

Roofoods Ltd

Deliveroo Editions, Cranford Way,
Hornsey

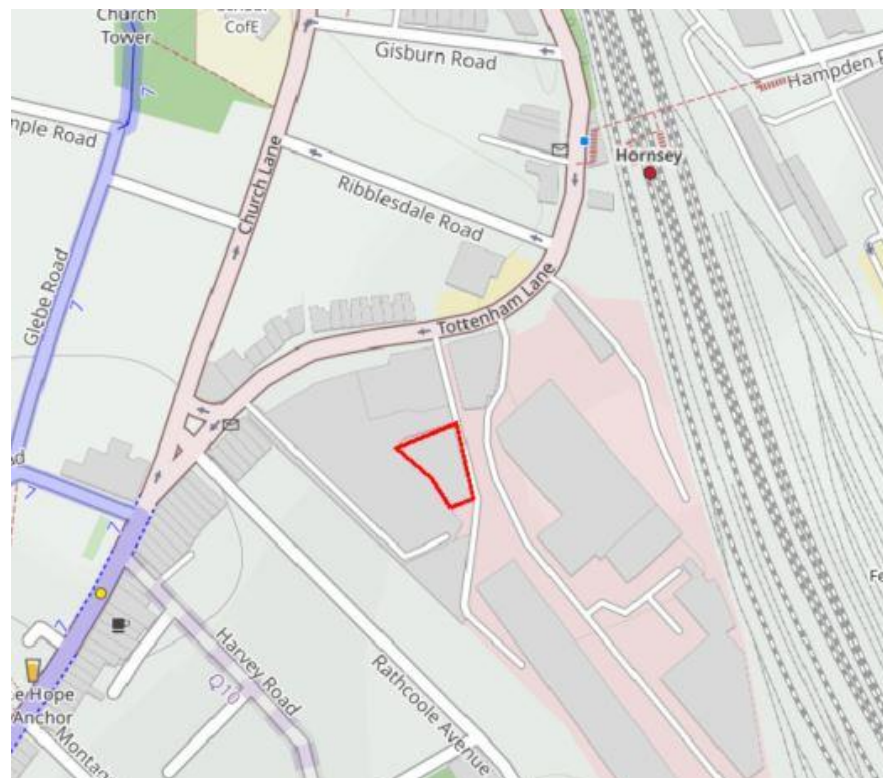
Project Reference: 2206-031/TN/01

Technical Note

1 Introduction

Site history

- 1.1 Transport Planning Associates have been instructed by Roofoods Ltd with respect to their application for permission to continue operations at the Editions site on Cranford Way, Hornsey. The site has been in operation since 2018, operating under a temporary 5 year planning permission, which expires in December 2022 (ref. HGY/2017/3207). The site location is shown in **Figure 1**.



- 1.2 The site operates as a Deliveroo Editions site, where food is prepared for delivery to customers, who must order food online or through the Deliveroo app. There is no customer access to the site and orders are delivered by bicycle or small motorcycles (scooters). There are a total of 10 kitchens on site. The permitted operational hours are 9am – 11pm Monday to Sunday however customer deliveries do not generally begin until lunchtime.

Report purpose

- 1.3 Roofoods are now seeking a new temporary permission for the site (with the number of kitchens reduced to 8) and this report provides a review of the key highway matters, through review of the previous highway authority comments relating to the 2017 planning application and analysis of highway safety records.

Highways response to 2017 planning application

- 1.4 The London Borough of Haringey (LBH) transportation team provided a consultation response to the 2017 planning application which stated:

"No objection in principle as the number of trips generated should not result in any adverse highway link or junction capacity impacts."

- 1.5 This response followed the submission of a Transport Statement (SJ/GM/JN/DS/ITL13382-001a R) which set out how the site was to operate and included anticipated rider numbers as well as predictions as to mode split for kitchen staff. A copy of the Transport Statement is appended to this report.

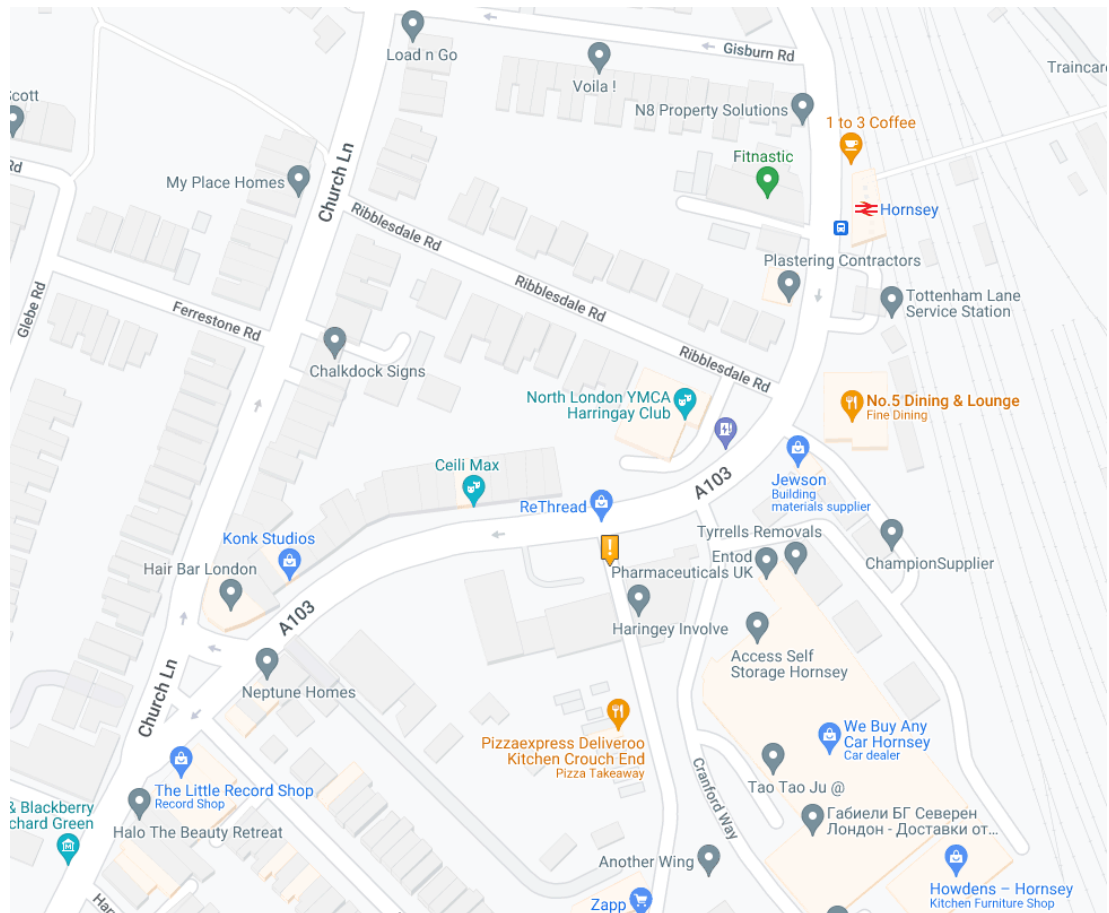
2 Development impact

Junction / highway capacity

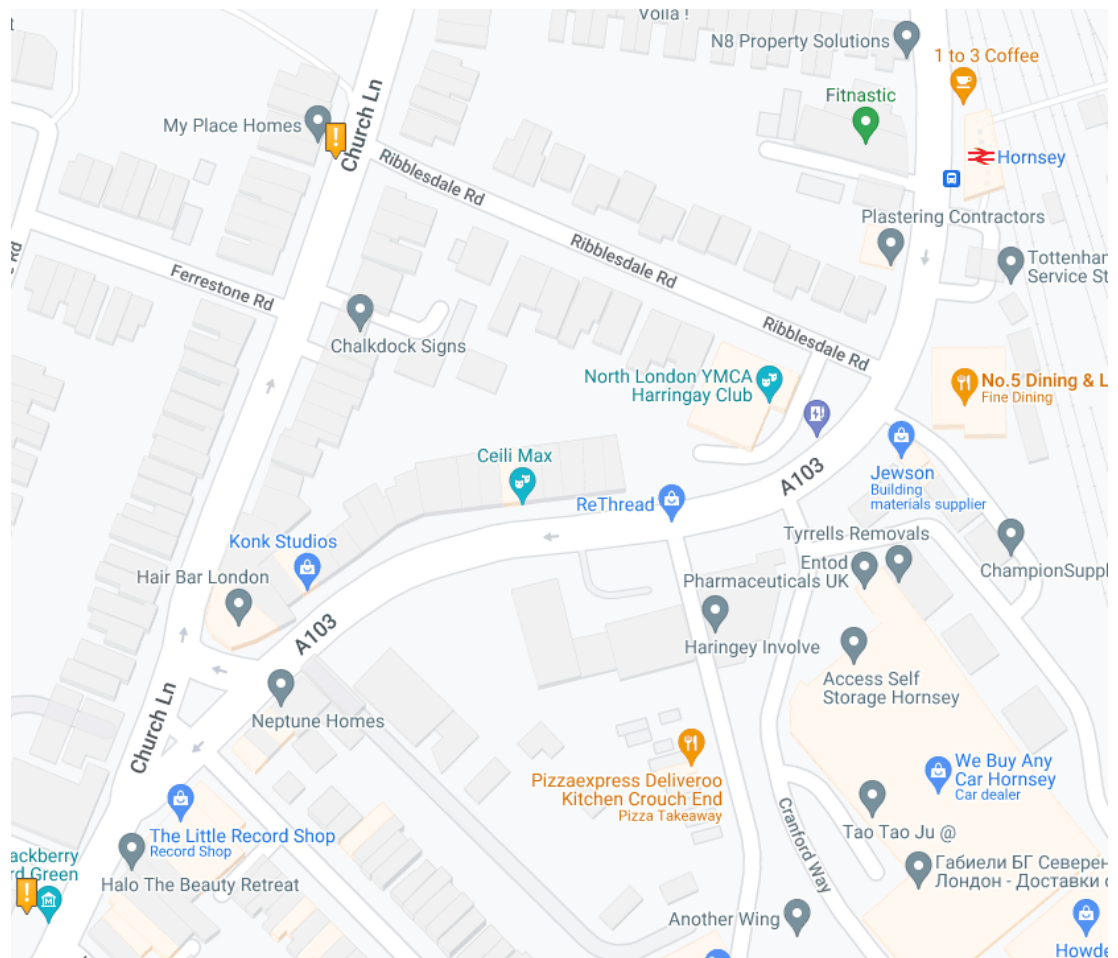
- 2.1 The anticipated impacts of the development were set out within the 2017 Transport Statement that is appended to this report and the consultation response from LBH transportation team confirms that they agreed at the time that the proposals would not be likely to lead to any highway capacity issues. This is considered to remain the case, with deliveries from the site being via bicycles and motorcycles, which have negligible impacts upon highway capacity and also given that the number of kitchens now to be operated on site is reducing from 10 to 8, which can be expected to result in a 20% reduction in traffic associated with the site.

Highway safety review

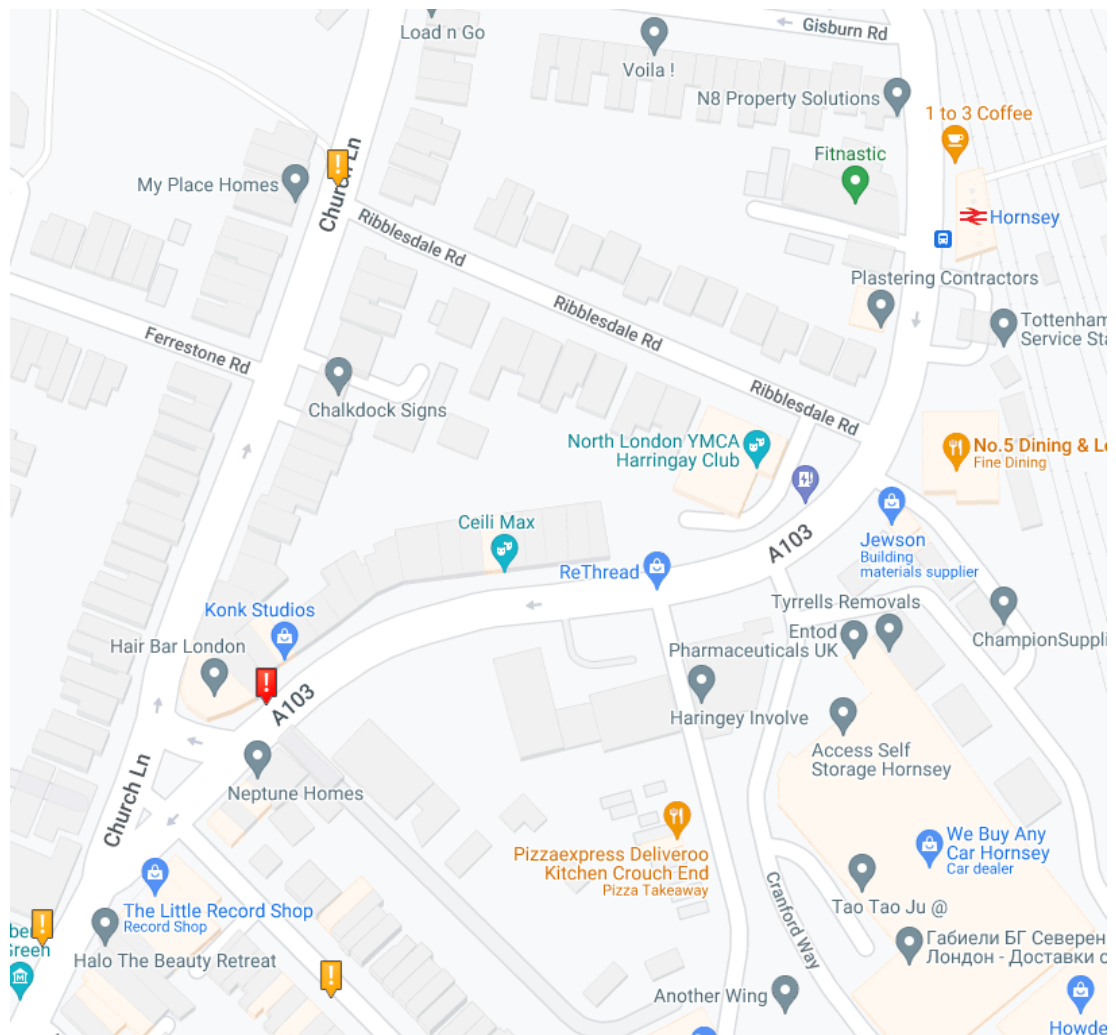
- 2.2 With the benefit of the site having been operational for the past 4 years it is possible to analyse any impacts upon highway safety through a review of highway safety records. A review has been undertaken of the area surrounding the site utilising the Crashmap website (crashmap.co.uk). This allows results to be filtered by type of vehicle involved in any incidents, thus a review has been undertaken on the basis firstly of any incidents involving cyclists and secondly of any involving motorcycles. **Figure 2** provides a copy of the map data provided for 2017 – 2021 (the most recent 5 years of data available).



