shops, services and education are accessible by walking and cycling. The site will therefore provide residents with a realistic alternative to the private car.

5.40 As such, the site's location is considered to accord to relevant land use and transport policy.

6 LONDON WIDE NETWORK

Introduction

6.1 This section details the residential person trip generation for the consented (an implemented) FDS planning permission. It then considers the impact of the proposed residential units on the local highway and transport network.

6.2 The FDS was granted detailed Planning Permission (Ref No:14-AP-3843) by LBS on the 5th of August 2015 for 830 residential units. On the 14th of February 2019, a minor amendment (Ref No: 17/AP/3885) to the above planning application was granted for the provision of an additional 12 units (from 830 units to 842 units). Therefore, the proposed amendment to the approved FDS is for the provision of an additional 60 residential units (842 to 902). The remainder of the development content is in accordance with the planning approval. However, to provide a worst-case scenario this Transport Statement provides an assessment of the net impact of 72 residential units (830 to 902). This is on the basis that impact of the additional 12 units was not support by any detailed transport analysis, due to the minor scale of the development proposals.

Consented Scheme 830 Residential Units – Residential Trip Generation

Total Person Trip Rates

6.3 The approved Transport Assessment for the Masterplan & First Development Site Application provides details of the residential total person trip rates on a per bedroom basis at section 4.2. These trip rates will be used to provide a consistent approach to the trip generation and allows suitable comparisons to be made in relation to the impact of the development proposals.

6.4 The consented total person trip rates are replicated in **Table 6.1** below:

Table 6.1: Approved Residential Total Person Trip Rate Per Bedroom

Time Period	Arrivals	Departures	Total
AM 08:00-09:00	0.052	0.209	0.262
PM 17:00-18:00	0.103	0.064	0.167

6.5 The following schedule of residential development for the consented 830-unit scheme is detailed in **Table 6.2** below:

Table 6.2: Consented 830-unit residential scheme schedule

Type of Unit	Units	Bedrooms
1 bed	371	371
2 bed	299	598
3 bed	108	324
4 bed	32	128
5 bed	20	100
Total	**830**	**1521**

6.6 **Table 6.3** below details the total person trip rates and the total person trip generation associated with the consented 830 residential units based on the provision of 1521 bedrooms.

Table 6.3: Residential Total Person Trip Rates and Trips – Consented 830-unit scheme (1521 bedrooms)

Time Period	Arrivals		Departures		Total	
	Trip rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM 08:00-09:00	0.052	79	0.209	318	0.262	397
PM 17:00-18:00	0.103	157	0.064	97	0.167	254

Multi Modal Trip Generation – Consented 830-unit residential scheme

Mode Share

The total person trips have been split by mode of travel using the London Travel Demand Survey (LTDS) for trip origin in the London Borough of Southwark. This data has been provided by TfL for a 3-year period from 2017 – early 2020 avoiding the impact of the COVID 19 pandemic. The 3-year sample size has been provided to ensure an adequate sample size to establish the mode share. The LTDS data identifies the following mode share of trips originating in Southwark in **Table 6.4** below:

Table 6.4: LTDS Mode Share of trips originating in Southwark

Mode share of trips originating in Southwark, LTDS 3-year average 2017/18-2019/20	
National Rail/ Overground	9%
Underground/ DLR	11%
Bus/tram	15%
Taxi/ Other	2%
Car driver	13%
Car passenger	7%
Van/ Lorry	1%
Motorcycle	0%
Cycle	6%
Walk	36%
Total	100%

6.7 The above mode share includes national rail and underground. It has been assumed that due to distance to the nearest station Elephant and Castle that these trips will leave the FDS in other modes including, bus, taxi, car passenger, cycle and walk. Therefore, the rail and underground mode share has been redistributed in direct proportion to the other modes. In addition, the van and lorry mode share has been included in car driver trips for simplicity. The following revised

mode share taking account of the redistribution of rail and underground trips is detailed in **Table 6.5** below:

Table 6.5: Revised LTDS Mode Share

Mode	%
Bus/tram	20%
Taxi/ Other	3%
Car driver	14%
Car passenger	9%
Motorcycle	0%
Cycle	8%
Walk	47%
Total	100%

6.8 The above mode share will be applied to the approved total person trips. The resultant number of trips per mode during the morning and evening peak hours, are summarised in **Table 6.6** below:

Table 6.6: Multi Modal Trip Generation - Consented 830-unit residential scheme (1521 bedrooms)

Mode	AM 08:00-09:00			PM 17:00-18:00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Bus/tram	15	62	78	31	19	50
Taxi/ Other	2	8	10	4	3	7
Car driver	11	45	56	22	14	36
Car passenger	7	29	36	14	9	23
Motorcycle	0	0	0	0	0	0
Cycle	6	25	31	12	8	20
Walk	37	149	186	73	46	119
Total	79	318	397	157	97	254

6.9 **Table 6.6** shows that the consented 830 dwellings could generate 397 and 254 total person trips in the morning and evening peak hour respectively.

Proposed Scheme 902 Residential Units – Residential Trip Generation

6.10 It is proposed that the same trip generation approved for the FDS is used to determine the net impact of the proposed additional 72 residential dwellings, based on the overall number of bedrooms. This will provide a consistent approach to the trip generation and allows suitable comparisons to be made in relation to impact.

6.11 The following schedule of residential development of the proposed 902-unit scheme is detailed in **Table 6.7** below:

Table 6.7: Proposed 902-unit residential scheme schedule

Type of Unit	Units	Bedrooms
1 bed	371	371
2 bed	362	724
3 bed	124	372
4 bed	32	128
5 bed	13	65
Total	**902**	**1660**

6.12 The proposed 902-unit residential scheme results in a net increase of 139 bedrooms compared to the consented 830-unit residential scheme.

6.13 **Table 6.7** below details the person trip rates and person trip generation associated with the proposed 902 residential units based on 1651 bedrooms.

Table 6.7: Residential Total Person Trip Rates and Trips – Proposed 902-unit scheme (1651 bedrooms)

Time Period	Arrivals		Departures		Total	
	Trip rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM 08:00-09:00	0.052	86	0.209	347	0.262	433
PM 17:00-18:00	0.103	171	0.064	106	0.167	277

Multi Modal Trip Generation – 902-unit residential scheme

6.14 The above total person trips have been split by mode on the same basis as the consented. The resultant number of trips per mode during the morning and evening peak hours, are summarised in **Table 6.8** below:

Table 6.8: Multi Modal Trip Generation - Proposed 902-unit residential scheme (1660 bedrooms)

Mode	AM 08:00-09:00			PM 17:00-18:00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Bus/tram	17	68	85	33	21	54
Taxi/ Other	2	9	11	4	3	7
Car driver	12	49	61	24	15	39
Car passenger	8	32	40	16	10	25
Motorcycle	0	0	0	0	0	0
Cycle	7	27	34	13	8	22
Walk	40	163	203	80	50	130
Total	86	347	433	171	106	277

6.15 **Table 6.8** shows that the proposed 902 residential units could generate 433 and 277 total person trips in the morning and evening peak hour respectively.

Net Impact

Total Person Trips Net Impact

6.16 To provide an indication of the net trip generation potential associated with the proposed amendment to the residential development, the 830-unit consented scheme trip generation as set out in **Table 6.3** has been subtracted from the proposed 902-unit trip generation detailed in **Table 6.7**.

6.17 **Table 6.9** below details the net increase in total person trips associated with the proposed amendment for the morning and evening peak hour.

Table 6.9: Net Impact of the Proposal – Total Person Trips

	AM Peak Hour			PM Peak Hour		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Consented 830-unit Scheme 1521 bedrooms	79	318	397	157	97	254
Proposed 902-unit development 1660 bedrooms	86	347	433	171	106	277
Net Impact	+7	+29	**+36**	+14	+9	**+23**

6.18 The proposed development is predicted to result in a net increase of 36 total person trips in the morning peak and 23 total person trips in the evening peak based on the application of the consented total person trip rates.

Multi Modal Trips Net Impact

6.19 To provide an indication of the net change in multi-modal trip generation, the 830-unit consented trip generation detailed in Table 6.6 has been subtract from the proposed 902-unit trip generation detailed in Table 6.8.

6.20 **Table 6.10** below details the net increase in trips by mode associated with the proposed amendments for the morning and evening peak hour.

Table 6.10: Multi Modal Trip Generation – Net Impact

Mode	AM 08:00-09:00			PM 17:00-18:00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Bus/tram	+1	+6	+7	+3	+2	+5
Taxi/ Other	0	+1	+1	0	0	+1
Car driver	+1	+4	+5	+2	+1	+3
Car passenger	+1	+3	+3	+1	+1	+2
Motorcycle	0	0	0	0	0	0
Cycle	+1	+2	+3	+1	+1	+2
Walk	+3	+14	+17	+7	+4	+11
Total	+7	+29	+36	+14	+9	+23

Delivery / Servicing Trip Generation

6.21 To provide an indication of the number of delivery and servicing movements associated with the proposed 72 additional residential units (830 consented to proposed 902), reference has been made to surveys within the TRICS database.

6.22 Since 2017, the newer Standard Assessment Methodology (SAM) surveys carried out by TRICS have included a 'servicing' trip as part of the survey. The TRICS good practice guide explains:

> **'The Servicing Vehicles count records all vehicles that arrive at and depart from a site that perform a servicing function. Examples of such functions include delivery vehicles picking up or dropping off items, plumbers, electricians, fast food deliveries, waste disposal and recycling vehicles, etc).'**

6.23 TRICS has been used for 'Flats Privately Owned' data sets. The Affordable / Local Authority Flats have not been included due to a lack of suitable sites. This use of privately owned data sets will provide a worst-case assessment of delivery and servicing movements compared to affordable which tend to have lower trip rates for deliveries.

6.24 Trip rates have been established using the following methodology:

- Multimodal surveys (needed to include servicing trips)
- Greater London only
- By Number of Dwellings
- No restriction on development zone, PTAL or Travel Plan
- Sites greater than 100 dwellings
- Exclude pre 2017 data (when TRICS brought in servicing data)
- Filtered out any surveys that did not have servicing data

6.25 Sites of less than 100 homes have been excluded as it is much more likely that small sites introduce errors that are multiplied, especially when applying trip rates to larger sites. By using large sites of more than 100 homes it makes allowances for delivery movements to be making multiple drops in an area.

6.26 For the purposes of looking at servicing trips alone, the area in which a site is located, the PTAL score of the presence of a travel plan are unlikely to be an influence. Consequently, all sites have been included.

6.27 The TRICS output is provided at **Appendix H**.

6.28 Using the trip rates data from the site, delivery and servicing trips have been established for the proposed net increase of 72 residential units.

6.29 The development proposals are expected to generate an additional 7 daily arrivals and departures by delivery and servicing vehicles. These additional trips will be spread throughout the day and the arrival and departure profile will not increase the accumulation of vehicles at the site. Therefore, there is no requirement for any additional delivery or servicing bays above the consented provision.

Development Net Impact

6.30 This sub section considers the potential net impact of the proposed development on the local highway network and public transport.

Walking and Cycling Impacts

6.31 The forecast number of walk and cycle trips associated with the net increase of 72 residential units (830 units to 902 units) are shown in **Table 6.11**.

Table 6.11: Walk and Cycle Trips

Modes	Morning Peak Hour		Evening Peak Hour	
	In	Out	In	Out
Walk	3	14	7	4
Cycle	1	2	1	1
Total	4	16	8	5

6.32 As **Table 6.11** shows, the development proposals are expected to generate an additional 20 and 13 total walking and cycle trips in the morning and evening peak hour.

6.33 The pedestrian and cycling infrastructure currently in place and proposed as part of the FDS are considered appropriate to accommodate the forecast number of movements on foot and cycle.

Public Transport Impacts

6.34 **Table 6.12** presents the forecast increase in public transport trips associated with the proposed development for the morning and evening peak hours. The rail and underground trips have been based on the 9% and 11% mode share from the LTDS. However, the rail trips will travel to / from the site by other modes due to distance from the site.

Table 6.12: Public Transport Trips

Modes	Morning Peak Hour		Evening Peak Hour	
	In	Out	In	Out
Underground & Rail	1	6	3	2
Bus	1	6	3	2
Total	2	12	6	4

6.35 As described in Section 3, the site is accessible to many high frequency bus services within easy walking distance of the site, which connect the site with the local area including central, south, north, and east London. The site is accessible to a peak hour combined frequency of approximately 55 to 86 buses per hour. The additional 7 bus trips in the morning and 5 in the evening will be spread over a significant number of bus services throughout the peak hours and their impact will be imperceptible beyond that of the consented scheme.

6.36 Elephant & Castle Rail station is located approximately 1.3 kilometres to the northwest of the site. The rail station is accessible on foot and cycle and bus services 12, 68 and 468 also provide connection to the rail station.

6.37 As illustrated in **Table 6.12** a total of 7 additional passengers during the morning peak and 5 passengers in the evening peak are forecast to travel by public transport. It is considered that this number of new trips can easily be accommodate by the extensive public transport network accessible from the site and would not have a material impact beyond the consented scheme.

Accessibility by Private Vehicles

6.38 As illustrated in Table 6.9 the development proposal is predicted to generate an additional 5 and 3 car driver trips in the morning and evening peak hour.

6.39 The consented scheme for 830 residential units allowed for a maximum overall residential parking provision of 287 spaces and equated to 1 space per 0.35 unit. It is proposed that the residential parking provision is reduced to 271 parking spaces to serve the 902 residential units. The latest parking provision equates to 1 space per 0.3 dwellings. On this basis it is unlikely that the predicted increases in car driver trips will materialise due to the proposed reduction in residential parking provision below the consented scheme.

6.40 Therefore, there will be minimal vehicular trips associated with the proposed development and it would not have a 'severe' residual impact on the operation of the local transport or highway networks in NPPF terms.

6.41 In addition, the following measures will prevent car ownership at the site:

- NHG have confirmed that they will endeavour to allocate parking to residents moving from other parts of Aylesbury Estate that previously had a garage / space with their tenancy. Parking thereafter will be allocated using standard NHG procedures.
- The local roads are subject to a CPZ (M2 Southeast Walworth) that operates Monday to Friday 08:30 – 18:30. It is proposed that no-on-street parking permits will be issued in connection with residents of the development who are not allocated a parking space and will be enforced by legal agreements to ensure that future occupants are aware that they are not entitled to park in the local permit bays.

6.42 The site benefits from very good accessibility and it is considered suitable for car-light development. The car-free nature of flats without an allocated parking space would be a factor that would be known to the future residents.

Accessibility by Delivery and Service Vehicles

6.43 The development proposals are expected to generate an additional 7 daily arrivals and departures by delivery and servicing vehicles. These additional trips will be spread throughout the day. It is considered that that the proposed number and type of service vehicles will not have any detrimental effects on the surrounding road network either from a safety, capacity, or environmental perspective.

Mitigation

6.44 This sub-section provides a summary of the key mitigation measures being incorporated within the wider FDS, to maximise travel by sustainable modes in accordance with the Healthy Streets vision and Government objectives and to minimise any impacts of the proposed development.

6.45 The FDS will need to mitigate transport impacts to ensure that the residual cumulative impacts are not 'severe'.

6.46 Various improvements to the existing road system will provide significant benefits for pedestrians and cycle movement within the site and for trips through it by these modes. The previous road system of cul-de-sacs and roads disconnected from the wider network creates barriers to the surrounding area. The redevelopment will provide significant improvements at street level and address the safety and security issues that were previously associated with the estate. These will encourage walking and cycling within the area and the wider network to re-connect to the surrounding neighbourhoods of Walworth, Elephant and Castle, and Old Kent Road and to improve connections with Burgess Park.

6.47 The aims of the wider FDS are to:

- Improve connectivity and integration by reconnecting with surrounding areas and Burgess Park;
- Provide a choice of safe, calm, and attractive residential streets;
- Create a variety of routes for pedestrians and cyclists;
- Recognise the 'relaxed' character of Southwark within the road structure;
- Address the potential for 'rat running' by vehicles; and
- Where feasible, create an integrated network of streets which avoid turning restrictions and dead ends.

Pedestrian Routes

6.48 Pedestrian access improvements that are being implemented as part of the FDS development are delivered through comprehensive re-design of the areas to pedestrian friendly streets. Routes will be established that link green spaces along desire lines creating direct and pleasant walking routes between the new dwellings and key service areas, such as shops, schools, and other facilities. Along Albany Road, the junction improvements have been focussed on the removal of multistage pedestrian crossings, replacing them with single stage crossings across shorter distances. The redesign of junctions has also allowed more landscaping.

6.49 In addition, the FDS provided a contribution to the Legible London Signage scheme to help improve wayfinding for both residents and visitors to walk to their destinations quickly and easily. The signs offer a consistent experience and information about distances between areas and integrate with other transport modes.

Cycle Routes

6.50 Quiet cycle friendly streets are proposed as part of the design. On-street cycling provision includes a scheme to calm traffic on Albany Road with advisory on-street lanes.

6.51 In addition, the Portland Street Quietway to accommodate cycle movements more effectively has been constructed and this includes the provision a single stage signalised cycle crossing to connect to Burgess Park and cycle lanes on the southern side of Albany Road. The Quietway has been implemented by LBS and the FDS provided an appropriate contribution towards the works as part of the Section 106 for the consented scheme.

Cycle Hire Scheme

6.52 The London Cycle Hire scheme already has docking stations on Rodney Road and Walworth Road to the north of the FDS site. The FDS provided a contribution towards the London Cycle Hire Scheme and a new docking station is being provided at Plot 18 to the northeast of the site.

Cycle Parking

6.53 Cycle parking at the FDS is being provided in accordance with the standards contained in the Southwark Local Plan. All homes will be provided with generous cycle storage, with communal cycle stores located conveniently close to shared entrances. Cycle storage for houses is incorporated within a specially designed recess of the front door to ensure it is discrete and secure. Cycle parking will also be located at key destinations around the new development, near entrances to buildings to encourage visitors to cycle.

Construction Logistics Plan

6.54 To assist the control of construction traffic during the development of the FDS C, an Outline Construction Logistics Plan has been prepared in accordance with the TfL guidance and is provided as a separate document.

EVCP

6.55 Electric vehicle charging facilities at FDS C will be provided in accordance with the London Plan.

6.56 This will enable residents that do require a car for some journey purposes to choose an electric vehicle and minimise the impact of those journeys on the environment.

Car Club

6.57 The FDS site will be provided with 2 parking spaces reserved for Car Club vehicles. These spaces will accommodate Car Club vehicles to be used for round trips only.

6.58 The FDS will provide 3 years free Car Club membership via Zipcar (or alternative) for every eligible adult residing in a dwelling meeting the Car Club operational membership criteria. In addition, Zipcar operate flexible cars in the LBS and many other London Boroughs. Flexible Club Cars can be parked in ‘Zip Zones’ and this includes local resident bays, shared use bays, unrestricted bays and pay and display bays.

6.59 The provision of Car Club membership will provide future residents with an alternative to private car ownership and accommodate the need for occasional journeys by car. Residents will also be able to park the flexible Club Cars on the proposed and existing streets surrounding the FDS.

Overview

6.60 The development proposal has been assessed for a net increase of 72 residential units from the consented 830 units to proposed 902 residential units. Based on the reduced overall parking provision there will be minimal vehicular trips associated with the proposed development and it would not have a ‘severe’ residual impact on the operation of the local transport or highway network in accordance with the requirement of the NPPF. In addition, the proposed Car Club membership for each eligible adult resident will help reduce the need for private car ownership at the site.

6.61 Based on the predicted delivery and service trip generation it is considered that these vehicles will easily be accommodated within the consented servicing laybys with no impact on the public highway, or pedestrian and cyclist safety.

6.62 The pedestrian and cycling infrastructure proposed as part of the wider FDS site and existing facilities in place are considered appropriate to accommodate the forecast number of movements on foot and cycle.

6.63 Based on the predicted public transport trip generation it is considered that the movement can be accommodated by the extensive public transport network accessible from the site and would not have a 'severe' impact on it in NPPF terms.

6.64 The mitigation detailed above will help to minimise any transport impacts from the proposed development.

7 CONCLUSION

Summary

7.1 RPS has been appointed by Walworth Homes Notting Hill Genesis (NHG) to prepare a Transport Statement in relation to the proposed amendments to the First Development Site (FDS) planning permission for the Aylesbury Regeneration area. The planning and highway authority are the London Borough of Southwark (LBS).

The Site

7.2 The FDS is located to the southwest corner of the Aylesbury Regeneration area. The FDS is bound by Albany Road to the south, Portland Street to the east, Westmoreland Road to the north and Bradenham Close to the west.

7.3 The existing site comprised of residential dwellings, offices, community facilities, hostel, and storage. The site is currently under construction and 566 residential dwellings within the FDS have been demolished.

What is Being Built

7.4 The proposed amendment to the approved FDS is for the provision of an additional 60 residential units (842 to 902). The remainder of the development content remains as per the planning approval.

7.5 However, to provide a worst-case assessment this Transport Statement provides an assessment based on the net impact of 72 residential units (830 to 902). This is on the basis that impact of the additional 12 residential units (Ref No: 17/AP/3885) was not supported by ant detailed transport analysis due to the small scale of the increase in residential units.

Pedestrian / Cycle Access and Movement

7.6 Pedestrian access improvements that are being implemented as part of the FDS development are delivered through comprehensive re-design of the areas to pedestrian friendly streets. Routes will be established that link green spaces along desire lines creating direct and pleasant walking routes between the new dwellings and key service areas, such as shops, schools, and other facilities. Along Albany Road, the junction improvements have been focussed on the removal of multistage pedestrian crossings, replacing them with single stage crossings across shorter distances. The redesign of junctions has also allowed more landscaping.

7.7 Quiet cycle friendly streets are proposed as part of the design. On-street cycling provision includes a scheme to calm traffic on Albany Road with advisory on-street lanes. In addition, the Portland Street Quietway to accommodate cycle movements more effectively has been constructed and this includes the provision a single stage signalised cycle crossing to connect to Burgess Park and cycle lanes on the southern side of Albany Road.

Cycle Parking

7.8 The proposed amendment to the approved FDS is for the provision of an additional 60 residential units (842 to 902) which will be in subplots 3 and 4 of the FDS (referred to as FDS C.) The remainder of the development content remains as per the planning approval.

7.9 The proposed development will be served with cycle storage located on the ground floor in secure dedicated storage spaces for cycles in line with the London Plan (March 2021).

7.10 FDS C will be served by a total of 602 long stay parking spaces for residents. These spaces will be provided in covered, secure location which are only accessible to residents. The long stay provision also includes 5% larger cycle spaces.

7.11 FDS C will also include 56 short stay spaces on-street for visitors.

Vehicle Access and Car Parking

7.12 Vehicular access to the development proposal will remain as per the consented FDS site.

7.13 The consented FDS scheme allowed for a maximum overall residential parking provision of 287 spaces and equated to 1 space per 0.35 units. It is proposed that the residential parking provision is reduced to 271 parking spaces to serve the 902 residential units. The latest parking provision equates to 1 space per 0.3 units.

7.14 The FDS site will provide parking both on-street and off-street. Most of the off-street parking will be provided in under podium car parks. The access to the under-podium parking will be restricted to authorised residents only.

7.15 The on-street parking will be provided parallel to the roads and will be interspersed with planting to reduce the dominance of parking on the street scene.

7.16 FDS C will be served by 35 off-street spaces (including 8 blue badge spaces), 26 on-street spaces equating to a total provision of 61 parking spaces and 1 loading bay.

EVCP

7.17 Electric vehicle charging facilities at FDS C will be provided in accordance with the London Plan (March 2021) requirements. This will enable residents that do require a car for some journey purposes to choose an electric vehicle and minimise the impact of those journeys on the environment.

Car Club Parking and Membership

7.18 The FDS site will be provided with 2 parking spaces reserved for Car Club vehicles. These spaces will accommodate Car Club vehicles to be used for round trips only.

7.19 The FDS site will provide 3 years free Car Club membership via Zipcar (or alternative) for every eligible adult residing in a dwelling meeting the Car Club operation membership criteria.

The provision of Car Club membership will provide future residents with an alternative to private car ownership and accommodate the need for occasional journeys by car or van.

Servicing and Delivery Access

7.20 The servicing and delivery arrangements will be as per the wider FDS consented scheme with bins stores for the residential flats and houses will have spaces to store their refuse within the curtilage.

Access for Emergency Vehicles

7.21 Access for emergency vehicles will be via the consented road layout and vehicular access arrangements for the wider FDS site.

Accessibility

7.22 In terms of sustainability, the site is accessible to all modes of travel bus services providing access to the local area and central London. The bus services also provide connection to the Elephant and Castle rail and underground station.

7.23 The site is located within an acceptable walking and cycle distance of Elephant and Castle rail and underground station which provide access to Thameslink rail services and the Bakerloo and Northern underground lines. In addition, location bus services also provide good connection from the site to Elephant and Castle station.

7.24 The local facilities within the Walworth area are within easy walking and cycling distances. The site therefore provides future residents with realistic sustainable travel choices.

ATZ Assessment

7.25 To consider how future residents of the site will be able to make key journeys from the site to support car light lifestyles on a daily basis an Active Travel Zone assessment has been undertaken in accordance with TfL guidance. The ATZ neighbourhood review investigated the key routes to local facilities and identified the worst sections in terms of the healthy street's indicators.

7.26 The FDS development and wider regeneration of the Aylesbury Estate will comprehensively address the wort section of the key routes 1 to 4, by creating streets and public realm where the needs of pedestrians and cyclists are prioritised over the private car. The worst sections of routes 5 and 6 are existing highway issues that could be address by general maintenance of footways or a minor improvements scheme to increase footway width.

Trip Generation

7.27 The proposed development is predicted to result in a net increase of 36 total person trips in the morning peak and 23 total person trips in the evening peak based on the application of the consented total person trip rates.

Impacts

7.28 The pedestrian and cycling infrastructure currently in place and proposed as part of the FDS are considered appropriate to accommodate the forecast number of movements on foot and cycle.

7.29 The predicted net increase in passengers because of the development proposals can easily be accommodated by the extensive public transport network accessible from the site and would not result in a material impact beyond the consented scheme.

7.30 The consented scheme for 830 residential units allowed for a maximum overall residential parking provision of 287 spaces and equated to 1 space per 0.35 unit. It is proposed that the residential parking provision is reduced to 271 parking spaces to serve the 902 residential units. The latest parking provision equates to 1 space per 0.3 dwellings. On this basis it is unlikely that the minor predicted increases in car driver trips will materialise due to the proposed reduction in residential parking provision below the consented scheme. Therefore, there will be minimal vehicular trips associated with the proposed development and it would not have a 'severe' residual impact on the operation of the local transport or highway networks in NPPF terms.

Mitigation

7.31 The flowing key mitigation measures are being incorporated within the wider FDS and will also address the impacts of the development proposals:

- Improved streets to accommodate pedestrians and cycles;
- Contribution towards the London Cycle Hire Scheme;
- Cycle Parking in accordance with the London Plan;
- EVCP facilities in accordance with the London Plan; and
- Car Club parking spaces and 3 years membership for eligible residents.

Construction Logistics Plan

7.32 To assist the control of construction traffic during the development of the FDS, a Construction Logistics Plan has been prepared in accordance with the TfL guidance as a separate document.

Conclusions

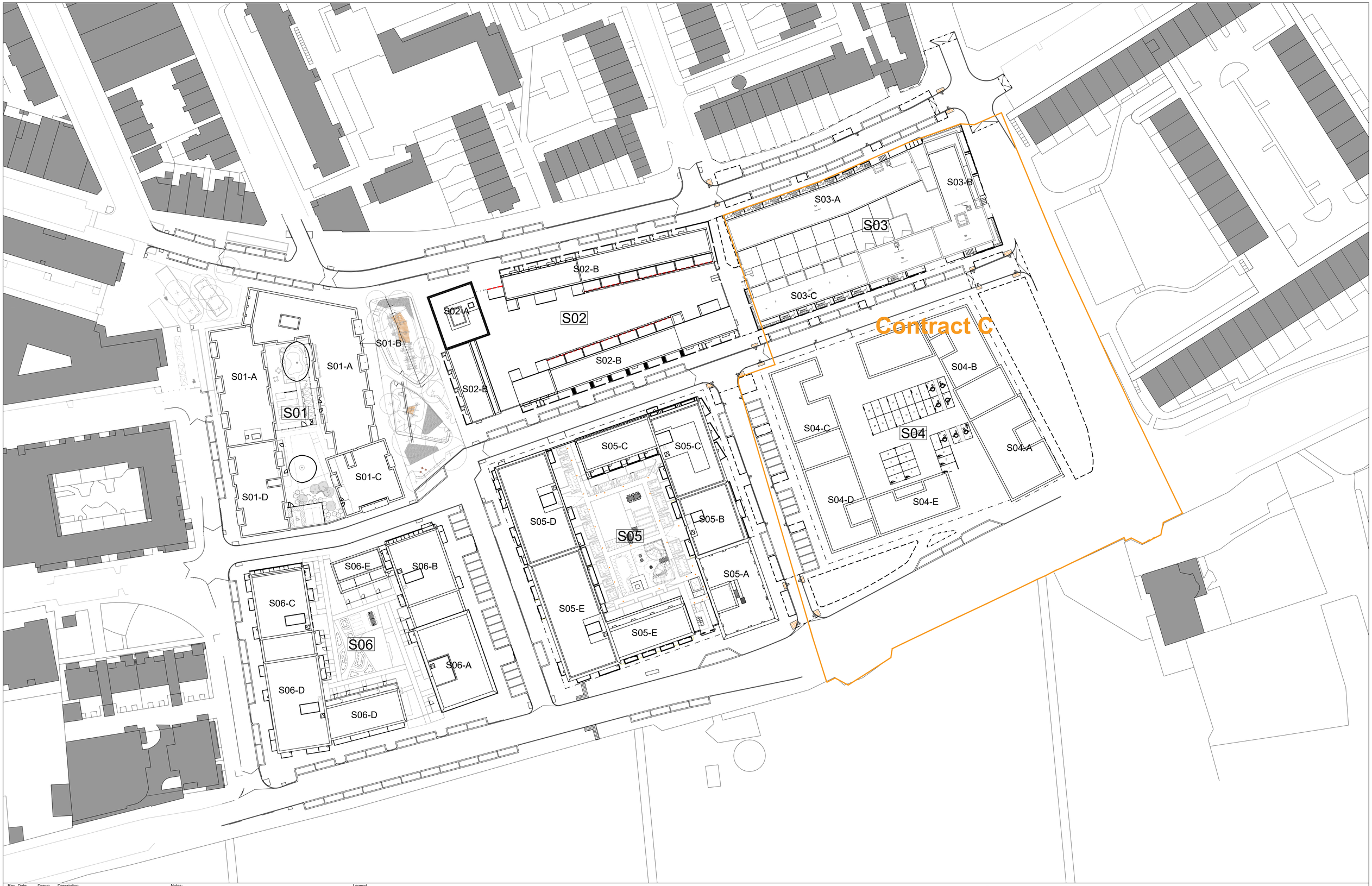
7.33 This Transport Assessment demonstrates that the proposed development has placed future residents at the heart of the design, endeavouring to ensure that people choose to walk and cycle and use public transport.

