

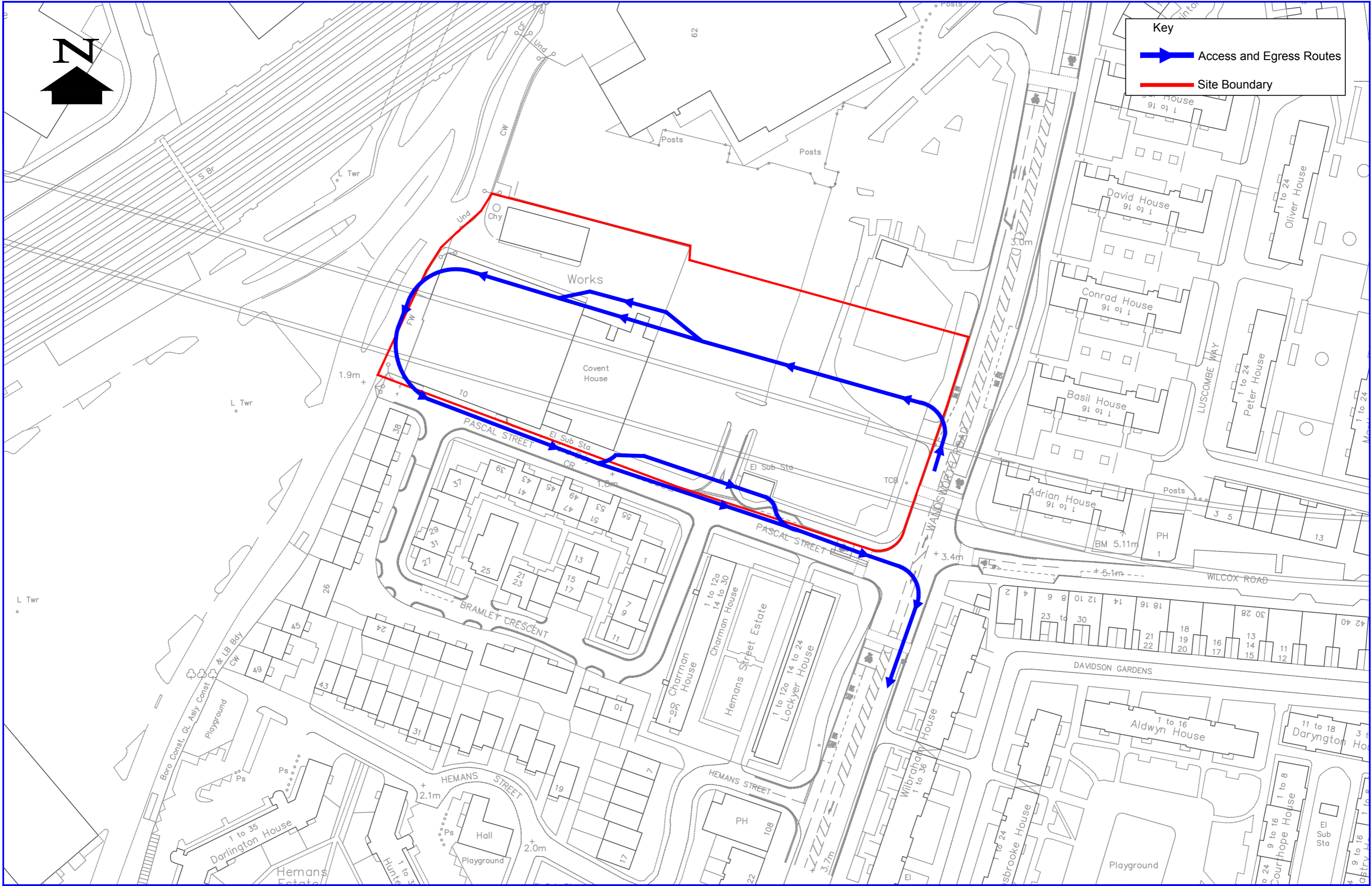



Key

-  Access and Egress Routes
-  Site Boundary

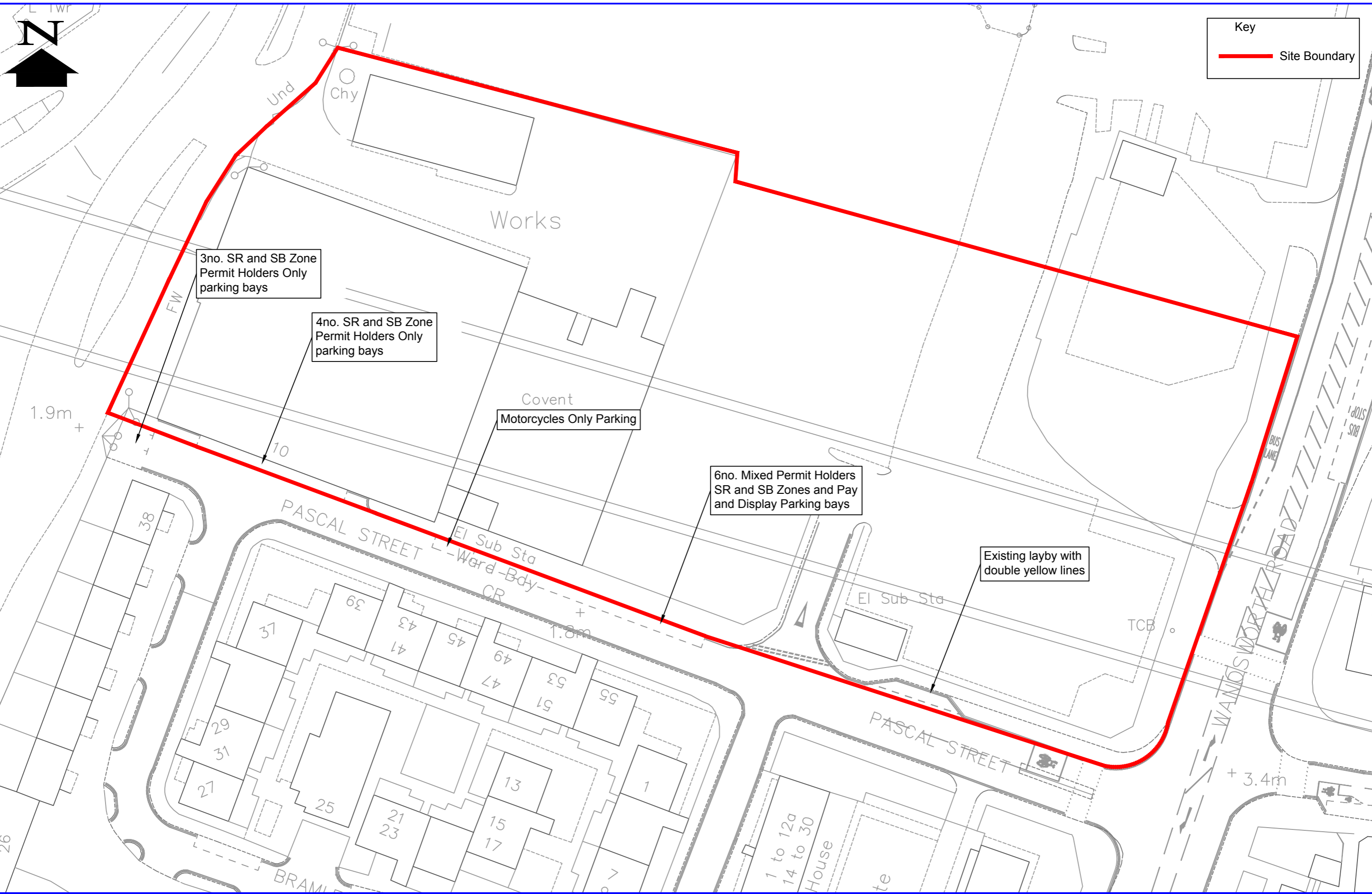


Northern Line Extension
Nine Elms - Access and Egress Routes



Drawn: CJP	Date: 10/01/13	Scale: 1:1000	Figure No: 5-1