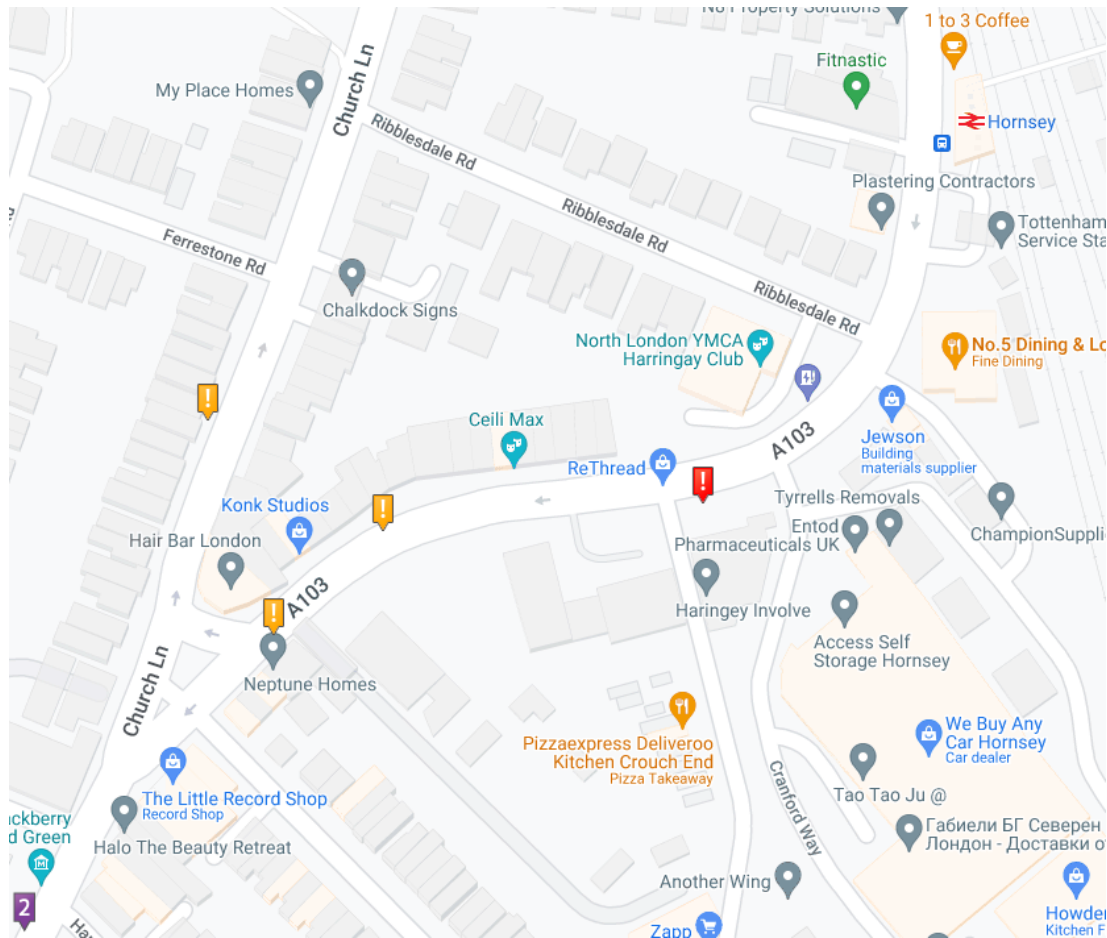
- 2.3 The extract from Crashmap illustrates that there has only been one incident involving a bicycle on the local highway network since the Deliveroo site came into operation and that incident was defined as 'slight' in nature. A further review highlights that in the 5 years preceding the opening of the site, there were 2 incidents involving bicycles in the same area, therefore there has been a decrease in bicycle related incidents in the vicinity of the site since the Deliveroo operation began. A copy of the Crashmap output for 2012-2016 is provided as **Figure 3**.



- 2.4 A second analysis has been undertaken, isolating incidents involving motorcycles and the results for 2017 – 2021 are provided in **Figure 4**.



- 2.5 The records for motorcycle related incidents show 4 incidents have occurred in the most recent 5 year period, with one of those being recorded as 'serious' and 3 as 'slight'. For comparison, the same search has been undertaken for the 5 years preceding operation of the Deliveroo site and that data is presented in **Figure 5**. This shows that in the 5 year preceding operation of the site 6 incidents were recorded involving motorcycles, one being recorded as 'serious' and 5 as 'slight'. The records therefore show that there have been fewer incidents involving motorcycles on the local highway network since the site came into operation.



3 Summary & conclusion

- 3.1 Transport Planning Associates have been instructed by Roofoods Ltd with respect to their application for permission to continue operations at the Editions site on Cranford Way in Hornsey. The site has been in operation since 2018, operating under a temporary 5 year planning permission, which expires in December 2022. Appended to this report is a copy of the Transport Statement that accompanied the 2017 planning application for the use, which sets out the method of operation of the site.
- 3.2 LBH transportation department raised no objection to the 2017 planning application. Deliveries to from the site are undertaken via bicycle and motorcycle and therefore highway capacity impacts are negligible. The number of kitchens now to be operated on site is reducing from 10 to 8, which can be expected to result in a 20% reduction in traffic associated with the site.
- 3.3 A review of highway safety records, focussed upon any incidents involving cyclists or motorcycles and that illustrates that highway safety has not been negatively impacted by the development, in fact the analysis shows a reduction in incidents involving both vehicle types.
- 3.4 The development proposals are considered to be suitable for the site / location and not to have any material detrimental impacts upon the highway network or it's users, therefore there are considered to be no highways based reasons for refusal of the application.

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^a

^b



CRANFORD WAY, HORNSEY

TRANSPORT STATEMENT

Client: Deliveroo



i-Transport

TRANSPORT STATEMENT
CRANFORD WAY, HORNSEY

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QUALITY MANAGEMENT

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SECTION 1 INTRODUCTION

1.1 Introduction

1.1.1 Deliveroo Limited (Deliveroo) has instructed i-Transport LLP to provide transport planning and highways advice in respect of its planning application at Land to the rear of Unit 21, Cranford Way, Hornsey. The London Borough of Haringay (LBH) is the local planning and highway authority responsible for determining the application.

1.1.2 The site is located to the south of Tottenham Lane, circa 250m from Hornsey railway station, and is accessed from Cranford Way.

1.1.3 The site was previously vacant with no detailed planning history (permission for the erection of a four-storey manufacturing and office building was awarded in July 2006, planning ref HGY/2006/0722, which has subsequently expired without implementation). The development proposal is to accommodate 10 commercial kitchen pod units on a temporary basis for 5 years on the site. The proposed use falls within Land Use Class B1(c) – light industrial use.

1.1.4 This Transport Statement (TS) has been prepared to provide detail with respect to the following matters: the transport planning policy context; the existing site conditions; the proposed operation of the site including access arrangements, parking and travel planning; the likely trip generation; and the delivery management plan.

1.1.5 The remainder of this report is set out as follows:

- Section 2: Policy Context;
- Section 3: Existing Conditions;
- Section 4: Proposed Development;
- Section 5: Trip Generation;
- Section 6: Delivery Management Plan; and
- Section 7: Summary and Conclusion.

SECTION 2 POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in March 2012 and sets out national policy for delivering sustainable growth and development in England. The NPPF sets out the Government's planning policies and how these are expected to be applied. It constitutes guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.

2.1.2 The NPPF requires in paragraph 32 that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. It sets out the three key transport tests, i.e. plans and decisions should take into account whether:

“• The opportunity for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

• Safe and suitable access to the site can be achieved for all people; and,

• Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of development.”

2.1.3 The final bullet point of paragraph 32 of the NPPF identifies that development:
“....should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

2.2 The London Plan

2.2.1 The London Plan sets out the strategic targets for the spatial development of London to 2031 and beyond. From a transport perspective, the Mayor intends that London will be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.2.2 To achieve this aim, a series of policies have been developed that seek to ensure that new developments:

- Do not have an adverse effect upon the transport network and that impacts are assessed within a Transport Assessment (Policy 6.3A); Provide secure, integrated and accessible cycle parking facilities, together with on-site changing facilities (Policy 6.9B);
- Incorporate high quality pedestrian links that connect with and enhance the current pedestrian environment (Policy 6.10B);
- Provide parking in accordance with adopted parking standards including for disabled people (a minimum of one accessible space even if no general parking is proposed – paragraph 6A.1), the minimum cycle parking standards as well as provision for the needs of businesses for delivery and servicing (Policy 6.13); and
- Operate Delivery and Service Plans and Construction Logistics Plans to minimise disruption associated with larger vehicles (Policy 6.14B).

2.2.3 The relevant car and cycle parking standards for the proposed B1c use are summarised in Tables 2.1 and 2.2 below respectively.

Table 2.1: London Plan Car Parking Standards

Land Use	Vehicle Parking Standards (Maximum)
Commercial (Land Use B1 Uses)	A maximum of 1 space per 600 - 1000sqm within Inner London <u>Notes:</u> 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

Source: London Plan March 2016

Table 2.2: London Plan Cycle Parking Standards

Land Use	Minimum Cycle Parking	
B1 (c)	Short Stay	1 space per 250 sqm
	Long Stay	1 space per 1000 sqm

Source: London Plan March 2016

2.3 Local Policy

The Haringey Local Plan – Strategic Policies (formerly the Core Strategy 2013 - 2026)

2.3.1 The Haringey Local Plan was adopted in March 2013. It was consolidated with alterations in 2017. This document forms the basis for planning of the borough until 2026.

2.3.2 Section 4.4 and specifically Policy SP7 considers Transport and Sustainable Development. This sets out the Council's approach to deliver a connected, high-quality and efficient public-transport network for the borough that promotes local and strategic accessibility, supports the population and assists in creating sustainable communities.

Haringey Development Management DPD (July 2017)

2.3.3 The Haringey Development Management Document (DPD) sets out the development management policies to be used by the Council in helping to determine planning applications. The transport policies relevant to this application are set out below.

2.3.4 Policy DM 31 states:

- A. The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.**
- B. The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.**
- C. The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds.**

2.3.5 Policy DM 32 sets out the council's approach to the provision of vehicular and cycle parking within the borough. This clarifies that LBH utilise the car and cycle parking standards as set out within the London Plan (shown in Tables 2.1 and 2.2 above). Furthermore, the policy notes;

C. The Council will support proposals for new development with limited or no on-site parking where:

- a) There are alternative and accessible means of transport available;**
- b) Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;**
- c) A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;**
- d) Parking is provided for disabled people; and**
- e) Parking is designated for occupiers of developments specified as car capped.**

2.4 Summary

2.4.1 In summary, national and local policy sets out that:

- Opportunities for sustainable travel should be taken up, i.e. the site is accessible by a range of modes of transport including walking, cycling and public transport;
- Access arrangements must be safe and suitable; and
- Minimum levels of cycle parking must be provided.

2.4.2 Fundamentally, development should not be prevented from coming forward for transport reasons where the residual impacts are not 'severe'.

2.4.3 These matters are all addressed in the remaining sections of the Transport Statement.

SECTION 3 EXISTING CONDITIONS

3.1 Site Location

- 3.1.1 The site is located at the southern end of Tottenham Lane, circa 130 metres to the east of the Church Lane/Tottenham Lane junction. Immediately adjacent to the site, to the west, the UK Power Networks Tottenham Lane substation is located. To the east, beyond the site access road, Cranford Way Industrial Estate is located.

3.2 Walking and Cycling

Walking

- 3.2.1 The pedestrian network surrounding the site is of good standard and enables permeability of the local area. Footways are provided on both sides of Tottenham Lane which are both generally wide (circa 2m – 2.5m wide), street lit and well maintained. A designated pelican crossing is situated 100m north of the site, adjacent to the railway station.
- 3.2.2 The site is located approximately 130m to the south of Hornsey Station, a two-minute walk, which enables access to National Rail services. Footways are provided on both sides of the main desire line to this station.
- 3.2.3 The existing infrastructure for pedestrians provides an opportunity for staff at the proposed development to travel to/from the site on foot.

Cycling

- 3.2.4 The cycling network surrounding the site is also of a good standard. West of the site, at the junction of Harold Road and Tottenham Lane, Local Cycle Route 7 can be accessed. This leads north towards Wood Green, and south towards central London. Just west of the site, the proposed Quietway 10 route passes the site via Denton Road. This will connect the site with Farringdon Station, via Finsbury Park, Highbury and Angel. To the north, it is intended this link connects with the implemented Cycle Enfield route on the A105 to Enfield town centre.
- 3.2.5 Accordingly, it can be considered that existing and proposed cycling infrastructure provides an attractive transport option for trips to/from the site.