7.34 It also demonstrates that the proposed development in its current form is acceptable and would not have a severe residual impact on the operation of the local transport or highway networks or highway safety in NPPF terms.

7.35 Furthermore, the TS demonstrates that safe and suitable access can be provided in accordance with the requirements of the NPPF.

Appendices

Appendix A – Proposed Site Plan



Rev	Date	Drawn	Description
A	25.09.20	YOE	Phase 3 Contract Area Added
B	22.10.21	YOE	Phase 1 and 2 Contract Area Removed

Notes:
Do not scale from drawings unless by agreement with HTA. Use figured dimensions only. Check all dimensions on site prior to commencing the works. Drawing to be read in conjunction with other relevant consultant information.

Drawing to be read in conjunction with specification.

Legend

Boundary of Contract C

N

Contract Phasing Plan
drawing title

NHG-FDS_HTA-A_S03_DR_1002 B
drawing number revision

Notting Hill Genesis
Aylesbury FDS S03
client / project

1:500
scale @ A1

NHG-FDS-S03
project number

YOE
originated by

SKETCH FOR INFORMATION
status

HTA Design LLP
www.hta.co.uk
London | Edinburgh | Manchester | Bristol

Appendix B - TCOL PROFILE

FEBRUARY 2017

Transport Classification of Londoners (TCoL)

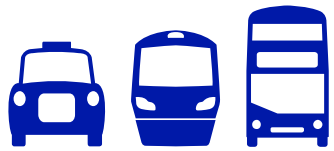
Presenting the Segments

EVERY JOURNEY MATTERS

Transport Classification of Londoners – Presenting the Segments

The Transport Classification of Londoners (TCoL) is a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions. The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future.

This report is the third of three reports documenting the development of the segmentation. Here, we present and profile each of the nine TCoL segments, and provide guidance for their use.



Transport Classification of Londoners – Summary of Methodology

The Transport Classification of Londoners was developed using the following steps:

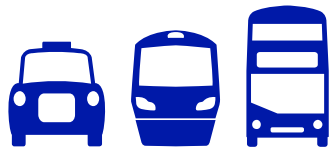
1. Collation of data, including the London Travel Demand Survey 2012-2015, Segmentation survey 2015, and the London Output Area Classification (LOAC).

2. Exploration of data to identify the most suitable defining (key) variables (i.e. those which exhibited the greatest differentiation between types of people).

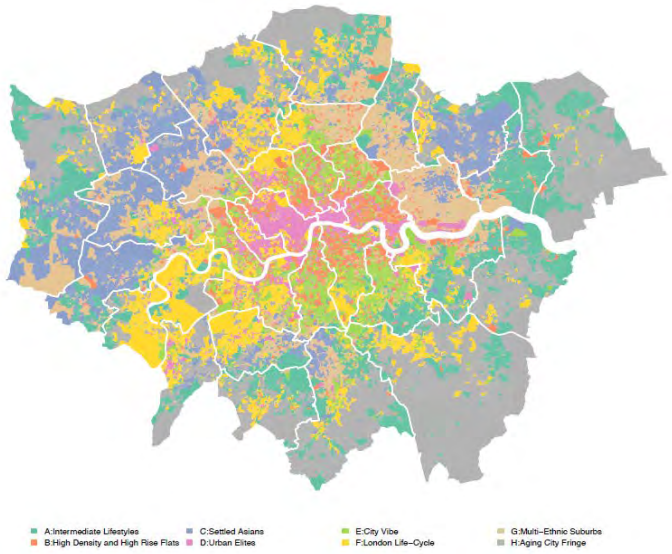
3. LOAC Sub Groups were then grouped on the basis of these key variables to form the initial TCoL segments.

4. The initially created groupings were then tested by examining how well they discriminated on the key variables and the secondary variables, and also in terms of population size. This stage involved trying out some different ways of grouping those LOAC Sub Groups which fitted less clearly into a segment, or were too small to justify their own segment.

5. Having defined and refined the segments, the final stage was to analyse the various datasets (including the Segmentation survey and LTDS) by segment. Profiling enabled us to understand each segment in more detail and devise suitable names.



The structure of LOAC forms the basis of TCoL, enhanced by LTDS and bespoke survey data



LOAC - the London Output Area Classification – was developed by the GLA using data from the 2011 Census to classify all census-level output areas in London.

TCoL uses this classification as its starting point, supplemented by additional data, including:

- London Travel Demand Survey data from 2012-15 – this is an annual household travel survey carried out with over 8,000 London households each year.
- Segmentation survey data from 2015 – this was a bespoke survey with more than 5,000 individuals across London collecting information on travel behaviours, preferences and attitudes.

Analysis of the available data identified the key variables to help develop the segmentation

There were approximately seven key variables used to help determine the initial TCoL segmentation. These included composite variables, developed using a combination of segmentation survey variables. The seven variables were as follows:

- Propensity to change travel (a composite variable based on recent changes to travel behaviour)
- Mode usage and Dominant mode (a composite variable based on use of different modes
- Lifestage (a composite variable of age, household structure and employment status)
- Income
- Ethnicity
- Changes in behaviour motivated by health / fitness
- Use of mobile phones for email

LOAC Sub Groups were then grouped on the basis of these key variables to form the TCoL segments

There were 48 LOAC Sub Groups which were then grouped into two levels:

- Low level tier of 32 segments (essentially the LOAC Sub-Groups with some aggregation of smaller groups)
- High level tier of 9 segments

These groupings were then tested by examining how well they discriminated on the seven key variables shown on the previous page, and also in terms of population size. There were further iterations to this process, involving trying out different ways of grouping those LOAC Sub Groups which fitted less clearly into a segment, or were too small to justify their own segment.

Once the segments were finalised, the final stage was to analyse the various datasets (including the Segmentation survey and LTDS) by segment. Profiling enabled us to understand each segment in more detail and devise suitable names. The outcome of this analysis is now shown on the following pages.

Transport Classification of Londoners – Segment Summary

Affordable Transitions
New jobs & families
Low car, high bus, walk, cycle
Highest level of change

City Living
High incomes
High PT esp Tube/active travel
Average level of change

Detached Retirement
'Empty nest'/retired
Very high car
Very low levels of change

Educational Advantage
Well educated, high income
High PT/active, low car
Higher level of change

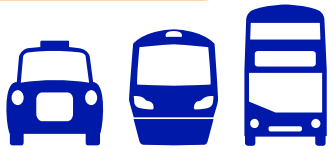
Family Challenge
Low income families
High bus, average others
Higher level of change

Settled Suburbia
Lower income families
High car
Below average level of change

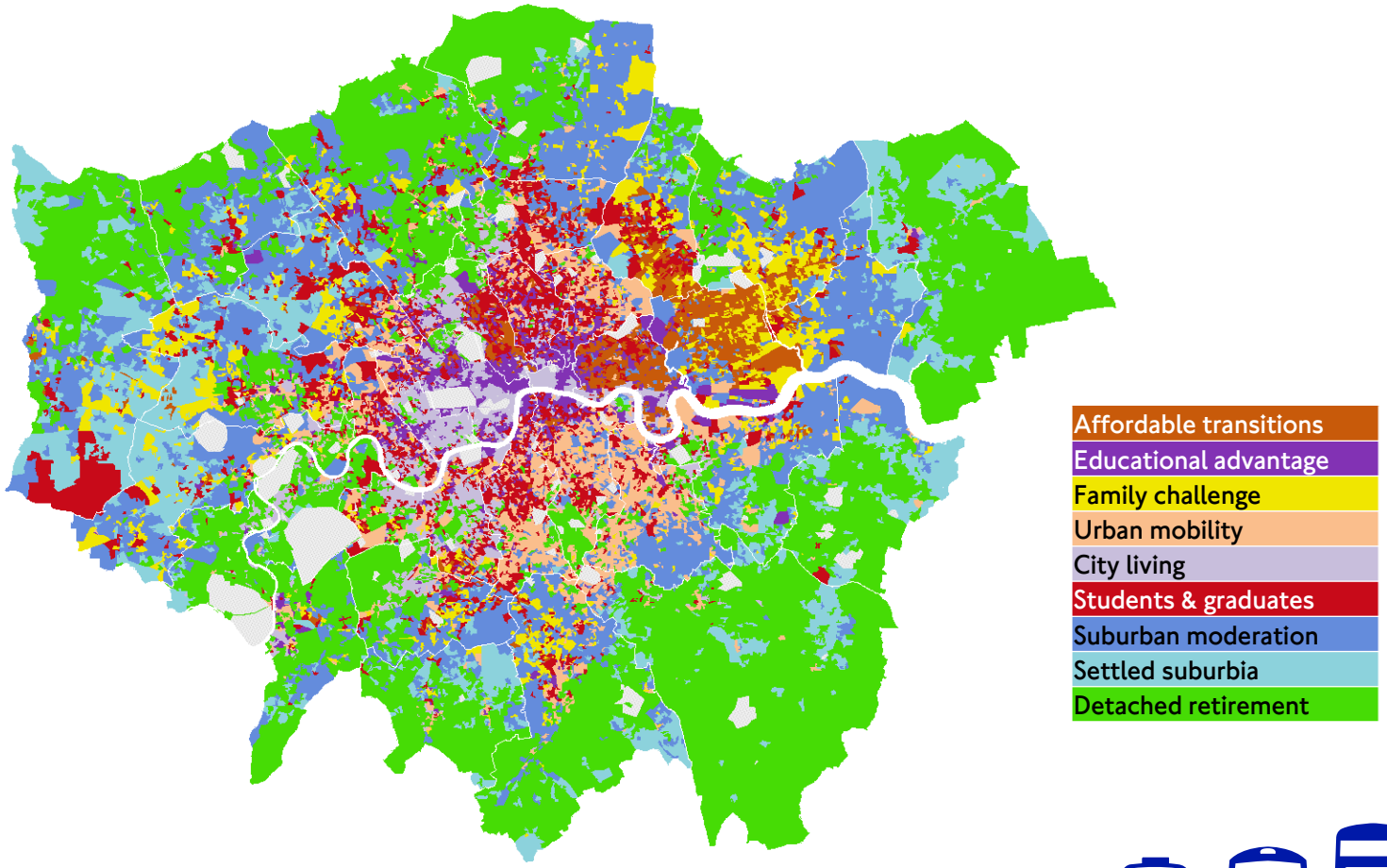
Students & Graduates
Students & young grads
Low car, high bus/walk
Average level of change

Suburban Moderation
Families with children
High car, some bus
Average level of change

Urban Mobility
Young workers, good incomes
Low car, high cycle/PT
Above average change

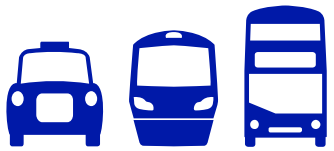


Transport Classification of Londoners Map



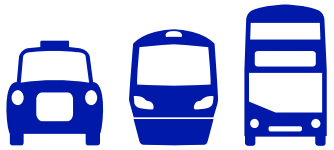
Transport Classification of Londoners – Guidance on Use (I)

- The Transport Classification of Londoners should be treated as a model designed to reflect the population of London and as such should be treated with some caution.
- In particular, by dividing the population into a set of nine segments does miss some of the more subtle differences between groups. Thus, within each segment there are different sub-segments.
- These sub-segments typically share many similar characteristics while still differing on some of the less influential attributes (such as attitudes or use of other modes). In some cases it may be worth examining these sub-segments, for example if the area being examined is dominated by a single TCoL segment.
- This can be done most easily by referring to the individual sub-segments or by using another variable for which there is good data: gender has been used as a way of subdividing the segments and the same principle can be adopted for other variables.



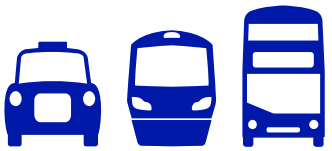
Transport Classification of Londoners – Guidance on Use (2)

- TCoL treats everyone within an Output Area as being from the same segment (on average representing 300 people) and this, while generally being the case, is a limitation.
- This is most likely to be the case in an area going through a rapid change, such as gentrification: if a change is in progress then there may be a mix of people within an Output Area.
- In general though, this is only an issue when using the segmentation at a very disaggregate level, such as individual streets. In practice, it can be considered as a source of noise in the data, with experience indicating that it is very rarely a substantive issue.
- Also, the data that has been combined with LOAC (primarily the 2015 Segmentation survey and LTDS) to produce TCoL also have limitations of their own in that they are sample surveys (albeit comparatively robust ones).



Transport Classification of Londoners – Guidance on Use (3)

- Bearing in mind these limitations it is recommended that the segmentation is used in the following ways:
  - At an early stage to help formulate strategy and as a stimulus for thought
  - As an objective means of comparing and prioritising options
  - To help brief marketing communications agencies (who often use this type of tool)
  - As an input into forecasts or an evaluation
  - To understand a particular locality or area in order to tailor a policy or programme
  - Generally, as part of a package of information rather than on its own.
- It is also worth bearing in mind that there is a wealth of additional data underlying the segmentation which can be utilised when there is a desire to go into greater depth or detail, perhaps when looking at a particular policy intervention.



Segment Profiles

TCoL Segment Profiles

The following pages summarise key facts and statistics about the nine TCoL segments. The information provided includes the following:

- Location
- Demographic information
- Current travel behaviour
- Attitudes to different modes
- Propensity to change travel behaviour
- Motivations for behaviour change

Affordable Transitions

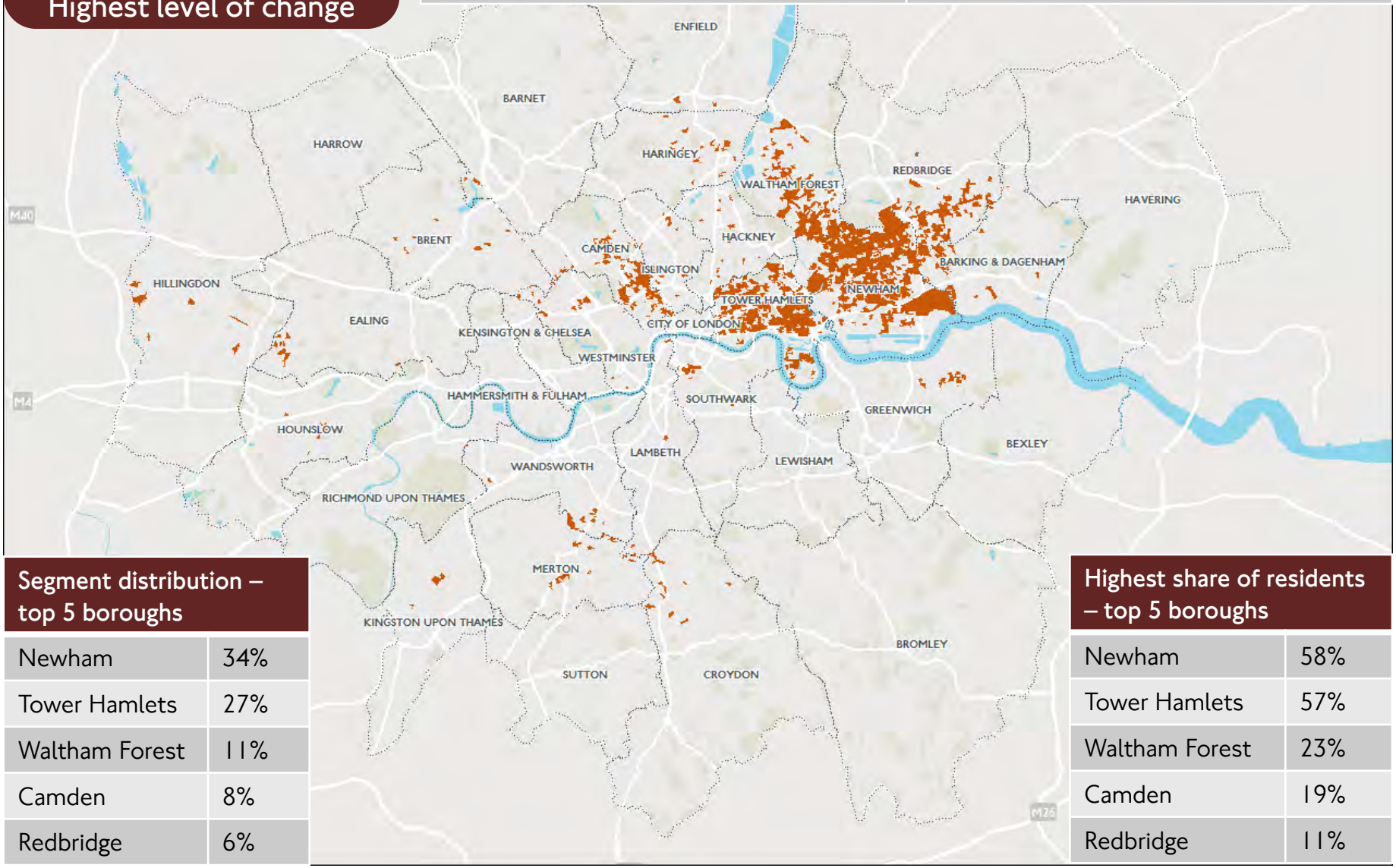
New jobs & families
Low car, high bus, walk, cycle
Highest level of change

Summary Profile

People in this segment are likely to be experiencing life transitions such as starting a first job or a new family. As a consequence they exhibit the most change of any segment.

Summary of travel

Their car use is generally quite low and use of public transport correspondingly high. Walking is average but cycling above average.



Segment distribution – top 5 boroughs

Newham	34%
Tower Hamlets	27%
Waltham Forest	11%
Camden	8%
Redbridge	6%

Highest share of residents – top 5 boroughs

Newham	58%
Tower Hamlets	57%
Waltham Forest	23%
Camden	19%
Redbridge	11%

Affordable Transitions

New jobs & families
Low car, high bus, walk, cycle
Highest level of change

Share of London population: 11%

Ethnicity: 32% White, 46% Asian, 16% Black

47% of over 16s hold a driving licence (average = 63%)

Car ownership: 57% no car, 38% 1 car, 5% 2 or more cars

Annual HH Income: £39,500

Current mode use

Car driver	Well below average
Bus	Above average
Rail	Well above average
Tube	Above average
Walk	Average
Cycle	Well above average

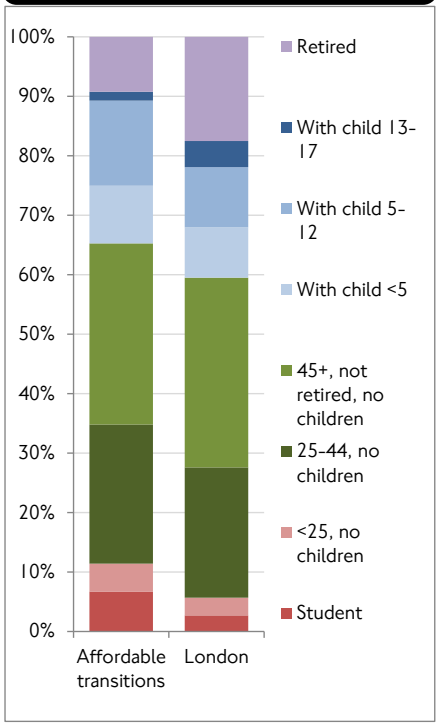
Attitudes

Car travel is stress-free	Above average
Cycling is safe	Well above average
Cycling is stress-free	Well above average

Propensity to change behaviour

Any change	Well above average
Reduce car	Well above average
Increase walking	Above average
Increase cycling	Well above average

Lifestage



Motivations for behaviour change:

1. Money
2. Health & Fitness
3. Lifestyle changes
4. Changes to PT
5. Changes to roads & driving

City Living

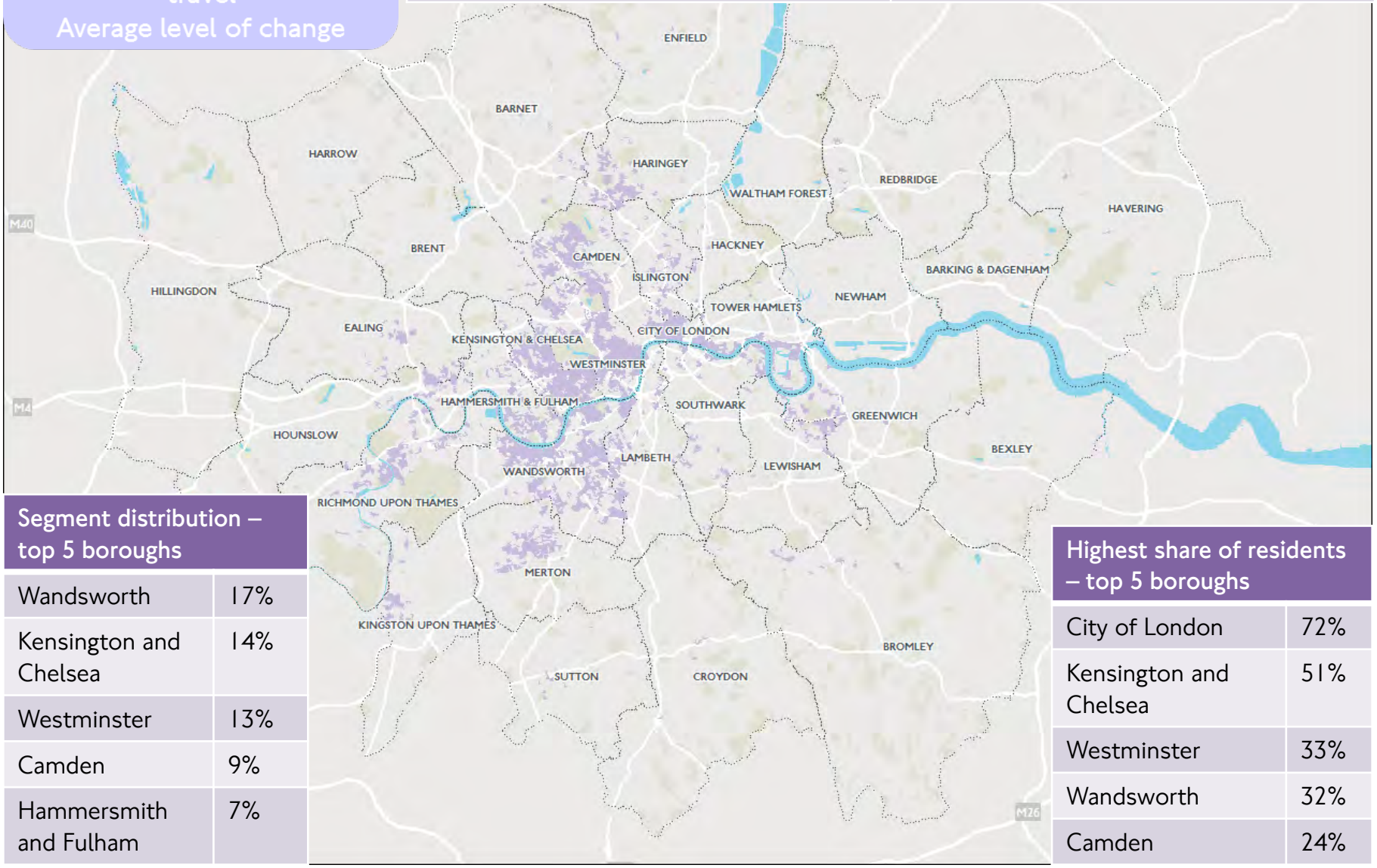
High incomes
High PT esp Tube/active travel
Average level of change

Summary Profile

The City Living segment is characterised by very high incomes and locations in trendy parts of London (Westminster / Kensington / Chelsea).

Summary of travel

Those in the City Living segment have very high levels of Undergound use while also above average use of bus, rail, walking and cycle hire.



Segment distribution – top 5 boroughs

Wandsworth	17%
Kensington and Chelsea	14%
Westminster	13%
Camden	9%
Hammersmith and Fulham	7%

Highest share of residents – top 5 boroughs

City of London	72%
Kensington and Chelsea	51%
Westminster	33%
Wandsworth	32%
Camden	24%

City Living

High incomes
High PT esp Tube/active travel
Average level of change

Share of London population: 7%

Ethnicity: 82% White, 9% Asian, 3% Black

74% of over 16s hold a driving licence (average = 63%)

Car ownership: 47% no car, 45% 1 car, 8% 2 or more cars

Annual HH Income: £62,000

Current mode use

Car driver	Below average
Bus	Above average
Rail	Above average
Tube	Well above average
Walk	Well above average
Cycle	Above average

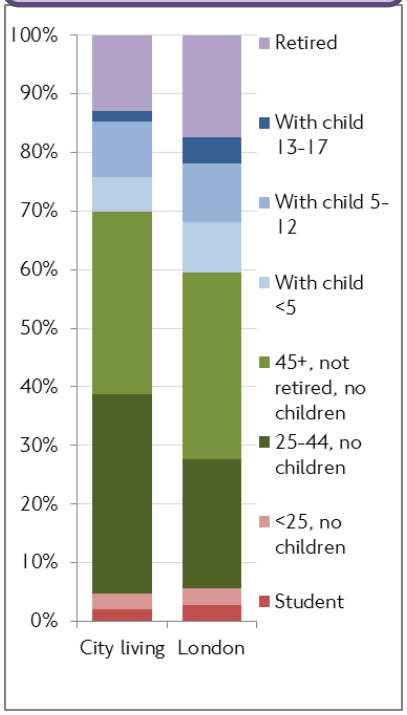
Attitudes

Car travel is stress-free	Below average
Cycling is safe	Below average
Cycling is stress-free	Below average

Propensity to change behaviour

Any change	Average
Reduce car	Below average
Increase walking	Below average
Increase cycling	Average

Lifestage



Motivations for behaviour change:

1. Lifestyle changes
2. Health & fitness
3. Changes to roads and driving
4. Changes to PT
5. Money

Detached Retirement

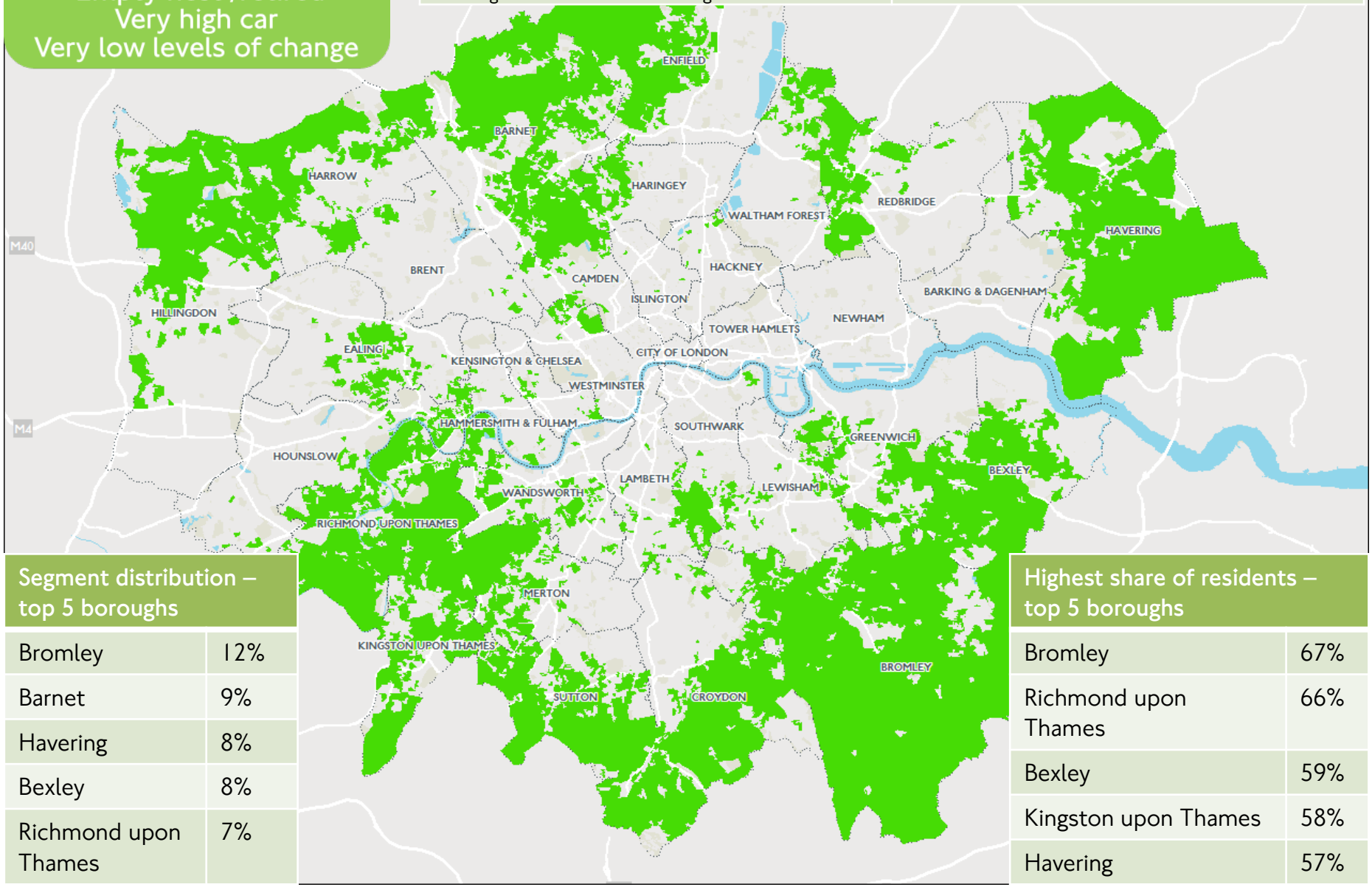
'Empty nest'/retired
Very high car
Very low levels of change

Summary Profile

Typically in the "emptry nest" or retired lifestage groups, the Detached Retirement segment is looking to live in greener suburbs on the fringes of London.