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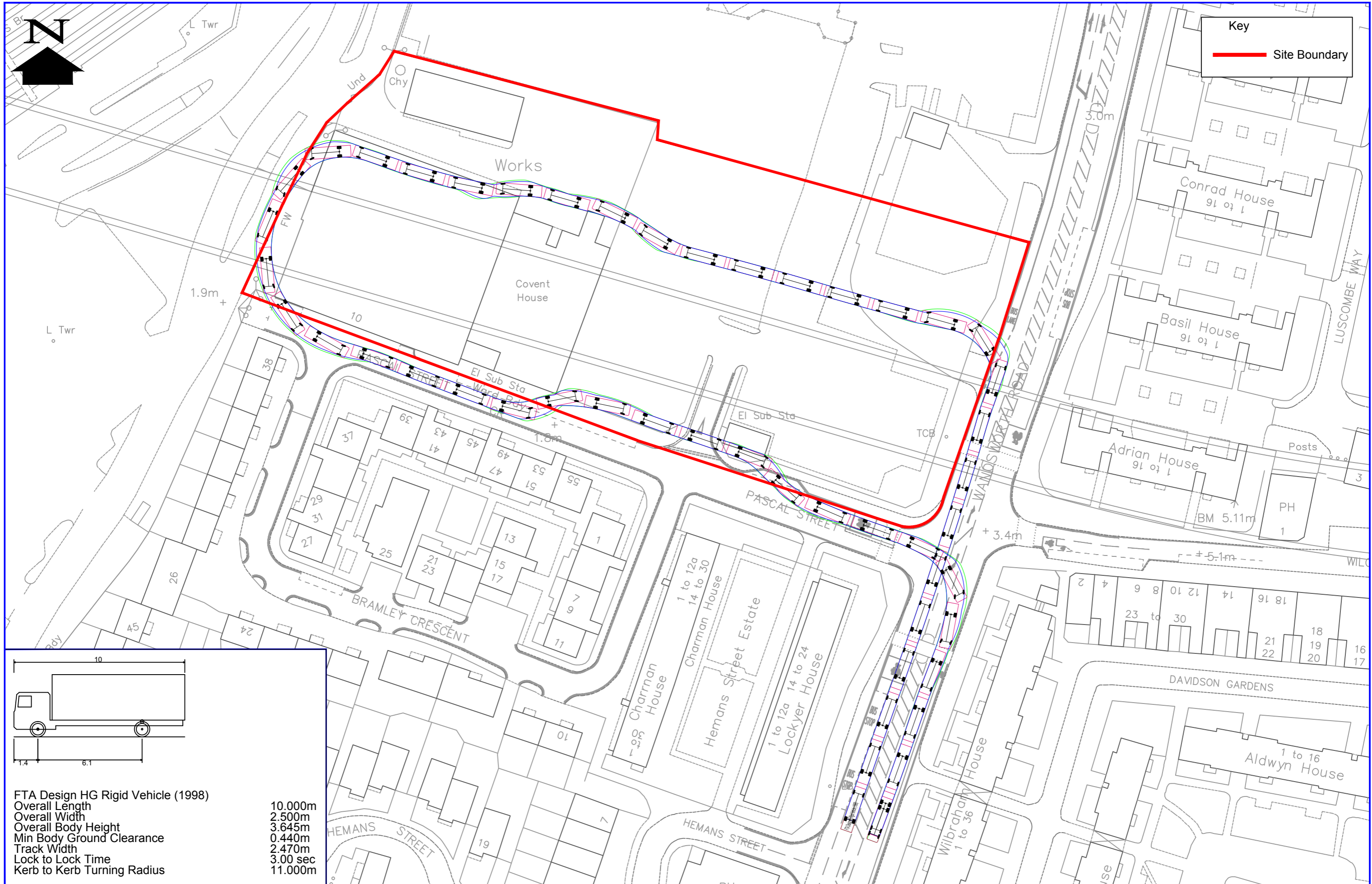
CAD REFERENCE: \\Projects\224\6\91\03\CAD\Drawings\22469102-4.1.dwg



Key

— Site Boundary





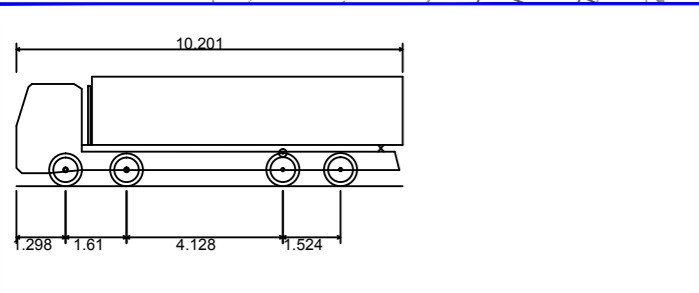
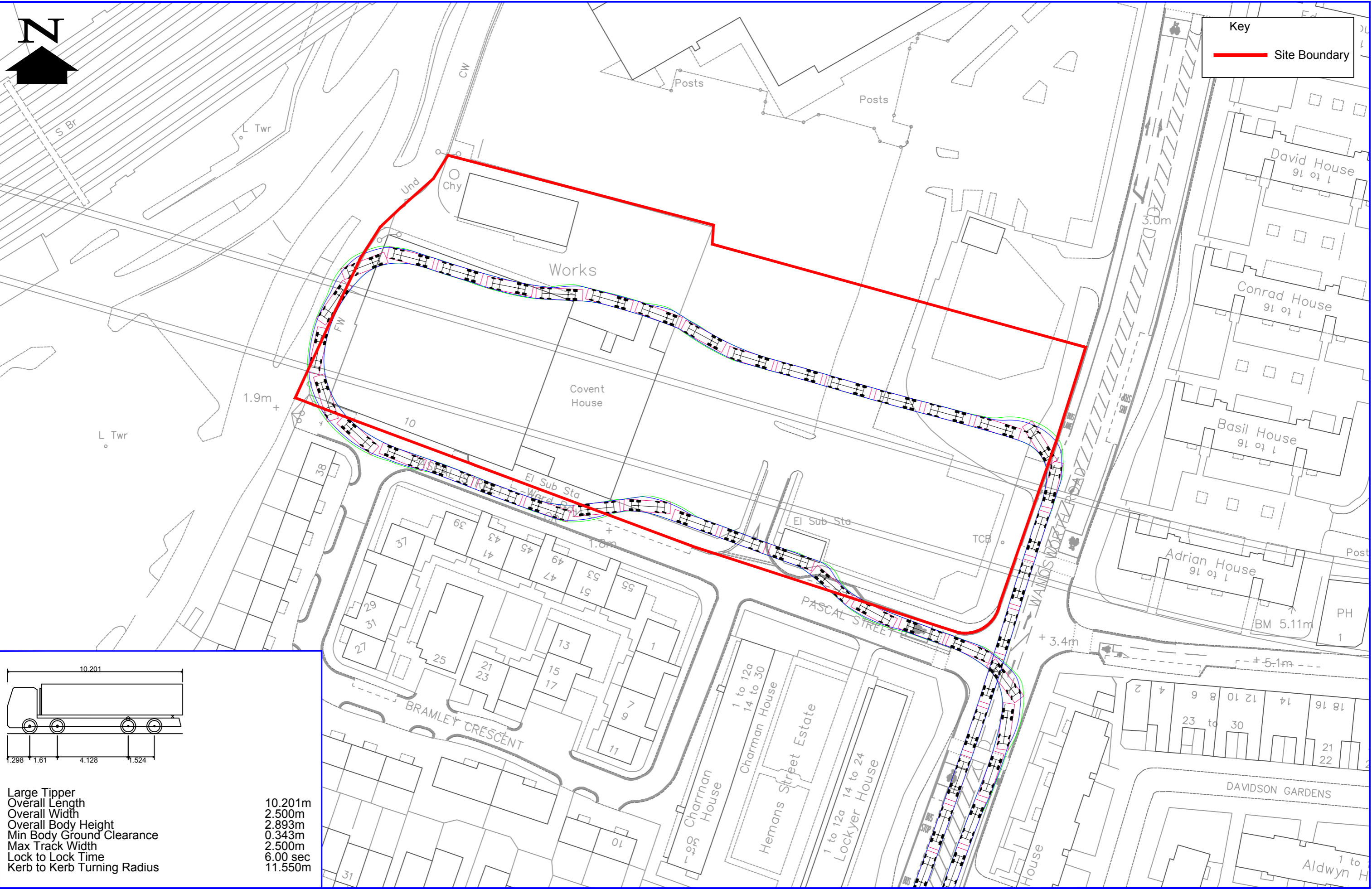
FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	11.000m