3.3 Public Transport Accessibility

Bus

- 3.3.1 The nearest bus stop serving the site is located adjacent to Hornsey Station, less than 150m walk from the site, which provides for southbound services only (the northbound stop is located on High Street some 400m walk from the site). In total, five bus services serve the site. Details of the bus routes are provided in Table 3.1. A plan of bus routes serving Hornsey is provided in Appendix A.

Table 3.1 Bus Services and Frequency

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon - Fri	Sat	Sun
41/N41 (24 hr)	Tottenham Hale Bus Station - Archway Station	6	6	6
W5	Archway Station - Haringey Sainsbury's	2 – 3	2 – 3	2 – 5
91/N91 (24 hr)	Cockfosters Station - Whitehall/Trafalgar Square	4 – 5	4 – 5	4 – 5
144	Muswell Hill Broadway - Edmonton Green Bus Station	4	4	4
W3 (24hr weekends only)	Northumberland Park - Finsbury Park Station	6	6	6

Source: Transport for London, obtained 18th October 2017.

- 3.3.2 Table 3.1 shows that the site is within a short walking distance of five frequent bus services, three of which run a 24-hour service (two daily night buses and one weekend 24-hour service to allow connection with night tube services at Turnpike Lane & Finsbury Park). A number of routes connect with London Underground services including the Northern, Piccadilly and Victoria Lines which traverse Central London.

National Rail

- 3.3.3 Hornsey railway station is a National Rail station located less than 130m from the site. It is served by Great Northern typically served by six trains per hour per direction on weekdays. To the south, all trains start and terminate at Moorgate station, with northbound services to Welwyn Garden City (three trains per hour), Hertford North (three trains per hour), and Letchworth Garden City via Hertford North (one direct train per hour). At weekends, services reduce to four trains per hour, which still provides a train every 15 minutes in each direction.
- 3.3.4 Monday – Friday, the final train towards London departs Hornsey station at 00:18 whilst the last northbound service is to Hitchin at 01:15. On Friday evenings (Saturday morning) and Saturday nights (Sunday morning) the last train towards Moorgate is at 00:18 but the last northbound service is at 01:21 (to Welwyn Garden City).

London Underground

- 3.3.5 It is important to note that the PTAL calculation which derived a PTAL 4 for this site, see below, has not taken account of London Underground services from Turnpike Lane London Underground station. This is located some 140m in excess of the suggested TfL maximum walk distance of 960m to a tube station. However, it is considered the service frequency and range of destinations served by the Piccadilly Line make this a very attractive link for future employees.
- 3.3.6 Indeed, evidence held by TfL includes surveys demonstrating that people are genuinely prepared to walk up to 1,500m to access rail services¹. It is therefore reasonable to conclude that the London Underground service available from Turnpike Lane will be used for access to the site. It is prudent to note further, that night tube services also operate on the Piccadilly Line, providing a 24-hour service through Friday and Saturday nights.
- 3.3.7 Accordingly, it can be considered the site exhibits a very high degree of accessibility to public transport services providing substantial opportunity to travel to/from the site by non-car modes.

¹ https://www.london.gov.uk/sites/default/files/connectivity_data_to_inform_spatial_planning_-_exploratory_analysis_transport_for_london_2016.pdf

Public Transport Accessibility Level

- 3.3.8 The Public Transport Accessibility Level (PTAL) methodology is used by TfL and London Boroughs to provide a measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency. It is evident from the TfL 'WebCAT' tool that the site has a PTAL of 4 – for reference, a rating of 1a indicates the lowest level of accessibility to public transport and 6b indicates the highest level. The PTAL 4 rating identifies that the site has 'good' access to the public transport network. A copy of the PTAL output is available at Appendix B.
- 3.3.9 It is clear from this and the above that site is conveniently located for staff of the proposed development to travel via non-car modes. In particular, numerous sustainable transport options continue to be available 24-hours per day, particularly Friday and Saturday nights.

3.4 Highway Network

- 3.4.1 The A103 Tottenham Lane forms the northern boundary of the site and connects with the A504 High Street to the north and the A103 Church Lane to the south. Tottenham Lane is a 20mph, one-way road which travels in the direction of Church Lane.
- 3.4.2 The site is surrounded by Controlled Parking Zones (CPZs). The site itself is located in Hornsey South CPZ HS. CPZ HS operates Monday – Friday, 1100 – 1300. The adjacent Stroud Green CPZ (SG) is in force between Monday – Friday, 1200 – 1400. and on Sundays between 08:30 and 14:00. Some sections of Tottenham Lane have 'Stop and Shop' operating times which are in force Monday – Friday, 0800 – 1830.
- 3.4.3 Double yellow line parking restrictions are present on the Church Lane/Tottenham Lane junction and in the immediate vicinity.

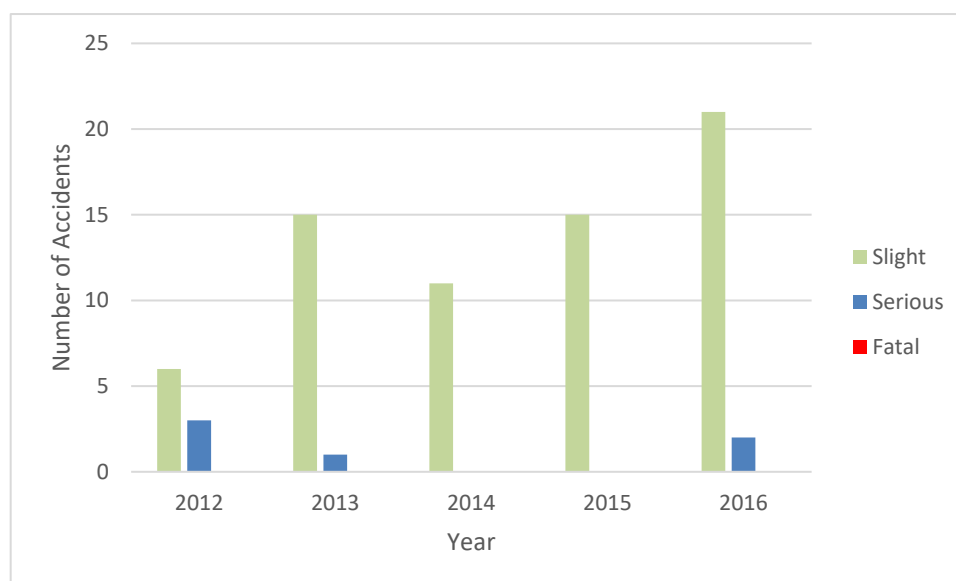
3.5 Road Safety

- 3.5.1 Personal Injury Accident (PIA) data has been obtained from TfL for the most recently available five-year period (at the time of request) up to 31st December 2016. The full data set is provided at Appendix C.

3.5.2 The study area considers the stretch of Tottenham Lane from High Street to 90 metres south of its junction with Church Lane as well as Campsbourne Road at the west and the junction with the B138 at the east (with an additional 50m either side). This incorporates the routes to the existing bus stops and Hornsey Train Station.

3.5.3 A summary of the PIAs recorded within the study area by year and severity is provided in Chart 3.1.

Chart 3.1: Summary of PIA Record (Jan 2011 to Dec 2016)



Source: TfL

3.5.4 A total of 64 PIAs were recorded over the latest available five-year period. Of these, none were fatal, six resulting in serious injury, and the remaining 58 resulted in slight injuries. Three of the PIAs involving serious injury occurred on Tottenham Lane, two involving vehicles only, and one involving a motorcycle.

3.5.5 Table 3.2 overleaf summarises the PIAs by casualty type. In summary, of the 64 incidents, 11 involved pedestrians, 16 involved a motorcyclist, 5 involved a cyclist, and 32 involved either a car or LGV.

Table 3.2: PIA Data Summary

Location	Vehicles			Pedestrians			Cyclist			Motorcycles/ Mopeds			Total
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	
Tottenham Lane (between High Street and Church Lane)	-	2	1	-	-	2	-	-	-	-	1	1	7
Tottenham Lane / High Street	-	-	5	-	-	-	-	-	1	-	-	2	8
Tottenham Lane / Church Lane	-	-	4	-	-	-	-	-	1	-	-	3	8
Church Lane (between Tottenham Lane and High Street)	-	-	1	-	-	1	-	-	-	-	-	1	3
High Street / Church Lane	-	-	3	-	-	2	-	-	-	-	-	2	7
High Street (between Myddelton Road and Church Lane)	-	-	4	-	-	1	-	-	1	-	1	1	8
High Street / B138	-	-	12	-	2	3	-	-	2	-	-	4	23
TOTAL	0	2	30	0	2	9	0	0	5	0	2	14	64

Source: TfL

3.5.6 A total of 64 accidents were recorded within the most recent five-year period, of which 58 were slight and 6 were serious. A more detailed description of the accidents involving pedal cycles and motorcycles is set out in the following paragraphs.

Tottenham Lane (between High Street and Church Lane)

3.5.7 One serious and one slight accident occurred on this road. The serious accident was as follows:

- A motorcycle collided with a parked goods vehicle.

3.5.8 The slight accident was as follows.

- A motorcycle lost control after a car it was following had to brake hard due to a pedestrian.

Tottenham Lane / High Street

3.5.9 Three slight accidents occurred at this junction in the last five years. They were as follows:

- A motorcycle overtook traffic and collided with a traffic island, subsequently hitting oncoming car.
- A vehicle hit a pedal cycle due to following too close.
- A car performed a u-turn across the path of a motorcycle.

Tottenham Lane / Church Lane

3.5.10 Four slight accidents were recorded on this junction in the most recent five-year period. They were as follows:

- A car carried out a u-turn as a motorcycle attempted to overtake.
- A car turned right, into the path of a motorcycle.
- A car pulled left to go past a van turning right, a motorcycle undertaking was subsequently clipped.
- Traffic had stopped to let a car turn into a junction, a pedal cycle on the nearside of the traffic continued and was subsequently hit.

Church Lane (between Tottenham Lane and High Street)

3.5.11 One slight accident occurred during the recent five-year period on this link. The accident was as follows:

- A car turned right out of a junction and collided with pedal cycle travelling the wrong way down a one-way street.

High Street / Church Lane

3.5.12 Two slight accidents occurred during the recent five-year period on this link. The accidents were as follows:

- A goods vehicle reversed into a stationary motorcycle.

- A motorcycle hit a vehicle. Although it is not known how the collision occurred the report suggests a failure to judge the other person's speed or path, as well as a failure to look properly.

High Street (between Myddelton Road and Church Lane)

3.5.13 Two slight accidents and one serious accident occurred during the recent five-year period on this link. The slight accidents were as follows:

- A motorcycle overtook a car as it turned right, causing a collision.
- A vehicle overtook a pedal cycle too closely causing a collision.

3.5.14 The serious accident was as follows:

- A goods vehicle was turning right and was hit by a motorcycle overtaking.

High Street / B138

3.5.15 Six slight accidents occurred during the recent five-year period on this link. The accidents were as follows:

- A car suddenly braked to avoid an accident and was hit by a motorcycle.
- Two accidents happened due to a car performing a u-turn across the path of a motorcycle.
- A car turned right across the path of a motorcycle.
- A pedal cycle suddenly braked to avoid a car, and subsequently the rider fell.
- As a pedal cycle and car turned right, the car hit the pedal cycle's rear.

Summary

3.5.16 Whilst any accident is regrettable, the number and type of accidents recorded in the most recent five-year period do not indicate that there is a highway safety issue on the local highway network. With particular regard to the proposed development, the accidents involving pedal cycles and motorcycles/mopeds can be attributed to driver error.

3.6 **Summary**

- 3.6.1 The site is well located with respect to existing pedestrian and cycle networks and public transport services. This provides the opportunity for staff working at the proposed development to travel to the site by non-car modes in accordance with local and national planning policy.
- 3.6.2 In particular, the site is also well located with respect to night-time sustainable travel options given three bus services provide 24-hour services, night tube services can be accessed at Turnpike Lane station on a Friday and Saturday night and final train services from Hornsey station, to the north, depart after 1am.

SECTION 4 PROPOSED DEVELOPMENT

4.1 Development Description

- 4.1.1 The development proposal is for the erection of 10 commercial kitchen pod units at the site for a temporary period of 5 years.
- 4.1.2 The kitchen pods will be used by Deliveroo's restaurant partners, who will cook food to order, for delivery by Deliveroo's riders. The conglomeration of kitchen units in this way will enable Deliveroo to bring new restaurant brands to the Hornsey area – which has a large residential population but is currently underserved in terms of available restaurants via the Deliveroo app – and to deliver more quickly and efficiently to customers without having to travel to off-site restaurants to first collect the food.
- 4.1.3 There will be no public access to the kitchens and no direct sales or orders will take place at the site. All orders will be placed by customers via the Deliveroo website/app. Through this, customers are presented with a variety of restaurant menus that are made available to order with estimated delivery times based on kitchen preparation times and travel within a specific 2.5km radius around the site stated at the time of order.
- 4.1.4 The proposed site will operate as a specific delivery zone for riders who after each drop will return to the site for their next collection. Each order is allocated to a rider who at the required time will go to the kitchen collection point and will check the order number on the packaged meal and will then travel to the customer's address to drop off.
- 4.1.5 Deliveroo will seek local employment where possible for all positions – from managers to riders.
- 4.1.6 The proposed development is illustrated in the architect's drawings attached as Appendix D.

4.2 Access Proposals

- 4.2.1 Deliveroo will make use of the existing access to the site from Tottenham Lane. Scooter and bicycle delivery riders, and waste collection and delivery vehicles for Deliveroo will use this access.

4.3 Parking

4.3.1 No car parking would be provided within the proposed Deliveroo site in accordance with the maximum standards contained within the London Plan. Staff will be informally encouraged to travel by alternative and accessible means of transport available. The surrounding Controlled Parking Zone (CPZ) is in operation every day of the week besides Saturdays. Some sections of Tottenham Lane have 'Stop and Shop' operating times which are in force Monday – Friday, 0800 – 1830.