Summary of travel

Travel is dominated by the car with some use of rail, but very little bus or active modes.



Segment distribution – top 5 boroughs

Bromley	12%
Barnet	9%
Havering	8%
Bexley	8%
Richmond upon Thames	7%

Highest share of residents – top 5 boroughs

Bromley	67%
Richmond upon Thames	66%
Bexley	59%
Kingston upon Thames	58%
Havering	57%

Detached Retirement

'Empty nest'/retired
Very high car
Very low levels of change

Share of London population: 21%

Ethnicity: 83% White, 10% Asian, 3% Black

80% of over 16s hold a driving licence (average = 63%)

Car ownership: 19% no car, 53% 1 car, 29% 2 or more cars

Annual HH Income: £55,700

Current mode use

Car driver	Well above average
Bus	Well below average
Rail	Average
Tube	Well below average
Walk	Below average
Cycle	Below average

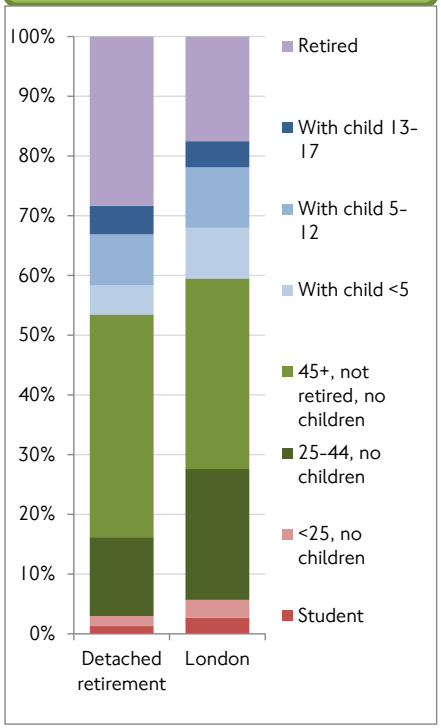
Attitudes

Car travel is stress-free	Below average
Cycling is safe	Well below average
Cycling is stress-free	Well below average

Propensity to change behaviour

Any change	Well below average
Reduce car	Well below average
Increase walking	Well below average
Increase cycling	Well below average

Lifestage



Motivations for behaviour change:

1. Changes to roads and driving
2. Health & fitness
3. Changes to PT
4. Lifestyle changes
5. Money

Educational Advantage

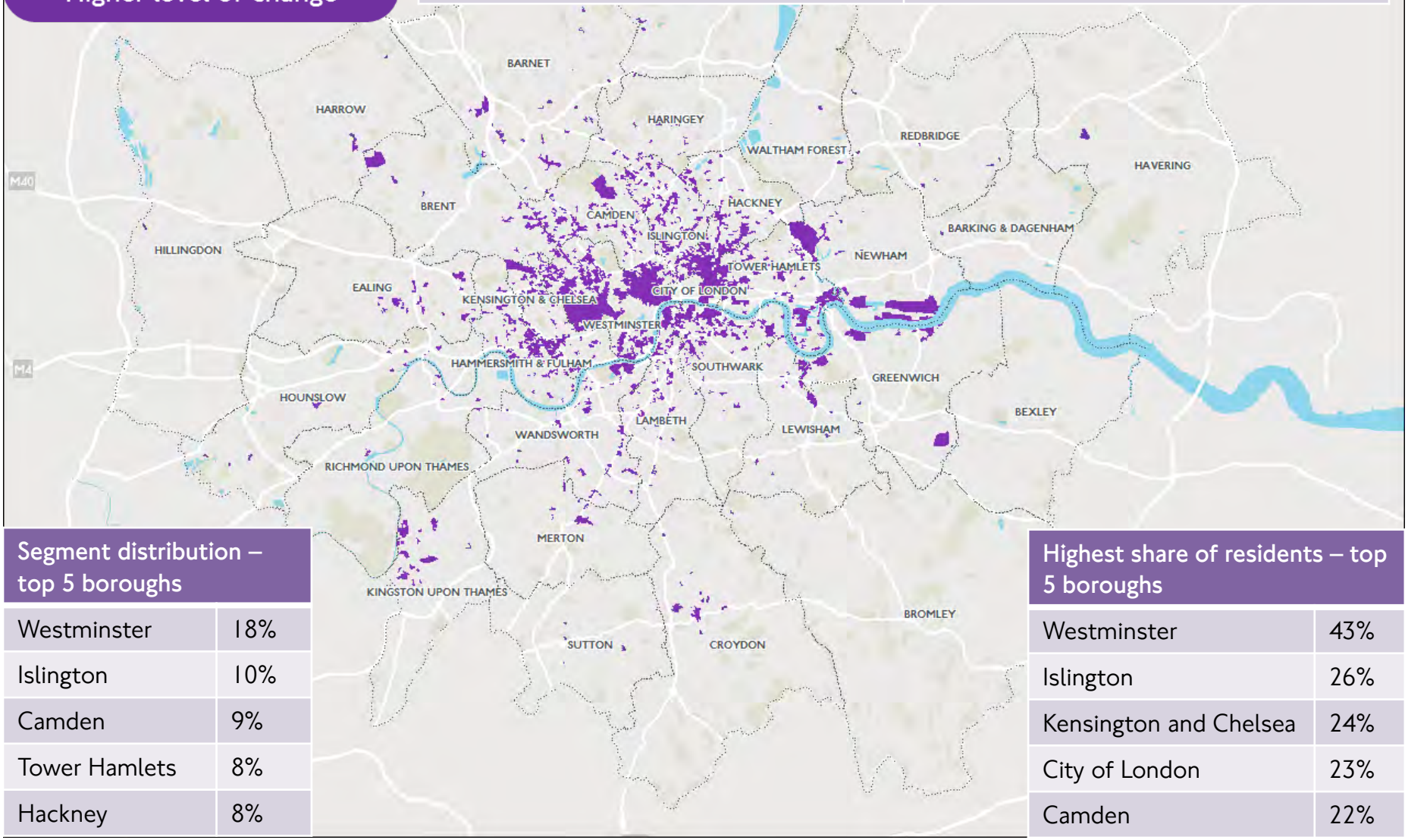
Well educated, high income
High PT/active, low car
Higher level of change

Summary Profile

Mainly living in central London, people in this segment tend to be highly educated and have above average incomes. They have a low incidence of having children living in the household.

Summary of travel

This segment relies on public transport and walking, with very low car use. They have a high propensity for change.



Segment distribution – top 5 boroughs

Westminster	18%
Islington	10%
Camden	9%
Tower Hamlets	8%
Hackney	8%

Highest share of residents – top 5 boroughs

Westminster	43%
Islington	26%
Kensington and Chelsea	24%
City of London	23%
Camden	22%

Educational Advantage

Well educated, high income
High PT/active, low car
Higher level of change

Share of London population:
6%

Ethnicity:
58% White, 19% Asian, 13% Black

53% of over 16s hold a driving licence (average = 63%)

Car ownership:
74% no car, 24% 1 car, 3% 2 or more cars

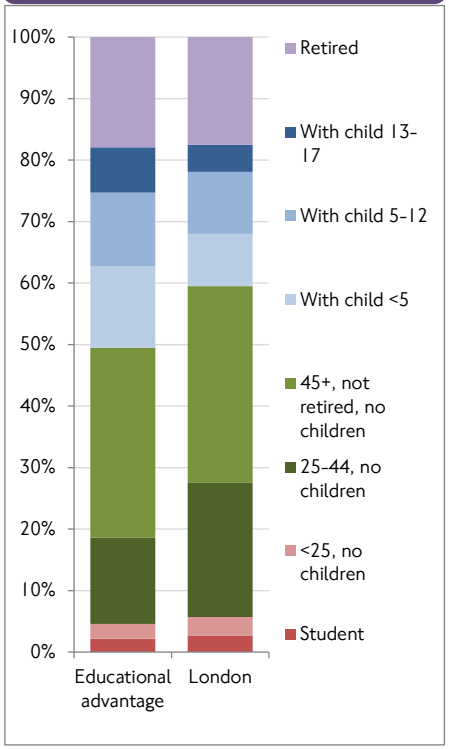
Annual HH Income:
£45,400

Current mode use	
Car driver	Well below average
Bus	Well above average
Rail	Average
Tube	Well above average
Walk	Well above average
Cycle	Above average

Attitudes	
Car travel is stress-free	Below average
Cycling is safe	Below average
Cycling is stress-free	Below average

Propensity to change behaviour	
Any change	Above average
Reduce car	Well below average
Increase walking	Well above average
Increase cycling	Above average

Lifestage



Motivations for behaviour change:

1. Health & fitness
2. Lifestyle changes
3. Money
4. Changes to PT
5. Changes to roads and driving

Family Challenge

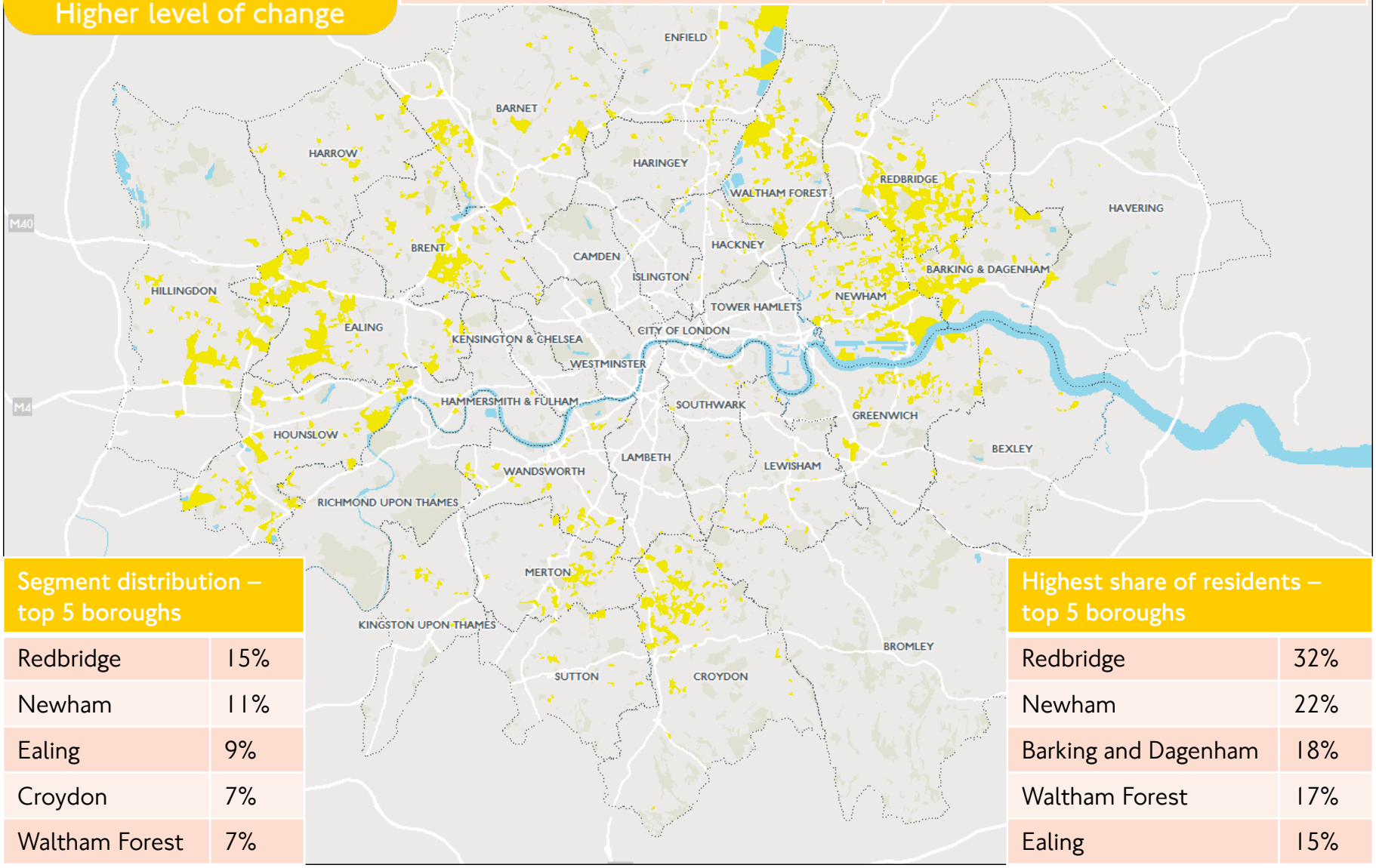
Low income families
High bus, average others
Higher level of change

Summary Profile

The Family Challenge segment includes a high proportion of young families. With average to low incomes, finances are tough for this segment.

Summary of travel

Car ownership and use is around the average for this segment, as is their use of active modes, while bus use is well above average.



Segment distribution – top 5 boroughs

Redbridge	15%
Newham	11%
Ealing	9%
Croydon	7%
Waltham Forest	7%

Highest share of residents – top 5 boroughs

Redbridge	32%
Newham	22%
Barking and Dagenham	18%
Waltham Forest	17%
Ealing	15%

Family Challenge

Low income families
High bus, average others
Higher level of change

Share of London population: 7%

Ethnicity: 38% White, 28% Asian, 26% Black

47% of over 16s hold a driving licence (average = 63%)

Car ownership: 50% no car, 41% 1 car, 9% 2 or more cars

Annual HH Income: £31,500

Current mode use

Car driver	Below average
Bus	Above average
Rail	Below average
Tube	Average
Walk	Average
Cycle	Average

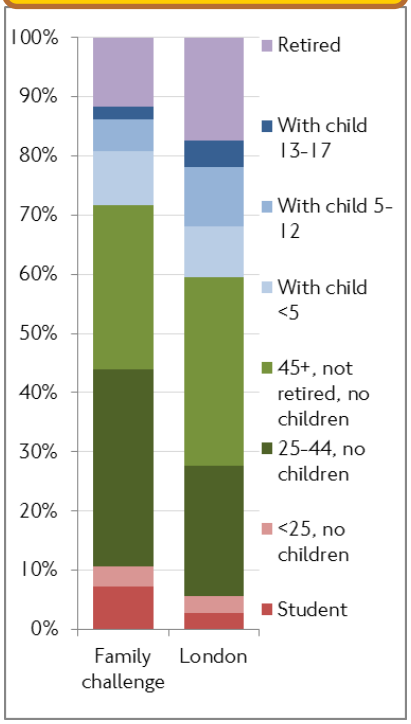
Attitudes

Car travel is stress-free	Above average
Cycling is safe	Well above average
Cycling is stress-free	Above average

Propensity to change behaviour

Any change	Above average
Reduce car	Above average
Increase walking	Well above average
Increase cycling	Well below average

Lifestage



Motivations for behaviour change:

1. Changes to PT
2. Lifestyle changes
3. Money
4. Health & fitness
5. Changes to roads and driving

Settled Suburbia

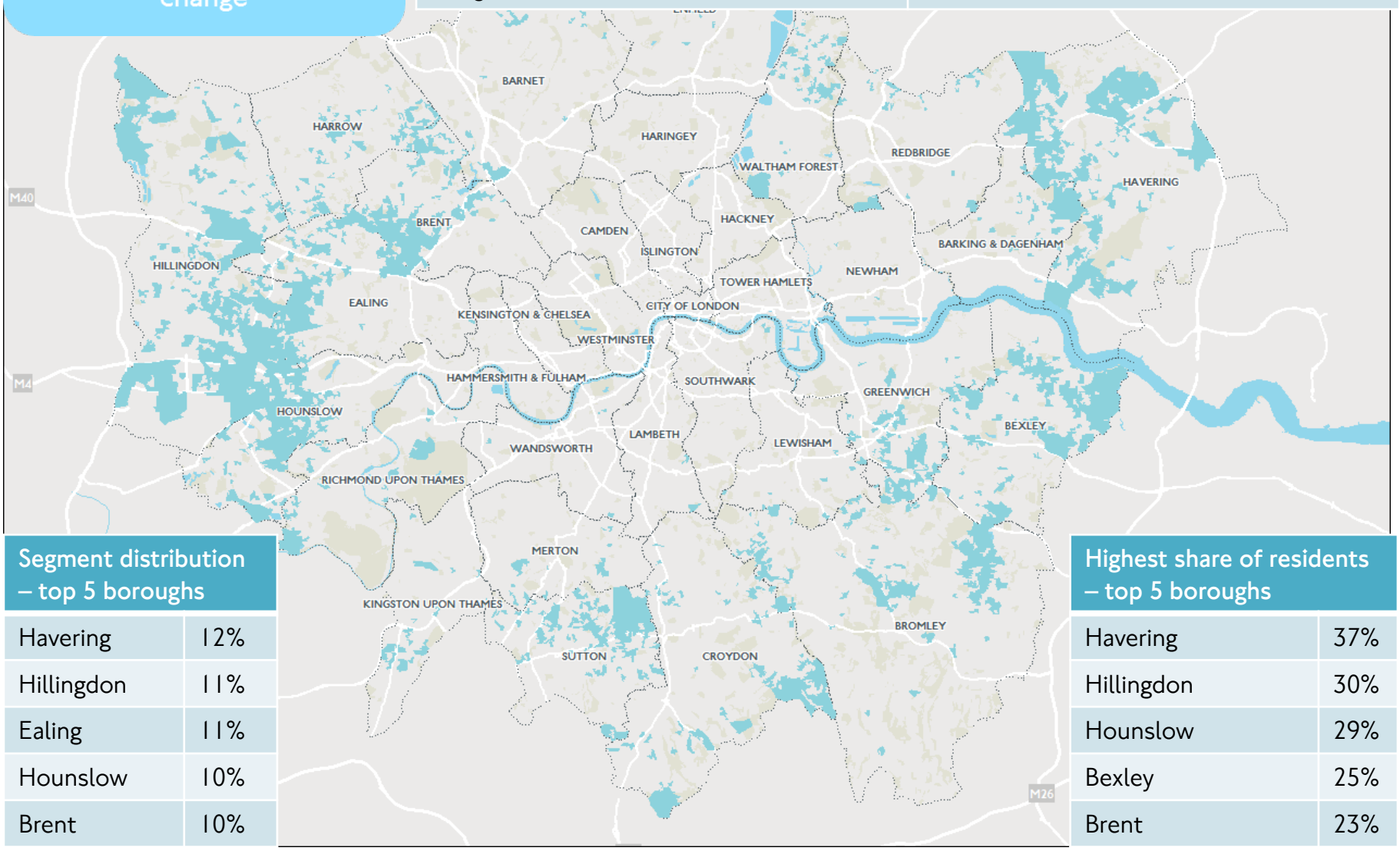
Lower income families
High car
Below average level of change

Summary Profile

This segment is most commonly found across outer London, and is likely to have at least one child at home, lower incomes and lower levels of change.

Summary of travel

Car use is high and use of active modes particularly low. Use of bus, rail and Underground also well below average.



Segment distribution – top 5 boroughs

Havering	12%
Hillingdon	11%
Ealing	11%
Hounslow	10%
Brent	10%

Highest share of residents – top 5 boroughs

Havering	37%
Hillingdon	30%
Hounslow	29%
Bexley	25%
Brent	23%

Settled Suburbia

Lower income families
High car
Below average level of change

Share of London population: 9%

Ethnicity: 59% White, 26% Asian, 8% Black

62% of over 16s hold a driving licence (average = 63%)

Car ownership: 35% no car, 47% 1 car, 18% 2 or more cars

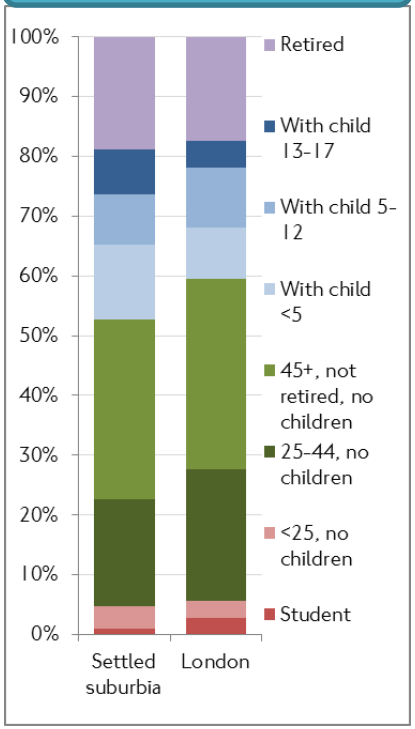
Annual HH Income: £36,400

Current mode use	
Car driver	Above average
Bus	Well below average
Rail	Below average
Tube	Below average
Walk	Below average
Cycle	Below average

Attitudes	
Car travel is stress-free	Well above average
Cycling is safe	Well above average
Cycling is stress-free	Above average

Propensity to change behaviour	
Any change	Below average
Reduce car	Below average
Increase walking	Well below average
Increase cycling	Well below average

Lifestage



Motivations for behaviour change:

1. Changes to roads and driving
2. Changes to PT
3. Money
4. Lifestyle changes
5. Health & fitness

Students & Graduates

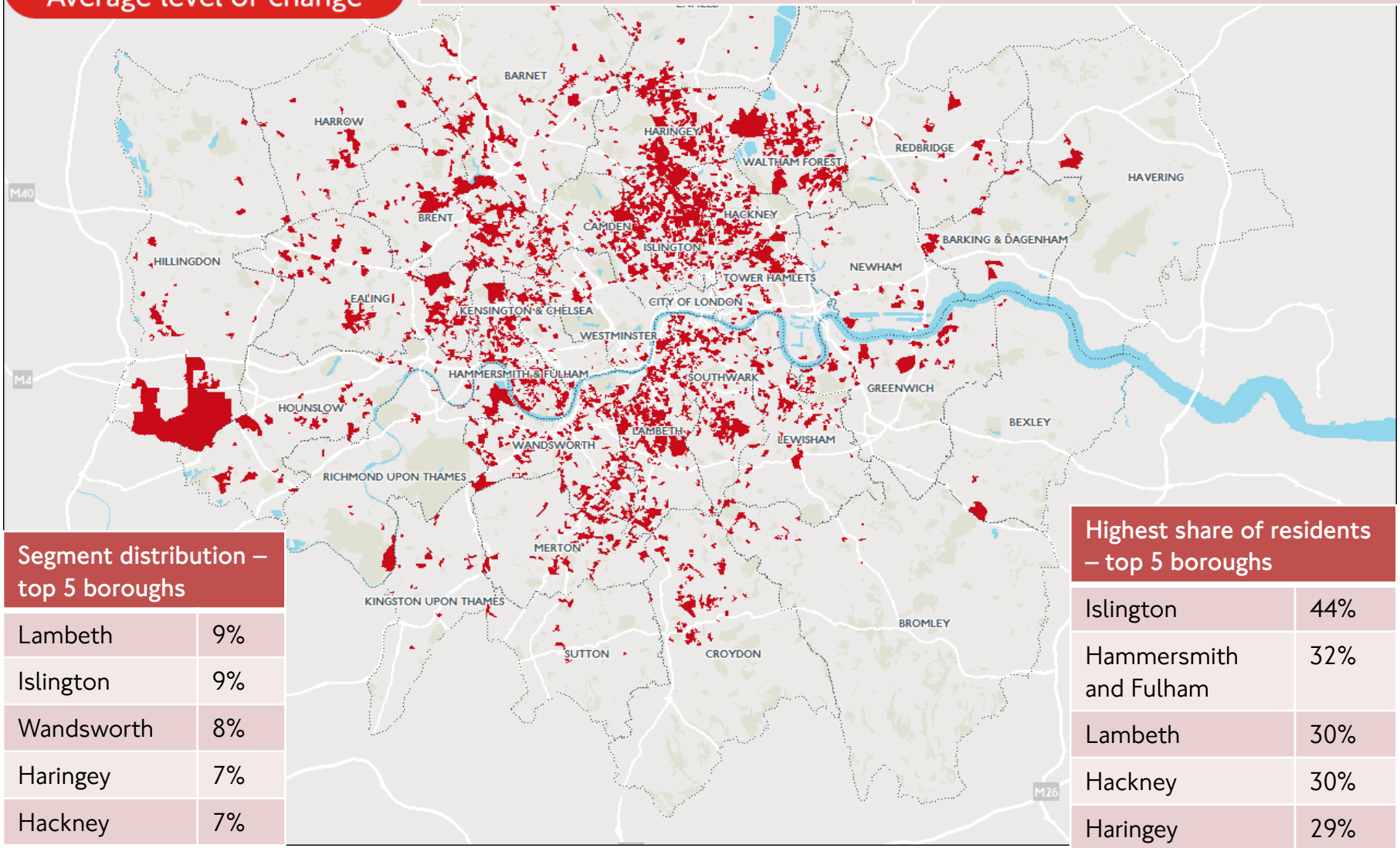
Students & young grads
Low car, high bus/walk
Average level of change

Summary Profile

Based mainly in inner London, this segment includes a relatively high proportion of students and recent graduates. Incomes are average, as are their levels of change.

Summary of travel

Car use low so rely on public transport and active modes for travel, particularly bus and walk.



Segment distribution – top 5 boroughs

Lambeth	9%
Islington	9%
Wandsworth	8%
Haringey	7%
Hackney	7%

Highest share of residents – top 5 boroughs

Islington	44%
Hammersmith and Fulham	32%
Lambeth	30%
Hackney	30%
Haringey	29%

Students & Graduates

Students & young grads
Low car, high bus/walk
Average level of change

Share of London population: 13%

Ethnicity: 61% White, 14% Asian, 18% Black

47% of over 16s hold a driving licence (average = 59%)

Car ownership: 58% no car, 36% 1 car, 6% 2 or more cars

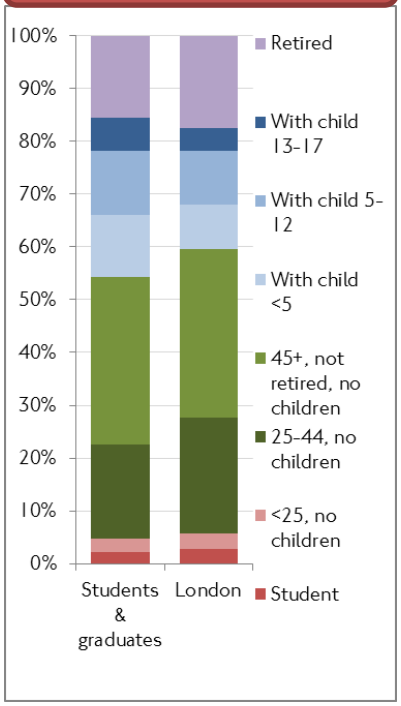
Annual HH Income: £43,200

Current mode use	
Car driver	Below average
Bus	Above average
Rail	Average
Tube	Above average
Walk	Above average
Cycle	Above average

Attitudes	
Car travel is stress-free	Average
Cycling is safe	Above average
Cycling is stress-free	Above average

Propensity to change behaviour	
Any change	Average
Reduce car	Average
Increase walking	Below average
Increase cycling	Above average

Lifestage



Motivations for behaviour change:

1. Changes to PT
2. Money
3. Lifestyle changes
4. Health & fitness
5. Changes to roads and driving

Suburban Moderation

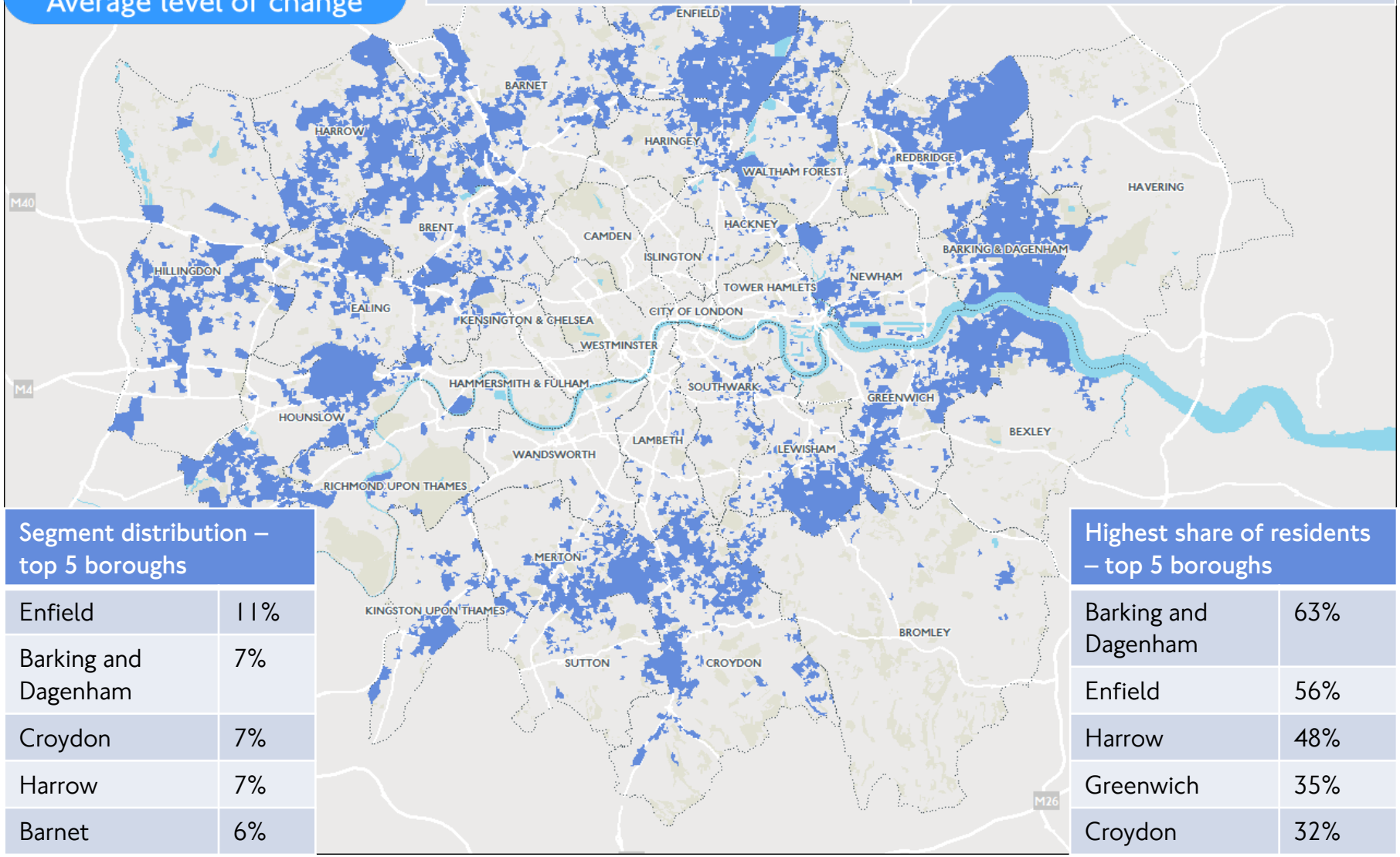
Families with children
High car, some bus
Average level of change

Summary Profile

Predominantly located in outer London the Suburban moderation segment is likely to have at least one child at home and has around the average level of change.