Northern Line Extension
 Nine Elms - 10m Rigid Track Analysis

steer davis gleave

Drawn: CJP	Date: 10/01/13	Scale: NTS	Figure No: 5-3
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CAD REFERENCE: F:\Projects\224\6\91\03\CAD\Drawings\22469102-4.1.dwg



Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	11.550m

Northern Line Extension
 Nine Elms - Large Tipper Track Analysis

steer davis gleave

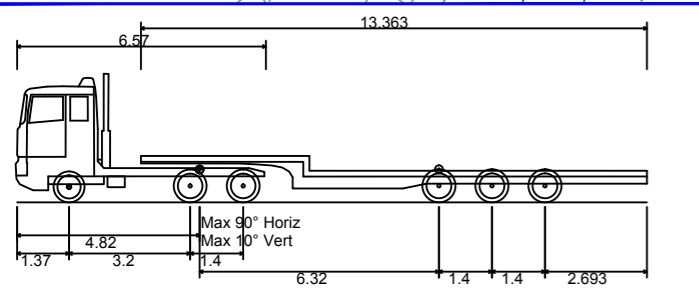
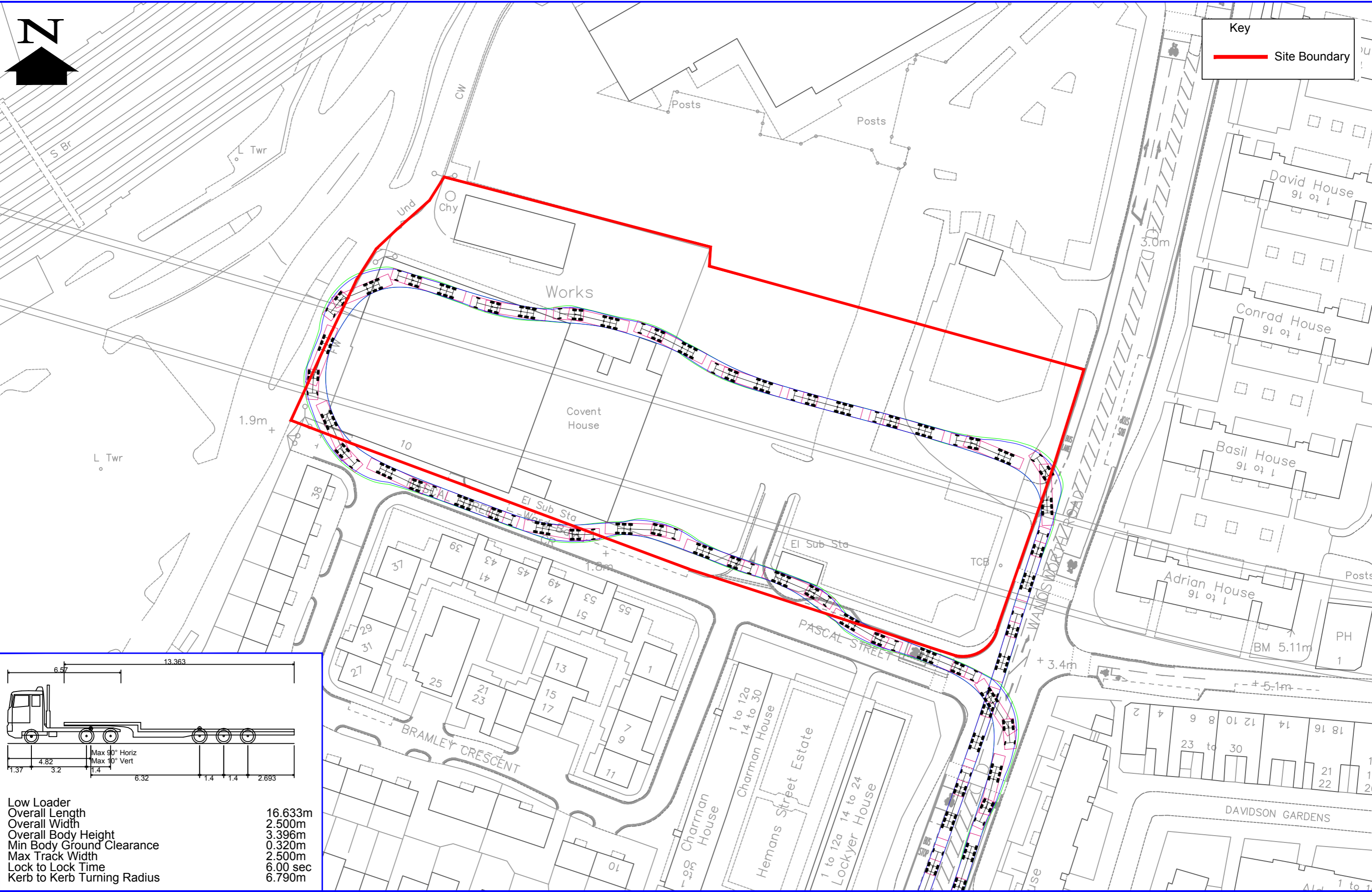
Drawn: CJP	Date: 10/01/13	Scale: NTS	Figure No: 5-4
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CAD REFERENCE: F:\Projects\224\6\91\03\CAD\Drawings\22469102-4-1.dwg



Key

— Site Boundary



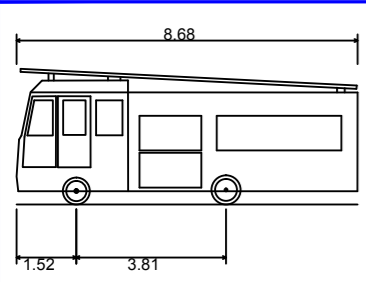
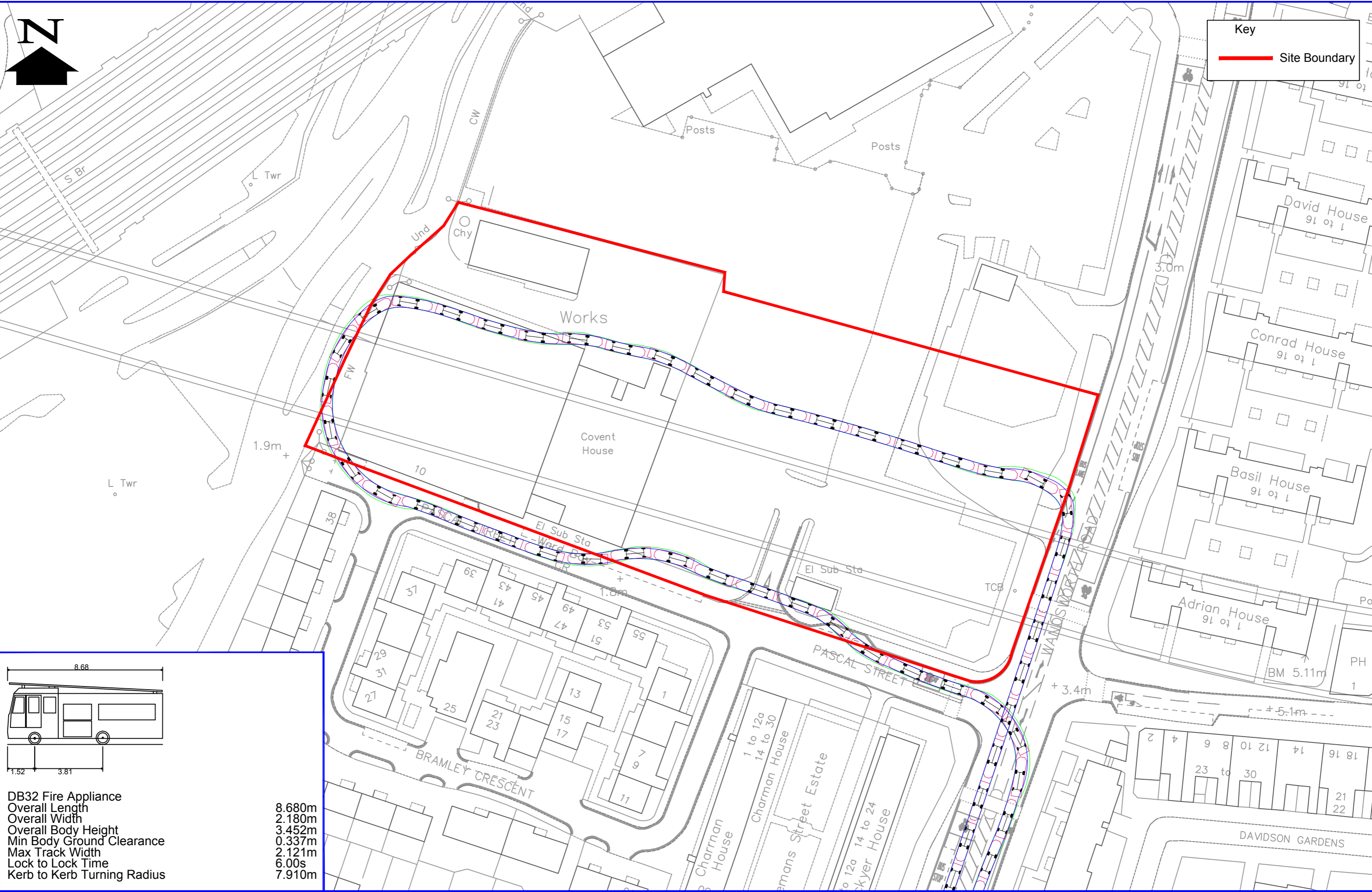
Low Loader	
Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Min Body Ground Clearance	0.320m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.790m