4.3.2 Secure long stay cycle parking will be provided for employees working at the site – including those working in the kitchen and the on-site manager. Additional long stay cycle parking is not required for the delivery riders because the nature of their work is that they will not be present at the site for extended periods. Sheltered short stay cycle and scooter parking will be provided for delivery riders.

4.3.3 The London Plan requires the following number of cycle parking spaces for B1 light industrial land uses:

- Long-stay: 1 space per 250 sqm of floor space; and
- Short-stay: 1 space per 1000 sqm of floor space.

4.3.4 Applying this to the gross floor area of the site of 784sqm, equates to the provision of three long stay and one short stay spaces. Accordingly, Deliveroo will provide four secure cycle parking spaces. In addition, Deliveroo will provide a cycle shelter for the delivery riders. Delivery riders do not need to park their bicycles or scooters as they will wait with them between deliveries.

4.4 Travel Planning

4.4.1 The location of the site is such that staff will have a clear opportunity to travel by sustainable modes – in particular, its location in close proximity to Hornsey railway station and bus stops adjacent to the station as well as on the High Street. In addition, the restrictions to on-street parking in the locality and the cost of parking within the nearby car parks to the site are likely to deter staff from driving to the site.

4.4.2 Deliveroo seeks local employment where possible, for all positions – from managers to delivery riders. This will further increase the opportunity of site staff to travel to work by sustainable modes.

- 4.4.3 The site staff will be informally encouraged to use public transport or cycle to work. Secure cycle parking will be provided for site staff. No car park bays are allocated for within the wider car park for staff.
- 4.4.4 Deliveroo will provide a riders' shelter including toilets, sinks and mobile telephone charging points for the short periods where they are on site waiting for orders. Short-stay cycle parking will be provided for the temporary storage of delivery bicycles and scooters.

SECTION 5 TRIP GENERATION

5.1 Overview

5.1.1 The trip generation of the site can be split into three discrete groups:

- Trips by non-delivery staff;
- Trips by delivery riders; and
- Trips by waste collection and inbound delivery vehicles.

5.1.2 Details on each group are provided under separate headings below.

5.2 Trips by Non-Delivery Staff

5.2.1 The number of staff in each kitchen pod will be determined by the kitchen layout (specifically with regards to the number of stations in any set up) and the anticipated demand for deliveries expected on any shift. As a guide, Deliveroo advises that it would be normal for a standard sized kitchen to have two chefs on duty at any time. These would be joined by a third chef during busier periods. In larger kitchen units this can increase to five or six staff at busier times. For the proposed layout, which includes seven standard size and three larger units, it is assumed that there will be a maximum of 39 kitchen staff on-site during the busy periods, and 20 staff during quiet periods. In addition, there will be one on-site manager present during operating hours.

5.2.2 With respect to travel modes, as detailed in Section 4, site staff will be informally encouraged to use public transport or cycle to work, with no car parking spaces provided for staff on-site.

5.2.3 Notwithstanding this, the mode of travel by staff has been estimated with reference to the most recently available Census data. This is considered to be very much 'worst case' in terms of vehicular traffic. Based on this, it is reasonable to assume that the mode of travel by site staff will be split in the proportions set out in Table 5.1 overleaf.

Table 5.1: Method of Travel to Work (Census 2011)

Method of travel to work	Modal Split (%)
Underground, metro, light rail or tram	34%
Train	16%
Bus, minibus or coach	13%
Taxi	0%
Motorcycle, scooter or moped	2%
Driving a car or van	20%
Passenger in a car or van	1%
Bicycle	7%
On foot	7%
Other	1%
Total	100%

Source: Census 2011, Haringey 020 Middle Layer Super Output Area

5.2.4 On this basis, only 20% of staff members are likely to drive a car to the site – equating to a maximum of approximately eight staff cars (based on a maximum of 40 site staff). In reality, the number of staff members travelling by car is likely to be much less than this due to the nature of the development proposed, as no car parking is available on site and there are restrictions on on-street parking. Most staff are likely to travel by public transport, or on foot or by bicycle.

5.2.5 Deliveroo operating hours are between 12:00 and 23:00. Accordingly, staff trips are likely to occur outside of highway network peak hours. National Rail, London Underground and local bus services operate until well after midnight (refer to Section 3) so these remain viable travel options for staff on late shifts.

5.2.6 Given the hours of operation and the small number of vehicle trips, staff travel to and from work will have a negligible impact during the typical transport network peak periods (i.e. 8-9am and 5-6pm Monday to Friday).

5.3 Trips by Delivery Riders

5.3.1 The demand for delivery riders has been estimated by Deliveroo based on their catchment area and predicted order numbers. Rider numbers typically vary by day of the week and the time of day, but also due to factors such as promotional activities, the weather, and rider show rates.

5.3.2 An indication of the demand for delivery riders by day of the week is presented in Table 5.2.

Table 5.2: Proportion of Total Weekly Orders by Day

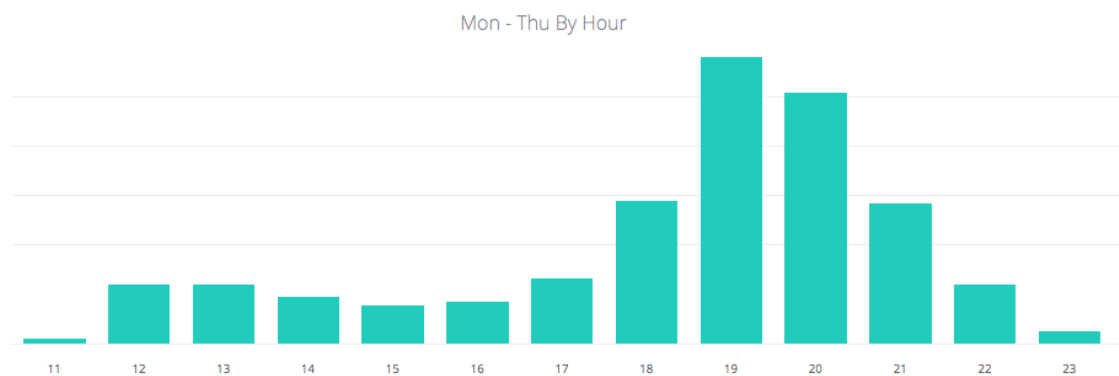
Day of week	Proportion of weekly orders
Monday	10%
Tuesday	10%
Wednesday	12%
Thursday	13%
Friday	18%
Saturday	20%
Sunday	18%

Source: Deliveroo Ltd

Note: Figures have been rounded to the nearest whole number

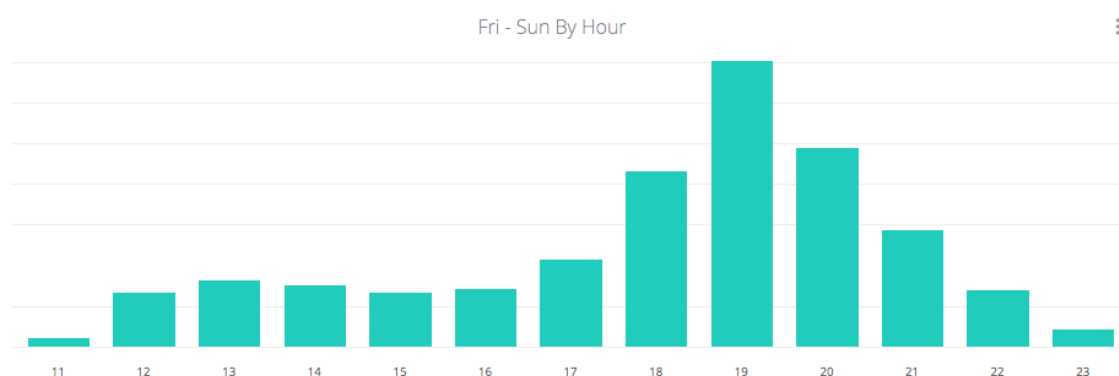
5.3.3 For Deliveroo, each day of the week has a fairly constant demand profile. Deliveroo has provided typical demand profiles for these days – which are shown as Charts 5.1 and 5.2. The values on the y-axis have been removed as these are commercially sensitive, but the profiles shown are sufficient to identify the busy demand periods – i.e. after 6pm on all days of the week.

Chart 5.1: Typical Demand Profile – Monday to Thursday (Hourly)



Source: Deliveroo Ltd (the x-axis is time of day)

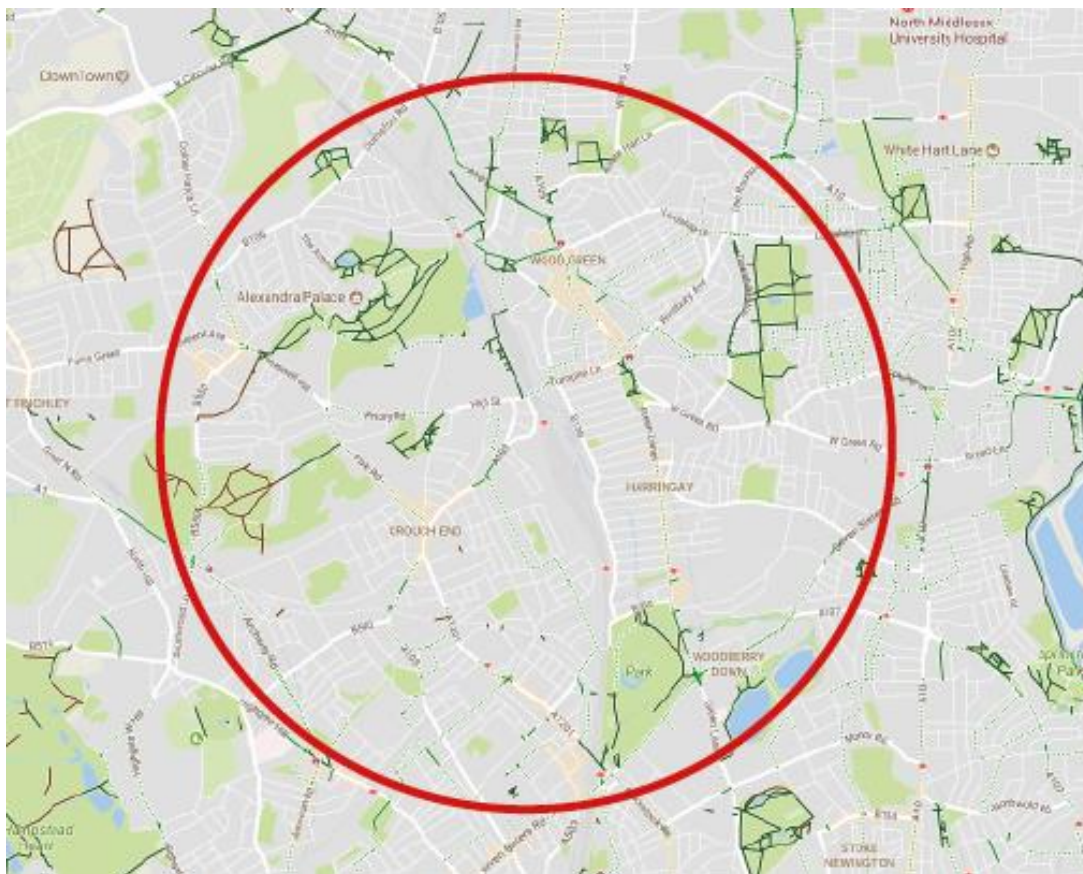
Chart 5.2: Typical Demand Profile – Friday to Sunday (Hourly)



Source: Deliveroo Ltd (the x-axis is time of day)

- 5.3.4 The peak periods for deliveries – after 6pm on Friday and Saturday, and after 5pm on Sunday – are outside of the typical highway network peak hours (i.e. 8-9am and 5-6pm Monday to Fridays). Accordingly, delivery riders will typically be using the local highway network during quieter periods for general traffic.
- 5.3.5 Deliveroo have advised that the proposed breakdown of delivery riders at the proposed development is expected to be approximately 15% on pedal cycles and 85% on scooters.
- 5.3.6 The catchment area for deliveries from the proposed development is 2.5km, and the maximum riding time for the delivery riders to take the food order from the site to the customer is 15 minutes. A plan showing the proposed catchment area is illustrated in Image 5.1 below. This shows an appropriate network for use by Deliveroo cyclists.

Image 5.1: Local Cycle Network with Customer Catchment Area



5.3.7 Deliveroo have provided the following numbers of delivery riders expected at the site throughout the day:

- Approximately 7 riders for the whole site during off-peak periods;
- Approximately 10 riders during lunch-time periods; and
- Approximately 20 riders during Friday/Saturday/Sunday dinner periods.

5.3.8 To estimate the number of trips made by the delivery riders to and from the site, it is assumed that the typical travel time to a customer will be 10 minutes (the maximum being 15 minutes). Therefore, with consideration of maximum utilisation, each rider is assumed to complete three round trips (three arrivals and three departures) in an hour. In practice, the average number of trips in the busy periods is nearer 2.3 per rider per hour so again this assumption is 'worst case'.

5.3.9 Applying this assumption to the estimated numbers of riders during the off-peak, lunchtime and evening periods, equates to the numbers of trips set out in Table 5.3. In practice, these are 'worst case' estimates as riders can combine more than one delivery.

Table 5.3: Estimated numbers of trips by delivery riders by demand period

Demand period	Estimated maximum number of riders	Approximate number of trips in an hour					
		Total		Pedal cycle		Scooter	
		In	Out	In	Out	In	Out
Off-peak	7	21	21	3	3	18	18
Lunchtime	10	30	30	5	5	25	25
Evening	20	60	60	9	9	51	51

Source: i-Transport/Deliveroo Ltd

5.3.10 The typical transport network peak periods (i.e. 8-9am and 5-6pm Monday to Friday) fall within the off-peak period for Deliveroo. On this basis, the trips by Deliveroo riders will be negligible during these peak hours.