Summary of travel

Car use is high, with use of public transport and active modes below average.



Segment distribution – top 5 boroughs

Enfield	11%
Barking and Dagenham	7%
Croydon	7%
Harrow	7%
Barnet	6%

Highest share of residents – top 5 boroughs

Barking and Dagenham	63%
Enfield	56%
Harrow	48%
Greenwich	35%
Croydon	32%

Suburban Moderation

Families with children
High car, some bus
Average level of change

Share of London population: 19%

Ethnicity: 52% White, 21% Asian, 19% Black

62% of over 16s hold a driving licence (average = 63%)

Car ownership: 36% no car, 47% 1 car, 17% 2 or more cars

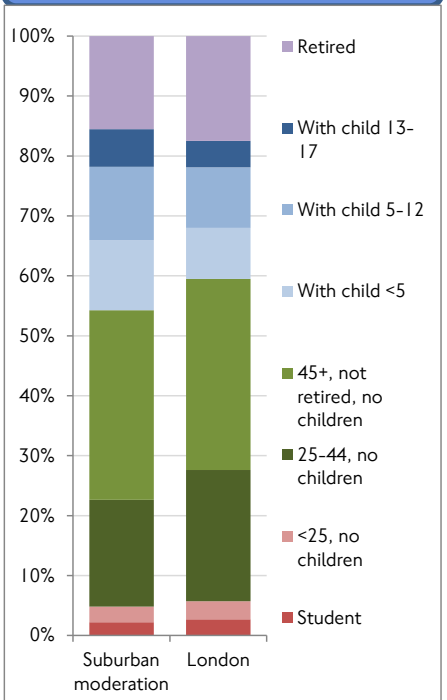
Annual HH Income: £40,700

Current mode use	
Car driver	Above average
Bus	Below average
Rail	Below average
Tube	Below average
Walk	Below average
Cycle	Below average

Attitudes	
Car travel is stress-free	Above average
Cycling is safe	Average
Cycling is stress-free	Above average

Propensity to change behaviour	
Any change	Below average
Reduce car	Average
Increase walking	Below average
Increase cycling	Well above average

Lifestage



Motivations for behaviour change:

1. Changes to roads and driving
2. Money
3. Changes to PT
4. Health & fitness
5. Lifestyle changes

Urban Mobility

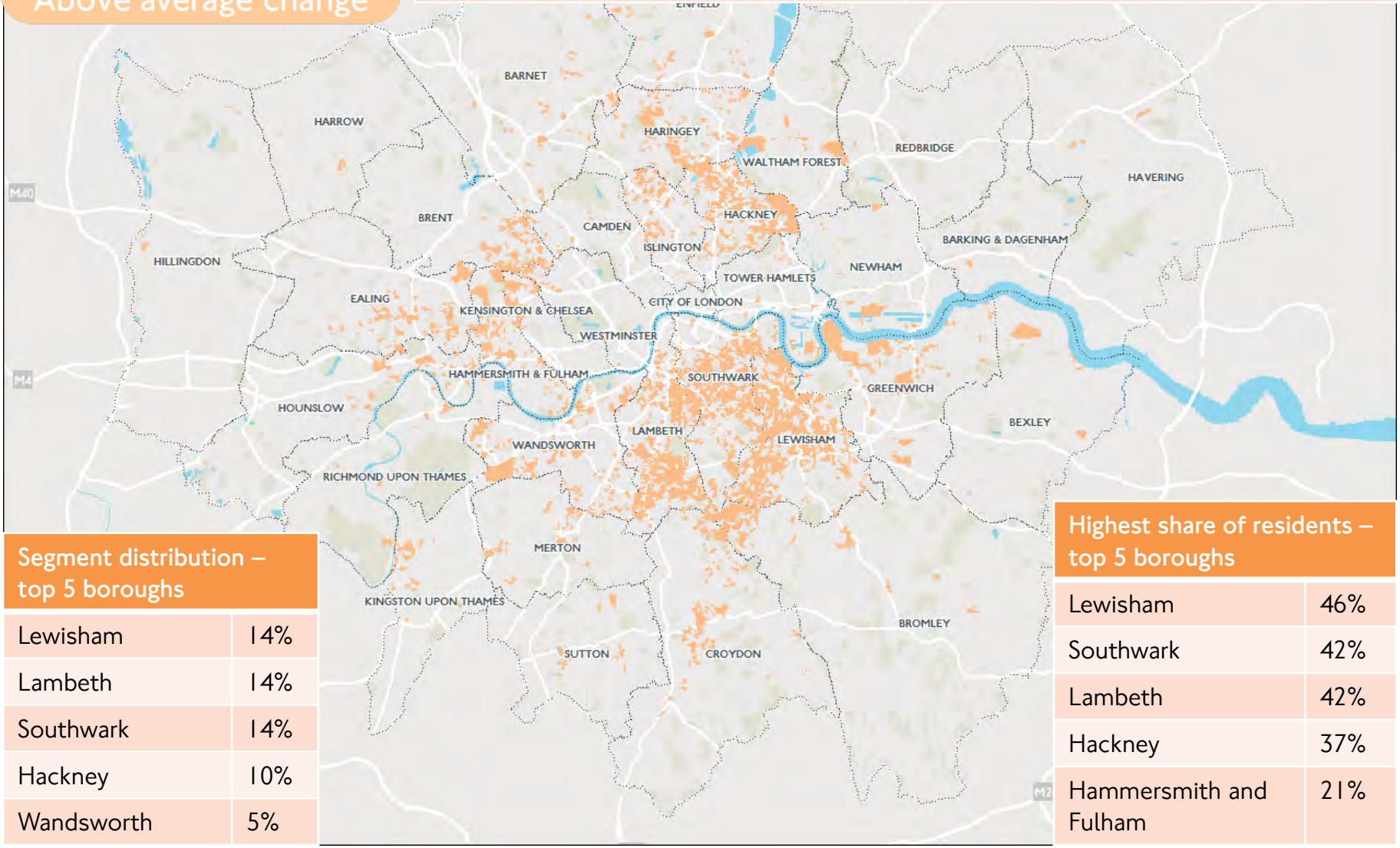
Young workers, good incomes
Low car, high cycle/PT
Above average change

Summary Profile

Typically young working adults with no children and reasonable incomes living in inner (though not central) London.

Summary of travel

The Urban mobility segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average.



Segment distribution – top 5 boroughs

Lewisham	14%
Lambeth	14%
Southwark	14%
Hackney	10%
Wandsworth	5%

Highest share of residents – top 5 boroughs

Lewisham	46%
Southwark	42%
Lambeth	42%
Hackney	37%
Hammersmith and Fulham	21%

Urban Mobility

Young workers, good incomes
Low car, high cycle/PT
Above average change

Share of London population: 11%

Ethnicity: 55% White, 10% Asian, 26% Black

47% of over 16s hold a driving licence (average = 55%)

Car ownership: 57% no car, 38% 1 car, 5% 2 or more cars

Annual HH Income: £39,500

Current mode use

Car driver	Below average
Bus	Well above average
Rail	Well above average
Tube	Above average
Walk	Above average
Cycle	Above average

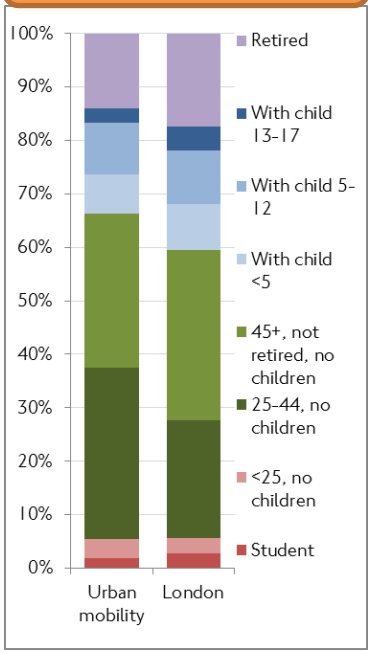
Attitudes

Car travel is stress-free	Average
Cycling is safe	Above average
Cycling is stress-free	Above average

Propensity to change behaviour

Any change	Above average
Reduce car	Well above average
Increase walking	Well above average
Increase cycling	Well above average

Lifestage



Motivations for behaviour change:

1. Lifestyle changes
2. Health & fitness
3. Changes to PT
4. Money
5. Changes to roads and driving

Appendix – TCoL borough profiles

Borough TCoL Profiles

Borough	Affordable transitions	City living	Detached retirement	Educational advantage	Family challenge	Settled suburbia	Students & graduates	Suburban moderation	Urban mobility	Total
Barking and Dagenham	6%	0%	1%	0%	18%	7%	3%	63%	0%	100%
Barnet	0%	1%	45%	3%	9%	3%	10%	25%	4%	100%
Bexley	0%	0%	59%	0%	2%	25%	0%	12%	1%	100%
Brent	1%	1%	2%	3%	13%	23%	20%	27%	11%	100%
Bromley	0%	1%	67%	0%	0%	18%	2%	6%	6%	100%
Camden	19%	24%	6%	22%	0%	0%	23%	0%	4%	100%
City of London	5%	72%	0%	23%	0%	0%	0%	0%	0%	100%
Croydon	1%	0%	29%	1%	12%	9%	6%	32%	8%	100%
Ealing	1%	3%	16%	2%	15%	23%	13%	19%	8%	100%
Enfield	0%	0%	26%	0%	7%	2%	5%	56%	4%	100%
Greenwich	3%	4%	14%	4%	11%	10%	8%	35%	10%	100%
Hackney	2%	2%	2%	16%	4%	0%	30%	8%	37%	100%
Hammersmith and Fulham	0%	21%	3%	18%	1%	0%	32%	5%	21%	100%
Haringey	3%	9%	10%	2%	4%	0%	29%	28%	16%	100%
Harrow	0%	0%	24%	1%	6%	15%	6%	48%	0%	100%
Havering	0%	0%	57%	0%	0%	37%	1%	3%	1%	100%
Hillingdon	1%	0%	31%	0%	7%	30%	4%	26%	0%	100%
Hounslow	1%	3%	11%	2%	13%	29%	8%	30%	4%	100%
Islington	2%	9%	1%	26%	0%	0%	44%	0%	17%	100%
Kensington and Chelsea	0%	51%	3%	24%	0%	0%	12%	0%	10%	100%
Kingston upon Thames	0%	6%	58%	5%	3%	6%	3%	14%	4%	100%
Lambeth	0%	7%	4%	8%	1%	0%	30%	6%	42%	100%
Lewisham	0%	1%	7%	2%	3%	1%	9%	31%	46%	100%
Merton	2%	13%	28%	2%	9%	2%	11%	30%	4%	100%
Newham	58%	0%	0%	4%	22%	0%	3%	11%	1%	100%
Redbridge	11%	1%	18%	1%	32%	3%	3%	31%	0%	100%
Richmond upon Thames	0%	15%	66%	1%	1%	7%	2%	6%	2%	100%
Southwark	1%	7%	6%	12%	1%	0%	23%	7%	42%	100%
Sutton	0%	1%	56%	1%	2%	20%	1%	15%	3%	100%
Tower Hamlets	57%	8%	0%	16%	0%	0%	11%	4%	3%	100%
Waltham Forest	23%	0%	8%	0%	17%	6%	26%	17%	3%	100%
Wandsworth	1%	32%	13%	5%	6%	1%	26%	3%	14%	100%
Westminster	5%	33%	3%	43%	0%	0%	10%	1%	5%	100%
Total	6%	7%	21%	6%	7%	9%	13%	19%	11%	100%

Contact

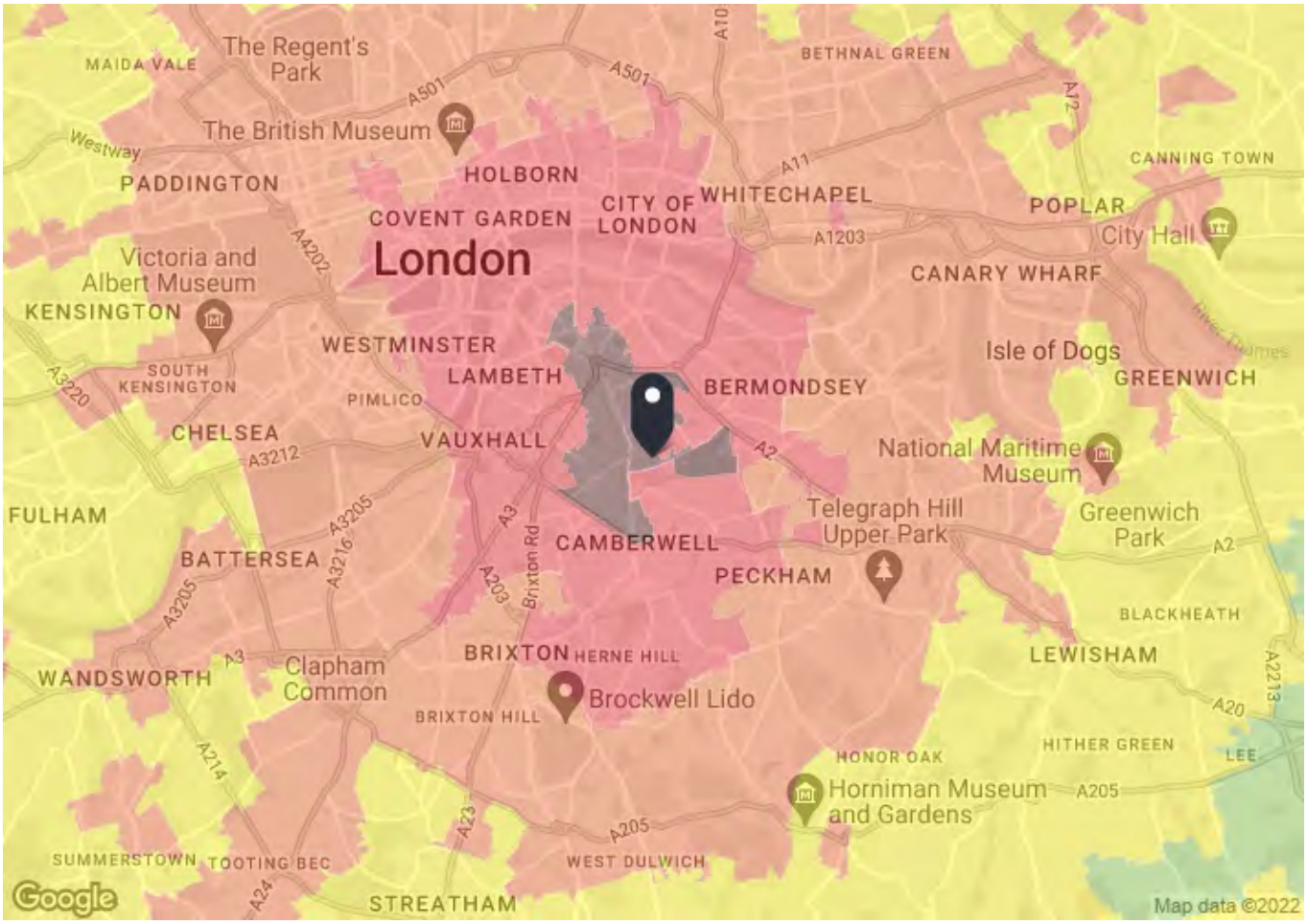
Chris Chinnock and Katherine Blair, Policy Analysis

ChrisChinnock@tfl.gov.uk

KatherineBlair@tfl.gov.uk

Appendix C - TIM Mapping Report

TRANSPORT FOR LONDON



TIM output for Base Year
Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

Arklow House, Albany Rd, London SE17, UK
Easting: 532741, Northing: 177793

Report generated: 02/03/2022

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

- < 15 mins
- 15 - 30 mins
- 30 - 45 mins
- 45 - 60 mins
- 60 - 75 mins
- 75 - 90 mins
- 90 - 105 mins
- 105 - 120 mins
- 120 - 135 mins

Map layers

- Travel Times

Catchment data for your current selection

Population - Total: London 2011

Total: London (2011) 8,217,475

Travel Time (mins)	Total: London (2011) 8,217,475
< 15	46588
< 30	315897
< 45	1510549
< 60	4255183
< 75	7152205
< 90	8170960
< 105	8213083
< 120	8217473
< 135	8217475

Travel Time (mins)	Total: London & SE (2011) 21,126,595
< 15	46588
< 30	315897
< 45	1510549
< 60	4267841
< 75	7744287
< 90	12081344
< 105	14732167
< 120	17248539
< 135	18753640

Travel Time (mins)	Households: London (2011) 3,278,323
< 15	18863
< 30	137480
< 45	659835
< 60	1777999
< 75	2877165
< 90	3260869
< 105	3276494
< 120	3278322
< 135	3278323

Travel Time (mins)	Households: London & SE (2011) 8,578,772
< 15	18863
< 30	137480
< 45	659835
< 60	1783152
< 75	3116801
< 90	4829262
< 105	5904964
< 120	6934187
< 135	7557841

Travel Time (mins)	Working Age: London (2011) 5,487,531
< 15	33741
< 30	232639
< 45	1105207
< 60	2983637
< 75	4827013
< 90	5458004
< 105	5485111
< 120	5487530

< 135	5487531

Travel Time (mins)	Economicallyactive: London (2011) 3,706,868
< 15	20043
< 30	151347
< 45	735066
< 60	1999797
< 75	3253196
< 90	3686482
< 105	3704945
< 120	3706867
< 135	3706868

Travel Time (mins)	Pensioners: London (2011) 1,087,045
< 15	4214
< 30	29553
< 45	149354
< 60	473220
< 75	906979
< 90	1078855
< 105	1085837
< 120	1087045
< 135	1087045

Employment - Jobs: London 2011

Travel Time (mins)	Jobs: London (2011) 4,895,753
< 15	29247
< 30	1146468
< 45	2365219
< 60	3458623
< 75	4475592
< 90	4815677
< 105	4893578
< 120	4895573
< 135	4895753

Travel Time (mins)	Jobs: London & SE (2011) 10,763,962
< 15	29247
< 30	1146468
< 45	2365219
< 60	3464050
< 75	4768438
< 90	6720104
< 105	7941480
< 120	9124753
< 135	9802072

Town centres - Metropolitan, major and district: London

Travel Time (mins)	Metropolitan, major and district: London - 191
< 15	2
< 30	7
< 45	42
< 60	119
< 75	181
< 90	191
< 105	191
< 120	191
< 135	191

Travel Time (mins)	Metropolitan and major: London - 47
< 15	0
< 30	2
< 45	11
< 60	33
< 75	46
< 90	47
< 105	47
< 120	47
< 135	47

Travel Time (mins)	Metropolitan only. London - 12
< 15	0
< 30	0
< 45	0
< 60	6
< 75	11
< 90	12
< 105	12
< 120	12
< 135	12

Health services - GP Surgeries: London

Travel Time (mins)	Pharmacies: London - 2,607
< 15	19
< 30	160
< 45	621
< 60	1566
< 75	2370
< 90	2594
< 105	2607
< 120	2607
< 135	2607

Travel Time (mins)	GP Surgeries: London - 1,454
< 15	8
< 30	61
< 45	275
< 60	796
< 75	1314
< 90	1449

< 105	1453
< 120	1454
< 135	1454

Travel Time (mins)	A&E departments: London - 31
< 15	0
< 30	3
< 45	8
< 60	16
< 75	28
< 90	31
< 105	31
< 120	31
< 135	31

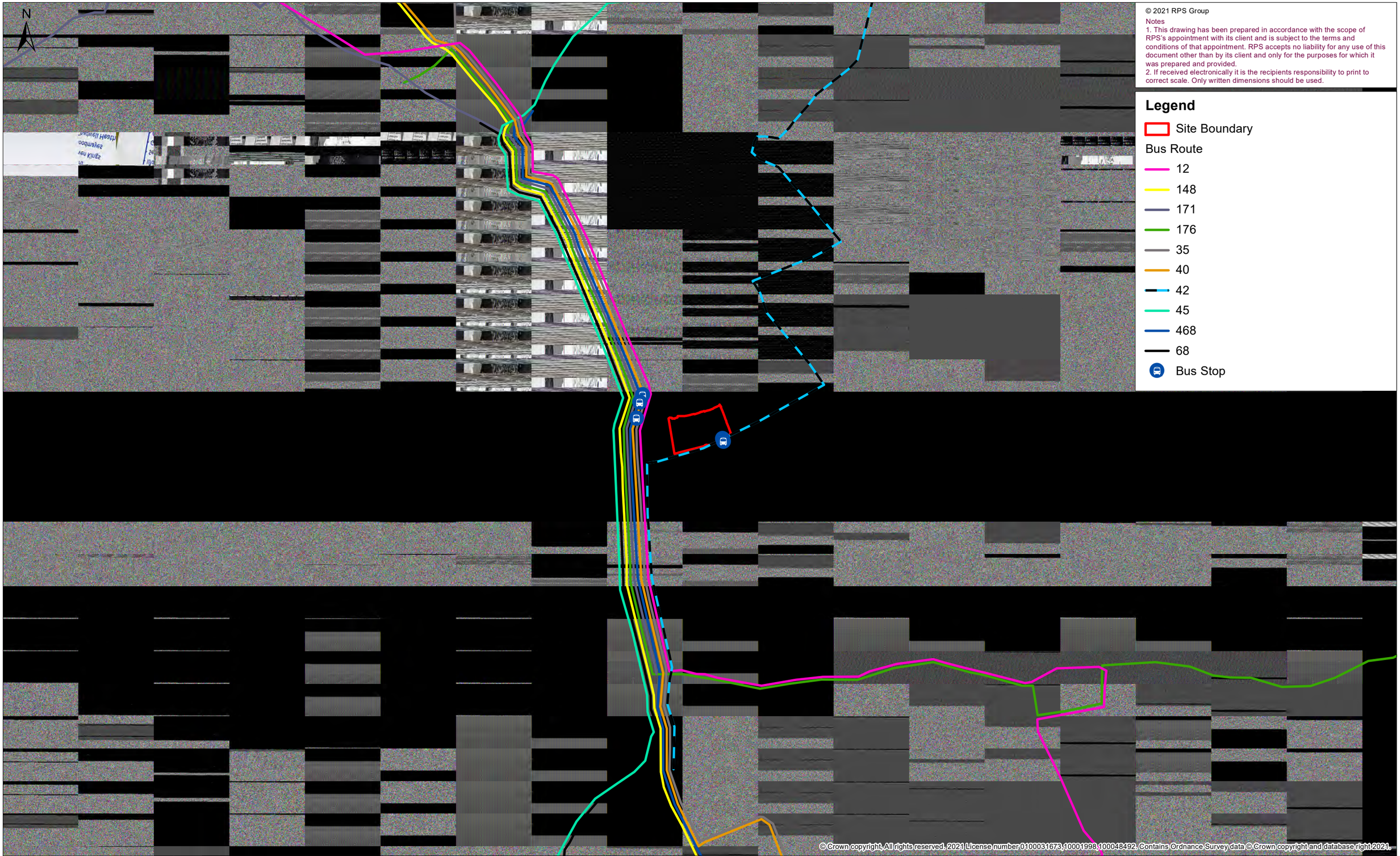
Education establishments - Primary schools: London

Travel Time (mins)	Primary schools: London - 2,663
< 15	17
< 30	103
< 45	446
< 60	1252
< 75	2223
< 90	2650
< 105	2661
< 120	2663
< 135	2663

Travel Time (mins)	Secondary schools: London - 756
< 15	5
< 30	35
< 45	106
< 60	321
< 75	622
< 90	740
< 105	754
< 120	756
< 135	756

Travel Time (mins)	Further education colleges: London - 50
< 15	0
< 30	4
< 45	13
< 60	29
< 75	45
< 90	48
< 105	50
< 120	50
< 135	50

Appendix D – Local Bus Map



Notes
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Legend

- Site Boundary
- Bus Route
  - 12
  - 148
  - 171
  - 176
  - 35
  - 40
  - 42
  - 45
  - 468
  - 68
- Bus Stop

O:_TRANSPORT\JNY10942\Tech\Drawings\10942-0004-02.mxd

Rev	Description	By	CB	Date

Figure Number: 4
Rev: -

rpsgroup.com

Client: Notting Hill Genesis

Project: Aylesbury First Development Site

Title: Bus Route Plan

0 250 500m

Status	Drawn By	PM/Checked By
FINAL	BG	CM
Project Number	**Scale @ A3**	**Date Created**
JNY10942	1:15,000	APR 2021

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 821 888
E: rpsox@rpsgroup.com

MAKING COMPLEX EASY

Appendix E - Personal Injury Accident Data

Albany Road Personal Injury Collisions 60 mths to end October 2020 (provisional)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	ACCIDENT COUNT
X GIS AREA B08 ALBANY ROAD(P)	60MTS TO OCT/2020	150

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

0115MM70936	MON 09/11/2015 19:10		DARK	ALBANY RD J.W PORTLAND ST			08 LINK 130-131	532860/177780
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 LOST CONTROL AND RIDER FELL OFF

CASUALTY	001 (001)	(43 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT PROVD	(43 YRS - F - REDACT)		G/AHEAD - OTHER	(SW TO NE) DID NOT IMPACT J/P - UNKN JCT MID
V001	A	410 (LOSS OF CONTROL)				

2

0115MM70983	TUE 10/11/2015 22:27		DARK	CAMBERWELL RD 30M N J.W NEW CHURCH RD			08 LINK 111-119	532430/177350
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

V2 COLLIDED WITH REAR OF SLOWING V1

CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (001)	(30 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER	
CASUALTY	003 (001)	(29 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER	
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST J/P - UNKN
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)			V001 B	408 (SUDDEN BRAKING)

3

0115MM71050	TUE 15/12/2015 19:10		DARK	NFL CAMBERWELL RD J.W ALBANY RD			08 NODE 130	532410/177630
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

V1 AND V2 OVERTOOK STAT V3, V2 COLLIDED SIDE OF V1, V1 THEN REBOUNDED INTO V3

CASUALTY	001 (001)	(26 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	PED CYCLE BT - N/A	(26 YRS - F - REDACT)		O/TAKING - NON MOVING VEH	(N TO S) O/S HIT FIRST J/P - UNKN JCT CLEARED
VEHICLE	002 (001)	VAN/GOODS >3.5 - 7.5T BT - NEG	(75 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) N/S HIT FIRST JOURNEY P/O WORK JCT CLEARED
VEHICLE	003 (001)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		WAITING - HELD UP	(N TO S) O/S HIT FIRST J/P - UNKN JCT CLEARED

V002	A	405 (FAILED TO LOOK PROPERLY)	V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	A	710 (VEHICLE BLIND SPOT)			

4

0115MM71134	THU 05/11/2015 15:07		LIGHT	CAMBERWELL RD J/W ALBANY RD			08 NODE 130	532400/177650
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

V1 HAS TURNED RIGHT ACROSS PATH OF V2

CASUALTY	001 (001)	(64 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - NOT REQ	(64 YRS - F - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST COMMUTING JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQ	(26 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST COMMUTING JCT MID

V001	B	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)	V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	403 (POOR TURN OR MANOEUVRE)			

5

01160000374	FRI 04/11/2016 11:58		LIGHT	CAMBERWELL RD J/W JOHN RUSKIN ST			08 LINK 129-130	532420/177800
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(58 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NEG		(41 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
V001	A	408 (SUDDEN BRAKING)						

6

01160001593	MON 14/11/2016 20:15		DARK	CAMBERWELL RD 50M S OF J/W WYNDHAM RD			08 LINK 110-111	532440/177310
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(26 YRS - F - REDA)		SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ		(67 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	COMMUTING
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)				C001 A	802 (FAILED TO LOOK PROPERLY)	

7

01160001604	MON 14/11/2016 23:38		DARK	ALBANY RD 40M W OF J/W WELLS WAY			08 LINK 130-131	532930/177810
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(20 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(20 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NEG		(30 YRS - M - REDACT)		U-TURN	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK

V002	A	403 (POOR TURN OR MANOEUVRE)	V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V002	A	405 (FAILED TO LOOK PROPERLY)	V001	B	306 (EXCEEDING SPEED LIMIT)

8

01160002463	SUN 20/11/2016 09:30		LIGHT	ALBANY RD J/W PORTLAND ST			08 LINK 130-131	532850/177770
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(45 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(39 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(45 YRS - F - REDACT)		G/AHEAD - OTHER	(NE TO SW) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(39 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID

V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)	V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

9

01160003531	SAT 26/11/2016 05:45		LIGHT	CAMBERWELL RD 0M S OF J/W WESTMORELAND RD			08 NODE 129	532460/177860
POLICE - AT SCENE		ROAD-WET	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)	(21 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(21 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	409 (SWERVED)						