Northern Line Extension
 Nine Elms - Low Loader Track Analysis

steer davis gleave

Drawn: CJP	Date: 10/01/13	Scale: NTS	Figure No: 5-5
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CAD REFERENCE: F:\Projects\224\6\91\03\CAD\Drawings\22469102-A6.dwg

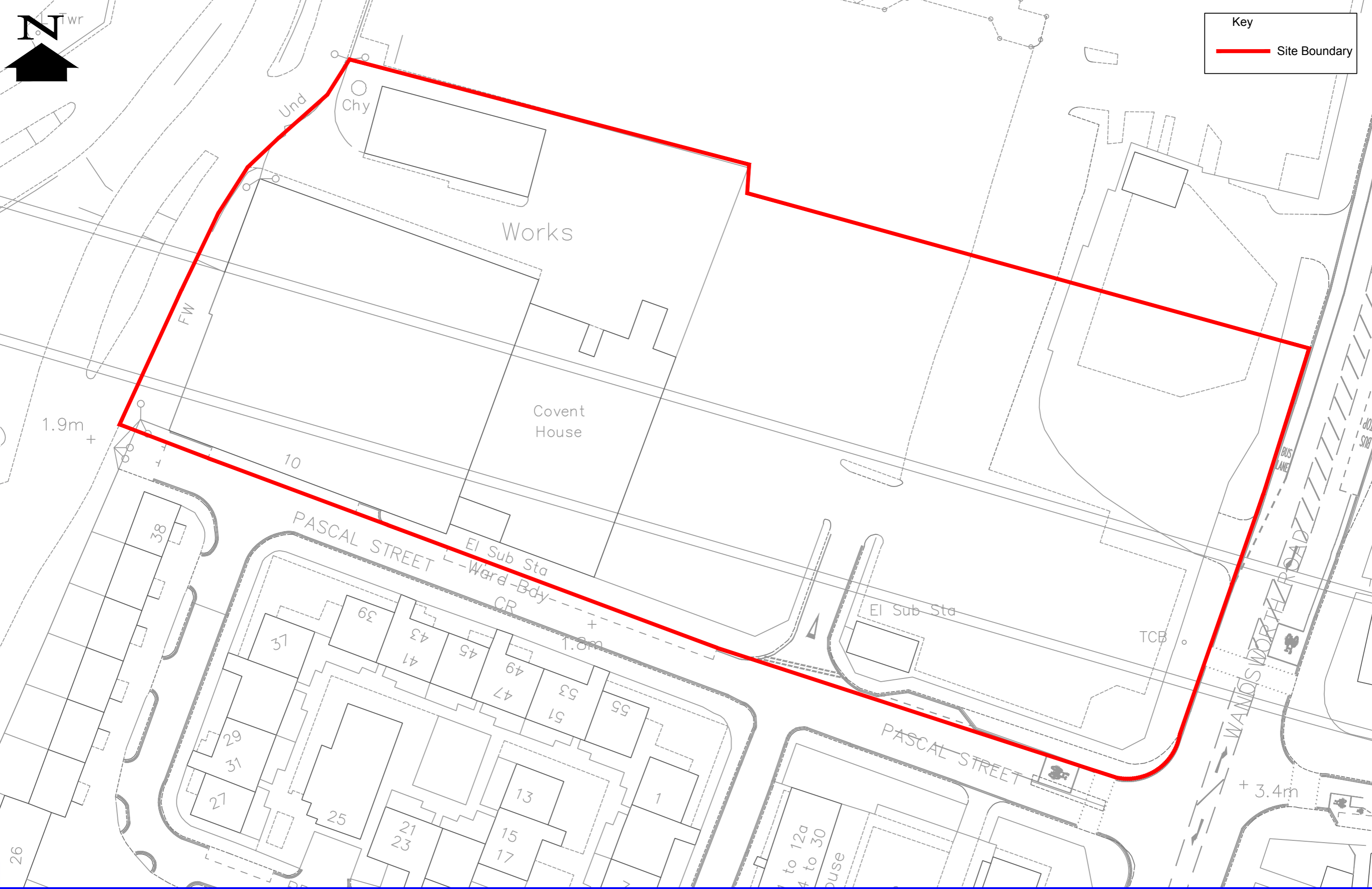


DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m



Key

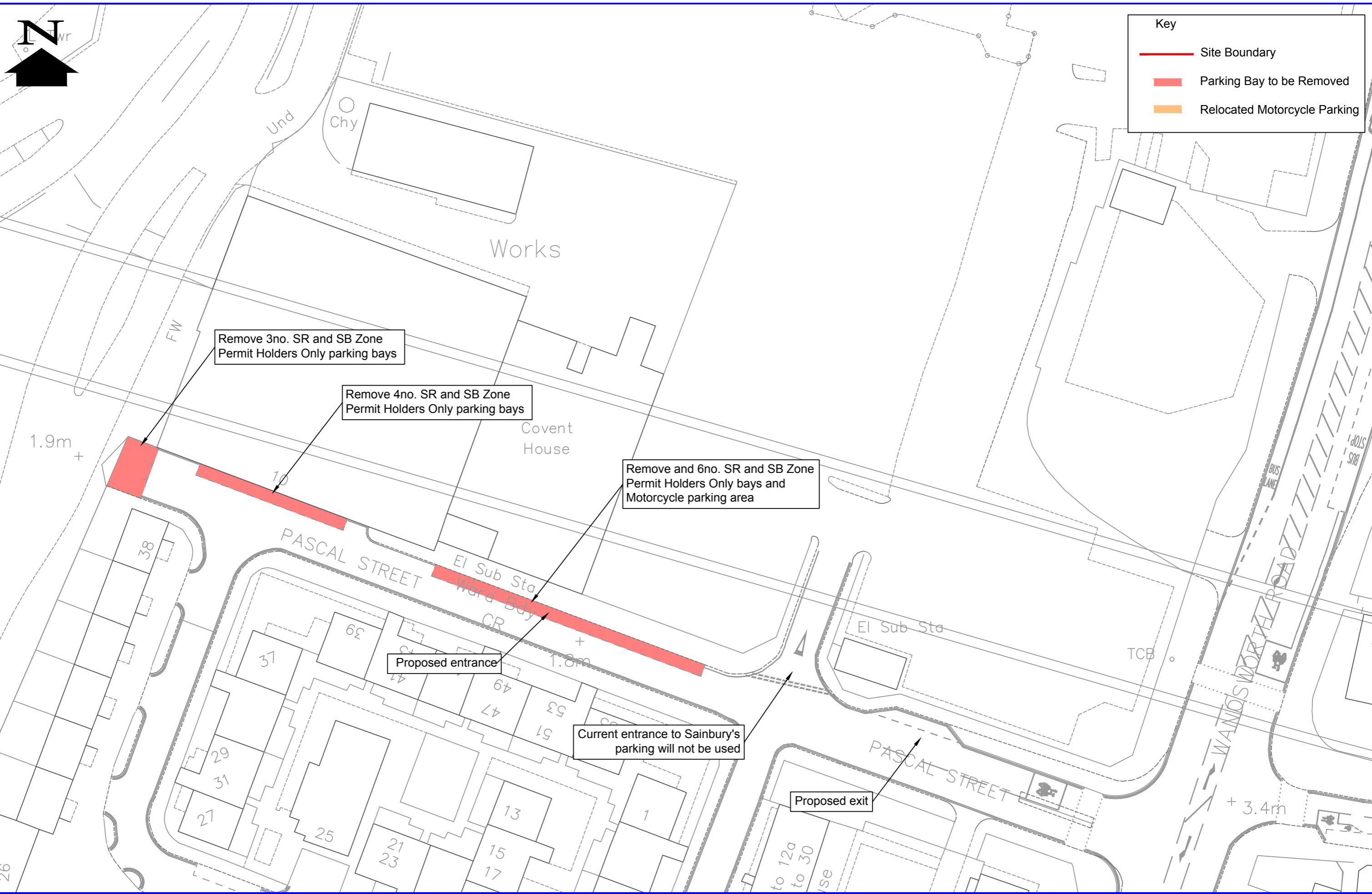
— Site Boundary

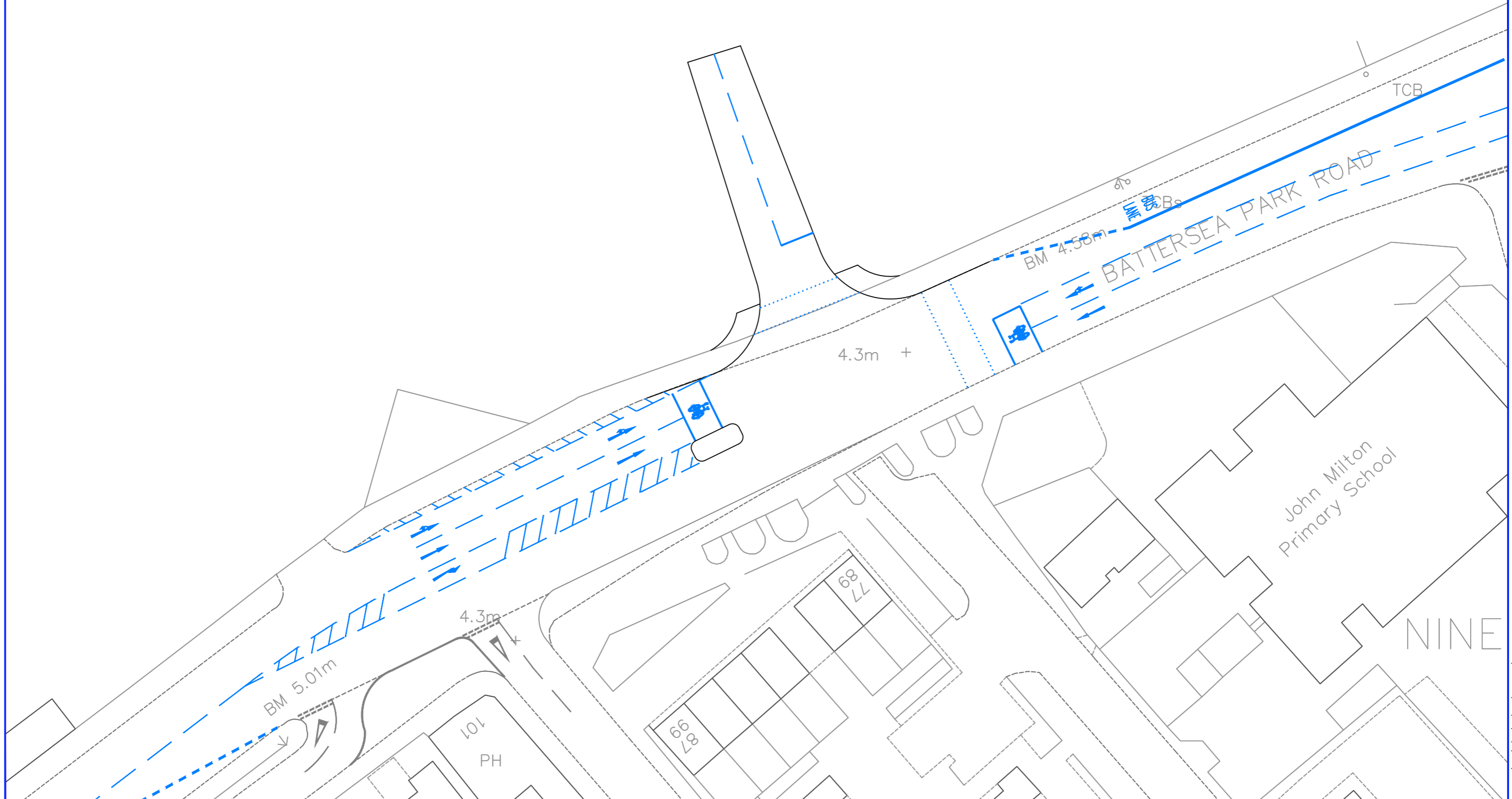




Key

- Site Boundary
- Parking Bay to be Removed
- Relocated Motorcycle Parking

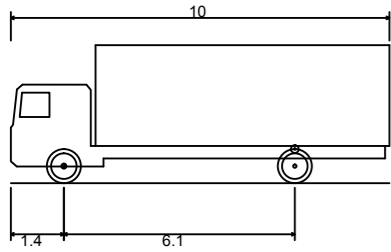




Northern Line Extension
Battersea - Construction Access

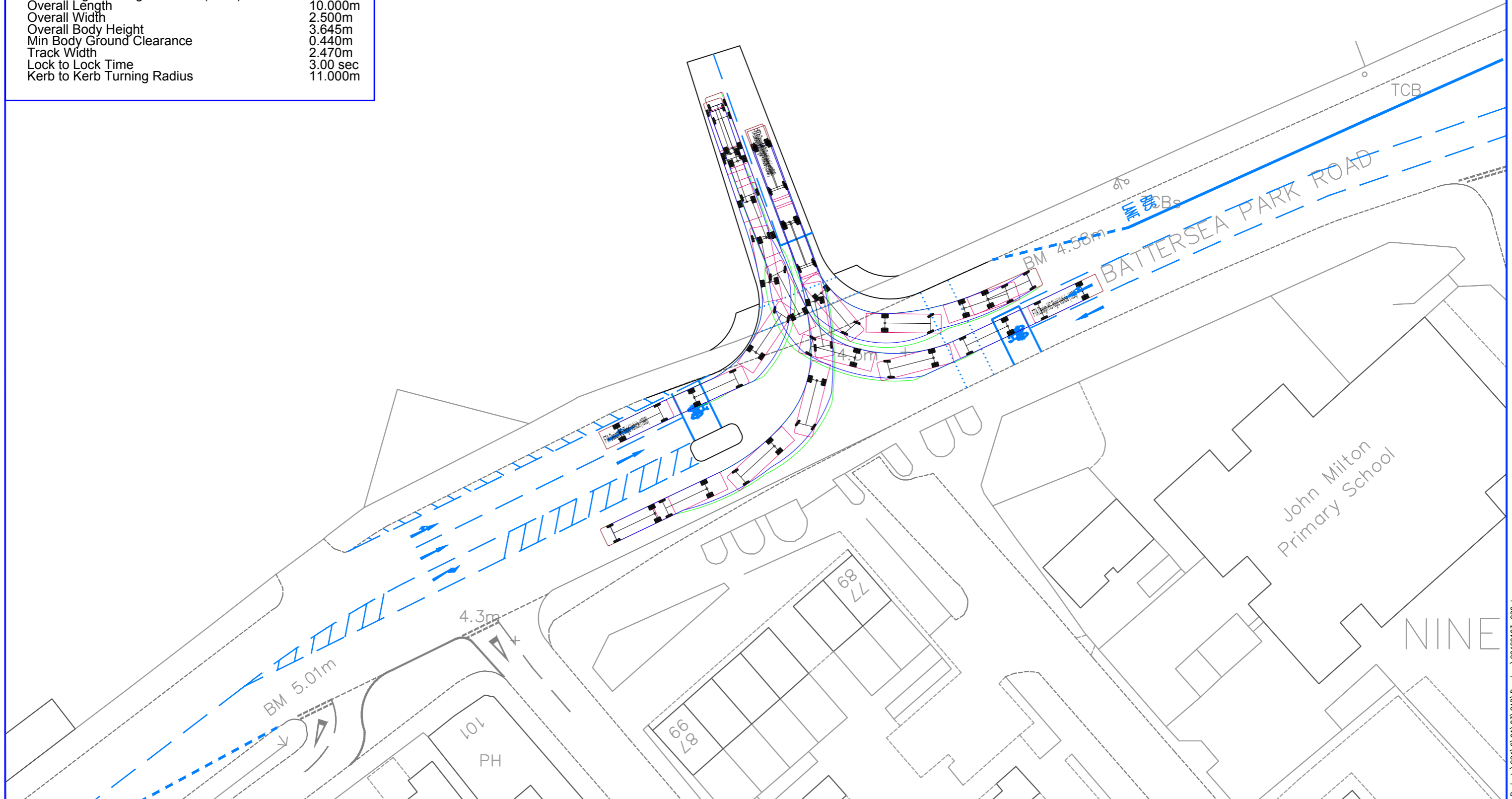


Drawn: CJP	Date: 17/01/13	Scale: 1:500	Figure No: 6-1
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FTA Design HG Rigid Vehicle (1998)

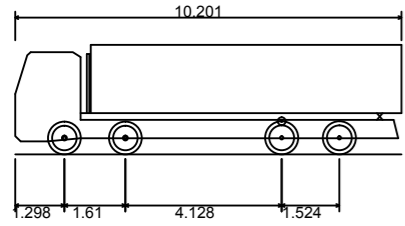
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	11.000m



Northern Line Extension
 Battersea - Construction Access - 10m Rigid Swept Path Analysis



Drawn: CJP	Date: 17/01/13	Scale: 1:500	Figure No: 6-2
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Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	11.550m

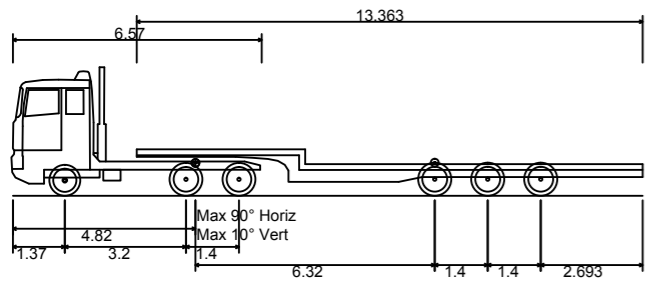


Northern Line Extension

Battersea - Construction Access - Large Tipper Swept Path Analysis



Drawn: CJP	Date: 17/01/13	Scale: 1:500	Figure No: 6-3
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Low Loader	
Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Min Body Ground Clearance	0.320m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.790m



Northern Line Extension

Battersea - Construction Access - Low Loader Swept Path Analysis



Drawn: CJP	Date: 17/01/13	Scale: 1:500	Figure No: 6-4
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APPENDIX

B

PARKING ANALYSIS

Kennington Green Parking reallocation, Weekday

		Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
Number of Available Spaces								

Surveyed Vehicle Occupancy