5.4 Trips by Waste Collection and Inbound Delivery Vehicles

5.4.1 It is expected that there will be one waste collection from the site each day. This will be undertaken by a private contractor.

- 5.4.2 The number of deliveries of goods to the site will vary depending on the operator of each kitchen pod. Deliveroo anticipates that there will be between three and ten deliveries to the site each day. Deliveries will be in vans and box vans.
- 5.4.3 Each of the restaurant brands will be required to provide Deliveroo with full details of the number of deliveries and frequency of drops during the week. This information will be reviewed by Deliveroo and where possible deliveries will be combined with the other operators to simplify and reduce traffic movements.

SECTION 6 DELIVERY MANAGEMENT PLAN

6.1 Management of Outbound Food Deliveries

6.1.1 The management of outbound food deliveries is set out below, first in relation to the process, and then with detail relating to the safety training of riders.

Process

6.1.2 The process for food deliveries is summarised below:

- Customers place an order via the Deliveroo app – (there is no public access to the site and walk-up orders are not permitted);
- The orders are received within the delivery only kitchens via a tablet supplied and maintained by Deliveroo and are printed out for the restaurant brand chefs to prepare at the allotted time;
- Each order is allocated to a rider who at the required time will go to the kitchen collection point and will check the order number on the packaged meal and will then travel to the customer's address to drop off;
- When a delivery rider accepts an order, he or she is shown directions to the customer and any delivery notes;
- The rider delivers to the customer and confirms this via the rider app; and
- The rider will then return to the site to wait for their next collection.

6.1.3 It is noted that the Deliveroo system allows sufficient time for riders to reach their destination, without asking them to break speed limits or jeopardise the safety of themselves or other people around them.

Safety Training

6.1.4 The safety of delivery riders is of paramount importance to Deliveroo. Deliveroo is committed to providing and maintaining safe and healthy working conditions for all riders and to provide the information, instruction, training and supervision required for this purpose.

6.1.5 Deliveroo has an Occupational Road Risk Policy which sets out how it reduces work related riding risks for both pedal cyclists and scooter riders. The key elements of this are summarised in the following paragraphs.

6.1.6 The first element of this relates to the assessment and selection of riders. Riders are seen as ambassadors of Deliveroo as their behaviour whilst riding is a reflection on the corporate image. As such, Deliveroo requires all riders to be polite whilst working and to follow the Highway Code and other driving laws and regulations. Only riders who meet the following criteria will be selected to work with Deliveroo:

- Being aware of road signs and their meanings and adhering to the Highway Code;
- Have good cycling ability – including assertiveness on the road, knowing how to signal in appropriate situations, knowing how to negotiate all junction types safely; and
- Have good navigation skills and an ability to follow directions safely.

6.1.7 In addition, Deliveroo checks that all new scooter riders have a valid licence and insurance for the vehicle they drive and that unspent motor convictions are identified (and dealt with appropriately).

6.1.8 All new riders are required to complete the Deliveroo online training package and to undergo a practical training session with a 'Senior Rider' for Deliveroo. This training includes the following:

- Making sure that the riders understand the Highway Code and that it is their responsibility to stick to this;
- Riders are made aware of the need to correctly maintain their bike/scooter and must commit to undertaking weekly and daily safety checks;
- Riders must have and use appropriate safety equipment. For pedal cycles this includes front and rear reflectors, a bell to warn other road users, and lights. Helmet use is strongly encouraged. For scooters this includes safety helmet, visors and goggles, and appropriate protective clothing and shoes. All riders are required to wear the high-visibility branded jacket provided by Deliveroo;

- Riders are made aware of the additional hazards of large construction vehicles, and in particular, the danger of undertaking left turning vehicles;
- With respect to navigation, the Deliveroo rider app will suggest a route to the rider. If the rider uses this route, they should have the navigation ready before setting off. If the rider chooses to use a different navigation system, the rider should input their destination before setting off, and if they need to change it, stop in a safe place to do so;
- Riders are made aware of the Deliveroo policy that mobile phones are not to be used by riders whilst moving. Using the Deliveroo app while riding is not exempt from this ruling, all Deliveroo riders are provided with a phone holder for their cycle / scooter to eliminate the need to hold or touch their phone. When riding, mobile phones must not be used until the vehicle is parked/stopped in a safe, legal and convenient place. With scooters, mobile phones must only be used when the vehicle is stationary and the engine turned off;
- Riders are given the phone number for Rider Support, which is for emergencies and problems with orders, and are told what to do in the event of an incident or problem with the order. Riders must contact emergency services immediately in the event of an incident, then inform rider support; and
- Riding on Deliveroo business, whilst under the influence of alcohol or drugs is not allowed.

6.1.9 To emphasise some of these points, riders are reminded daily of the need to undertake daily maintenance of their pedal cycle / scooter and the need to wear appropriate safety clothing through the first screen in the Deliveroo Rider App.

6.1.10 Following a collision/incident, a full report will be submitted and subject to a review by a Deliveroo manager, who will reference the risk assessment and road risk policy and look to minimise the possibility of reoccurrence.

6.2 Management of Waste Collection and Inbound Delivery Vehicles

6.2.1 As detailed in Section 5, each of the restaurant brands will be required to provide Deliveroo with full details of the number of deliveries and frequency of drops during the week. This information will be reviewed by Deliveroo and where possible deliveries will be combined with the other operators to simplify and reduce traffic movements.

6.2.2 Waste collection and delivery vehicles will be provided with specific delivery time windows which avoid the both the highway network peak hours and the busy periods for Deliveroo riders. The Deliveroo on-site manager will be responsible for monitoring deliveries to the site against the agreed delivery times, and taking action where appropriate.

6.3 Management of Conflicts

6.3.1 The location of the site means that potential conflicts between Deliveroo riders and other users of Cranford Way must be managed.

6.3.2 The interaction between the other users of Cranford Way and Deliveroo staff, riders and service vehicles will be minimal because the busy periods for Deliveroo predominantly occur outside of the operational hours of the Cranford Way businesses (i.e. at the weekend and during evenings). Notwithstanding this, a Deliveroo manager will be present on-site during operating hours to monitor the situation and take action where appropriate.

SECTION 7 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 Deliveroo Limited (Deliveroo) has instructed i-Transport LLP to provide transport planning and highways advice in respect of its planning application at Unit 21 Cranford Way, Hornsey. Deliveroo proposes to redevelop the site to accommodate ten commercial kitchen pod units (Land Use Class B1(c) – light industrial use) and a planning application has therefore been submitted. This Transport Statement has been prepared to assess the proposal in highways and transport terms
- 7.1.2 The site is well located with respect to existing pedestrian and cycle networks and public transport services. This provides the opportunity for staff working at the proposed development to travel to the site by non-car modes in accordance with local and national planning policy. In addition, the existing cycle network provides appropriate routes for delivery riders to access the customer catchment. A review of local accident data has indicated that there are no significant highway safety issues on the surrounding highway network.
- 7.1.3 The development proposal is for the erection of 10 commercial kitchen pod units at the site for a temporary period of five years. The kitchen units will be used by Deliveroo's restaurant partners, who will cook food to order, for delivery by Deliveroo's riders. The Deliveroo site is proposed to be in operation from 11am-11pm daily.
- 7.1.4 Deliveroo will make use of the existing access from Tottenham Lane. Scooter and bicycle delivery riders for Deliveroo will use this access for Deliveroo's hours of operation (11am – 11pm daily).
- 7.1.5 The trip generation of the proposed development has been assessed on a 'worst case' basis and it is clear that staff travel will have a negligible impact during the typical highway network peak hours (i.e. 0800-0900 and 1700-1800 weekdays). The busiest periods for Deliveroo are during the evening, after 6pm, and therefore outside of the network peaks. Delivery riders (on pedal cycles and scooters) will therefore typically be using the local highway network during quieter periods. In this context the proposed development will not result in a 'severe' residual impact. Potential risks to delivery riders will be reduced through the implementation of bespoke Deliveroo safety training.

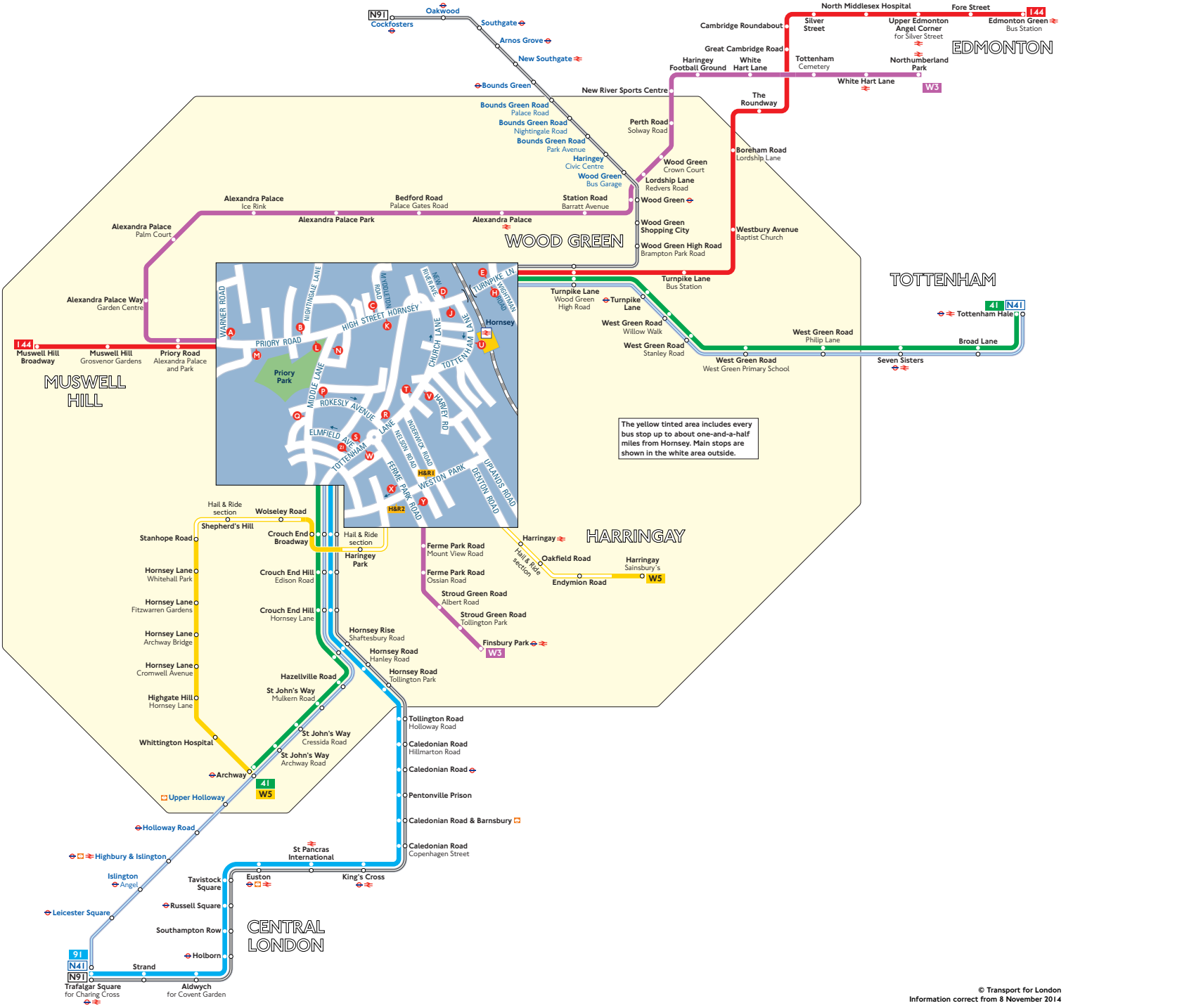
7.2 Conclusion

- 7.2.1 The proposals are in accordance with the NPPF, the London Plan and the Haringey Local Plan. In particular, there is no evidence to suggest that the transport impacts of the proposed development are severe. Therefore, the application should not be refused on transport grounds.

