

# Catford traffic management study - changes in pedestrian flows

## The Council - The Pedestrian Count

Committee	STRATEGIC PLANNING COMMITTEE
Report Title	DEPTFORD WARDPARK LAND BOUNDED BY CRESTFALL ROAD, GROUND STREET, PRINCE OF WALES ROAD AND EASTERN STREET (SEE BUT EXCLUDED SOUTH FACING 185-190 GROVE STREET FORMERLY KNOWN AS DGS (DMA VICES))
Topic	Planning
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Class	PART 1
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Abstract	CMA Planning and Works on behalf of City and Provincial Properties plc
Keywords	<p>Outline planning application for use as a car park.</p> <p>The demolition of existing buildings on the site, including the Public House on Grove Street.</p> <p>The proposed development of the site to provide a mixture of 1,026,870sq2 (gross external floor area) comprising up to 500 residential units (353,210sq2) and 17,660sq2 commercial units (including 11,000sq2 Financial &amp; Professional Services, 40 Restaurants &amp; Cafes, 14 Drinking Establishments, 45 Retail Units, 10,000sq2, 41 Restaurants, 17 Non-Residential Institutions, and 12 Assembly &amp; Leisure units).</p> <p>Erection of buildings ranging in height from 4 to 18 storeys.</p> <p>An access route.</p> <p>Open spaces.</p> <p>New vehicular access into the site and parking (up to 1,127 cycle and 350 vehicular, reserved and associated works).</p> <p>Details of the proposed development are shown on the site plan (see the southern 1/10 of the site).</p>

Description: -  
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Notes: Cover title.  
This edition was published in 1971



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Tags: #New #Insights #into #Pedestrian #Flow #Through #Bottlenecks

## New Insights into Pedestrian Flow Through Bottlenecks

In contrast, in ants, traffic is governed by positive feed-backs trail following and reinforcement and interactions which are time consuming but often beneficial for the colony as they promotes information transfer ; ; ; . Definition and Limitations The pedestrian count is a simple, relatively inexpensive way to measure the volume and direction of pedestrian traffic in the CBD through time and by location. The reason for this is unclear and could be due either to traffic rerouting to take advantage of this measure or it could have been due to generated traffic.

## The Pedestrian Count

In absence of interactions and when ants were traveling alone, their speed was similar regardless of the bridge width. At the macroscopic level one may study the basic flow parameters like speed and density of pedestrian motion, at the microscopic level one may track the paths followed by individual pedestrians while moving.

## A Study on Traffic Management along EDSA in Metro Manila

The measurements began 10 min after the beginning of the experiment, when the outbound and nestbound flows of ants were at equilibrium. Thus, the interplay between T, k and C had to be more subtle. The researchers crossed overpasses and examined the effects of Yellow Lanes, U-turns and speed of the flow of vehicles.

## Velodyne Lidar Powers Intelligent Traffic Management

Higher C induced longer T and T decreased until k reached 6. To manipulate density, we used a combination of bridges of different widths 5, 10 and 20 mm and experimental colonies of different sizes from 400 to 25,600 ants.

## Pedestrian traffic management of boarding and alighting in metro stations

The traffic is considered as spatially organized when the flows of inbound and outbound ants are not completely intermingled and lane segregation

occurs ;. Adopting traffic light systems that improve the flow addresses only one part of the problem because vehicles are driven by humans and their behavior can have a significant effect on traffic flows. Seattle City Planning Commission, 1961.

### **A Study on Traffic Management along EDSA in Metro Manila**

Pedestrian crossing speed was found to be significantly lesser compared to the design speed 1. The case study analyses the impact of that conversion.

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