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
KENNINGTON RD							
SHARED USED	5	8	5	6	6	5	4
Total	5	8	5	6	6	5	4

13 September 2012, Thursday

Number of Available Spaces	13
	13

% Occupancy

	38%	62%	38%	46%	46%	38%	38%	31%
	38%	62%	38%	46%	46%	38%	38%	31%

Remove 10 'Shared Use' Parking spaces from Kennington Rd.

Vehicles absorbed maintaining 85% occupancy or less	2	2	2	2	2	2	2
Residual vehicles to reassign	3	6	3	4	4	3	2

	-10
	3

Assume all displaced vehicles are moved to Montford St.

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
MONTFORD PL							
RESIDENTS BAY	4	4	3	3	3	3	4
RESIDENTS BAY/BUSINESS PERMIT	7	7	7	8	4	6	5
Plus additional demand	3	6	3	4	4	3	2
Total	14	17	13	15	11	12	11

	5
	28
	33

All of the displaced demand from Kennington Road can be absorbed by adjacent Montford Place. The 2 'Car Club' spaces have also been moved to Montford Street in newly created spaces and thus have no effect on parking rates. All parking occupancy rates are 85% or less.

Kennington Green Parking reallocation, Weekend

		Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
Number of Available Spaces								

Surveyed Vehicle Occupancy

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
KENNINGTON RD							
SHARED USED	9	12	10	7	10	12	10
Total	9	12	10	7	10	12	10

15 September 2012, Saturday

Number of Available Spaces	13
	13

% Occupancy

	69%	92%	77%	54%	77%	92%	77%	77%
	69%	92%	77%	54%	77%	92%	92%	77%

Remove 10 'Shared Use' Parking spaces from Kennington Rd.

Vehicles absorbed maintaining 85% occupancy or less	2	2	2	2	2	2	2
Residual vehicles to reassign	7	10	8	5	8	10	8

	-10
	3

Assume all displaced vehicles are moved to Montford St.

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
MONTFORD PL*							
RESIDENTS BAY	4	4	3	3	3	3	4
RESIDENTS BAY/BUSINESS PERMIT	7	7	7	8	4	6	5
Plus additional demand	7	10	8	5	8	10	8
Total	18	21	18	16	15	19	17

	5
	28
	33

All of the displaced demand from Kennington Road can be absorbed by adjacent Montford Place. The 2 'Car Club' spaces have also been moved to Montford Street in newly created spaces and thus have no effect on parking rates. All parking occupancy rates are 85% or less.