APPENDIX A

TFL LOCAL BUS SERVICES PLAN

Buses from Hornsey



Key

- 41 Day buses in black
- N41 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail

Route W5 operates as Hail & Ride on the sections of roads marked H&R1 and H&R2 on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

Red discs show the bus stop you need for your chosen bus service. The disc appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses

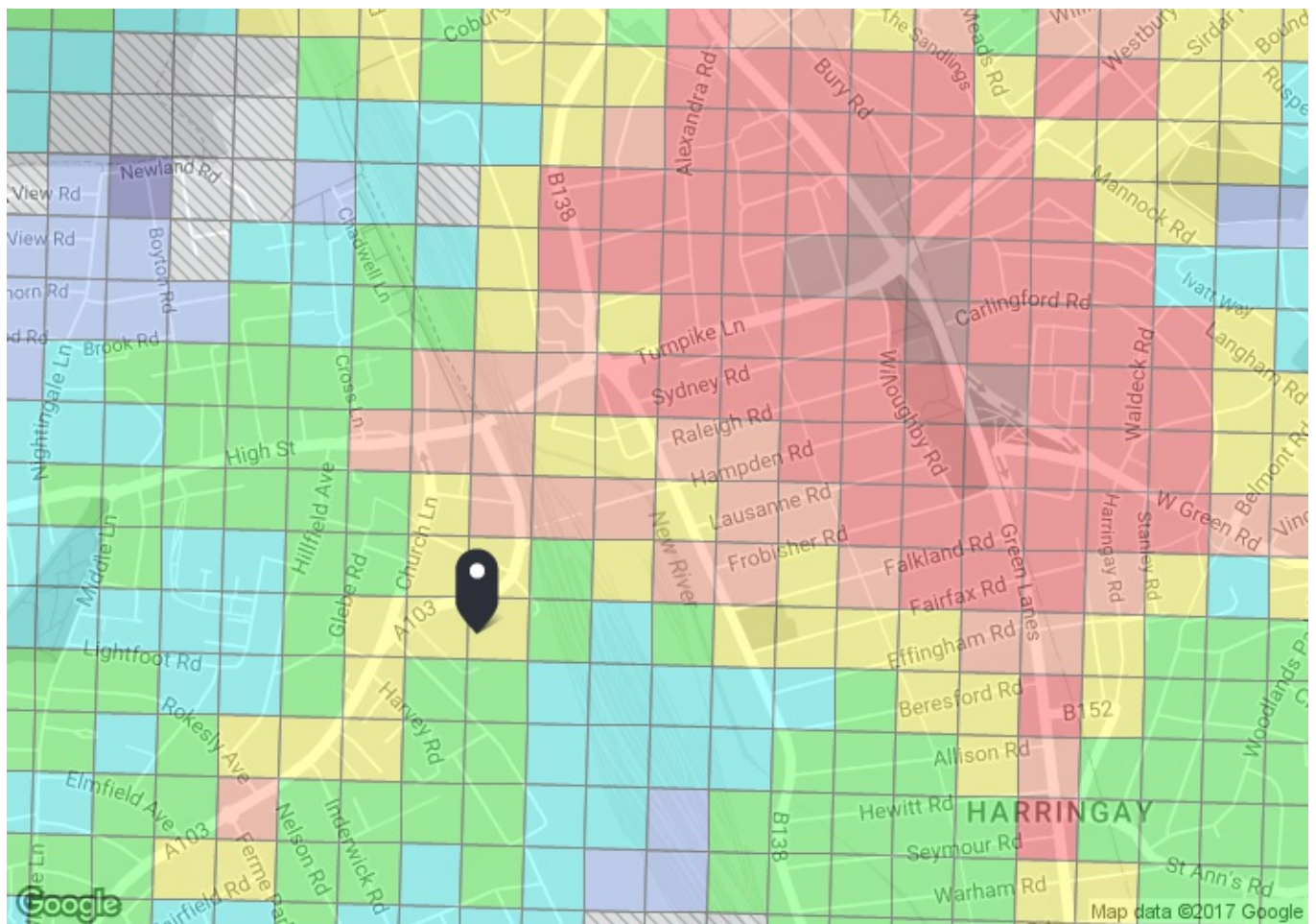
Bus route	Towards	Bus stops
41	Archway	H U V W
	Tottenham Hale	D E S T
91	Trafalgar Square	W
144	Edmonton Green	A B C D E
	Muswell Hill	H J K L M
W3	Finsbury Park	A B N P R Y
	Northumberland Park	L M O W X
W5	Archway	H&R2
	Harringay	H&R1 S

Night buses

Bus route	Towards	Bus stops
N41	Tottenham Hale	D E S T
	Trafalgar Square	H U V W
N91	Cockfosters	D E S T
	Trafalgar Square	H U V W

APPENDIX B

PTAL OUTPUT



PTAL output for Base Year 4

15 Cranford Way London N8, UK
Easting: 530813, Northing: 189030

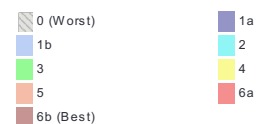
Grid Cell: 126333

Report generated: 19/10/2017

Calculation Parameters

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

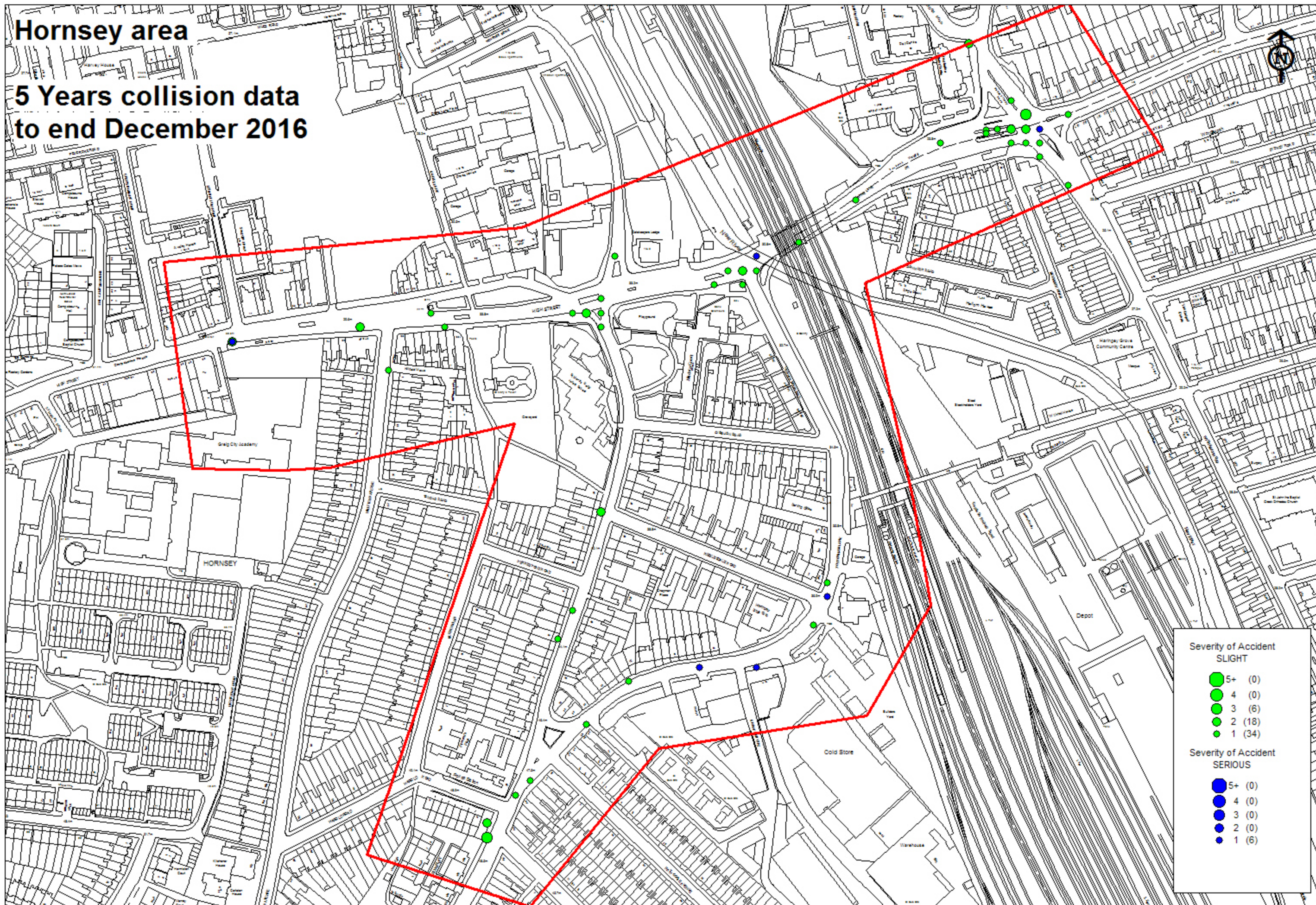
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	TOTTENHAM LN/ROKESLY AVE	W3	600.83	11.5	7.51	4.61	12.12	2.48	0.5	1.24
Bus	TOTTENHAM LN/ROKESLY AVE	91	600.83	9	7.51	5.33	12.84	2.34	0.5	1.17
Bus	TOTTENHAM LN/ROKESLY AVE	W5	600.83	5	7.51	8	15.51	1.93	0.5	0.97
Bus	HORNSEY STATION	41	196.8	12	2.46	4.5	6.96	4.31	1	4.31
Bus	HORNSEY PUMPING STATION	144	435.94	8	5.45	5.75	11.2	2.68	0.5	1.34
Rail	Hornsey	'MRGT-HFDN 2B09'	278.56	0.67	3.48	45.53	49.01	0.61	0.5	0.31
Rail	Hornsey	'MRGT-STEVENGE 2F05'	278.56	0.67	3.48	45.53	49.01	0.61	0.5	0.31
Rail	Hornsey	'MRGT-LTCE 2F06'	278.56	1	3.48	30.75	34.23	0.88	0.5	0.44
Rail	Hornsey	'MRGT-GORDONH 2G98'	278.56	0.33	3.48	91.66	95.14	0.32	0.5	0.16
Rail	Hornsey	'HFDN-MRGT 2J08'	278.56	1	3.48	30.75	34.23	0.88	0.5	0.44
Rail	Hornsey	'GORDONH-MRGT 2J10'	278.56	1.67	3.48	18.71	22.2	1.35	0.5	0.68
Rail	Hornsey	'STEVENGE-MRGT 2J17'	278.56	0.67	3.48	45.53	49.01	0.61	0.5	0.31
Rail	Hornsey	'HFDN-MRGT 2J18'	278.56	0.33	3.48	91.66	95.14	0.32	0.5	0.16
Rail	Hornsey	'HFDN-MRGT 2J23'	278.56	0.33	3.48	91.66	95.14	0.32	0.5	0.16
Rail	Hornsey	'STEVENGE-MRGT 2J25'	278.56	0.33	3.48	91.66	95.14	0.32	0.5	0.16
Rail	Hornsey	'WLWYNGC-MRGT 2K03'	278.56	2.67	3.48	11.99	15.47	1.94	1	1.94
Rail	Hornsey	'WLWYNGC-MRGT 2K12'	278.56	0.33	3.48	91.66	95.14	0.32	0.5	0.16
Rail	Hornsey	'MRGT-WLWYNGC 2V05'	278.56	2.67	3.48	11.99	15.47	1.94	0.5	0.97
Total Grid Cell AI:										15.22

APPENDIX C

PIA DATA

Hornsey area

5 Years collision data
to end December 2016





5 years to end October 2016

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016	64

The description of how the accident 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



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
------------------------------------	---

1	0113YR90723	WED 06/11/13 18:40	DARK	NFL - TOTTENHAM LANE J/W RATHCOOLE AVENUE	31	NODE 83	530660 / 189010
---	-------------	--------------------	------	---	----	---------	-----------------

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY OTHER JUN GIVE WAY/UNCONT CENTRAL REFUGE

BELIEVED TO BE INTOXICATED PASSENGER ON STAT V1 (BUS) FELL DOWN STAIRS. - [BELIEVED TO BE INTOXICATED C1 FELL DOWN BUS STAIRS (C001)]

CASUALTY 001 (001) (? Yrs - M UNKN) SLIGHT PASSENGER STANDING ON PSV

VEHICLE	001 (000)	BUS/COACH	(29 Yrs - M N17)	GOING AHEAD HELD UP	NE TO SW	JNY PART OF WORK	JCT CLEARED
		BT - NOT REQUESTED			DID NOT IMPACT		

BUS LANE

C001 A 999 (OTHER FACTOR)

2	0116YR90201	SAT 27/02/16 13:45	LIGHT	NFL - TOTTENHAM LANE J/W CHURCH LANE	31	NODE 83	530700 / 189050
---	-------------	--------------------	-------	--------------------------------------	----	---------	-----------------

POLICE - OVER COU ROAD-DRY WEATHER-FINE ONE-WAY ST SLIP ROAD GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 U-TURNED AS V1 WENT TO OVERTAKE, CAUSING COLLISION.

CASUALTY 001 (001) (29 Yrs - M HA8) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C 50-125CC	(29 Yrs - M HA8)	OVERTAKE MOVE VEH O/S	NE TO SW	JNY PART OF WORK	JCT MID
		BT - DRV NOT CONTACTED			N/S HIT FIRST		

VEHICLE	002 (001)	CAR	(28 Yrs - M HP2)	U-TURNING	NE TO NE		JCT MID
		BT - DRV NOT CONTACTED			O/S HIT FIRST		

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)

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

3	0113YR90144	MON 25/02/13 06:10	LIGHT	HIGH STREET J/W CHURCH LANE	31	NODE 91	530710 / 189340
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 TURNED RIGHT INTO PATH OF ON-CALL V1, CAUSING A HEAD ON COLLISION.