10

01160006033	TUE 22/11/2016 20:10		DARK	BETHWIN RD J/W CAMBERWELL RD			08 NODE 119	532422/177490
SELF-REPORTED		ROAD-WET	WEATHER-FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(38 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED		(38 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

11

01160007532	SUN 18/12/2016 00:09		DARK	WALWORTH RD SE17 J/W WESTMORELAND RD SE17			08 CELL 532500/177500	532540/177890
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 (002)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - POS	(37 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(36 YRS - M - REDACT)	U-TURN	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	003 (000)	TAXI/PHV BT - NOT REQ	(47 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT APP

V001	A	405 (FAILED TO LOOK PROPERLY)	V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	501 (IMPAIRED BY ALCOHOL)			

12

01160008136	WED 21/12/2016 06:23		DARK	CAMBERWELL RD 30M N OF J/W SOUTHAMPTON RD			08 LINK 110-111	532440/177300
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(53 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(20 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NEG	(53 YRS - M - REDACT)	WAITING - HELD UP	(P TO P) BACK HIT FIRST	JOURNEY P/O WORK

V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))	V001	A	405 (FAILED TO LOOK PROPERLY)

13

01160009336	SAT 31/12/2016 21:12		DARK	CAMBERWELL RD 100M N OF J/W WYNDHAM RD			08 LINK 111-119	532420/177390
POLICE - AT SCENE		ROAD-WET	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)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT PROVD		(24 YRS - M - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT PROVD		(29 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	J/P - UNKN
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)						

14

01160014249	TUE 20/12/2016 20:35		DARK	CAMBERWELL RD 25M N OF J/W JOHN RUSKIN ST			08 LINK 129-130	532430/177810
SELF-REPORTED		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)	(22 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(22 YRS - F - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(17 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

15

01160021301	SAT 24/09/2016 18:30		LIGHT	PORTLAND ST, NR JUNCT WTH GAYHURST.			08 CELL 532500/177500	532810/177890
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ		(32 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	409 (SWERVED)				V002 A	410 (LOSS OF CONTROL)	
V002	A	510 (DISTRACTION OUTSIDE VEHICLE)						

16

01160026418	SUN 16/10/2016 17:40		LIGHT	CAMBERWELL RD J/W URLWIN ST			08 NODE 130	532410/177620
POLICE - AT SCENE		ROAD-WET	FINE - H WIND	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(42 YRS - M - REDACT)		CHNG LANE - LEFT	(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NEG		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 B	710 (VEHICLE BLIND SPOT)	
V002	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)						

17

01160029068	FRI 28/10/2016 15:55		LIGHT	CAMBERWELL RD J/W JOHN RUSKIN ST			08 LINK 129-130	532420/177800
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	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)	PED CYCLE BT - N/A	(55 YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	O/TAKING - NEARSIDE	(NE TO SW) BACK HIT FIRST	J/P - UNKN JCT MID

18

01160030294	THU 27/10/2016 10:27		LIGHT	CAMBERWELL RD J/W JOHN RUSKIN ST			08 LINK 129-130	532420/177790
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(44 YRS - F - REDACT)	TURNING RIGHT	(NW TO SW) O/S HIT FIRST	J/P - UNKN E/MAIN RD

V002	A	710 (VEHICLE BLIND SPOT)	V001	A
V002	A	403 (POOR TURN OR MANOEUVRE)		307 (TRAVELLING TOO FAST FOR CONDITIONS)

19

0116MM70063	TUE 19/01/2016 23:25	DARK	CAMBERWELL RD J.W WYNDHAM RD			08 NODE 110		532430/177290
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS		NONE IN 50M

V2 COLLIDED WITH REAR OF V1

CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEG	(31 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (001)	CAR BT - NEG	(35 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED

V002	A	405 (FAILED TO LOOK PROPERLY)	V002	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)			

20

0116MM70189	FRI 04/03/2016 15:55	DARK	CAMBERWELL RD 34M NORTHWEST OF BOYSON RD			08 LINK 129-130	532440/177820
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

V1 PULLED OUT INTO PATH OF V2 AND THEY COLLIDED

CASUALTY	001 (002)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(29 YRS - M - REDACT)		MOVING OFF	(SW TO NE) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (001)	PED CYCLE BT - N/A	(21 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN

V002	A	405 (FAILED TO LOOK PROPERLY)

21

0116MM70328	WED 27/04/2016 20:46		DARK	WALWORTH RD J.W ARNSIDE ST				08 LINK 129-143	532450/177920
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M
PED STEPPED OUT INTO THE PATH OF V1									
CASUALTY	001 (001)	(52 YRS - M - REDA)		SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(54 YRS - M - REDACT)		TURNING RIGHT		(NE TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	405 (FAILED TO LOOK PROPERLY)				C001	A	802 (FAILED TO LOOK PROPERLY)	
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)							

22

0116MM70334	WED 13/04/2016 15:21		LIGHT	CAMBERWELL RD J/W URLWIN ST				08 NODE 130	532400/177630
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
V1 BRAKED SUDDENLY AS PASSENGER STOOD UP. PASSENGER HIT A POLE ON V1.									
CASUALTY	001 (001)	(75 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER			
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ		(29 YRS - M - REDACT)		SLOWING/STOPPING		(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)							

23

0116MM70380	MON 09/05/2016 15:52		LIGHT	CAMBERWELL RD J/W BOUNDARY LANE			08 LINK 129-130	532400/177720
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 TURNED LEFT AS V2 WAS UNDERTKAING CAUSING COLLISION

CASUALTY	001 (002)	(33 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(33 YRS - M - REDACT)	TURNING - LEFT	(N TO E) N/S HIT FIRST	JOURNEY P/O WORK JCT MID	
VEHICLE	002 (001)	PED CYCLE BT - N/A	(33 YRS - F - REDACT)	O/TAKING - NEARSIDE	(N TO S) O/S HIT FIRST	J/P - UNKN JCT MID	

V001	B	403 (POOR TURN OR MANOEUVRE)	V001	B	405 (FAILED TO LOOK PROPERLY)
V002	B	405 (FAILED TO LOOK PROPERLY)	V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

24

0116MM70392	TUE 10/05/2016 18:30		LIGHT	CAMBERWELL RD J.W BOYSON RD			08 LINK 129-130	532420/177790
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

V1 TURNED RIGHT AS V2 OVERTOOK V1

CASUALTY	001 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(59 YRS - M - REDACT)	TURNING RIGHT	(S TO E) O/S HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (001)	M/C 51-125CC BT - NOT REQ	(37 YRS - M - REDACT)	O/TAKING - MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID	

V001	A	405 (FAILED TO LOOK PROPERLY)	V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)			

25

0116MM70410	FRI 06/05/2016 16:20		LIGHT	CAMBERWELL RD 75M S J.W BETHWIN RD			08 LINK 111-119	532420/177410
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 TURNED LEFT ACROSS PATH OF V2

CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(57 YRS - F - REDACT)		TURNING - LEFT	(S TO W) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	PED CYCLE BT - N/A	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID

V001	A	405 (FAILED TO LOOK PROPERLY)	V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	710 (VEHICLE BLIND SPOT)	V002	A	405 (FAILED TO LOOK PROPERLY)

26

0116MM70434	SAT 21/05/2016 07:50		LIGHT	CAMBERWELL RD J/W WESTMORLAND RD			08 NODE 129	532450/177880
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

V2 HIT REAR V1

CASUALTY	001 (001)	(32 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(32 YRS - F - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED

V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

27

0116MM70442	WED 25/05/2016 14:26		LIGHT	WALWORTH RD J/W GATEWAY			08 LINK 129-143	532450/177940
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 BRAKED TO AVOID ACCIDENT CAUSING PASSENGER TO FALL

CASUALTY	001 (001)	(62 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ	(61 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
V001	A	408 (SUDDEN BRAKING)					

28

0116MM70444	SUN 24/04/2016 02:25		DARK	CAMBERWELL RD J/W ADDINGTON SQUARE			08 NODE 119	532420/177490
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

V1 MOVED OFF TO TURN LEFT AND COLLIDED WITH V2 COMING DOWN NEARSIDE

CASUALTY	001 (002)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	TAXI/PHV BT - NEG	(59 YRS - M - REDACT)		TURNING - LEFT	(N TO E) N/S HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (001)	M/C 126-500CC BT - NOT REQ	(19 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID

V001	B	403 (POOR TURN OR MANOEUVRE)	V001	B	405 (FAILED TO LOOK PROPERLY)
V002	B	601 (AGGRESSIVE DRIVING)	V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	B	405 (FAILED TO LOOK PROPERLY)			

29

0116MM70581	WED 22/06/2016 19:20		LIGHT	CAMBERWELL RD J/W ARNSIDE ST			08 LINK 129-143	532450/177910
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V2 WASN'T LOOKING AND HIT THE REAR OF V1

CASUALTY	001 (001)	(22 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEG	(22 YRS - F - REDACT)	G/AHEAD - R-HAND BEND		(NW TO SW) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	G/AHEAD - R-HAND BEND		(NW TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	308 (FOLLOWING TOO CLOSE)		V002	A	405 (FAILED TO LOOK PROPERLY)	

30

0116MM70613	WED 01/06/2016 13:15		LIGHT	CAMBERWELL RD J/W BOWYER PLACE			08 NODE 110	532440/177280
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

PED WALKED INTO THE ROAD WHEN A.T.S WAS RED FOR PEDS, V1 HIT PED

CASUALTY	001 (001)	(53 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(21 YRS - F - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)		C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)	

31

0116MM70670	FRI 22/07/2016 18:50		LIGHT	CAMBERWELL RD J/W JOHN RUSKIN ST			08 LINK 129-130	532420/177790
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

V2 TURNED RIGHT AND CROSSED THE PATH OF MOTORCYCLIST V1

CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(38 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(35 YRS - F - REDACT)	TURNING RIGHT	(N TO W) N/S HIT FIRST	J/P - UNKN JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)		V002 A	403 (POOR TURN OR MANOEUVRE)	

32

0116MM70698	WED 20/07/2016 10:50		LIGHT	WALWORTH RD J.W GATEWAY			08 LINK 129-143	532440/177950
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 BRAKED AND PASSENGER FELL OVER

CASUALTY	001 (001)	(61 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER	
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NEG	(50 YRS - M - REDACT)	SLOWING/STOPPING	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT CLEARED
V001	A	408 (SUDDEN BRAKING)				

33

0116MM70732	THU 18/08/2016 14:35		LIGHT	CAMBERWELL RD J/W BOWYER PLACE			08 NODE 110		532440/177280
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
V1 WENT THROUGH A RED A.T.S AND HIT V2									
CASUALTY	001 (002)	(23 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(20 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
CASUALTY	003 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(29 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID	
VEHICLE	002 (000)	CAR BT - NOT PROVD		(23 YRS - M - REDACT)		TURNING RIGHT	(S TO E) N/S HIT FIRST	J/P - UNKN JCT MID	
V001	A	405 (FAILED TO LOOK PROPERLY)				V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)							

34

0116MM70760	TUE 16/08/2016 07:50		LIGHT	NFL - CAMBERWELL RD - 142M E ADDINGTON SQUARE			08 LINK 111-119		532430/177430
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M		NONE IN 50M
V1 WAS FILTERING DOWN ROAD AND HIT V2 HEAD ON AS V2 PULLED STRAIGHT IN FRONT									
CASUALTY	001 (001)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(41 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (001)	M/C >500CC BT - NEG		(48 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN	
V001	A	405 (FAILED TO LOOK PROPERLY)				V002	A	405 (FAILED TO LOOK PROPERLY)	

35

0116MM70931	MON 18/07/2016 02:59		DARK	CAMBERWELL RD J/W URLWIN ST			08 NODE 130	532410/177630
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

V2 WENT INTO THE BACK OF MOTORCYCLIST V1

CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(18 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - POS	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	501 (IMPAIRED BY ALCOHOL)				

36

01170009617	TUE 03/01/2017 23:22		DARK	CAMBERWELL RD J/W WYNDHAM RD SE5			08 NODE 110	532440/177280
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - M - REDACT)	TURNING RIGHT	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(53 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001 A	403 (POOR TURN OR MANOEUVRE)	

37

01170011280	FRI 06/01/2017 18:30		DARK	CAMBERWELL RD J/W ALBANY RD			08 NODE 130		532411/177646
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	CROSSROADS	AUTO SIG	UNKNOWN S/R		NONE IN 50M
CASUALTY	001 (002)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	PED CYCLE BT - DRV NOT CONTACTED		(24 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

38

01170014879	WED 18/01/2017 21:30		DARK	WYNDHAM RD J/W CAMBERWELL NEW RD			08 NODE 110		532440/177280
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
CASUALTY	001 (001)	(24 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED		(24 YRS - F - REDACT)		WAITING - HELD UP	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN JCT APP	

39

01170031363	TUE 31/01/2017 21:30		DARK	CAMBERWELL RD J/W ALBANY RD				08 NODE 130	532409/177647
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	T/STAG JUN	UNKNOWN S/R		UNKNOWN S/R	NONE IN 50M
CASUALTY	001 (001)	(47 YRS - F - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

40

01170032569	TUE 18/04/2017 16:20		LIGHT	BRADENHAM CLOSE J/W BOYSON RD				08 CELL 532500/177500	532570/177770
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(38 YRS - M - REDA)		SLIGHT	PEDESTRIAN		S BOUND	WALKING - FACING TRAFFIC	
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)							

41

01170032689	TUE 18/04/2017 10:00		LIGHT	CAMBERWELL RD J/W ALBANY RD			08 NODE 130	532410/177660
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(42 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(23 YRS - F - REDACT)		TURNING RIGHT	(S TO E) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A		(42 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(N TO S) UNKNOWN S/R	COMMUTING JCT MID

42

01170033019	FRI 21/04/2017 07:27		LIGHT	JOHN RUSKIN ST J/W CAMBERWELL RD			08 LINK 129-130	532420/177800
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(47 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(23 YRS - F - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(47 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))	V001	B	403 (POOR TURN OR MANOEUVRE)
V001	B	405 (FAILED TO LOOK PROPERLY)	V002	B	405 (FAILED TO LOOK PROPERLY)

43

01170033688	MON 24/04/2017 14:00		LIGHT	BOWYER PLACE J/W CAMBERWELL RD				08 NODE 110	532450/177280
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(25 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(25 YRS - F - REDACT)		MOVING OFF		(E TO W) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ		(44 YRS - M - REDACT)		MOVING OFF		(E TO W) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))				V002	B	405 (FAILED TO LOOK PROPERLY)	
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

44

01170034740	SAT 29/04/2017 17:19		LIGHT	CAMBERWELL RD 30M N OF J/W BETHWIN RD				08 LINK 119-130	532410/177540
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(9 YRS - M - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ		(40 YRS - M - REDACT)		MOVING OFF		(N TO S) FRONT HIT FIRST	J/P - UNKN
C001	A	802 (FAILED TO LOOK PROPERLY)							

45

01170037691	TUE 16/05/2017 10:25		LIGHT	WYNDHAM RD J/W CAMBERWELL RD				08 NODE 110	532436/177270
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(52 YRS - F - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(52 YRS - F - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	COMMUTING JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)							

46

01170038299	THU 18/05/2017 16:55		LIGHT	ALBANY RD J/W CAMBERWELL RD				08 NODE 130	532430/177650
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG		PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(12 YRS - M - REDA)		SLIGHT	PEDESTRIAN		W BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NEG		(29 YRS - F - REDACT)		TURNING - LEFT		(N TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	605 (LEARNER OR INEXPERIENCED DRIVER)				V001	A	410 (LOSS OF CONTROL)	
V001	A	403 (POOR TURN OR MANOEUVRE)							

47

01170039904	FRI 26/05/2017 13:04		LIGHT	CAMBERWELL RD J/W ALBANY RD				08 NODE 130	532400/177680
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(54 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NEG		(32 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))							

48

01170040006	FRI 26/05/2017 17:45		LIGHT	ALBANY RD 30M W OF J/W PORTLAND ST				08 LINK 130-131	532740/177720
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(61 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(52 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(61 YRS - F - REDACT)		MOVING OFF		(W TO E) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ		(51 YRS - F - REDACT)		MOVING OFF		(W TO E) FRONT HIT FIRST	COMMUTING
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002	B	706 (DAZZLING SUN)	
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)				V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

49

01170040856	WED 24/05/2017 21:40		DARK	CAMBERWELL RD J/W WYNDHAM RD			08 NODE 110		532440/177270
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
CASUALTY	001 (002)	(25 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - F - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	PED CYCLE BT - DRV NOT CONTACTED		(25 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN JCT APP	

50

01170043459	SAT 17/06/2017 15:30		LIGHT	WALWORTH RD J/W GATEWAY SE17			08 LINK 129-143		532450/177940
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (002)	(69 YRS - F - REDA)		SERIOUS	VEH/PILLION PAX	SEATED PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(26 YRS - M - REDACT)		TURNING - LEFT	(S TO W) DID NOT IMPACT	J/P - UNKN JCT MID	
VEHICLE	002 (000)	LONDON BUS BT - NEG		(36 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT MID	
V001	A	403 (POOR TURN OR MANOEUVRE)							

51

01170046043	SAT 01/07/2017 20:20		LIGHT	ALBANY RD J/W PORTLAND ST			08 LINK 130-131	532870/177780
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(34 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(57 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT PROVD		(34 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(57 YRS - F - REDACT)		U-TURN	(NE TO NE) O/S HIT FIRST	J/P - UNKN E/MAIN RD
V001	A	306 (EXCEEDING SPEED LIMIT)				V001	A	405 (FAILED TO LOOK PROPERLY)
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

52

01170048512	SAT 15/07/2017 11:56		LIGHT	WALWORTH RD J/W GROSVENOR TERRACE			08 LINK 129-130	532400/177740
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(64 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) O/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(42 YRS - M - REDACT)		TURNING RIGHT	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V002	A	403 (POOR TURN OR MANOEUVRE)				V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	A	405 (FAILED TO LOOK PROPERLY)						

53

01170050907	FRI 21/07/2017 06:45		LIGHT	CAMBERWELL RD J/W JOHN RUSKIN ST				08 LINK 129-130	532420/177790
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	T/STAG JUN	UNKNOWN S/R		UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (002)	(32 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(47 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - DRV NOT CONTACTED		(32 YRS - F - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

54

01170051355	MON 31/07/2017 16:00		LIGHT	ALBANY RD J/W PORTLAND ST				08 LINK 130-131	532860/177760
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(10 YRS - F - REDA)		SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(49 YRS - M - REDACT)		TURNING RIGHT		(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)				C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)	
V001	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)							

55

01170052177	FRI 04/08/2017 16:10		LIGHT	ALBANY RD 21M W OF J/W WELLS WAY				08 LINK 130-131	532950/177810
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(31 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(33 YRS - M - REDACT)		MOVING OFF		(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ		(31 YRS - M - REDACT)		SLOWING/STOPPING		(W TO E) BACK HIT FIRST	JOURNEY P/O WORK
V002	B	408 (SUDDEN BRAKING)				V001	B	405 (FAILED TO LOOK PROPERLY)	

56

01170053332	THU 10/08/2017 13:54		LIGHT	CAMBERWELL RD 10M N OF J/W BETHWIN RD				08 NODE 119	532427/177500
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(33 YRS - F - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE - MASKED	
CASUALTY	002 (001)	(3 YRS - F - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(21 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)				C001 C001	A A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY) 802 (FAILED TO LOOK PROPERLY)	

57

01170053508	SUN 13/08/2017 03:40		DARK	CAMBERWELL RD J/W NEW CHURCH RD			08 NODE 111	532440/177330
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(52 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(34 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - POS		(52 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) O/S HIT FIRST	J/P - UNKN JCT APP
V002	A	601 (AGGRESSIVE DRIVING)				V002 A	306 (EXCEEDING SPEED LIMIT)	

58

01170055495	TUE 22/08/2017 22:40		DARK	ALBANY RD J/W PORTLAND ST			08 LINK 130-131	532860/177780
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(17 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(17 YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))						

59

01170057276	TUE 22/08/2017 19:00		LIGHT	CAMBERWELL RD J/W 0			08 LINK 111-119		532430/177420
SELF-REPORTED		UNKNOWN S/R	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(34 YRS - F - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R	

60

01170063482	TUE 10/10/2017 06:26		DARK	CAMBERWELL RD 30M N OF J/W BETHWIN RD			08 LINK 119-130		532410/177510
POLICE - AT SCENE		ROAD-WET	WEATHER-OTHER	SINGLE CWY	NO JUN IN 20M	N/A	FOOTBRIDGE/SUBWAY		NONE IN 50M
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ		(30 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - NOT REQ		(42 YRS - M - REDACT)		TURNING - LEFT	(W TO N) O/S HIT FIRST	J/P - UNKN	
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))				V002	A	405 (FAILED TO LOOK PROPERLY)	

61

01170066448	MON 16/10/2017 17:00		DARK	CAMBERWELL RD J/W 0				08 LINK 111-119	532430/177430
SELF-REPORTED		ROAD-DRY	FINE - H WIND	DUAL CWY	UNKNOWN S/R	UNKNOWN S/R		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(38 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(38 YRS - M - REDACT)		G/AHEAD - OTHER		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

62

01170067053	SUN 29/10/2017 06:20		LIGHT	CAMBERWELL RD J/W ADDINGTON SQUARE				08 NODE 119	532420/177490
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(0 YRS - F - REDA)		SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	306 (EXCEEDING SPEED LIMIT)							

63

01170074921	SAT 02/12/2017 18:20	DARK	WALWORTH RD 50M N OF J/W ARNSIDE RD			08 LINK 129-143		532450/177910
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(61 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(59 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO W) DID NOT IMPACT	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(SE TO W) DID NOT IMPACT	J/P - UNKN	
V001	B	408 (SUDDEN BRAKING)			V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		

64

01170078119	WED 25/10/2017 02:30	DARK	WALWORTH RD J/W ARNSIDE RD			08 NODE 129		532450/177910
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(? YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	U-TURN	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT MID	

65

01170081154	SUN 31/12/2017 22:32	DARK	CAMBERWELL RD J/W CAMBERWELL RD			08 NODE 130		532410/177630
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	CROSSROADS	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	REVERSING	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

66

01180081389	THU 04/01/2018 05:03	DARK	CAMBERWELL RD J/W JOHN RUSKIN ST			08 LINK 129-130		532420/177790
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

VEH 01 PULLED OUT OF (REDACTED) STREET PULLING ONTO CAMBERWELL ROAD WITHOUT SEEING VEH 02 TRAVELLING NORTH UP CAMBERWELL ROAD. VEH 02 NOT BEING ABLE TO STOP IN TIME HAS STRUCK VEH 01.

CASUALTY	001 (002)	(46 YRS - F - REDA)	SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG	(52 YRS - M - REDACT)		WAITING - TURN RIGHT	(SW TO N) O/S HIT FIRST	J/P - UNKN E/MAIN RD	
VEHICLE	002 (000)	M/C <= 50CC BT - NOT PROVD	(46 YRS - F - REDACT)		G/AHEAD - OTHER	(SE TO N) FRONT HIT FIRST	COMMUTING JCT CLEARED	
V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			V001	A	405 (FAILED TO LOOK PROPERLY)	

67

01180082782	WED 10/01/2018 19:45		DARK	WESTMORELAND RD J/W WALWORTH RD			08 NODE 129	532460/177890
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 (003)	(39 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(W TO W) N/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		O/TAKING - MOVING VEH	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	CAR BT - NOT REQ		(39 YRS - F - REDACT)		MOVING OFF	(NW TO W) BACK HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	403 (POOR TURN OR MANOEUVRE)				V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

68

01180083819	MON 15/01/2018 09:40		LIGHT	CAMBERWELL RD J/W ALBANY RD			08 NODE 130	532410/177640
SELF-REPORTED		ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(26 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

69

01180084773	SAT 20/01/2018 09:55		LIGHT	NFL CAMBERWELL RD J/W GROSVEOR TERRACE			08 LINK 129-130	532400/177730
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(37 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R

70

01180088017	SUN 04/02/2018 20:24		DARK	WALWORTH RD J/W ARNSIDE ST			08 NODE 129	532460/177910
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY THE PEDESTRIAN HAS RUN OR WALKED INTO THE MOVING TRAFFIC AND BEEN STRUCK ON THEIR RIGHT HAND SIDE BY THE VEHICLE. (REDACTED)								
CASUALTY	001 (001)	(0 YRS - M - REDA)		SERIOUS	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PHV - LICENCED BT - NEG		(52 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)				C001 A	806 (IMPAIRED BY ALCOHOL)	

71

01180091068	SUN 18/02/2018 22:56		DARK	CAMBERWELL RD J/W BETHWIN RD				08 NODE 119	532420/177460
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 (001)	(29 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(42 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
CASUALTY	003 (001)	(12 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(29 YRS - F - REDACT)		WAITING - HELD UP		(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	B	509 (DISTRACTION IN VEHICLE)	
V002	B	510 (DISTRACTION OUTSIDE VEHICLE)				V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)	

72

01180097433	TUE 20/03/2018 11:21		LIGHT	PORTLAND ST J/W 0				08 CELL 532500/177500	532800/177910
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(26 YRS - F - REDA)		SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

73

01180099056	THU 29/03/2018 10:30		LIGHT	CAMBERWELL RD J/W ALBANY RD			08 NODE 130	532400/177620
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SLIP ROAD	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(81 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(53 YRS - M - REDACT)		MOVING OFF	(P TO P) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)					

74

01180103305	SAT 21/04/2018 13:50		LIGHT	CAMBERWELL RD 54M N OF J/W BETHWIN RD			08 LINK 119-130	532422/177560
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY, VEHICLE ONE HAS TURNED LEFT SHARPLY IN FRONT OF VEHICLE TWO TRYING TO GO INTO A PETROL STATION. THIS HAS CAUSED VEHICLE TWO TO BRAKE SHARPLY WHICH IN TURN LEAD TO THEM COMING OFF THEIR VEHICLE AND SUSTAINING INJURIES.

CASUALTY	001 (002)	(28 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING - LEFT	(S TO N) DID NOT IMPACT	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	J/P - UNKN

75

01180104812	SUN 29/04/2018 22:08		DARK	CAMBERWELL RD J/W WYNDHAM RD			08 NODE 110	532440/177280
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 (001)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ		(49 YRS - M - REDACT)		TURNING RIGHT	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(27 YRS - M - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

76

01180109954	WED 23/05/2018 14:23		LIGHT	WALWORTH RD J/W MERROW ST			08 LINK 129-143	532450/177940
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(71 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	BOARDING		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(25 YRS - F - REDACT)		MOVING OFF	(P TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	B	605 (LEARNER OR INEXPERIENCED DRIVER)						

77

01180113384	SUN 10/06/2018 17:00		LIGHT	ALBANY RD 25M S OF J/W PORTLANDS ST			08 LINK 130-131	532850/177770
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)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT PROVD	(19 YRS - M - REDACT)	SLOWING/STOPPING	(W TO E) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	SLOWING/STOPPING	(E TO W) BACK HIT FIRST	J/P - UNKN

V002	A	408 (SUDDEN BRAKING)	V001	B	308 (FOLLOWING TOO CLOSE)
V001	B	510 (DISTRACTION OUTSIDE VEHICLE)	V002	A	601 (AGGRESSIVE DRIVING)
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)	V002	B	509 (DISTRACTION IN VEHICLE)

78

01180121278	MON 16/07/2018 09:45		LIGHT	CAMBERWELL RD J/W WYNDHAM RD SE16			08 NODE 110	532430/177250
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M

APPARENTLY THE DRIVER OF THE VEHICLE 001 HAS MOVED OFF FROM THE BUS STOP, AS THIS IS HAPPENING THE INJURED MALE HAS MOVED SEATS, AS HE HAS GOT UP THE DRIVER HAS HAD TO BRAKE AS HE APPROACHED THE TRAFFIC LIGHTS, AS THEY HAVE TURNED RED. THE INJURED MALE HAS THEN HIT HIS HEAD ON THE CORNER PART OF WHERE THE TWO RAISED SEATS ARE AT THE FRONT.