*Unreliable weekend data, substituted with weekday data

Kennington Green Parking reallocation, Weekday - Phase 2

Available Spaces	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00

% Occupancy

42%	67%	42%	42%	50%	42%	42%	33%
42%	67%	42%	42%	50%	42%	42%	33%

13 September 2012, Thursday

12
12

Surveyed Vehicle Occupancy

5	8	5	6	6	6	5	4
5	8	5	6	6	6	5	4

Remove 12 'Shared Use' Parking spaces from Kennington Rd.

0	0	0	0	0	0	0	0
5	8	5	6	6	6	5	4

Vehicles absorbed maintaining 85% occupancy or less

-12

0

Residual vehicles to reassign

Assume all displaced vehicles are moved to Montford St.

5
28

4	4	3	3	3	3	3	4
7	7	7	8	4	4	6	5

Plus additional demand

33

5	8	5	6	6	6	5	4
16	19	15	17	13	13	14	13

Car Club

2

1	0	1	0	0	0	1	1
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Assume two 'Car Club' spaces moved to Montford St. (assuming occupancy rates after removal of spaces on Kennington Rd.)
Reduce Total parking spaces by 2

33

16	19	15	17	13	13	14	13
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Less 2 Spaces

-2
31

16	19	15	17	13	13	14	13
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All of the displaced demand from Kennington Road can be absorbed by adjacent Montford Place. The 2 'Car Club' spaces have also been moved to Montford Street. All parking occupancy rates are

Kennington Green Parking reallocation, Weekend - Phase 2

Available Spaces	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00

% Occupancy

75%	100%	83%	58%	83%	100%	83%	83%
75%	100%	83%	58%	83%	100%	100%	83%

13 September 2012, Thursday

12
12

Surveyed Vehicle Occupancy

9	12	10	7	10	12	12	10
9	12	10	7	10	12	12	10

Remove 12 'Shared Use' Parking spaces from Kennington Rd.

0	0	0	0	0	0	0	0
9	12	10	7	10	12	12	10

Vehicles absorbed maintaining 85% occupancy or less

-12

0

Residual vehicles to reassign

Assume all displaced vehicles are moved to Montford St.