CASUALTY 001 (001) (25 Yrs - F UNKN) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (31 Yrs - M N16) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(25 Yrs - F UNKN)	SLOWING OR STOPPING	E TO W	JNY PART OF WORK	JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST		

VEHICLE	002 (001)	CAR	(31 Yrs - M N16)	TURNING RIGHT	S TO E	JNY PART OF WORK	JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST		

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V001 A 903 (EMERGENCY VEHICLE ON CALL)

V002 A 402 (JUNCTION RESTART)

V002 A 403 (POOR TURN OR MANOEUVRE)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER	
4	0115YR90337		MON 11/05/15 09:10		LIGHT	HIGH STREET J/W CHURCH LANE		31	NODE 91		530700 / 189340
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN AUTO SIG PEDN PHASE AT ATS											
AS V1 AND V2 BOTH TURNED RIGHT THEY COLLIDED SIDE BY SIDE.											
CASUALTY		001 (002)	(41 Yrs - F N8)		SLIGHT	DRIVER/RIDER					
VEHICLE	001 (002)	GDS => 7.5T (48 Yrs - M HA2)		TURNING RIGHT		S TO NE JNY PART OF WORK				JCT MID	
BT - NEGATIVE N/S HIT FIRST											
VEHICLE	002 (001)	CAR (41 Yrs - F N8)		TURNING RIGHT		S TO NE				JCT MID	
BT - NEGATIVE O/S HIT FIRST											
V002 A 403 (POOR TURN OR MANOEUVRE)						V002 A 405 (FAILED TO LOOK PROPERLY)					
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)					
5	0115YR90896		THU 29/10/15 04:15		DARK	CHURCH LANE J/W HIGH STREET		31	NODE 91		530710 / 189330
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST OTHER JUN AUTO SIG PEDN PHASE AT ATS											
V1 REVERSED, COLLIDING WITH FRONT OF STAT V2.											
CASUALTY		001 (002)	(30 Yrs - M N9)		SLIGHT	DRIVER/RIDER					
VEHICLE	001 (002)	GDS =< 3.5T (28 Yrs - M LU2)		REVERSING		N TO S JNY PART OF WORK				JCT APP	
BT - NEGATIVE BACK HIT FIRST											
VEHICLE	002 (001)	M/C 50-125CC (30 Yrs - M N9)		GOING AHEAD HELD UP		S TO N				JCT APP	
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST											
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 405 (FAILED TO LOOK PROPERLY)					
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)											



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER									
6	0115YR90971	SAT 26/12/15 00:56	DARK	HIGH STREET J/W NEW RIVER AVENUE						31	NODE 91				530710 / 189350				
POLICE - AT SCENE			ROAD-WET		RAINING		SINGLE CWY		T/STAG JUN		AUTO SIG		PEDN PHASE AT ATS						
V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1, CAUSING COLLISION. V2 MOUNTED THE TRAFFIC ISLAND.																			
CASUALTY 001 (002)			(31 Yrs - F N8)		SLIGHT		DRIVER/RIDER												
CASUALTY 002 (001)			(26 Yrs - M N8)		SLIGHT		PASSENGER		BACK SEAT										
CASUALTY 003 (002)			(3 Yrs - F N8)		SLIGHT		PASSENGER		BACK SEAT										
VEHICLE 001 (002)		CAR		(27 Yrs - M N8)				GOING AHEAD OTHER		SW TO NE				JCT MID					
			BT - NOT REQUESTED						FRONT HIT FIRST										
VEHICLE 002 (001)		CAR		(31 Yrs - F N8)				TURNING RIGHT		NE TO N				LEAVING MAIN RD					
			BT - NOT REQUESTED						N/S HIT FIRST										
			LEFT CWY OFFSIDE						HIT BOLLARD										
V002 A 403 (POOR TURN OR MANOEUVRE)										V002 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)									
V002 A 405 (FAILED TO LOOK PROPERLY)																			
7	01160001143	TUE 01/11/16 21:00	DARK	HIGH STREET J/W CHURCH LANE						31	NODE 91				530690 / 189340				
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		T/STAG JUN		AUTO SIG		PEDN PHASE AT ATS						
NOT KNOWN HOW COLLISION OCCURRED																			
CASUALTY 001 (001)			(16 Yrs - F SM1)		SLIGHT		PEDESTRIAN		CROSSING ROAD ON PED XING		S BOUND		FROM DRIVERS N/SIDE						
VEHICLE 001 (000)		CAR		(? Yrs - U)				GOING AHEAD OTHER		W TO E				JCT APP					
			BT - DRV NOT CONTACTED						FRONT HIT FIRST										
V001 A 405 (FAILED TO LOOK PROPERLY)										V001 A 602 (CARELESS/RECKLESS/IN A HURRY)									
8	01160001236	FRI 11/11/16 20:00	DARK	NEW RIVER AVENUE J/W HIGH STREET N8						31	NODE 91				530720 / 189380				
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		OTHER JUN		AUTO SIG		PEDN PHASE AT ATS						
NOT KNOWN HOW COLLISION OCCURRED																			
CASUALTY 001 (001)			(40 Yrs - M N13)		SLIGHT		DRIVER/RIDER												
VEHICLE 001 (000)		M/C 50-125CC		(40 Yrs - M N13)				OVERTAKING NEARSIDE		N TO S		JNY PART OF WORK				JCT APP			
			BT - NEGATIVE						FRONT HIT FIRST										
VEHICLE 002 (000)		OTH MOT VEH		(51 Yrs - M SG12)				REVERSING		N TO S		JNY PART OF WORK				JCT APP			
			BT - NEGATIVE						N/S HIT FIRST										
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)										V002 B 405 (FAILED TO LOOK PROPERLY)									



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER		
9	0116YR90695	WED 24/08/16 21:00	DARK	HIGH STREET J/W CHURCH LANE					31	NODE 91	530700 / 189340	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS												
PED RAN BETWEEN TRAFFIC INTO PATH OF V1 WHO WAS SPEEDING, CAUSING COLLISION.												
CASUALTY 001 (001) (15 Yrs - F UNKN) SLIGHT PEDESTRIAN UNKNOWN FROM DRIVERS N/SIDE												
VEHICLE 001 (000) CAR (? Yrs - U UNKN) GOING AHEAD OTHER NE TO SW JCT MID												
BT - DRV NOT CONTACTED FRONT HIT FIRST												
C001 A 808 (CARELESS/RECKLESS/IN A HURRY) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)												
C001 A 802 (FAILED TO LOOK PROPERLY) V001 A 601 (AGGRESSIVE DRIVING)												
10	0112TB00769	MON 23/07/12 00:58	DARK	TURNPIKE LANE J/W HIGH STREET					31	NODE 92	530820 / 189380	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA												
PED RAN OUT INTO PATH OF V1												
CASUALTY 001 (001) (23 Yrs - M N22) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING NW BOUND FROM DRIVERS N/SIDE												
VEHICLE 001 (000) TAXI (56 Yrs - M W17) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT APP												
BT - NEGATIVE N/S HIT FIRST												
C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)												
11	0112YR90138	WED 14/03/12 15:00	LIGHT	TURNPIKE LANE J/W TOTTENHAM LANE					31	NODE 92	530820 / 189370	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA												
V1 HAS FAILED TO SLOW IN TIME AND COLLIDED WITH REAR OF V2.,												
CASUALTY 001 (002) (25 Yrs - F EN10) SLIGHT DRIVER/RIDER												
VEHICLE 001 (002) CAR (28 Yrs - M N8) GOING AHEAD OTHER NE TO SW JCT APP												
BT - NEGATIVE FRONT HIT FIRST												
VEHICLE 002 (001) CAR (25 Yrs - F EN10) GOING AHEAD HELD UP NE TO SW JCT APP												
BT - NEGATIVE BACK HIT FIRST												
V001 A 308 (FOLLOWING TOO CLOSE) V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)												
V001 A 405 (FAILED TO LOOK PROPERLY)												



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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12 0112YR90630 MON 12/11/12 12:34 LIGHT TURNPIKE LANE J/W TOTTENHAM LANE	31 NODE 92	530810 / 189370
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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V1 WASNT PAYING ATTENTION AND HIT THE REAR OF V2
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CASUALTY 001 (002) (23 Yrs - M) SLIGHT DRIVER/RIDER
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VEHICLE 001 (002) CAR (56 Yrs - F)	GOING AHEAD OTHER	NE TO SW	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (001) CAR (23 Yrs - M)	SLOWING OR STOPPING	NE TO SW	JCT MID
BT - NOT REQUESTED		BACK HIT FIRST	

V001 A 308 (FOLLOWING TOO CLOSE)

V001 A 405 (FAILED TO LOOK PROPERLY)

13 0113YR90001 FRI 11/01/13 18:36 DARK HIGH STREET J/W TOTTENHAM LANE	31 NODE 92	530800 / 189370
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN	AUTO SIG NO XING FACILITY IN 50M
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V2 COLLIDED WITH REAR OF V1.

CASUALTY 001 (001) (45 Yrs - M IG3) SLIGHT DRIVER/RIDER
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VEHICLE 001 (002) CAR (45 Yrs - M IG3)	MOVING OFF	SW TO NE	JCT APP
BT - NEGATIVE		BACK HIT FIRST	

VEHICLE 002 (001) CAR (69 Yrs - M N2)	GOING AHEAD OTHER	SW TO NE	JCT APP
BT - NEGATIVE		FRONT HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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14 0113YR99020 WED 04/12/13 08:04 LIGHT HIGH STREET J/W TOTTENHAM LANE.	31 NODE 92	530790 / 189360
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POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	PELICAN OR SIMILAR
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V.2 CHANGED LANES IN FRONT OF V.1. V.2 THEN BRAKED AND V.1 HIT REAR OF V.2.

CASUALTY 001 (001) (29 Yrs - F EN3)	SLIGHT	DRIVER/RIDER
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VEHICLE 001 (002) CAR	(29 Yrs - F EN3)	GOING AHEAD OTHER	E TO W	COMM TO/FROM WORK	JCT CLEARED
BT - DRV NOT CONTACTED			FRONT HIT FIRST		

VEHICLE 002 (001) GDS =< 3.5T	(36 Yrs - M N9)	CHANGE LANE TO RIGHT	E TO W	JNY PART OF WORK	JCT CLEARED
BT - DRV NOT CONTACTED			BACK HIT FIRST		

V001 A 308 (FOLLOWING TOO CLOSE)

V001 A 601 (AGGRESSIVE DRIVING)

V002 A 408 (SUDDEN BRAKING)

V002 A 601 (AGGRESSIVE DRIVING)

15 01160003524 SAT 26/11/16 10:00 LIGHT HIGH STREET J/W TOTTENHAM LANE	31 NODE 92	530810 / 189360
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POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (32 Yrs - M N21)	SLIGHT	DRIVER/RIDER
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VEHICLE 001 (000) GDS =< 3.5T	(32 Yrs - M N21)	SLOWING OR STOPPING	E TO W	JCT APP
BT - NOT REQUESTED			BACK HIT FIRST	

VEHICLE 002 (000) CAR	(49 Yrs - M NW4)	SLOWING OR STOPPING	E TO W	JCT APP
BT - NOT REQUESTED			FRONT HIT FIRST	

V002 B 405 (FAILED TO LOOK PROPERLY)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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16	0116YR90615	FRI 29/07/16 23:02	DARK	TURNPIKE LANE J/W TOTTENHAM LANE	31	NODE 92	530810 / 189370
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	CENTRAL REFUGE
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V1 OVERTOOK TRAFFIC COLLIDING WITH AN UNLIT ISLAND. V1 THEN SWERVED AND COLLIDED WITH ONCOMING V2.
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CASUALTY	001 (001)	(29 Yrs - M CM5)	SLIGHT	DRIVER/RIDER
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VEHICLE	001 (002)	M/C > 500CC	(29 Yrs - M CM5)	OVERTAKE MOVE VEH O/S	NE TO SW	JCT MID
		BT - NOT REQUESTED		SKIDDED	FRONT HIT FIRST	

VEHICLE	002 (001)	CAR	(20 Yrs - F N18)	HIT BOLLARD		
		BT - NOT REQUESTED		GOING AHEAD OTHER	SW TO NE	JCT APP
					O/S HIT FIRST	

V001	A	405 (FAILED TO LOOK PROPERLY)
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V001	A	602 (CARELESS/RECKLESS/IN A HURRY)
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V001	A	403 (POOR TURN OR MANOEUVRE)
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V001	A	409 (SWERVED)
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17	0112TB00178	SUN 05/02/12 18:28	DARK	TURNPIKE LANE J/W WIGHTMAN ROAD	31	NODE 94	531020 / 189470
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POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
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V1 TUNRED RIGHT AND COLLIDED WITH PED STEPPING INTO ROAD
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CASUALTY	001 (001)	(30 Yrs - M N11)	SERIOUS	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	NE BOUND	FROM DRIVERS O/SIDE
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VEHICLE	001 (000)	CAR	(40 Yrs - M UNKN)	TURNING RIGHT	SW TO SE	JCT CLEARED
		BT - NEGATIVE			FRONT HIT FIRST	

V001	A	405 (FAILED TO LOOK PROPERLY)
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C001	A	802 (FAILED TO LOOK PROPERLY)
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C001	A	808 (CARELESS/RECKLESS/IN A HURRY)
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5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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18 0112YR90205 WED 18/04/12 21:12 DARK TURNPIKE LANE J.W WIGHTMAN ROAD	31 NODE 94	531020 / 189470
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POLICE - AT SCENE ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	TRAF SIG DEF
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DUE TO DEFECTIVE ATS V1 AND V2 COLLIDED

CASUALTY 001 (001) (30 Yrs - M N22) SLIGHT PASSENGER

BACK SEAT

CASUALTY 002 (001) (17 Yrs - M N4) SLIGHT PASSENGER

FRONT SEAT

VEHICLE 001 (002) CAR (55 Yrs - M N17)
BT - NOT REQUESTED

GOING AHEAD OTHER

NW TO SE
N/S HIT FIRST

JCT MID

VEHICLE 002 (001) GDS =< 3.5T (35 Yrs - M N15)
BT - NOT REQUESTED

GOING AHEAD OTHER

NE TO SW
FRONT HIT FIRST

JCT MID

V001 A 105 (DEFECTIVE TRAFFIC SIGNALS)

V002 A 105 (DEFECTIVE TRAFFIC SIGNALS)

19 0113YR90027 TUE 15/01/13 13:36 LIGHT TURNPIKE LANE J/W HORNSEY PARK RD	31 NODE 94	531000 / 189470
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POLICE - AT SCENE ROAD-DRY	FINE/HIGH WINDS	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
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V2 ON DRIVING LESSON CAME TO A STOP. V1 THEN HIT V2'S REAR.