CASUALTY	001 (001)	(78 YRS - M - REDA)	SERIOUS	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(57 YRS - M - REDACT)	SLOWING/STOPPING	(E TO W) DID NOT IMPACT	J/P - UNKN JCT APP	

V001	A	408 (SUDDEN BRAKING)

79

01180122469	SAT 21/07/2018 21:29		DARK	CAMBERWELL RD J/W JOHN RUSKIN ST				08 LINK 129-130	532420/177790
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		PELICAN OR SIML	CTRL - SCH XING PTRL
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(47 YRS - F - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT PROVD		(46 YRS - F - REDACT)		TURNING RIGHT		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
C001	B	802 (FAILED TO LOOK PROPERLY)				V001	B	403 (POOR TURN OR MANOEUVRE)	

80

01180122578	SUN 22/07/2018 18:17		LIGHT	PORTLAND ST J/W ALBANY RD				08 LINK 130-131	532850/177780
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG		PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(41 YRS - M - REDACT)		TURNING RIGHT		(N TO S) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(24 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	403 (POOR TURN OR MANOEUVRE)				V001	B	405 (FAILED TO LOOK PROPERLY)	
V002	B	306 (EXCEEDING SPEED LIMIT)							

81

01180124452	TUE 31/07/2018 18:10	LIGHT	NFL ALBANY RD J/W CAMBERWELL RD			08 NODE 130		532410/177640
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(31 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(31 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	SNGL TRAILER	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

82

01180125997	THU 09/08/2018 07:40	LIGHT	CAMBERWELL RD J/W BOUNDARY LANE			08 LINK 129-130		532410/177720
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

ACCOUNT BASED FROM DRIVER OF V001: APPARENTLY V001 WAS TRAVELLING NORTH BOUND OF CAMBERWELL ROAD WHEN V001 INDICATED TO TURN RIGHT INTO BOUNDARY LANE AND V002ATTEMPTED TO OVERTAKE FROM INSIDE AND THIS RESULTED IN V002 COLLIDING INTO THE OFFSIDE REAR BUMPER OF V001 CAUSING MINOR INJURY. ACCOUNT BASED FROM DRIVER OF V002: APPARENTLY V002 WAS TRAVELLING NORTH ON CAMBERWELL ROAD TOWARDS ELEPHANT AND CASTLE. AS V002 IS A MOTORCYCLE IT HAS MOVED TO THE OUTSIDE OF STATIONARY TRAFFIC AND HAS THEN SWERVED TO AVOID V001 WHO WAS TURNING RIGHT INTO BOUNDARY LANE. (REDACTED)

CASUALTY	001 (002)	(54 YRS - M - REDA)	SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)		TURNING RIGHT	(S TO E) DID NOT IMPACT	JOURNEY P/O WORK L/MAIN RD	
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(54 YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) FRONT HIT FIRST	COMMUTING JCT APP	

V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)	V001	B	405 (FAILED TO LOOK PROPERLY)
V002	B	405 (FAILED TO LOOK PROPERLY)			

83

01180127975	MON 20/08/2018 08:20		LIGHT	CAMBERWELL RD J/W GROSVENOR			08 LINK 129-130	532410/177730
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 (002)	(29 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	CAR BT - NOT REQ		(21 YRS - M - REDACT)		TURNING RIGHT	(NE TO SE) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(29 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	B	405 (FAILED TO LOOK PROPERLY)				V001 B	405 (FAILED TO LOOK PROPERLY)	

84

01180129542	MON 27/08/2018 16:30		LIGHT	CAMBERWELL RD 25M N OF J/W JOHN RUSKIN ST			08 LINK 129-130	532440/177830
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(26 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(33 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

85

01180136676	WED 03/10/2018 17:51		LIGHT	CAMBERWELL RD 10M N OF J/W ALBANY RD				08 NODE 130	532410/177680
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 (001)	(55 YRS - M - REDA)		SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(56 YRS - M - REDACT)		MOVING OFF		(E TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)				C001	B	802 (FAILED TO LOOK PROPERLY)	

86

01180137337	SAT 06/10/2018 20:16		DARK	CAMBERWELL RD J/W WYNDHAM RD				08 NODE 110	532440/177280
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 (002)	(34 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(50 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A		(34 YRS - M - REDACT)		G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	J/P - UNKN JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)	

87

01180139902	THU 18/10/2018 13:30		LIGHT	CAMBERWELL RD 100M S OF J/W BETHWIN RD			08 LINK 111-119	532420/177450
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)	(79 YRS - F - REDA)		SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(69 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
V001	B	405 (FAILED TO LOOK PROPERLY)						

88

01180140250	SAT 20/10/2018 12:32		LIGHT	JOHN RUSKIN ST J/W GATEWAY			08 CELL 532000/177500	532400/177800
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 (002)	(21 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	OTHER VEH BT - NOT REQ		(21 YRS - F - REDACT)		O/TAKING - NEARSIDE	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V002	B	701 (STATIONARY OR PARKED VEHICLE(S))						

89

01180145973	FRI 16/11/2018 08:29		LIGHT	CAMBERWELL RD J/W WYNDHAM RD			08 NODE 110	532430/177280
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

APPARENTLY VEHICLE 1 WAS ATTEMPTING TO TURN LEFT FROM WYNDHAM ROAD, ONTO CAMBERWELL ROAD. ON TURNING LEFT VEHICLE 1 DID NOT SEE THE CYCLIST IN HER BLIND SPOT, ON HER NEARSIDE AND COLLIDED WITH THE SUBJECT. (REDACTED)

CASUALTY	001 (002)	(28 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(24 YRS - F - REDACT)	TURNING - LEFT	(S TO N) N/S HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)	WAITING - HELD UP	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	710 (VEHICLE BLIND SPOT)				

90

01180148701	WED 28/11/2018 18:55		DARK	CAMBERWELL RD 60M S OF J/W BETHWIN RD			08 LINK 111-119	532430/177390
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(44 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(25 YRS - M - REDACT)	TURNING RIGHT	(N TO S) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(44 YRS - M - REDACT)	O/TAKING - NON MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				

91

01180155028	SUN 30/12/2018 21:37		DARK	PORTLAND ST J/W HOPWOOD RD			08 CELL 532500/177500	532810/177890
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SLIP ROAD	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)		TURNING RIGHT	(SE TO NE) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) O/S HIT FIRST	J/P - UNKN JCT APP

V001	B	405 (FAILED TO LOOK PROPERLY)	V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V002	B	503 (FATIGUE)	V002	B	605 (LEARNER OR INEXPERIENCED DRIVER)
V002	B	603 (NERVOUS, UNCERTAIN OR PANIC)			

92

01190163711	FRI 15/02/2019 19:24		DARK	CAMBERWELL RD, NR JUNCT WTH ADDINGTON SQUARE.			08 NODE 119	532433/177477
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

VEH 1 WAS TRAVELLING DOWN CAMBERWELL RD TOWARDS CAMBERWELL. THE LIGHT CHANGED TO RED, SO HE STOPPED AND WHEN IT TURNED GREEN HE PULLED AWAY. VEH 2 WAS TRAVELLING FROM ADDINGTON SQ TO BETHWIN RD, HIS LIGHT WAS (REDACTED) (ALLEGEDLY) AND HE WENT THROUGH THE LIGHT WAS MID JUNCTION WHEN HE WAS HIT BY VEH1. WITNESSES STATES THAT VEH 2 TRAFFIC LIGHT WAS RED AND THAT HE IGNORED THE LIGHT AND WENT THROUGH THE JUNCTION AT SPEED.

CASUALTY	001 (001)	(25 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
CASUALTY	002 (002)	(42 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(42 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	COMMUTING JCT MID

V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)	V002	A	306 (EXCEEDING SPEED LIMIT)

93

01190164304	SAT 02/02/2019 19:45		DARK	WALWORTH RD, NR JUNCT WTH GROSVENOR TERRACE.			08 LINK 129-130	532411/177741
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(65 YRS - F - REDA)	SLIGHT	PEDESTRIAN		S BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

94

01190165454	MON 25/02/2019 15:40		LIGHT	CAMBERWELL RD, NR JUNCT WTH BOYSON RD.			08 LINK 129-130	532427/177798
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(47 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - F - REDACT)		MOVING OFF		(W TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(47 YRS - F - REDACT)		G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	A	405 (FAILED TO LOOK PROPERLY)	

95

01190167027	FRI 22/02/2019 13:00		LIGHT	CAMBERWELL RD, NR JUNCT WTH NEW CHURCH RD.			08 LINK 111-119	532433/177415
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	UNKNOWN	UNKNOWN S/R	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(24 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R

96

01190170057	TUE 19/03/2019 16:55		LIGHT	ARNSIDE ST, 35 METRES EAST OF JUNCT WTH WALWORTH RD.. NREST CLASSIFIED RD WAS A215			08 LINK 129-143	532493/177926
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SLIP ROAD	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

ON TUESDAY 19 MARCH 2019 AT APPROXIMATELY 1655HRS, THE COLLISION SEEMED TO HAVE OCCURRED WHEN PEDESTRIAN STEPPED OFF THE PAVEMENT, WALKING BEHIND A PARKED VAN. PEDESTRIAN HAS THEN STEPPED OFF INTO NEAR THE ROAD TO WHICH THEIR LEFT FOOT HAD BEEN RUN OVER BY MOVING COUNCIL VEHICLE.

CASUALTY	001 (001)	(28 YRS - F - REDA)	SERIOUS	PEDESTRIAN	STILL	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(36 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	JOURNEY P/O WORK

C001	B	802 (FAILED TO LOOK PROPERLY)	C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)	V001	B	405 (FAILED TO LOOK PROPERLY)
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

97

01190171196	MON 25/03/2019 21:10		DARK	CAMBERWELL RD, NR JUNCT WTH ALBANY RD.			08 NODE 130	532416/177647
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	CNTL REFUGE N/O CTRLS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	GOODS > 7.5T BT - NOT REQ	(27 YRS - M - REDACT)		TURNING - LEFT	(N TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(24 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)					

98

01190171457	TUE 26/03/2019 23:40		DARK	CAMBERWELL RD, 38 METRES NORTH OF JUNCT WTH NEW CHURCH RD.			08 LINK 111-119	532440/177366
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M

APPARENTLY, V001 STOPPED AT THE BUS STOP ON CAMBERWELL ROAD, HEADING IN THE DIRECTION OF CAMBERWELL. C001 HAS BOARDED THE BUS VIA THE REAR SET OF DOORS AND WENT UP THE STAIRS TO THE TOP DECK. V001 HAS PULLED OFF FROM THE BUS STOP BEFORE C001 HAS SAT DOWN. C001 HAD GOT HIS LEG CAUGHT IN HIS DOG LEAD AND LOST BALANCE CAUSING HIM TO FALL DOWN 4 STEPS. C001 HAS HIT HIS HEAD (REDACTED)

CASUALTY	001 (001)	(41 YRS - M - REDA)	SERIOUS	VEH/PILLION PAX	BOARDING			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(38 YRS - M - REDACT)		MOVING OFF		(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
V001	A	403 (POOR TURN OR MANOEUVRE)			C001	A	806 (IMPAIRED BY ALCOHOL)	

99

01190172147	SAT 30/03/2019 12:40		DARK	CAMBERWELL RD, NR JUNCT WTH ALBANY RD.			08 NODE 130	532427/177662
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)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(41 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (002)	(20 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	004 (002)	(18 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	005 (002)	(16 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(41 YRS - M - REDACT)		TURNING RIGHT	(S TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(20 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)						

100

01190173175	WED 03/04/2019 23:10		DARK	CAMBERWELL RD, NR JUNCT WTH WYNDHAM RD.			08 NODE 110	532445/177276
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

APPARENTLY VEHICLE 001 WAS TURNING RIGHT ON TO CAMBERWELL ROAD SE5 FROM BOWYER PLACE SE5 WHEN THE LIGHTS TURNED GREEN. AS HE WAS WAITING TO TURN, A MOTORCYCLE 002 HAS COME, VEHICLE 001 DOES NOT KNOW WHERE FROM, HAS COME AND HIT VEHICLE 001 ON THE NEARSIDE FRONT BUMPER OF VEHICLE 001.

CASUALTY	001 (002)	(32 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(30 YRS - M - REDACT)		TURNING RIGHT	(W TO S) FRONT HIT FIRST	E/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT PROVD		(32 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)				V001	B	509 (DISTRACTION IN VEHICLE)
V002	B	306 (EXCEEDING SPEED LIMIT)						

101

01190175054	SUN 14/04/2019 06:05		DARK	CAMBERWELL RD, 35 METRES NORTH OF JUNCT WTH BETHWIN RD.			08 NODE 119	532420/177521
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M

(REDACTED)* APPARENTLY VEHICLE ONE WAS TRAVELLING EAST ON CAMBERWELL ROAD AS PART OF ITS COMMUTE TO WORK AND HAS BEGUN TO DRIVE PAST THE PETROL STATION, VEHICLE TWO HAS THEN EXITED THE PETROL STATION AT SOME SPEED AND THEN COLLIDED WITH THE FRONT OF VEHICLE ONE CAUSING VEHICLE ONES AIRBAGS TO GO OFF. VEHICLE TWO HAS THEN APPARENTLY DRIVEN EAST ON CAMBERWELL ROAD AND HAS FAILED TO STOP AT THE ROAD INCIDENT. (REDACTED)

CASUALTY	001 (001)	(40 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(40 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)	
V002	A	501 (IMPAIRED BY ALCOHOL)					

102

01190175893	THU 18/04/2019 14:40		LIGHT	CAMBERWELL RD, 40 METRES SOUTH OF JUNCT WTH ALBANY RD.. NREST CLASSIFIED RD WAS B214			08 LINK 119-130	532413/177590
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(33 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	
V001	A	403 (POOR TURN OR MANOEUVRE)		C001	A	802 (FAILED TO LOOK PROPERLY)	

103

01190176212	SUN 21/04/2019 07:22		LIGHT	ALBANY RD, NR JUNCT WTH CAMBERWELL RD.			08 NODE 130	532445/177644
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)	(34 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - F - REDACT)	SLOWING/STOPPING	(SE TO SW) BACK HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - POS	(27 YRS - M - REDACT)	O/TAKING - NEARSIDE	(SE TO SW) FRONT HIT FIRST	JCT APP

V002	A	403 (POOR TURN OR MANOEUVRE)	V002	A	501 (IMPAIRED BY ALCOHOL)
V002	B	503 (FATIGUE)			

104

01190177654	SUN 28/04/2019 19:35		LIGHT	WALWORTH RD, 15 METRES SOUTH OF JUNCT WTH MERROW ST.			08 LINK 129-143	532451/177952
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(29 YRS - M - REDACT)	WAITING - HELD UP	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT APP

V002	B	405 (FAILED TO LOOK PROPERLY)	V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

105

01190179018	SUN 05/05/2019 09:18		LIGHT	CAMBERWELL RD, NR JUNCT WTH APPLE GREEN PETROL GARAGE / ALBANY RD			08 NODE 119	532423/177507
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(37 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(28 YRS - M - REDACT)	TURNING - LEFT	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(37 YRS - F - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP

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

106

01190185197	TUE 04/06/2019 19:40		LIGHT	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532414/177799
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - F - REDACT)	TURNING RIGHT	(W TO S) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(30 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING JCT APP

V001	A	405 (FAILED TO LOOK PROPERLY)	V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

107

01190185473	WED 05/06/2019 20:30		LIGHT	CAMBERWELL RD, NR JUNCT WTH ALBANY RD.			08 NODE 130	532413/177646
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

V001 WAS TRAVELLING SOUTH ALONG WALWORTH ROAD AND WAS CONTINUING STRAIGHT ON TO CAMBERWELL ROAD TOWARDS CAMBERWELL. V002 WAS TRAVELLING NORTH FROM CAMBERWELL ROAD AND HAS TURNED RIGHT IN TO ALBANY ROAD. AS V002 HAS TURNED RIGHT IT HAS HIT V001 FRONT ON.

CASUALTY	001 (001)	(28 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
CASUALTY	002 (001)	(24 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX			
CASUALTY	003 (002)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT PROVD	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NOT PROVD	(24 YRS - F - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	COMMUTING JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)					

108

01190186307	FRI 07/06/2019 18:40		LIGHT	CAMBERWELL RD, NR JUNCT WTH BETHWIN RD.			08 NODE 119	532426/177516
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(28 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	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

109

01190187536	SUN 16/06/2019 11:45		LIGHT	CAMBERWELL RD, NR JUNCT WTH WYNDHAM RD.			08 NODE 110		532447/177286
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(29 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(29 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

110

01190187756	MON 17/06/2019 13:34		LIGHT	CAMBERWELL RD, NR JUNCT WTH CAMBERWELL RD.			08 LINK 111-119		532434/177398
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		UNKNOWN S/R		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(30 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R		
VEHICLE	002 (000)	LONDON BUS BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK	

111

01190193623	MON 15/07/2019 14:44		LIGHT	CAMBERWELL RD, NR JUNCT WTH ALBANY RD.			08 NODE 130	532407/177683
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

APPARENTLY V001 WAS SITTING AT A RED ATS ON CAMBERWELL ROAD JUNCTION OF ALBANY ROAD WHEN V002 WENT IN FRONT OF HIM AND STARTED TO FILM HIM BOTH ON A GO PRO AND ALSO A MOBILE PHONE. V001 THEN MOVED OFF, INDICATING, GOING ON THE WRONG SIDE OF THE ROAD SLIGHTLY. AS HE WAS DRIVING OFF UP THE ROAD HE HEARD A NOISE AND REALISED THAT HE HAD COLLIDED WITH V002 ON THE NEARSIDE.

CASUALTY	001 (002)	(43 YRS - M - REDA)	SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	LONDON BUS BT - NEG	(31 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(43 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	COMMUTING JCT CLEARED
V001	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			V002	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)	

112

01190195144	MON 22/07/2019 07:47		LIGHT	WALWORTH RD, NR JUNCT WTH WESTMORELAND RD.			08 NODE 129	532445/177890
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

APPARENTLY, A PASSENGER BOARDED A BUS. PRIOR TO SITTING DOWN, THE BUS MOVED AWAY FROM THE BUS STOP, CAUSING THE PASSENGER TO LOSE BALANCE, FALL OVER AND HIT HIS HEAD ON A POLE.

CASUALTY	001 (001)	(45 YRS - M - REDA)	SERIOUS	VEH/PILLION PAX	STANDING PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(33 YRS - F - REDACT)		MOVING OFF		(P TO N) DID NOT IMPACT	JCT APP
C001	A	806 (IMPAIRED BY ALCOHOL)						

113

01190196302	SAT 27/07/2019 16:15		LIGHT	CAMBERWELL RD, NR JUNCT WTH BOWYER PLACE .			08 NODE 110	532446/177278
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 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(47 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	JCT MID
VEHICLE	003 (000)	LONDON BUS BT - NOT REQ		(50 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	JOURNEY P/O WORK JCT MID

V001	B	405 (FAILED TO LOOK PROPERLY)	V002	B	405 (FAILED TO LOOK PROPERLY)
V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)	V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

114

01190199510	WED 14/08/2019 16:10		LIGHT	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532427/177798
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(40 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(33 YRS - M - REDACT)		WAITING - TURN RIGHT	(W TO SE) DID NOT IMPACT	E/MAIN RD

V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))	V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

115

01190201210	FRI 23/08/2019 20:59		DARK	CAMBERWELL RD, 100 METRES NORTH OF JUNCT WTH BOWYER PLACE.. NREST CLASSIFIED RD WAS B217. NREST CLASSIFIED RD WAS B217. NREST CLASSIFIED RD WAS B217				08 LINK 111-119	532429/177454
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(32 YRS - M - REDACT)		O/TAKING - MOVING VEH		(N TO S) O/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NOT REQ		(37 YRS - M - REDACT)		MOVING OFF		(N TO S) O/S HIT FIRST	JOURNEY P/O WORK
V002	B	403 (POOR TURN OR MANOEUVRE)				V001	B	408 (SUDDEN BRAKING)	
V002	B	405 (FAILED TO LOOK PROPERLY)							

116

01190201534	SUN 25/08/2019 18:25		LIGHT	CAMBERWELL RD, NR JUNCT WTH WYNDHAM RD.				08 NODE 110	532432/177281
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(53 YRS - M - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	M/C ? CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	B	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)							

117

01190203107	TUE 03/09/2019 17:23		LIGHT	CAMBERWELL RD, NR JUNCT WTH ALBANY RD.			08 NODE 130	532411/177651
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)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(40 YRS - M - REDACT)		WAITING - TURN RIGHT	(E TO N) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A		(30 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT MID

V001	A	104 (INADEQUATE OR MASKED SIGNS OR ROAD MARKINGS)	V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	A	405 (FAILED TO LOOK PROPERLY)			

118

01190204821	THU 12/09/2019 09:14		LIGHT	CAMBERWELL RD, 50 METRES NORTH OF JUNCT WTH BOWYER PLACE.			08 LINK 111-119	532438/177399
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(38 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(42 YRS - F - REDACT)		TURNING - LEFT	(S TO W) N/S HIT FIRST	COMMUTING
VEHICLE	002 (000)	PED CYCLE BT - N/A		(38 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING

V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	V001	B	701 (STATIONARY OR PARKED VEHICLE(S))

119

01190206162	WED 18/09/2019 17:30		LIGHT	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532425/177799
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 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(42 YRS - F - REDACT)		WAITING - TURN RIGHT	(W TO S) BACK HIT FIRST	JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)				V001 B	403 (POOR TURN OR MANOEUVRE)	
V002	B	501 (IMPAIRED BY ALCOHOL)						

120

01190206483	TUE 17/09/2019 19:35		DARK	CAMBERWELL RD, NR JUNCT WTH CAMBERWELL RD.			08 NODE 129	532455/177882
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	ONE-WAY ST	OTHER JUN	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(44 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(44 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

121

01190206672	FRI 20/09/2019 16:30		LIGHT	ALBANY RD, NR JUNCT WTH PORTLAND ST.			08 LINK 130-131	532861/177780
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)	(7 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(40 YRS - F - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(7 YRS - M - REDACT)		MOVING OFF	(W TO E) O/S HIT FIRST	J/P - UNKN E/MAIN RD
V001	B	701 (STATIONARY OR PARKED VEHICLE(S))						

122

01190210936	FRI 04/10/2019 09:55		LIGHT	CAMBERWELL RD, NR JUNCT WTH ALBANY RD.			08 NODE 130	532418/177647
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SLIP ROAD	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(56 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(56 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

123

01190211623	MON 14/10/2019 14:15		LIGHT	WALWORTH RD, 15 METRES NORTH OF JUNCT WTH ARNSIDE ST.			08 LINK 129-143	532456/177922
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(65 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(65 YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ		(52 YRS - M - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	408 (SUDDEN BRAKING)						

124

01190214152	SAT 26/10/2019 13:00		LIGHT	CAMBERWELL RD, 100 METRES SOUTH OF JUNCT WTH WESTMORELAND RD.			08 LINK 129-130	532450/177859
POLICE - AT SCENE		ROAD-DRY	WEATHER- FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(18 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(34 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A		(18 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK
V002	A	409 (SWERVED)						

125

01190214190	SAT 26/10/2019 01:00		DARK	LOCATION UNCERTAIN CAMBERWELL RD			08 NODE 130		532411/177642
SELF-REPORTED		ROAD-DRY	FINE - H WIND	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(49 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(32 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

126

01190214464	MON 28/10/2019 07:35		LIGHT	PORTLAND ST, NR JUNCT WTH PORTLAND ST.			08 CELL 532500/177500		532821/177883
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	FOOTBRIDGE/SUBWAY		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(28 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R	

127

01190219175	MON 18/11/2019 08:00		LIGHT	PEDESTRIAN XING, WYNDHAM RD, NR JUNCT WTH CAMBERWELL RD.			08 NODE 110	532426/177271
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(13 YRS - M - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

128

01190223446	SAT 07/12/2019 13:45		LIGHT	CAMBERWELL RD, NR JUNCT WTH BETHWIN RD .			08 NODE 119	532424/177461
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(83 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	ALIGHTING		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(48 YRS - M - REDACT)		MOVING OFF	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK E/MAIN RD
V001	B	408 (SUDDEN BRAKING)						

129

01190224707	FRI 13/12/2019 09:00		LIGHT	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532414/177789
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(25 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(37 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(25 YRS - M - REDACT)		TURNING RIGHT	(W TO S) O/S HIT FIRST	JOURNEY P/O WORK JCT MID

V001	B	405 (FAILED TO LOOK PROPERLY)	V001	B	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)	V001	B	403 (POOR TURN OR MANOEUVRE)

130

01190227477	FRI 27/12/2019 18:36		LIGHT	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532421/177800
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(26 YRS - M - REDACT)		TURNING RIGHT	(W TO SW) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(40 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	JCT APP

V001	A	405 (FAILED TO LOOK PROPERLY)

131

01200228467	SAT 04/01/2020 05:20		DARK	CAMBERWELL RD, NR JUNCT WTH BOUNDARY LANE.			08 LINK 129-130	532409/177725
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 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(48 YRS - M - REDACT)	TURNING RIGHT	(S TO E) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(23 YRS - M - REDACT)	O/TAKING - MOVING VEH	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP

V002	B	203 (DEFECTIVE BRAKES)	V002	B	306 (EXCEEDING SPEED LIMIT)
V002	B	403 (POOR TURN OR MANOEUVRE)			

132

01200229168	TUE 07/01/2020 21:15		DARK	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN RD.			08 LINK 129-130	532430/177789
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	STOP SGN	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(19 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(29 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

133

01200232383	FRI 24/01/2020 10:29		LIGHT	CAMBERWELL RD, 12 METRES SOUTH OF JUNCT WTH BEHTWIN RD.			08 NODE 119	532424/177479
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(26 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(27 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT PROVD		(26 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	601 (AGGRESSIVE DRIVING)						

134

01200232912	SAT 25/01/2020 18:00		DARK	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532420/177800
SELF-REPORTED		ROAD-WET	RAINING - H WIND	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(29 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(30 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

135

01200236939	FRI 14/02/2020 16:10		LIGHT	CAMBERWELL RD, SE5 , NR JUNCT WTH NONE.			08 LINK 129-130		532440/177826
SELF-REPORTED		UNKNOWN S/R	WEATHER-OTHER	SINGLE CWY	OTHER JUN	UNKNOWN S/R	PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(24 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	JCT APP	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(54 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN UNKNOWN S/R	

136

01200239164	SAT 29/02/2020 09:19		LIGHT	CAMBERWELL RD, 2 METRES NORTH OF JUNCT WTH BETHWIN RD.			08 NODE 119		532422/177496
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(57 YRS - F - REDA)		SERIOUS	VEH/PILLION PAX	ALIGHTING			
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED		(60 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	L/MAIN RD	
V001	A	408 (SUDDEN BRAKING)							

137

01200239174	SAT 29/02/2020 07:16		LIGHT	CAMBERWELL RD, 30 METRES SOUTH OF JUNCT WTH BOUNDARY LANE.. NREST CLASSIFIED RD WAS B2			08 LINK 129-130	532403/177709
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(23 YRS - M - REDA)		SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT PROVD		(21 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(N TO S) FRONT HIT FIRST	
V001	A	503 (FATIGUE)						

138

01200239813	TUE 03/03/2020 17:13		LIGHT	ALBANY RD, 50 METRES EAST OF JUNCT WTH BRADENHAM CLOSE.			08 LINK 130-131	532643/177694
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(47 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ		(47 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	J/P - UNKN
V001	B	102 (DEPOSIT ON ROAD (EG. OIL, MUD, CHIPPINGS))				V001 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

139

01200246815	TUE 05/05/2020 16:30		LIGHT	CAMBERWELL RD, NR JUNCT WTH 0.			08 LINK 129-130		532410/177742
SELF-REPORTED		UNKNOWN S/R	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(26 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(40 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(26 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R	

140

01200248052	SUN 17/05/2020 21:20		DARK	PORTLAND ST, NR JUNCT WTH ALBANY RD .			08 LINK 130-131		532858/177780
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(40 YRS - M - REDACT)		MOVING OFF	(W TO E) N/S HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(34 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) FRONT HIT FIRST	COMMUTING JCT APP	
V001	A	403 (POOR TURN OR MANOEUVRE)				V001 A	405 (FAILED TO LOOK PROPERLY)		
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

141

01200252936	MON 22/06/2020 12:25		LIGHT	CAMBERWELL RD, NR JUNCT WTH WYNDHAM RD .			08 LINK 110-111	532443/177282
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)	(20 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(49 YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A		(20 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)						

142

01200255450	TUE 07/07/2020 17:35		LIGHT	CAMBERWELL RD, NR JUNCT WTH BETHWIN RD.			08 LINK 119-130	532418/177496
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(24 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(24 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	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

143

01200256720	TUE 07/07/2020 08:56		LIGHT	WALWORTH RD, NR JUNCT WTH WALWORTH RD.			08 LINK 129-143	532452/177944
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(28 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

144

01200259099	TUE 28/07/2020 16:20		LIGHT	WALWORTH RD, NR JUNCT WTH BETHWIN RD.			08 LINK 119-130	532422/177496
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(34 YRS - M - REDACT)		TURNING - LEFT	(W TO N) N/S HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(24 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	COMMUTING E/MAIN RD

V001	A	405 (FAILED TO LOOK PROPERLY)	V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)	V002	B	203 (DEFECTIVE BRAKES)

145

01200265811	FRI 17/07/2020 09:30		LIGHT	WALWORTH RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532427/177797
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(30 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(30 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	SCHOOL - TAKING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

146

01200268984	SUN 20/09/2020 15:25		LIGHT	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532423/177796
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 (002)	(28 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(38 YRS - M - REDACT)		WAITING - TURN RIGHT	(W TO S) FRONT HIT FIRST	E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(28 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)						

147

01200271017	WED 30/09/2020 21:17		DARK	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.				08 LINK 129-130	532419/177801
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(55 YRS - M - REDA)		SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(27 YRS - F - REDACT)		TURNING - LEFT		(S TO W) FRONT HIT FIRST	L/MAIN RD
C001	B	802 (FAILED TO LOOK PROPERLY)				V001	B	405 (FAILED TO LOOK PROPERLY)	

148

01200272094	FRI 25/09/2020 13:00		LIGHT	CAMBERWELL RD, NR JUNCT WTH BETHWIN RD.				08 NODE 119	532425/177505
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	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)	CAR BT - DRV NOT CONTACTED		(52 YRS - M - REDACT)		UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