5
28

4	4	3	3	3	3	3	4
7	7	7	8	4	4	6	5

Plus additional demand

33

9	12	10	7	10	12	12	10
20	23	20	18	17	21	21	19

Car Club

2

1	0	1	0	0	0	1	1
---	---	---	---	---	---	---	---

Assume two 'Car Club' spaces moved to Montford St. (assuming occupancy rates after removal of spaces on Kennington Rd.)
Reduce Total parking spaces by 2

33

20	23	20	18	17	21	21	19
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Less 2 Spaces

-2
31

20	23	20	18	17	21	21	19
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All of the displaced demand from Kennington Road can be absorbed by adjacent Montford Place. The 2 'Car Club' spaces have also been moved to Montford Street. All parking occupancy rates are
*Unreliable weekend data, substituted with weekday data

Radcot Parking reallocation, Weekday

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
Number of Available Spaces							

Surveyed Vehicle Occupancy

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
% Occupancy							
RADCOT ST	67%	67%	67%	56%	78%	67%	78%
RESIDENTS BAY	80%	80%	80%	80%	60%	60%	80%
SHARED USED	71%	71%	71%	64%	71%	64%	79%
Total							

13 September 2012, Thursday

Remove 10 Residents Bay / 'Shared Use' Parking spaces from Radcot St.

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
Vehicles absorbed maintaining occupancy rates of 85% or less	0	0	0	0	0	0	0
Residual vehicles to reassign	10	10	10	9	10	9	11

Assume displaced vehicles are moved to Methley St. maintaining occupancy below 85%

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
METHLEY ST	35	32	30	30	29	33	32
RESIDENTS BAY	7	10	10	9	10	9	10
Additional demand from Radcot St.	42	42	40	39	39	42	42
Total							

Residual vehicles to reassign

	3	0	0	0	0	0	1
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Assume displaced vehicles not accommodated on Methley St. are moved to Ravensdon St maintaining occupancy below 85%

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RAVENSNDON ST	27	27	27	24	21	24	26
RESIDENTS BAY	2	0	0	0	0	0	1
Additional demand from Radcot St.	29	27	27	24	21	24	27
Total							

Residual vehicles to reassign

	1	0	0	0	0	0	0
--	---	---	---	---	---	---	---

Assume displaced vehicles not accommodated on Methley St. or Ravensdon St. are moved to Stannary St maintaining occupancy below 85%

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
STANNARY ST	16	18	18	14	12	12	14
RESIDENTS BAY/BUSINESS PERMIT	13	14	11	13	9	10	11
SHARED USED	29	32	29	27	21	22	25
Remove one 'Shared Use' (proposed to be changed to 'Disabled')	1	0	0	0	0	0	0
Total	30	32	29	27	21	22	25
Additional demand from Radcot St.							
Total							

Car Club

RADCOT ST	1	1	1	1	1	1	1
CAR CLUB							
Total	1	1	1	1	1	1	1

Assume two "Car Club" spaces moved to Stannary St.

STANNARY ST	30	32	29	27	21	22	25
Total							

Less 2 Spaces

RESIDENTS BAY	30	32	29	27	21	22	25
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All of the displaced demand from Radcot Street can be absorbed by adjacent Stannary Street. The 2 Car Club Spaces have been moved to Stannary Street and thus, total parking supply has been reduced by two spaces. All parking occupancy rates are 85% or less.

Radcot Parking reallocation, Weekend

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
Number of Available Spaces							

13 September 2012, Thursday

Surveyed Vehicle Occupancy

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RADCOT ST	7	6	7	7	6	7	7
RESIDENTS BAY	3	3	2	2	2	2	4
SHARED USED	10	9	9	9	8	9	11
Total							

% Occupancy

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RADCOT ST	78%	67%	78%	78%	67%	78%	78%
RESIDENTS BAY	60%	60%	40%	40%	40%	40%	80%
SHARED USED	71%	64%	64%	64%	57%	64%	79%

Remove 10 Residents Bay / 'Shared Use' Parking spaces from Radcot St.

Vehicles absorbed maintaining occupancy rates of 85% or less	0	0	0	0	0	0	0
Residual vehicles to reassign	10	9	9	9	8	9	11

-13

1

Assume displaced vehicles are moved to Methley St. maintaining occupancy below 85%

METHLEY ST	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RESIDENTS BAY	35	38	33	31	30	33	33
Additional demand from Radcot St.	7	4	9	9	8	9	9
Total	42	42	42	40	38	42	42

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RESIDENTS BAY	70%	76%	66%	62%	60%	66%	66%
Additional demand from Radcot St.	84%	84%	84%	80%	76%	84%	84%

Residual vehicles to reassign

3	5	0	0	0	0	0	2
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Assume displaced vehicles not accommodated on Methley St. are moved to Ravensdon St. maintaining occupancy below 85%

RAVENSDON ST	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RESIDENTS BAY	22	21	23	19	23	21	20
Additional demand from Radcot St.	2	2	0	0	0	0	2
Total	24	23	23	19	23	21	22

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RESIDENTS BAY	65%	62%	68%	56%	68%	62%	59%
Additional demand from Radcot St.	71%	68%	68%	56%	68%	62%	65%

Residual vehicles to reassign

1	3	0	0	0	0	0	0
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Assume displaced vehicles not accommodated on Methley St. or Ravensdon St. are moved to Stannary St. maintaining occupancy below 85%

STANNARY ST	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RESIDENTS BAY/BUSINESS PERMIT	15	12	10	11	12	13	13
SHARED USED	14	14	13	13	14	12	13
Remove one 'Shared Use' (proposed to be changed to 'Disabled')	-1						
Total	29	26	23	24	26	25	26
Additional demand from Radcot St.	1	3	0	0	0	0	0
Total	30	29	23	24	26	25	26

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
RESIDENTS BAY/BUSINESS PERMIT	71%	57%	48%	52%	57%	62%	62%
SHARED USED	61%	61%	57%	57%	61%	52%	57%
Remove one 'Shared Use' (proposed to be changed to 'Disabled')	-1						
Total	67%	60%	53%	56%	60%	58%	60%
Additional demand from Radcot St.	70%	67%	53%	56%	60%	58%	60%

Car Club

RADCOT ST	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
CAR CLUB	1	1	1	1	1	1	1

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
CAR CLUB	50%	50%	50%	50%	50%	50%	50%

Assume two "Car Club" spaces moved to Stannary St.

STANNARY ST	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
CAR CLUB	30	29	23	24	26	25	26

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
CAR CLUB	70%	67%	53%	56%	60%	58%	60%

Less 2 Spaces

30	29	23	24	26	25	26
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73%	71%	56%	59%	63%	61%	63%
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All of the displaced demand from Radcot Street can be absorbed by adjacent Stannary Street. The 2 Car Club Spaces have been moved to Stannary Street and thus, total parking supply has been

Kennington Park Place Parking reallocation, Weekday

Number of Available Spaces	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
	47%	32%	29%	29%	29%	53%	44%

Surveyed Vehicle Occupancy

Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
16	11	10	10	10	18	15

13 September 2012, Thursday

KENNINGTON PARK PL RESIDENTS BAY	16	11	10	10	10	18	15
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Remove 13 'Residents Bay' Parking spaces from Kennington Park Place

Vehicles absorbed maintaining occupancy rates of 85% or less	16	11	10	10	10	18	15
Residual vehicles to reassign	0	0	0	0	0	0	0

% Occupancy

Number of Available Spaces	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
34	47%	32%	29%	29%	29%	53%	44%

-13

21

76%	52%	48%	48%	48%	86%	71%
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All of the displaced parking can be accommodated on Kennington Park Place itself.

Kennington Park Place Parking reallocation, Weekend

Number of Available Spaces	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
34	32%	38%	41%	41%	38%	32%	29%

Surveyed Vehicle Occupancy

Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
11	13	14	14	13	11	10

15 September 2012, Saturday

KENNINGTON PARK PL RESIDENTS BAY	11	13	14	14	13	11	10
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Remove 13 'Residents Bay' Parking spaces from Kennington Park Place

Vehicles absorbed maintaining occupancy rates of 85% or less	11	13	14	14	13	11	10
Residual vehicles to reassign	0	0	0	0	0	0	0

% Occupancy

Number of Available Spaces	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
34	32%	38%	41%	41%	38%	32%	29%

-13

21

52%	62%	67%	67%	62%	52%	48%
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All of the displaced parking can be accommodated on Kennington Park Place itself.

Harmsworth Street Parking reallocation, Weekday

Number of Available Spaces	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00

Surveyed Vehicle Occupancy

Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
15	14	12	11	13	15	16

13 September 2012, Thursday

HARMSWORTH ST						
RESIDENTS BAY	15	14	12	11	13	15

Remove 10 'Shared Use' Parking spaces from Harmsworth St

Vehicles absorbed maintaining occupancy rates of 85% or less	15	14	12	11	13	15
Residual vehicles to reassign	0	0	0	0	0	1

Assume displaced vehicles are moved to Faunce St. maintaining occupancy at 85% or below

FAUNCE ST						
RESIDENTS BAY	18	17	17	16	16	18
Additional demand from Radcot St.	0	0	0	0	0	1
Total	18	17	17	16	16	18

Residual vehicles to reassign	0	0	0	0	0	0
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All of the displaced parking from Harmsworth St can be accommodated on Harmsworth Street and Faunce St.

Harmsworth Street Parking reallocation, Weekend

Number of Available Spaces	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00

Surveyed Vehicle Occupancy

Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
11	14	14	9	8	11	11

15 September 2012, Saturday

HARMSWORTH ST						
RESIDENTS BAY	11	14	14	9	8	11

Remove 10 'Shared Use' Parking spaces from Kennington Rd.

Vehicles absorbed maintaining occupancy rates of 85% or less	11	14	14	9	8	11
Residual vehicles to reassign	0	0	0	0	0	0

All of the displaced parking can be accommodated on Harmsworth Street itself.

% Occupancy							
Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00	
54%	50%	43%	39%	46%	54%	57%	

28

-10
18

83%	78%	67%	61%	72%	83%	83%
51%	49%	49%	46%	46%	51%	49%
51%	49%	49%	46%	46%	51%	51%

% Occupancy							
Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00	
39%	50%	50%	32%	29%	39%	39%	
61%	78%	78%	50%	44%	61%	61%	

28

-10
18

Pascal Street Parking reallocation, Weekday

Number of Available Spaces	Surveyed Vehicle Occupancy					% Occupancy							
	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30

13 September 2012, Thursday

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
PASCAL ST							
RESIDENTS BAY/BUSINESS PERMIT	3	1	0	0	0	0	0
SHARED USED	5	5	4	3	3	3	5
VERTICAL PARKING	3	3	3	3	3	3	3
Total	11	9	7	6	6	6	8

3	100%	33%	0%	0%	0%	0%	0%
7	71%	71%	57%	43%	43%	43%	71%
3	100%	100%	100%	100%	100%	100%	100%
13	85%	69%	54%	46%	46%	46%	62%

Remove all parking spaces from Pascal St.

All vehicles need to park elsewhere	0	0	0	0	0	0	0
Residual vehicles to reassign	11	9	7	6	6	6	8

-13	0%	0%	0%	0%	0%	0%	0%
0							

Assume 50% displaced vehicles are moved to Harrington Rd.

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
HARRINGTON RD							
RESIDENTS BAY	10	10	9	10	12	11	11
SHARED USED	4	4	5	3	5	4	3
Plus additional demand	6	5	4	3	3	3	4
Total	20	19	18	16	20	18	18

19	53%	53%	47%	53%	63%	58%	58%
18	22%	22%	28%	17%	28%	22%	17%
37	54%	51%	49%	43%	54%	49%	49%

Assume 50% of displaced vehicles are moved to Davidson Gardens.

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
DAVIDSON GARDENS							
RESIDENTS BAY	13	17	16	13	13	15	15
RESIDENTS BAY/BUSINESS PERMIT	13	10	10	12	11	10	14
SHARED USED	6	4	3	2	5	7	7
Plus additional demand	5	4	3	3	3	3	4
Total	37	35	32	30	32	35	40

21	62%	81%	76%	62%	62%	71%	71%
24	54%	42%	42%	50%	46%	42%	58%
7	86%	57%	43%	29%	71%	100%	100%
52	71%	67%	62%	58%	62%	67%	77%

Motorcycle Parking

KENNINGTON RD	4	3	3	2	2	2	2
MOTORCYCLE BAY							

5	80%	60%	60%	40%	40%	40%	40%
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All of the displaced demand from Pascal St. can be absorbed by nearby Harrington Rd. and Davidson Gardens. All parking occupancy rates are 85% or less. Although motorcycle parking will be removed, motorcycle are expected to find parking on the nearby roads.

Pascal Street Parking reallocation, Weekend

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
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13 September 2012, Thursday

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
PASCAL ST							
RESIDENTS BAY/BUSINESS PERMIT	3	3	3	3	2	0	3
SHARED USED	5	6	7	6	5	1	7
VERTICAL PARKING	3	3	3	3	3	1	3
Total	11	12	13	12	10	2	13

3	100%	100%	100%	100%	67%	0%	100%
7	71%	86%	100%	86%	71%	14%	100%
3	100%	100%	100%	100%	100%	33%	100%
13	85%	92%	100%	92%	77%	15%	100%

Remove all parking spaces from Pascal St.

All vehicles need to park elsewhere	0	0	0	0	0	0	0
Residual vehicles to reassign	11	12	13	12	10	2	13

-13	0%	0%	0%	0%	0%	0%	0%
0							

Assume some displaced vehicles are moved to Wilcox Rd.

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
WILCOX RD							
SHARED USE	19	16	15	16	21	24	19
Plus additional demand	6	8	8	6	5	0	6
Total	25	24	23	22	26	24	25

30	63%	53%	50%	53%	70%	80%	63%
30	83%	80%	77%	73%	87%	80%	83%

Assume 50% displaced vehicles are moved to Harrington Rd.

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
HARRINGTON RD							
RESIDENTS BAY	16	17	15	15	11	16	17
SHARED USED	3	13	12	13	3	6	3
Plus additional demand	2	1	2	2	2	2	7
Total	21	31	29	30	16	24	27

19	84%	89%	79%	79%	58%	84%	89%
18	17%	72%	67%	72%	17%	33%	17%
37	57%	84%	78%	81%	43%	65%	73%

Assume 50% of displaced vehicles are moved to Davidson Gardens.

	Beat @ 07:00	Beat @ 09:30	Beat @ 12:00	Beat @ 14:30	Beat @ 17:00	Beat @ 19:30	Beat @ 22:00
DAVIDSON GARDENS							
RESIDENTS BAY	15	15	15	15	20	21	21
RESIDENTS BAY/BUSINESS PERMIT	17	19	16	18	14	15	18
SHARED USED	5	7	7	7	5	5	5
Plus additional demand	3	3	3	4	3	0	0
Total	40	44	41	44	42	41	44

21	71%	71%	71%	71%	95%	100%	100%
24	71%	79%	67%	75%	58%	63%	75%
7	71%	100%	100%	100%	71%	71%	71%
52	77%	85%	79%	85%	81%	79%	85%

Motorcycle Parking

KENNINGTON RD	0	4	4	4	4	4	3
MOTORCYCLE BAY							

5	0%	80%	80%	80%	80%	80%	60%
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All of the displaced demand from Pascal St. can be absorbed by nearby Harrington Rd. Wilcoxand Davidson Gardens. All parking occupancy rates are 85% or less.

CONTROL SHEET

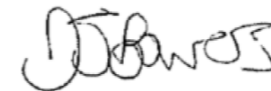
Project/Proposal Name Northern Line Extension
 Document Title C1: Construction
 Client Contract/Project No. Click here to enter text.
 SDG Project/Proposal No. 22469103

ISSUE HISTORY

Issue No.	Date	Details
1	11 April 2013	Final Draft
2	12 April 2013	Final

REVIEW

Originator Grant Fletcher
 Other Contributors
 Review by: Print David Bowers
 Sign



DISTRIBUTION

Client: Transport for London
 Steer Davies Gleave: DJB, PDT