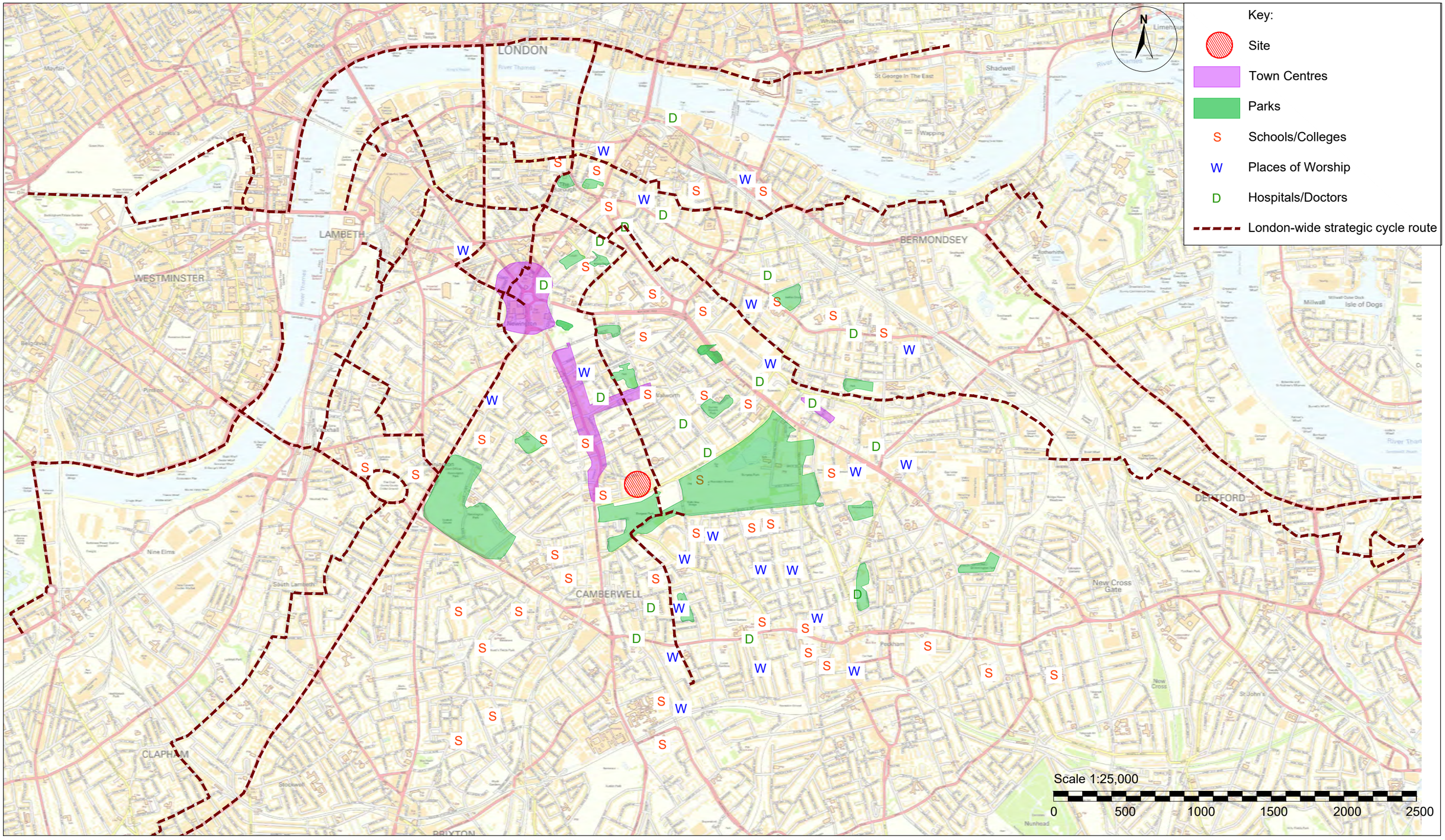
149

01200273439	MON 12/10/2020 21:44		DARK	CAMBERWELL RD, NR JUNCT WTH JOHN RUSKIN ST.			08 LINK 129-130	532403/177805
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(22 YRS - M - REDACT)		TURNING RIGHT	(W TO S) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(40 YRS - M - REDACT)		TURNING RIGHT	(N TO W) O/S HIT FIRST	L/MAIN RD
V001	A	405 (FAILED TO LOOK PROPERLY)						

150

01200274029	THU 15/10/2020 22:00		DARK	CAMBERWELL RD, NR JUNCT WTH ALBANY RD.			08 NODE 130	532416/177660
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 (002)	(24 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(23 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A		(24 YRS - F - REDACT)		WAITING - HELD UP	(N TO S) N/S HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)				V001 A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)	
V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)						

Appendix F – ATZ Maps



MAKING COMPLEX EASY

20 Farrigdon Street, London EC4A 4AB
T: +44(0)20 7280 3300 **E:** transport@rpsgroup.com

Client Walworth Homes Ltd

Project Aylesbury First Development Site

Title Map 1 - ATZ and all potential key active travel destinations

NOTES

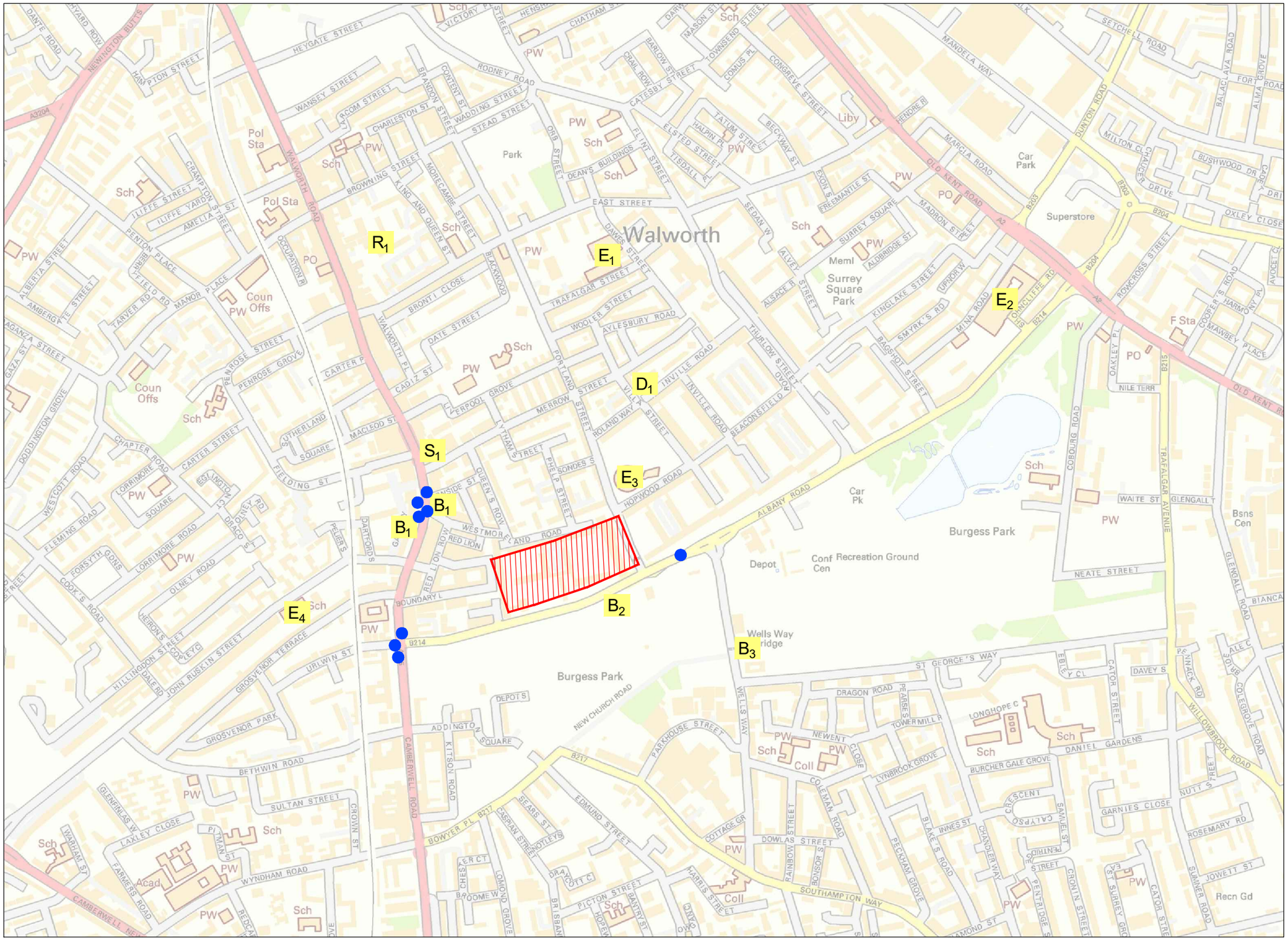
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

Rev	Description	By	CB	Date

Status	Drawn By	PM/Checked by
INFORMATION	AJ	DA
Project Number	**Scale @ A3**	**Date Created**
JNY10942	1:25000	21/04/21
RPS Drawing/Figure Number		**Rev**
JNY10942-01		-

rpsgroup.com

Drawing Ref: P:\JNY10942 - Aylesbury First Development Site\Highways\Drawings\JNY10942-01 ATZ Map 1.dwg



Legend

Site location

'Serious' PIA

Key Destinations

B_1	Westmoreland Road bus stops
B_2	Portland Street bus stop
B_3	St George's Way Burgess Park bus stop
E_1	University Academy of Engineering South
E_2	Ark Walworth Academy
E_3	Michael Faraday Primary School
E_4	John Ruskin Primary School
D_1	Villa Street Medical Centre
S_1	Tesco supermarket
R_1	Walworth Centre

MAKING COMPLEX EASY

20 Farrigdon Street, London EC4A 4AB
T: +44(0)20 7280 3300 **E:** transport@rpsgroup.com

Client Walworth Homes Ltd

Project Aylesbury First Development Site

Title Map 2 - ATZ Neighbourhood

NOTES

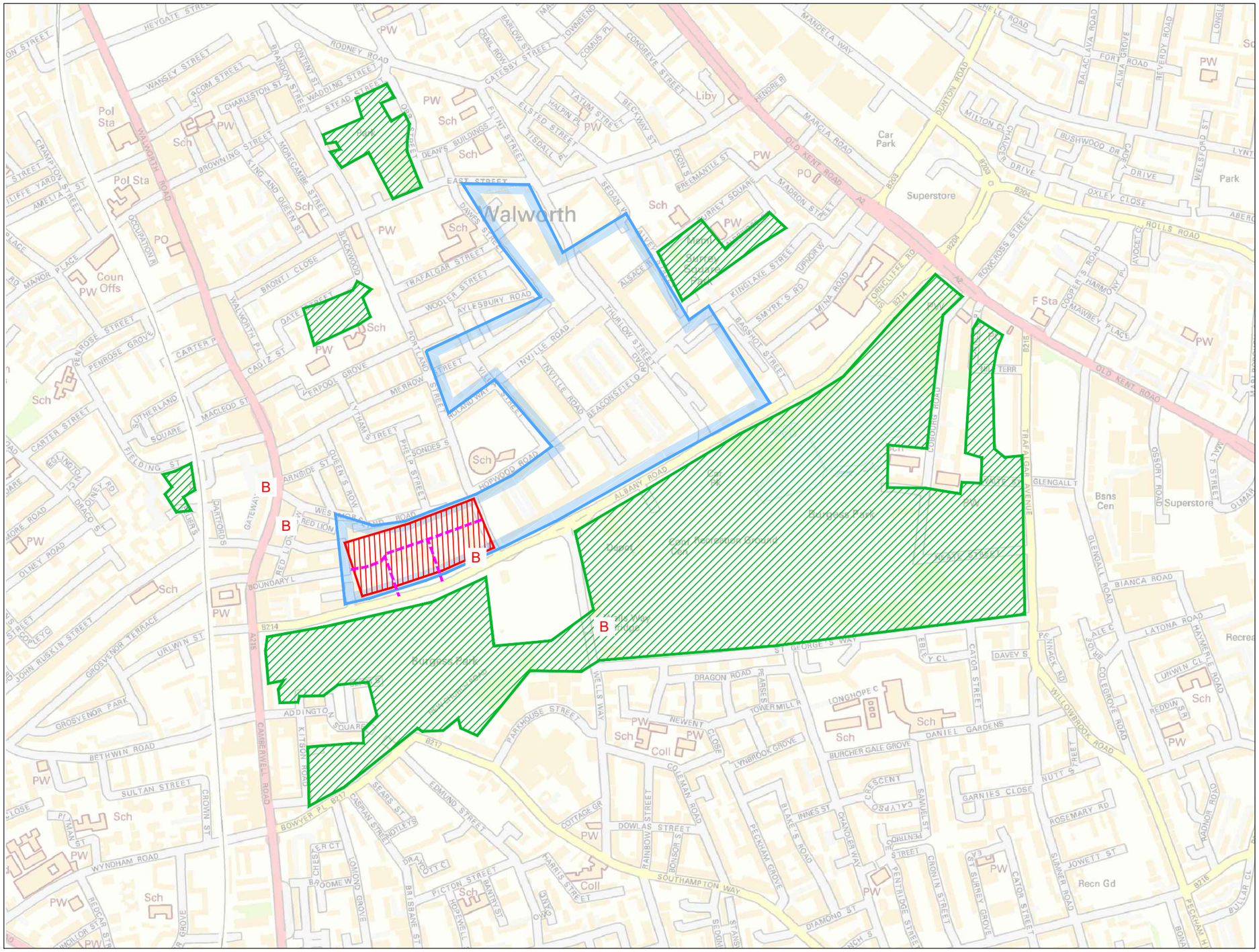
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

Rev	Description	By	CB	Date

Status	Drawn By	PM/Checked by
INFORMATION	AJ	DA
Project Number	**Scale @ A3**	**Date Created**
JNY10942	NTS	22/04/21
RPS Drawing/Figure Number		**Rev**
JNY10942-02		-

rpsgroup.com

Drawing Ref: P:\JNY10942 - Aylesbury First Development Site\Highways\Drawings\JNY10942-02 ATZ Map 2.dwg



MAKING COMPLEX EASY

20 Farrigdon Street, London EC4A 4AB
T: +44(0)20 7280 3300 **E:** transport@rpsgroup.com

Client Walworth Homes Ltd

Project Aylesbury First Development Site

Title Map 3 - ATZ Neighbourhood Healthy Characteristics

NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

Rev	Description	By		Date
A	Internal site links amended	AJ	MSB	03:03:22

Status	Drawn By	PM/Checked by
INFORMATION	AJ	DA
Project Number	**Scale @ A3**	**Date Created**
JNY10942	1:NTS	21/04/21
RPS Drawing/Figure Number		**Rev**
JNY10942-03		A

rpsgroup.com

Drawing Ref: P:\JNY10942 - Aylesbury First Development Site\Highways\Drawings\JNY10942-03A ATZ Map 3.dwg

Appendix G - ATZ Neighbourhood Review

ATZ Neighbourhood Review

1.1 Key routes to the key local destinations were audited using Google Maps. Screenshots from Google Maps were captured for each route. As detailed in the guidance, the worst part of each route has been identified and assessed against the lower level healthy streets indicators.

Route 1 – Site to St George's Way Burgess Park Bus Stop

1.2 The route between the site and St George's Way Burgess Park Bus Stop has been identified as a key walking and cycling route for future residents as it provides access to St George's Way Burgess Park Bus Stop as well as Portland Street Bus Stops. The route is approximately 450 metres long.

Route screenshots

Photo 1: Albany Road Adjacent to Footway FDS Southern Boundary

Photo 2: Albany Road J / W Portland Street

Photo 3: Albany Road J / W Portland Street

Photo 4: Albany Road / Wells Way Signal Junction

Photo 5: Wells Way towards St George's Way Burgess Park Bus Stop

Photo 6: St George's Way Burgess Park Bus Stop

Worst Section – Albany Road Adjacent to Public Footpath

1.3 The area shown in **Photograph 1** is considered the worst section of Route 1 in terms of the Healthy Streets indicators.

1.4 This part of the route does not meet the following Healthy Streets indicators:

- People feel safe;
- Things to see and do;
- People feel relaxed; and
- Not too noisy;

People Feel Safe

1.5 The area shown in **Photograph 1** does not meet the 'people feel safe' indicator as the immediate area is not welcoming due to the adjacent construction site and lack of buildings with doors and windows overlooking the pavement. It could therefore be frightening for pedestrians to walk along this section, especially in hours of darkness.

1.6 The perception of safety here would be improved when the development works are complete. This will help remove the perception of the area as being prevalent in crime or anti-social behaviour.

1.7 The development of the FDS will provide active street frontage and provide natural surveillance of the footway. The width of the footway will be increased and provided with a grass verge and new trees to improve the existing pedestrian experience. In addition, regular formal and informal crossing points will be included to increase opportunities for pedestrians to access Burgess Park. Albany Road in the vicinity of the site and as part of the wider redevelopment of Aylesbury Estate will be transformed from a wide, high speed traffic dominated road to a park road with green edges, slower traffic and frequent crossings to facilitate pedestrian and cycle movements.

1.8 The proposed improvements will greatly assist in making people feel safe.

Things to See and Do

1.9 The area shown in **Photograph 1** does not meet the 'things to see and do' indicator as it is visually unappealing. This section is not provided with any planting or street furniture.

1.10 The FDS site when fully constructed will provide significant improvements to the public realm, including new trees, planting, landscaping, and green areas. This will change the feel of the area and make it more inviting and visually appealing and attractive to pedestrians.

People Feel Relaxed

1.11 As noted, this section of Albany Road shown in **Photograph 1** is not welcoming and unattractive. Due to the construction works alongside the area, the experience of walking is not relaxing or enjoyable. The full construction of the FDS site will introduce significant improvements to the local public realm including planting and landscaping. The development proposal will also introduce urban form, activity, and natural surveillance. The completion of the FDS site would provide a pleasant urban environment and help people to feel relaxed in the new surroundings.

Not Too Noisy

1.12 The area shown in **Photograph 1** is considered noisy. The noise is mainly attributable to the active construction site to rear of the footway. Once construction is fully complete the noise levels will reduce to normal levels on Albany Road, providing and less hostile environment for pedestrians.

Route 2 – Site to Walworth Road

1.13 The route between the site and Walworth Road has been identified as a key walking and cycling route for future residents as it provides access to Westmoreland Road Bus Stops (Stops M, L and K) as well as Tesco Supermarket. The route is approximately 700 metres long.

Route Screenshots

Photo 7: Westmoreland Road J/W Queen's Row

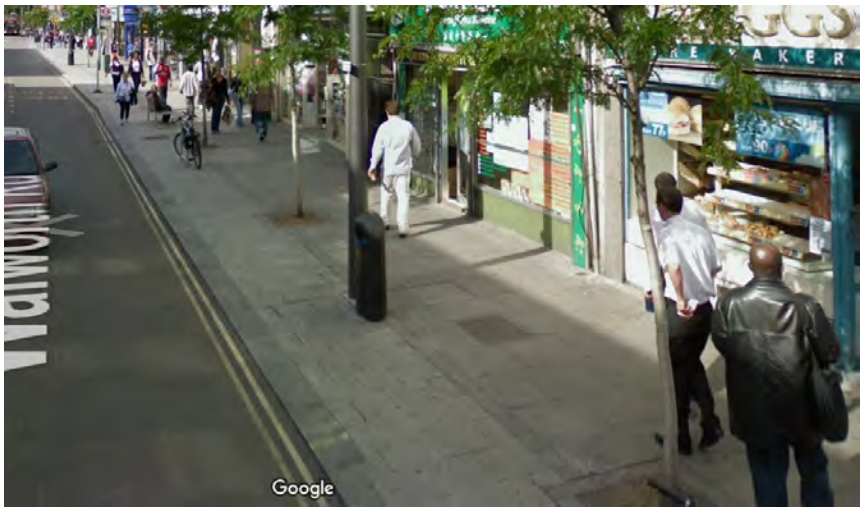
Photo 8: Westmoreland Road J/W Red Lion Close

Photo 9: Westmoreland Road J/W Camberwell Road

Photo 10: Walworth Road J/W Merrow Street

Photo 11: Walworth Road J/W Liverpool Grove

Photo 12: Walworth Road Adjacent to Public Footpath



Worst Section – Westmoreland Road J/W Queen's Row

1.14 The area shown in **Photograph 7** is considered the worst section of Route 2 in terms of the Healthy Streets indicators.

1.15 This part of the route does not meet the following Healthy Streets indicators:

- People feel safe;
- Places to stop and rest; and
- Things to See and Do.

People Feel Safe

1.16 The area shown in and around **Photograph 7** does not meet the 'people feel safe' indicator as the immediate area is not welcoming due to the local construction site. Furthermore, the footway on this section of the road is quite narrow which increases the likelihood that pedestrians may step into the carriageway into the path of a vehicle.

1.17 The perception of safety here would be improved when the development works are complete. This will help remove the perception of the area as being prevalent in crime or anti-social behaviour. The new development will also provide active street frontage and provide natural surveillance of the footway and help pedestrians to feel safe.

1.18 The public realm improvements include a number raised table junction and crossing as well as shared space through Westmoreland Square and these will all contribute to creating a street where pedestrians and cyclists are prioritised and help to make people feel safe.

Places to Stop and Rest

1.19 The area shown in **Photograph 7** suffers from lack of seating available leading towards the junction with Walworth Road.

1.20 The FDS development when complete will include Westmoreland Square located at the north western corner of the site, between Westmoreland Road and Bradenham Close. Westmoreland Square will include feature seating areas that will provide pedestrians with an attractive and pleasant location to stop and rest.

1.21 The FDS will also introduce a linear park referred to as Westmoreland Park to the east of Westmoreland Square. The green space will include the provision of feature seating.

1.22 The FDS site when complete will provide pedestrians with an attractive and pleasant location to stop and rest and address the existing issues.

Things to See and Do

1.23 The area shown in **Photograph 7** does not meet the 'things to see and do' indicator as it is visually unappealing. Although trees are present on one side of the road, the road is provided with no street furniture.

1.24 The FDS site will include significant public realm improvements including Westmoreland Square and Westmoreland Green. These spaces will provide feature seating and would be an attractive location for people to meet.

Route 3 – Site to Burgess Park

1.25 The route between the site and Burgess Park has been identified as a key walking and cycling route for future residents as it provides access to Burgess Park. The route is approximately 100 metres long.

Route Screenshots

Photo 13: Albany Road Adjacent to Site Access

Photo 14: Zebra Crossing Towards Burgess Park

Worst Section – Albany Road Adjacent to The Site Access

1.26 The area shown in **Photograph 13** is considered the worst section of **Route 3** in terms of the Healthy Streets indicators**,** as covered in **Route 1**; therefore, the text is not repeated here.

Route 4 – Site to Villa Street Medical Centre

1.27 The route between the site and Villa Street Medical Centre has been identified as a key walking route for future residents as it provides access to Villa Street Medical Centre as well as Michael Faraday Primary School. The route is approximately 470 metres long.

Route Screenshots

Photo 15: Portland Street Zebra Crossing Towards Michael Faraday Primary School

Photo 16: Portland Street Adjacent Michael Faraday Primary School

Photo 17: Portland Street J/W Roland Way

Photo 18: Villa Street J/W Roland Way

Photo 19: Villa Street Medical Centre

Worst Section – Villa Street J/W Roland Way

1.28 The area shown in **Photograph 18** is considered the worst section of Route 4d in terms of the Healthy Streets indicators.

1.29 This part of the route does not meet the following Healthy Streets indicators:

- Easy to cross;
- Things to see and do; and
- Places to stop and rest.

Easy to cross

1.30 The Villa Street / Roland Way junction as shown in **Photograph 18** is currently not provided with suitable crossing facilities such as dropped kerbs and tactile paving. This is therefore a barrier to people walking along this section due to the difficulty in crossing this junction safely.

1.31 This could be improved by providing dropped kerbs and tactile paving on Villa Street at the junction Roland Way.

Things to See and Do

1.32 The area shown in Photograph **18** does not meet the 'things to see and do' indicator as it is visually unappealing. The area is not provided with any street furniture.

1.33 This could be improved by providing areas of planting to break up the street and make it more visually appealing. The addition of street art could potentially add interest to the street scene. However, this area falls within phase 4 of the overall redevelopment of the Aylesbury Estate and Roland Way will ultimately benefit from significant improvement on a similar basis to local roads surrounding the FDS.

Places to Stop and Rest

1.34 There is a lack of seating available in the area, as shown in **Photograph 18.**

1.35 This could be improved by providing seating, and there is clearly free space available to do so. Seating could be designed in a manner to increase the overall pleasantness of the area.

Route 5 – Site to John Ruskin Primary School

1.36 The route between the site and John Ruskin Primary School has been identified as a key walking and cycling route for future residents as it provides access to John Ruskin Primary School. The route is approximately 500 metres long.

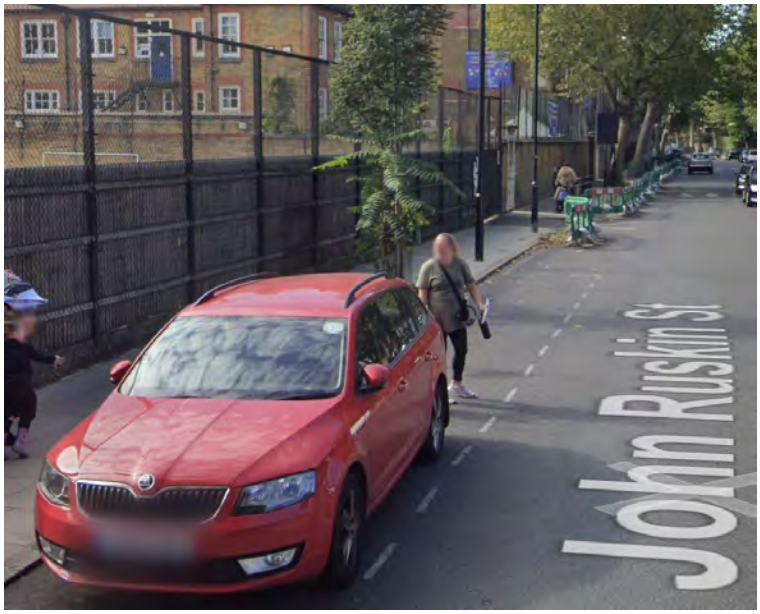
Route Screenshots

Photo 20: Boyson Road J/W Bradenham Close

Photo 21: Boyson Road J/W Red Lion Row

Photo 22: John Ruskin Street J/W Camberwell Road

Photo 23: John Ruskin Primary School



Worst Section – Boyson Road J/W Red Lion Row

1.37 The area shown in **Photograph 21** is considered the worst section of Route 5 in terms of the Healthy Streets indicators.

1.38 This part of route does not meet the following Healthy Streets indicators:

- People feel safe; and

- People feel relaxed;

People Feel Safe

1.39 The area shown in **Photograph 21** is not particularly well maintained. It is observed that the footways are not even in several locations and redundant vehicle access has not been removed on the southern side of Boyson Road adjacent to the new development. The redundant access does not include dropped kerbs and is a potential trip hazard for pedestrians.

1.40 The safety of pedestrians could be improved by removing the existing redundant access and resurfacing the footways to provide a smooth and level surface.

People Feel Relaxed

1.41 As noted, the area shown in **Photograph 21** is not welcoming and unattractive. Therefore, the experience of walking / cycling here is not relaxing or enjoyable. Furthermore, the pavement is uneven in several locations.

1.42 This could be improved by keeping the area clean and tidy and by providing a smooth / level surface to the street.

Route 6 – Ark Walworth Academy

1.43 The route between the site and Ark Walworth Academy has been identified as a key walking and cycling route for future residents as it provides access to Ark Walworth Academy. The route is approximately one kilometre long.

1.44 Route Screenshots

Photo 24: Albany Road Adjacent to Site Access

Photo 25: Albany Road J/W Portland Street

Photo 26: Albany Road J/W Wells Way

Photo 27: Albany Road Bus Stop

Photo 28: Albany Road J/W Thurlow Street

Photo 29: Albany Road J/W Bagshot Street

Photo 30: Albany Road Footway to the east of Bagshot Street

Photo 31: Ark Walworth Academy

Worst Section – Albany Road Footway to the east of Bagshot Street

1.45 The area shown in **Photograph 30** is considered the worst section of Route 6 in terms of the Healthy Streets indicators.

1.46 This part of the route does not meet the following Healthy Streets indicators:

- People feel safe;
- Places to stop and rest;
- People feel relaxed; and

People Feel Safe

1.47 This section of Albany Road, as shown in **Photograph 30** is not considered particularly 'safe'. There are a number of mature trees that reduce the available footway width. This may make it difficult for groups of pedestrians to pass and increases the possibility that pedestrians may step into the carriageway into the path of a vehicle. In addition, there is a consistent flow of general traffic on Albany Road. This is an existing highway issue that could potentially be addressed by localised widening of the footway around the trees.

Places to Stop and Rest

1.48 There is a lack of seating available in this section of Albany Road, as shown in **Photograph 30**. This could be improved by providing seating. The southern boundary of the FDS when complete will introduce seating on the southern Albany Road boundary providing places for pedestrians to stop and rest. In addition, Burgess Park to the south of the Albany Road provides an attractive and peaceful setting for people stop and rest.

People Feel Relaxed

1.49 As mentioned, this section of Albany Road shown in **Photograph 30** attracts a consistent flow of general traffic; therefore, the experience of walking / cycling here is not particularly relaxing or enjoyable. In addition, there are a number of trees narrowing the pavement contributing to a sense that walking on this section of the road might be unpleasant for those walking in groups. Furthermore, the pavement is uneven in some locations.

1.50 This could be improved by localised widening the pavement and providing a smooth / level surface to the street.

1.51 In the future the wider regeneration of the Aylesbury Estate will provide an east / west route from the FDS to Mina Road that runs parallel to the north of Albany Road. The east / west route will connect Walworth Road and Old Kent Road and provide a lightly trafficked pedestrian and cycle friendly environment compared to Albany Road. Mina Road also provides access to Ark Walworth Academy.

Summary

1.52 This Active Travel Zone neighbourhood review has identified the following worst sections of each of the 6 active travel routes:

- **Route 1** – Site to St George's Way Burgess Park Bus Stop – Worst part of the route Albany Road footway adjacent to the FDS southern boundary;
- **Route 2** – Site to Walworth Road – Worst part of the route Westmoreland Road J/W Queens Road;

- **Route 3** – Site to Burges Park – Worst part of the route Albany Road footway adjacent to the FDS southern boundary;
- **Route 4** - Site to Villa Street Medical Centre – Worst part of the route Villa Street J/W Roland Way;
- **Route 5** – Site to John Ruskin Primary School – Worst part of the route Boysen Road J/W Red Lion Row; and
- **Route 6** – Site to Ark Walworth Academy – Worst part of the route Albany Road footway to the east of the J/W Bagshot Street.

1.53 The worst sections of each of the above routes do not meet the healthy streets indicators and are not attractive to encourage active travel modes. The worst sections of routes 1 to 4 are associated with the existing deficiencies of the local streets surrounding the FDS development site and the historic layout of the Aylesbury Estate. The FDS development and wider redevelopment of the Aylesbury Estate will comprehensively address the worst sections of routes 1 to 4 by creating streets and public realm where the needs of pedestrians and cyclists are prioritised over the private car.

1.54 The worst section of route 5 is an existing highway issue that can be addressed by maintenance of the existing footway provision. The worst section of route 6 relates to existing mature trees located in the footway restricting the available width for pedestrians on Albany Road. This could potentially be addressed by localised widening of the footway around the trees.

Appendix H - TRICS Output

Calculation Reference: AUDIT-515506-210528-0531

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	2 days
	GR	GREENWICH	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	1 days

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

Primary Filtering 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: Total Bedrooms
Actual Range: 315 to 3518 (units:)
Range Selected by User: 300 to 3518 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 24/04/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 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 undertaking using machines.

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Development Zone	2
Residential Zone	2
High Street	1

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

Secondary Filtering selection:

Use Class:

C3	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 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days
100,001 or More	1 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:

0.6 to 1.0	5 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	5 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.

PTAL Rating:

2 Poor	2 days
5 Very Good	1 days
6a Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BT-03-M-01 BLOCK OF FLATS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Total Bedrooms: 421
Survey date: WEDNESDAY *03/06/15* *Survey Type: MANUAL*

2 BT-03-M-02 BLOCK OF FLATS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Total Bedrooms: 388
Survey date: MONDAY *18/05/15* *Survey Type: MANUAL*

3 GR-03-M-01 BLOCKS OF FLATS GREENWICH
GREENWICH HIGH ROAD
GREENWICH

Town Centre
High Street
Total Total Bedrooms: 315
Survey date: TUESDAY *25/11/14* *Survey Type: MANUAL*

4 HM-03-M-01 BLOCKS OF FLATS HAMMERSMITH AND FULHAM
TOWNMEAD ROAD
FULHAM

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Total Bedrooms: 3518
Survey date: WEDNESDAY *21/05/14* *Survey Type: MANUAL*

5 HO-03-M-01 BLOCKS OF FLATS HOUNSLOW
PUMP HOUSE CRESCENT
BRENTFORD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Total Bedrooms: 610
Survey date: WEDNESDAY *21/11/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.006	1	3518	0.008	1	3518	0.014
07:00 - 08:00	5	1050	0.016	5	1050	0.026	5	1050	0.042
08:00 - 09:00	5	1050	0.021	5	1050	0.035	5	1050	0.056
09:00 - 10:00	5	1050	0.023	5	1050	0.019	5	1050	0.042
10:00 - 11:00	5	1050	0.018	5	1050	0.022	5	1050	0.040
11:00 - 12:00	5	1050	0.019	5	1050	0.020	5	1050	0.039
12:00 - 13:00	5	1050	0.020	5	1050	0.022	5	1050	0.042
13:00 - 14:00	5	1050	0.024	5	1050	0.019	5	1050	0.043
14:00 - 15:00	5	1050	0.015	5	1050	0.023	5	1050	0.038
15:00 - 16:00	5	1050	0.024	5	1050	0.027	5	1050	0.051
16:00 - 17:00	5	1050	0.025	5	1050	0.023	5	1050	0.048
17:00 - 18:00	5	1050	0.029	5	1050	0.029	5	1050	0.058
18:00 - 19:00	5	1050	0.028	5	1050	0.026	5	1050	0.054
19:00 - 20:00	5	1050	0.029	5	1050	0.026	5	1050	0.055
20:00 - 21:00	5	1050	0.023	5	1050	0.018	5	1050	0.041
21:00 - 22:00	1	3518	0.015	1	3518	0.012	1	3518	0.027
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.335			0.355			0.690

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:	315 - 3518 (units:)
Survey date date range:	01/01/13 - 24/04/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.001	1	3518	0.001	1	3518	0.002
07:00 - 08:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
08:00 - 09:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
09:00 - 10:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
10:00 - 11:00	5	1050	0.000	5	1050	0.001	5	1050	0.001
11:00 - 12:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
12:00 - 13:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
13:00 - 14:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
14:00 - 15:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
15:00 - 16:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
16:00 - 17:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
17:00 - 18:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
18:00 - 19:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
19:00 - 20:00	5	1050	0.004	5	1050	0.004	5	1050	0.008
20:00 - 21:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
21:00 - 22:00	1	3518	0.002	1	3518	0.002	1	3518	0.004
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.022			0.043

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
07:00 - 08:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
08:00 - 09:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
09:00 - 10:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
10:00 - 11:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
11:00 - 12:00	5	1050	0.000	5	1050	0.001	5	1050	0.001
12:00 - 13:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
13:00 - 14:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
14:00 - 15:00	5	1050	0.000	5	1050	0.001	5	1050	0.001
15:00 - 16:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
16:00 - 17:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
17:00 - 18:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
18:00 - 19:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
19:00 - 20:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
20:00 - 21:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
21:00 - 22:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
07:00 - 08:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
08:00 - 09:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
09:00 - 10:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
10:00 - 11:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
11:00 - 12:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
12:00 - 13:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
13:00 - 14:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
14:00 - 15:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
15:00 - 16:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
16:00 - 17:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
17:00 - 18:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
18:00 - 19:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
19:00 - 20:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
20:00 - 21:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
21:00 - 22:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
22:00 - 23:00									
23:00 - 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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.000	1	3518	0.001	1	3518	0.001
07:00 - 08:00	5	1050	0.001	5	1050	0.003	5	1050	0.004
08:00 - 09:00	5	1050	0.001	5	1050	0.006	5	1050	0.007
09:00 - 10:00	5	1050	0.001	5	1050	0.004	5	1050	0.005
10:00 - 11:00	5	1050	0.001	5	1050	0.002	5	1050	0.003
11:00 - 12:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
12:00 - 13:00	5	1050	0.001	5	1050	0.002	5	1050	0.003
13:00 - 14:00	5	1050	0.001	5	1050	0.003	5	1050	0.004
14:00 - 15:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
15:00 - 16:00	5	1050	0.003	5	1050	0.002	5	1050	0.005
16:00 - 17:00	5	1050	0.004	5	1050	0.002	5	1050	0.006
17:00 - 18:00	5	1050	0.006	5	1050	0.002	5	1050	0.008
18:00 - 19:00	5	1050	0.003	5	1050	0.002	5	1050	0.005
19:00 - 20:00	5	1050	0.003	5	1050	0.002	5	1050	0.005
20:00 - 21:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
21:00 - 22:00	1	3518	0.003	1	3518	0.002	1	3518	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.039			0.073

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.006	1	3518	0.011	1	3518	0.017
07:00 - 08:00	5	1050	0.018	5	1050	0.034	5	1050	0.052
08:00 - 09:00	5	1050	0.020	5	1050	0.051	5	1050	0.071
09:00 - 10:00	5	1050	0.025	5	1050	0.024	5	1050	0.049
10:00 - 11:00	5	1050	0.019	5	1050	0.024	5	1050	0.043
11:00 - 12:00	5	1050	0.021	5	1050	0.024	5	1050	0.045
12:00 - 13:00	5	1050	0.023	5	1050	0.025	5	1050	0.048
13:00 - 14:00	5	1050	0.028	5	1050	0.024	5	1050	0.052
14:00 - 15:00	5	1050	0.017	5	1050	0.026	5	1050	0.043
15:00 - 16:00	5	1050	0.030	5	1050	0.031	5	1050	0.061
16:00 - 17:00	5	1050	0.032	5	1050	0.029	5	1050	0.061
17:00 - 18:00	5	1050	0.037	5	1050	0.034	5	1050	0.071
18:00 - 19:00	5	1050	0.038	5	1050	0.030	5	1050	0.068
19:00 - 20:00	5	1050	0.042	5	1050	0.031	5	1050	0.073
20:00 - 21:00	5	1050	0.029	5	1050	0.019	5	1050	0.048
21:00 - 22:00	1	3518	0.020	1	3518	0.014	1	3518	0.034
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.405			0.431			0.836

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.002	1	3518	0.009	1	3518	0.011
07:00 - 08:00	5	1050	0.012	5	1050	0.031	5	1050	0.043
08:00 - 09:00	5	1050	0.018	5	1050	0.065	5	1050	0.083
09:00 - 10:00	5	1050	0.024	5	1050	0.024	5	1050	0.048
10:00 - 11:00	5	1050	0.017	5	1050	0.018	5	1050	0.035
11:00 - 12:00	5	1050	0.023	5	1050	0.023	5	1050	0.046
12:00 - 13:00	5	1050	0.022	5	1050	0.027	5	1050	0.049
13:00 - 14:00	5	1050	0.023	5	1050	0.023	5	1050	0.046
14:00 - 15:00	5	1050	0.030	5	1050	0.031	5	1050	0.061
15:00 - 16:00	5	1050	0.049	5	1050	0.032	5	1050	0.081
16:00 - 17:00	5	1050	0.045	5	1050	0.032	5	1050	0.077
17:00 - 18:00	5	1050	0.036	5	1050	0.023	5	1050	0.059
18:00 - 19:00	5	1050	0.041	5	1050	0.027	5	1050	0.068
19:00 - 20:00	5	1050	0.037	5	1050	0.028	5	1050	0.065
20:00 - 21:00	5	1050	0.034	5	1050	0.021	5	1050	0.055
21:00 - 22:00	1	3518	0.021	1	3518	0.013	1	3518	0.034
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.434			0.427			0.861

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.001	1	3518	0.005	1	3518	0.006
07:00 - 08:00	5	1050	0.004	5	1050	0.033	5	1050	0.037
08:00 - 09:00	5	1050	0.008	5	1050	0.058	5	1050	0.066
09:00 - 10:00	5	1050	0.008	5	1050	0.018	5	1050	0.026
10:00 - 11:00	5	1050	0.008	5	1050	0.015	5	1050	0.023
11:00 - 12:00	5	1050	0.012	5	1050	0.017	5	1050	0.029
12:00 - 13:00	5	1050	0.013	5	1050	0.016	5	1050	0.029
13:00 - 14:00	5	1050	0.010	5	1050	0.011	5	1050	0.021
14:00 - 15:00	5	1050	0.012	5	1050	0.014	5	1050	0.026
15:00 - 16:00	5	1050	0.017	5	1050	0.014	5	1050	0.031
16:00 - 17:00	5	1050	0.027	5	1050	0.016	5	1050	0.043
17:00 - 18:00	5	1050	0.027	5	1050	0.013	5	1050	0.040
18:00 - 19:00	5	1050	0.033	5	1050	0.011	5	1050	0.044
19:00 - 20:00	5	1050	0.024	5	1050	0.011	5	1050	0.035
20:00 - 21:00	5	1050	0.016	5	1050	0.006	5	1050	0.022
21:00 - 22:00	1	3518	0.012	1	3518	0.008	1	3518	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.232			0.266			0.498

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.003	1	3518	0.011	1	3518	0.014
07:00 - 08:00	5	1050	0.006	5	1050	0.042	5	1050	0.048
08:00 - 09:00	5	1050	0.010	5	1050	0.069	5	1050	0.079
09:00 - 10:00	5	1050	0.011	5	1050	0.025	5	1050	0.036
10:00 - 11:00	5	1050	0.013	5	1050	0.018	5	1050	0.031
11:00 - 12:00	5	1050	0.015	5	1050	0.021	5	1050	0.036
12:00 - 13:00	5	1050	0.015	5	1050	0.019	5	1050	0.034
13:00 - 14:00	5	1050	0.014	5	1050	0.017	5	1050	0.031
14:00 - 15:00	5	1050	0.019	5	1050	0.020	5	1050	0.039
15:00 - 16:00	5	1050	0.024	5	1050	0.017	5	1050	0.041
16:00 - 17:00	5	1050	0.029	5	1050	0.021	5	1050	0.050
17:00 - 18:00	5	1050	0.032	5	1050	0.018	5	1050	0.050
18:00 - 19:00	5	1050	0.038	5	1050	0.018	5	1050	0.056
19:00 - 20:00	5	1050	0.037	5	1050	0.017	5	1050	0.054
20:00 - 21:00	5	1050	0.026	5	1050	0.013	5	1050	0.039
21:00 - 22:00	1	3518	0.027	1	3518	0.018	1	3518	0.045
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.319			0.364			0.683

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
07:00 - 08:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
08:00 - 09:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
09:00 - 10:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
10:00 - 11:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
11:00 - 12:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
12:00 - 13:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
13:00 - 14:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
14:00 - 15:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
15:00 - 16:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
16:00 - 17:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
17:00 - 18:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
18:00 - 19:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
19:00 - 20:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
20:00 - 21:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
21:00 - 22:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
22:00 - 23:00									
23:00 - 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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.004	1	3518	0.016	1	3518	0.020
07:00 - 08:00	5	1050	0.010	5	1050	0.076	5	1050	0.086
08:00 - 09:00	5	1050	0.018	5	1050	0.128	5	1050	0.146
09:00 - 10:00	5	1050	0.019	5	1050	0.043	5	1050	0.062
10:00 - 11:00	5	1050	0.022	5	1050	0.034	5	1050	0.056
11:00 - 12:00	5	1050	0.027	5	1050	0.038	5	1050	0.065
12:00 - 13:00	5	1050	0.028	5	1050	0.036	5	1050	0.064
13:00 - 14:00	5	1050	0.024	5	1050	0.029	5	1050	0.053
14:00 - 15:00	5	1050	0.031	5	1050	0.034	5	1050	0.065
15:00 - 16:00	5	1050	0.042	5	1050	0.031	5	1050	0.073
16:00 - 17:00	5	1050	0.056	5	1050	0.037	5	1050	0.093
17:00 - 18:00	5	1050	0.060	5	1050	0.032	5	1050	0.092
18:00 - 19:00	5	1050	0.072	5	1050	0.029	5	1050	0.101
19:00 - 20:00	5	1050	0.062	5	1050	0.029	5	1050	0.091
20:00 - 21:00	5	1050	0.043	5	1050	0.020	5	1050	0.063
21:00 - 22:00	1	3518	0.040	1	3518	0.026	1	3518	0.066
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.558			0.638			1.196

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.013	1	3518	0.037	1	3518	0.050
07:00 - 08:00	5	1050	0.042	5	1050	0.143	5	1050	0.185
08:00 - 09:00	5	1050	0.057	5	1050	0.251	5	1050	0.308
09:00 - 10:00	5	1050	0.069	5	1050	0.095	5	1050	0.164
10:00 - 11:00	5	1050	0.059	5	1050	0.079	5	1050	0.138
11:00 - 12:00	5	1050	0.073	5	1050	0.087	5	1050	0.160
12:00 - 13:00	5	1050	0.075	5	1050	0.090	5	1050	0.165
13:00 - 14:00	5	1050	0.077	5	1050	0.079	5	1050	0.156
14:00 - 15:00	5	1050	0.079	5	1050	0.092	5	1050	0.171
15:00 - 16:00	5	1050	0.124	5	1050	0.095	5	1050	0.219
16:00 - 17:00	5	1050	0.137	5	1050	0.099	5	1050	0.236
17:00 - 18:00	5	1050	0.140	5	1050	0.091	5	1050	0.231
18:00 - 19:00	5	1050	0.154	5	1050	0.088	5	1050	0.242
19:00 - 20:00	5	1050	0.144	5	1050	0.090	5	1050	0.234
20:00 - 21:00	5	1050	0.108	5	1050	0.061	5	1050	0.169
21:00 - 22:00	1	3518	0.083	1	3518	0.056	1	3518	0.139
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.434			1.533			2.967

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.004	1	3518	0.007	1	3518	0.011
07:00 - 08:00	5	1050	0.011	5	1050	0.021	5	1050	0.032
08:00 - 09:00	5	1050	0.016	5	1050	0.030	5	1050	0.046
09:00 - 10:00	5	1050	0.019	5	1050	0.014	5	1050	0.033
10:00 - 11:00	5	1050	0.010	5	1050	0.014	5	1050	0.024
11:00 - 12:00	5	1050	0.012	5	1050	0.014	5	1050	0.026
12:00 - 13:00	5	1050	0.014	5	1050	0.016	5	1050	0.030
13:00 - 14:00	5	1050	0.018	5	1050	0.014	5	1050	0.032
14:00 - 15:00	5	1050	0.011	5	1050	0.017	5	1050	0.028
15:00 - 16:00	5	1050	0.020	5	1050	0.021	5	1050	0.041
16:00 - 17:00	5	1050	0.022	5	1050	0.019	5	1050	0.041
17:00 - 18:00	5	1050	0.024	5	1050	0.025	5	1050	0.049
18:00 - 19:00	5	1050	0.024	5	1050	0.022	5	1050	0.046
19:00 - 20:00	5	1050	0.023	5	1050	0.020	5	1050	0.043
20:00 - 21:00	5	1050	0.019	5	1050	0.013	5	1050	0.032
21:00 - 22:00	1	3518	0.013	1	3518	0.010	1	3518	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.260			0.277			0.537

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.001	1	3518	0.001	1	3518	0.002
07:00 - 08:00	5	1050	0.003	5	1050	0.002	5	1050	0.005
08:00 - 09:00	5	1050	0.004	5	1050	0.003	5	1050	0.007
09:00 - 10:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
10:00 - 11:00	5	1050	0.005	5	1050	0.005	5	1050	0.010
11:00 - 12:00	5	1050	0.004	5	1050	0.003	5	1050	0.007
12:00 - 13:00	5	1050	0.004	5	1050	0.004	5	1050	0.008
13:00 - 14:00	5	1050	0.003	5	1050	0.004	5	1050	0.007
14:00 - 15:00	5	1050	0.003	5	1050	0.004	5	1050	0.007
15:00 - 16:00	5	1050	0.002	5	1050	0.004	5	1050	0.006
16:00 - 17:00	5	1050	0.001	5	1050	0.003	5	1050	0.004
17:00 - 18:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
18:00 - 19:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
19:00 - 20:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
20:00 - 21:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
21:00 - 22:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.039			0.075

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
07:00 - 08:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
08:00 - 09:00	5	1050	0.000	5	1050	0.001	5	1050	0.001
09:00 - 10:00	5	1050	0.000	5	1050	0.001	5	1050	0.001
10:00 - 11:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
11:00 - 12:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
12:00 - 13:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
13:00 - 14:00	5	1050	0.002	5	1050	0.001	5	1050	0.003
14:00 - 15:00	5	1050	0.000	5	1050	0.001	5	1050	0.001
15:00 - 16:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
16:00 - 17:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
17:00 - 18:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
18:00 - 19:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
19:00 - 20:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
20:00 - 21:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
21:00 - 22:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.012			0.023

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Underground Passengers
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.001	1	3518	0.002	1	3518	0.003
07:00 - 08:00	5	1050	0.001	5	1050	0.016	5	1050	0.017
08:00 - 09:00	5	1050	0.002	5	1050	0.025	5	1050	0.027
09:00 - 10:00	5	1050	0.003	5	1050	0.007	5	1050	0.010
10:00 - 11:00	5	1050	0.002	5	1050	0.003	5	1050	0.005
11:00 - 12:00	5	1050	0.004	5	1050	0.005	5	1050	0.009
12:00 - 13:00	5	1050	0.003	5	1050	0.004	5	1050	0.007
13:00 - 14:00	5	1050	0.003	5	1050	0.004	5	1050	0.007
14:00 - 15:00	5	1050	0.004	5	1050	0.005	5	1050	0.009
15:00 - 16:00	5	1050	0.006	5	1050	0.004	5	1050	0.010
16:00 - 17:00	5	1050	0.006	5	1050	0.004	5	1050	0.010
17:00 - 18:00	5	1050	0.012	5	1050	0.006	5	1050	0.018
18:00 - 19:00	5	1050	0.013	5	1050	0.004	5	1050	0.017
19:00 - 20:00	5	1050	0.014	5	1050	0.004	5	1050	0.018
20:00 - 21:00	5	1050	0.010	5	1050	0.003	5	1050	0.013
21:00 - 22:00	1	3518	0.005	1	3518	0.003	1	3518	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.099			0.188

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL DLR Passengers
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
07:00 - 08:00	5	1050	0.000	5	1050	0.002	5	1050	0.002
08:00 - 09:00	5	1050	0.001	5	1050	0.004	5	1050	0.005
09:00 - 10:00	5	1050	0.000	5	1050	0.002	5	1050	0.002
10:00 - 11:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
11:00 - 12:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
12:00 - 13:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
13:00 - 14:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
14:00 - 15:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
15:00 - 16:00	5	1050	0.001	5	1050	0.001	5	1050	0.002
16:00 - 17:00	5	1050	0.002	5	1050	0.001	5	1050	0.003
17:00 - 18:00	5	1050	0.002	5	1050	0.001	5	1050	0.003
18:00 - 19:00	5	1050	0.002	5	1050	0.001	5	1050	0.003
19:00 - 20:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
20:00 - 21:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
21:00 - 22:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.017			0.032

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Overground Passengers
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.002	1	3518	0.008	1	3518	0.010
07:00 - 08:00	5	1050	0.004	5	1050	0.016	5	1050	0.020
08:00 - 09:00	5	1050	0.006	5	1050	0.030	5	1050	0.036
09:00 - 10:00	5	1050	0.007	5	1050	0.012	5	1050	0.019
10:00 - 11:00	5	1050	0.008	5	1050	0.011	5	1050	0.019
11:00 - 12:00	5	1050	0.009	5	1050	0.012	5	1050	0.021
12:00 - 13:00	5	1050	0.009	5	1050	0.012	5	1050	0.021
13:00 - 14:00	5	1050	0.009	5	1050	0.010	5	1050	0.019
14:00 - 15:00	5	1050	0.012	5	1050	0.012	5	1050	0.024
15:00 - 16:00	5	1050	0.015	5	1050	0.010	5	1050	0.025
16:00 - 17:00	5	1050	0.016	5	1050	0.013	5	1050	0.029
17:00 - 18:00	5	1050	0.014	5	1050	0.010	5	1050	0.024
18:00 - 19:00	5	1050	0.016	5	1050	0.010	5	1050	0.026
19:00 - 20:00	5	1050	0.017	5	1050	0.011	5	1050	0.028
20:00 - 21:00	5	1050	0.012	5	1050	0.008	5	1050	0.020
21:00 - 22:00	1	3518	0.019	1	3518	0.013	1	3518	0.032
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.175			0.198			0.373

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL National Rail Passengers
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.000	1	3518	0.001	1	3518	0.001
07:00 - 08:00	5	1050	0.001	5	1050	0.008	5	1050	0.009
08:00 - 09:00	5	1050	0.001	5	1050	0.010	5	1050	0.011
09:00 - 10:00	5	1050	0.001	5	1050	0.004	5	1050	0.005
10:00 - 11:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
11:00 - 12:00	5	1050	0.002	5	1050	0.003	5	1050	0.005
12:00 - 13:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
13:00 - 14:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
14:00 - 15:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
15:00 - 16:00	5	1050	0.002	5	1050	0.002	5	1050	0.004
16:00 - 17:00	5	1050	0.005	5	1050	0.002	5	1050	0.007
17:00 - 18:00	5	1050	0.004	5	1050	0.002	5	1050	0.006
18:00 - 19:00	5	1050	0.007	5	1050	0.002	5	1050	0.009
19:00 - 20:00	5	1050	0.005	5	1050	0.002	5	1050	0.007
20:00 - 21:00	5	1050	0.003	5	1050	0.001	5	1050	0.004
21:00 - 22:00	1	3518	0.003	1	3518	0.002	1	3518	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.047			0.089

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Bus Passengers
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.001	1	3518	0.005	1	3518	0.006
07:00 - 08:00	5	1050	0.004	5	1050	0.033	5	1050	0.037
08:00 - 09:00	5	1050	0.008	5	1050	0.058	5	1050	0.066
09:00 - 10:00	5	1050	0.008	5	1050	0.018	5	1050	0.026
10:00 - 11:00	5	1050	0.008	5	1050	0.015	5	1050	0.023
11:00 - 12:00	5	1050	0.012	5	1050	0.017	5	1050	0.029
12:00 - 13:00	5	1050	0.013	5	1050	0.016	5	1050	0.029
13:00 - 14:00	5	1050	0.010	5	1050	0.011	5	1050	0.021
14:00 - 15:00	5	1050	0.012	5	1050	0.014	5	1050	0.026
15:00 - 16:00	5	1050	0.017	5	1050	0.014	5	1050	0.031
16:00 - 17:00	5	1050	0.027	5	1050	0.016	5	1050	0.043
17:00 - 18:00	5	1050	0.027	5	1050	0.013	5	1050	0.040
18:00 - 19:00	5	1050	0.033	5	1050	0.011	5	1050	0.044
19:00 - 20:00	5	1050	0.024	5	1050	0.011	5	1050	0.035
20:00 - 21:00	5	1050	0.016	5	1050	0.006	5	1050	0.022
21:00 - 22:00	1	3518	0.012	1	3518	0.008	1	3518	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.232			0.266			0.498

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Water Service Passengers
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.000	1	3518	0.000	1	3518	0.000
07:00 - 08:00	5	1050	0.000	5	1050	0.001	5	1050	0.001
08:00 - 09:00	5	1050	0.000	5	1050	0.001	5	1050	0.001
09:00 - 10:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
10:00 - 11:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
11:00 - 12:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
12:00 - 13:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
13:00 - 14:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
14:00 - 15:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
15:00 - 16:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
16:00 - 17:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
17:00 - 18:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
18:00 - 19:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
19:00 - 20:00	5	1050	0.001	5	1050	0.000	5	1050	0.001
20:00 - 21:00	5	1050	0.000	5	1050	0.000	5	1050	0.000
21:00 - 22:00	1	3518	0.001	1	3518	0.001	1	3518	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.003			0.009

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3518	0.002	1	3518	0.001	1	3518	0.003
07:00 - 08:00	5	1050	0.005	5	1050	0.004	5	1050	0.009
08:00 - 09:00	5	1050	0.004	5	1050	0.005	5	1050	0.009
09:00 - 10:00	5	1050	0.004	5	1050	0.004	5	1050	0.008
10:00 - 11:00	5	1050	0.008	5	1050	0.008	5	1050	0.016
11:00 - 12:00	5	1050	0.006	5	1050	0.006	5	1050	0.012
12:00 - 13:00	5	1050	0.006	5	1050	0.005	5	1050	0.011
13:00 - 14:00	5	1050	0.005	5	1050	0.005	5	1050	0.010
14:00 - 15:00	5	1050	0.004	5	1050	0.005	5	1050	0.009
15:00 - 16:00	5	1050	0.004	5	1050	0.005	5	1050	0.009
16:00 - 17:00	5	1050	0.005	5	1050	0.005	5	1050	0.010
17:00 - 18:00	5	1050	0.004	5	1050	0.004	5	1050	0.008
18:00 - 19:00	5	1050	0.003	5	1050	0.004	5	1050	0.007
19:00 - 20:00	5	1050	0.004	5	1050	0.004	5	1050	0.008
20:00 - 21:00	5	1050	0.003	5	1050	0.004	5	1050	0.007
21:00 - 22:00	1	3518	0.004	1	3518	0.004	1	3518	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.073			0.144

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.*

Calculation Reference: AUDIT-515506-210323-0356

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BM	BROMLEY	1 days
	BT	BRENT	2 days
	HG	HARINGEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	2 days
	IS	ISLINGTON	1 days
	RD	RICHMOND	1 days
	SK	SOUTHWARK	1 days

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

Primary Filtering 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: No of Dwellings
Actual Range: 150 to 472 (units:)
Range Selected by User: 100 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	11 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 undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	3

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:

Industrial Zone	1
Development Zone	5
Residential 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

Secondary Filtering selection:

Use Class:

C3	11 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days
100,001 or More	2 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	10 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	9 days

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

Travel Plan:

Yes	8 days
No	3 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.

PTAL Rating:

1a (Low) Very poor	1 days
2 Poor	2 days
3 Moderate	2 days
5 Very Good	3 days
6a Excellent	2 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BE-03-C-02 BLOCKS OF FLATS BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BM-03-C-01 BLOCKS OF FLATS BROMLEY
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

3 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

4 BT-03-C-02 BLOCKS OF FLATS BRENT
ENGINEERS WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 472
Survey date: WEDNESDAY *30/11/16* *Survey Type: MANUAL*

5 HG-03-C-01 BLOCKS OF FLATS HARINGEY
BREAM CLOSE
TOTTENHAM HALE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 255
Survey date: TUESDAY *18/06/19* *Survey Type: MANUAL*

6 HM-03-C-02 BLOCKS OF FLATS HAMMERSMITH AND FULHAM
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

7 HO-03-C-03 BLOCKS OF FLATS HOUNSLOW
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total No of Dwellings: 150
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

8 HO-03-C-04 BLOCKS OF FLATS HOUNSLOW
LONDON ROAD
ISLEWORTH

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 203
Survey date: TUESDAY *03/07/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		185	
	Survey date: THURSDAY		*06/06/19*	*Survey Type: MANUAL*
10	RD-03-C-04 BESSANT DRIVE KEW	BLOCKS OF FLATS		RICHMOND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		170	
	Survey date: WEDNESDAY		*15/05/19*	*Survey Type: MANUAL*
11	SK-03-C-03 MARITIME STREET SURREY QUAYS	BLOCKS OF FLATS		SOUTHWARK
	Neighbourhood Centre (PPS6 Local Centre) Development Zone Total No of Dwellings:		233	
	Survey date: THURSDAY		*14/11/19*	*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
HV-03-C-02	no servicing data

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	236	0.003	11	236	0.002	11	236	0.005
08:00 - 09:00	11	236	0.005	11	236	0.003	11	236	0.008
09:00 - 10:00	11	236	0.010	11	236	0.007	11	236	0.017
10:00 - 11:00	11	236	0.012	11	236	0.011	11	236	0.023
11:00 - 12:00	11	236	0.007	11	236	0.008	11	236	0.015
12:00 - 13:00	11	236	0.007	11	236	0.009	11	236	0.016
13:00 - 14:00	11	236	0.009	11	236	0.010	11	236	0.019
14:00 - 15:00	11	236	0.005	11	236	0.005	11	236	0.010
15:00 - 16:00	11	236	0.009	11	236	0.009	11	236	0.018
16:00 - 17:00	11	236	0.009	11	236	0.009	11	236	0.018
17:00 - 18:00	11	236	0.006	11	236	0.008	11	236	0.014
18:00 - 19:00	11	236	0.007	11	236	0.007	11	236	0.014
19:00 - 20:00	10	234	0.006	10	234	0.007	10	234	0.013
20:00 - 21:00	10	234	0.002	10	234	0.003	10	234	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.098			0.195

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.*

Contact

RPS Consulting Services Ltd
20 Farringdon Street
London EC4A 4AB
T: +44(0) 20 3691 0500
transport@rpsgroup.com