CASUALTY 001 (002) (18 Yrs - F N8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (34 Yrs - M UNKN)
BT - NOT REQUESTED

GOING AHEAD OTHER

SW TO NE
FRONT HIT FIRST

JCT APP

VEHICLE 002 (001) CAR (18 Yrs - F N8)
BT - NOT REQUESTED

GOING AHEAD HELD UP

SW TO NE JNY PART OF WORK
BACK HIT FIRST

JCT APP

V001 A 308 (FOLLOWING TOO CLOSE)

V001 A 306 (EXCEEDING SPEED LIMIT)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER		
20	0113YR90167	SUN 17/03/13 16:50	LIGHT	HORNSEY PARK ROAD J/W TURNPIKE LANE					31	NODE 94	531010 / 189480	
POLICE - AT SCENE ROAD-DRY			WEATHER-UNKNOWN		SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS				
V1 TURNED LEFT, PULLED OVER & STOPPED FOR ONCOMING POLICE CAR ON A CALL, V2 HAS ALSO TURNED LEFT & HIT REAR OF V1												
CASUALTY	001 (002)	(4 Yrs - M N11)	SLIGHT	PASSENGER		BACK SEAT						
VEHICLE	001 (002)	CAR	(56 Yrs - M N11)			SLOWING OR STOPPING		W TO E		JCT MID		
		BT - NEGATIVE						BACK HIT FIRST				
VEHICLE	002 (001)	CAR	(47 Yrs - M N11)			TURNING LEFT		N TO E		JCT MID		
		BT - NEGATIVE						FRONT HIT FIRST				
V001 A 510 (DISTRACTION OUTSIDE VEHICLE)						V002 A 510 (DISTRACTION OUTSIDE VEHICLE)						
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 A 703 (VISION AFFECTED - ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST))						
21	0113YR90232	WED 17/04/13 10:35	LIGHT	TURNPIKE LANE J/W WIGHTMAN ROAD					31	NODE 94	531010 / 189470	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS				
V1 BRAKED TO AVOID V2 CAUSING RIDER TO FALL												
CASUALTY	001 (001)	(36 Yrs - M N9)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	PEDAL CYCLE	(36 Yrs - M N9)			TURNING RIGHT		E TO N		JCT MID		
		BT - NOT APPLICABLE						DID NOT IMPACT				
VEHICLE	002 (000)	CAR	(36 Yrs - M E10)			TURNING RIGHT		W TO S		JCT MID		
		BT - NEGATIVE						DID NOT IMPACT		FOREIGN REG LHD		
V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)						V002 A 405 (FAILED TO LOOK PROPERLY)						
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)												
22	0113YR90305	TUE 28/05/13 13:14	LIGHT	WIGHTMAN RD J/W TURNPIKE LANE					31	NODE 94	531020 / 189460	
POLICE - AT SCENE ROAD-WET			RAINING		SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS				
PED RAN INTO PATH OF V1 WHO WAS TURNING RIGHT, CAUSING COLLISION.												
CASUALTY	001 (001)	(51 Yrs - M N8)	SLIGHT	PEDESTRIAN				E BOUND	FROM DRIVERS O/SIDE			
VEHICLE	001 (000)	CAR	(31 Yrs - F N8)			TURNING RIGHT		W TO SE		JCT MID		
		BT - NEGATIVE						O/S HIT FIRST				
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)						



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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23	0113YR90371	MON 17/06/13 15:35	LIGHT	TURNPIKE LANE J/W WIGHTMAN RD	31	NODE 94	531000 / 189470
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
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PED IN CWY - NOT INJ

PED STEPPED INTO PATH OF V1, CAUSING COLLISION.

CASUALTY 001 (001) (13 Yrs - F N22) SLIGHT PEDESTRIAN

N BOUND FROM DRIVERS O/SIDE

JOURNEY TO/FROM SCHOOL

Sch Attended : HORNSEY SCHOOL FOR GIRLS

VEHICLE 001 (000) CAR (41 Yrs - F N17)

GOING AHEAD OTHER

W TO E

JCT MID

BT - NEGATIVE

O/S HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

24	0114YR90210	SAT 22/03/14 16:00	LIGHT	TURNPIKE LANE J/W WIGHTMAN ROAD	31	NODE 94	531040 / 189480
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POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
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V2 COLLIDED WITH REAR OF STAT V1

CASUALTY 001 (001) (38 Yrs - M E9) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (38 Yrs - M E9)

GOING AHEAD HELD UP

NE TO SW

JCT APP

BT - DRV NOT CONTACTED

BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN)

GOING AHEAD OTHER

NE TO SW

JCT APP

BT - DRV NOT CONTACTED

FRONT HIT FIRST

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

V002 B 601 (AGGRESSIVE DRIVING)

25	0114YR90464	SUN 01/06/14 14:30	LIGHT	HORNSEY PARK ROAD, J/W WIGHTMAN ROAD	31	NODE 94	531010 / 189480
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POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE AT ATS
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V1 WAS STATIONARY AT A RED ATS WHEN V1 WAS HIT IN REAR BY V2, V2 ADMITTED HER FOOT HAD SLIPPED OFF PEDAL

CASUALTY 001 (001) (26 Yrs - F N4) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (4 Yrs - F N4) SLIGHT PASSENGER

BACK SEAT

VEHICLE 001 (002) CAR (26 Yrs - F N4)

GOING AHEAD HELD UP

NW TO SE

JCT APP

BT - DRV NOT CONTACTED

BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - F UNKN)

GOING AHEAD HELD UP

NW TO SE

JCT APP

BT - DRV NOT CONTACTED

FRONT HIT FIRST

V002 A 410 (LOSS OF CONTROL)

V002 B 308 (FOLLOWING TOO CLOSE)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER									
26		0114YR90962		SUN 30/11/14 20:45		DARK		WIGHTMAN ROAD, J/W TURNPIKE LANE		31		NODE 94		531010 / 189460					
POLICE - AT SCENE		ROAD-DRY		WEATHER-FINE		SINGLE CWY		MULTI JUN		AUTO SIG		PEDN PHASE AT ATS							
V2 THOUGHT V1 IN FRONT WOULD GO THROUGH AMBER ATS, V1 STOPPED FOR ATS & V2 HAS HIT REAR OF V1																			
CASUALTY		001 (001)		(31 Yrs - M N19)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		CAR		(31 Yrs - M N19)		SLOWING OR STOPPING		SE TO NW		JCT APP							
				BT - NOT REQUESTED						BACK HIT FIRST									
VEHICLE		002 (001)		GDS =< 3.5T		(34 Yrs - M N12)		GOING AHEAD OTHER		SE TO NW		JCT APP							
				BT - NOT REQUESTED						FRONT HIT FIRST									
V001 B 408 (SUDDEN BRAKING)										V002 B 308 (FOLLOWING TOO CLOSE)									
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)										V002 A 602 (CARELESS/RECKLESS/IN A HURRY)									
27		0115YR90022		FRI 16/01/15 21:10		DARK		TURNPIKE LANE J/W WIGHTMAN ROAD		31		NODE 94		531010 / 189470					
POLICE - AT SCENE		ROAD-DRY		WEATHER-FINE		SINGLE CWY		CROSSROADS		AUTO SIG		PEDN PHASE AT ATS							
V1 BRAKED TO AVOID ACCIDENT AND WAS HIT IN REAR BY V2																			
CASUALTY		001 (002)		(27 Yrs - M E13)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		CAR		(48 Yrs - F N8)		GOING AHEAD OTHER		E TO W		JCT MID							
				BT - NOT REQUESTED						BACK HIT FIRST									
VEHICLE		002 (001)		M/C 50-125CC		(27 Yrs - M E13)		GOING AHEAD OTHER		E TO W		JCT MID							
				BT - NEGATIVE						FRONT HIT FIRST									
V001 A 408 (SUDDEN BRAKING)																			
28		0115YR90196		WED 18/03/15 15:39		LIGHT		HORNSEY PARK ROAD J/W TURNPIKE LANE		31		NODE 94		531010 / 189480					
POLICE - AT SCENE		ROAD-DRY		WEATHER-FINE		SINGLE CWY		CROSSROADS		AUTO SIG		PEDN PHASE AT ATS							
PED CROSSED ROAD INTO PATH OF V1 MASKED BY STATIONARY VEHICLE																			
CASUALTY		001 (001)		(11 Yrs - F N17)		SLIGHT		PEDESTRIAN		CROSSING ROAD ON PED XING		E BOUND		FROM DRIVERS O/SIDE MSK					
				JOURNEY TO/FROM SCHOOL						Sch Attended : GREIG CITY ACADEMY									
VEHICLE		001 (000)		CAR		(21 Yrs - M N22)		GOING AHEAD OTHER		N TO S		JCT APP							
				BT - NOT REQUESTED						FRONT HIT FIRST									
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)										C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)									
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)																			



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER	
29	0115YR90401	SUN 31/05/15 20:20	LIGHT	TURNPIKE LANE J/W HORNSEY PARK RD SLIP RD				31	NODE 94	530982 / 189469	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	SLIP ROAD	GIVE WAY/UNCONT	PEDN PHASE AT ATS			
AS V1 MOVED OFF V2 CHANGED LANES, COLLIDING WITH V1. V1 BRAKED SUDDENLY.											
CASUALTY	001 (001)	(? Yrs - F N19)	SLIGHT	PASSENGER		SEATED ON PSV					
VEHICLE	001 (002)	BUS/COACH	(50 Yrs - M N17)			MOVING OFF	SW TO NE	JNY PART OF WORK		JCT APP	
BT - NOT REQUESTED							O/S HIT FIRST				
							BUS LANE				
VEHICLE	002 (001)	CAR	(? Yrs - M SO16)			CHANGE LANE TO LEFT	SW TO NE			JCT APP	
BT - DRV NOT CONTACTED							N/S HIT FIRST				
							BUS LANE				
V002	A	404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)				V002	A	403 (POOR TURN OR MANOEUVRE)			
V002	A	405 (FAILED TO LOOK PROPERLY)				V001	A	408 (SUDDEN BRAKING)			
30	0115YR90863	FRI 30/10/15 20:13	DARK	HORNSEY PARK RD J/W TURNPIKE LANE				31	NODE 94	531000 / 189490	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
V2 COLLIDED WITH REAR OF STAT V1.											
CASUALTY	001 (001)	(17 Yrs - F LU1)		SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(17 Yrs - F LU1)			GOING AHEAD HELD UP	NW TO SE			JCT APP	
BT - NEGATIVE							BACK HIT FIRST				
VEHICLE	002 (001)	GDS =< 3.5T	(53 Yrs - M N8)			GOING AHEAD OTHER	NW TO SE			JCT APP	
BT - NEGATIVE							FRONT HIT FIRST				
V002	A	308 (FOLLOWING TOO CLOSE)				V002	A	405 (FAILED TO LOOK PROPERLY)			
V001	B	408 (SUDDEN BRAKING)									
31	01160000209	THU 03/11/16 01:35	DARK	WIGHTMAN ROAD J/W TURNPIKE LANE				31	NODE 94	531020 / 189450	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS			
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY	001 (001)	(76 Yrs - M N8)		SLIGHT	PASSENGER		STANDING ON PSV				
VEHICLE	001 (000)	BUS/COACH	(53 Yrs - M LU2)			SLOWING OR STOPPING	E TO W	JNY PART OF WORK		JCT APP	
BT - NOT REQUESTED							DID NOT IMPACT				
V001	B	999 (OTHER FACTOR)									



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER		
32	0116YR90163	SUN 21/02/16 13:46	LIGHT	TURNPIKE LANE J/W HORNSEY PARK RD						31	NODE 94	530990 / 189470
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY		CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
V1 CHANGED LANES COLLIDING WITH STAT V2, PUSHING V2 INTO STAT V3 AND V3 INTO STAT V4.												
CASUALTY 001 (002) (22 Yrs - F N8)			SLIGHT		DRIVER/RIDER							
CASUALTY 002 (004) (23 Yrs - M N7)			SLIGHT		DRIVER/RIDER							
VEHICLE	001 (002)	BUS/COACH	(50 Yrs - M EN3)		CHANGE LANE TO LEFT			SW TO NE	JNY PART OF WORK			JCT APP
		BT - NEGATIVE						N/S HIT FIRST				
VEHICLE	002 (001)	CAR	(22 Yrs - F N8)		WAITING TO TURN LEFT			SW TO NW				JCT APP
		BT - NEGATIVE						O/S HIT FIRST				
VEHICLE	003 (002)	CAR	(82 Yrs - M N14)		WAITING TO TURN LEFT			SW TO NW				JCT APP
		BT - NOT REQUESTED						BACK HIT FIRST				
VEHICLE	004 (003)	CAR	(23 Yrs - M N7)		WAITING TO TURN LEFT			SW TO NW				JCT APP
		BT - NEGATIVE						BACK HIT FIRST				
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 405 (FAILED TO LOOK PROPERLY)						
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)												
33	0116YR90532	SUN 05/06/16 21:30	DARK	TURNPIKE LANE J/W WIGHTMAN RD SLIP RD						31	NODE 94	530982 / 189467
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY		SLIP ROAD	GIVE WAY/UNCONT	PEDN PHASE AT ATS			
V1 U-TURNED ACROSS PATH OF V2, CAUSING COLLISION.												
CASUALTY 001 (002) (22 Yrs - M E17)			SLIGHT		DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(50 Yrs - M N15)		U-TURNING			NE TO NE				JCT MID
		BT - NEGATIVE						O/S HIT FIRST				
VEHICLE	002 (001)	M/C 50-125CC	(22 Yrs - M E17)		GOING AHEAD OTHER			NE TO SW				JCT MID
		BT - NOT REQUESTED						N/S HIT FIRST				
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 405 (FAILED TO LOOK PROPERLY)						
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						V002 A 308 (FOLLOWING TOO CLOSE)						



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER									
34		0116YR90674		FRI 29/07/16 08:04		LIGHT		TURNPIKE LANE J/W HORNSEY PARK RD		31		NODE 94		531000 / 189460					
POLICE - AT SCENE				ROAD-DRY		WEATHER-FINE		DUAL CWY		OTHER JUN		AUTO SIG		PEDN PHASE AT ATS					
AS V1 AND V2 TURNED RIGHT V1 HIT V2'S REAR.																			
CASUALTY 001 (002)				(39 Yrs - F N11)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		CAR		(46 Yrs - M N13)		TURNING RIGHT		NW TO SW		JNY PART OF WORK		JCT MID					
				BT - NEGATIVE		FRONT HIT FIRST													
VEHICLE		002 (001)		PEDAL CYCLE		(39 Yrs - F N11)		TURNING RIGHT		NW TO SW		JNY PART OF WORK		JCT MID					
				BT - NOT APPLICABLE		BACK HIT FIRST													
V001		A		405 (FAILED TO LOOK PROPERLY)				V001		A		308 (FOLLOWING TOO CLOSE)							
V001		A		602 (CARELESS/RECKLESS/IN A HURRY)				V001		A		403 (POOR TURN OR MANOEUVRE)							
35		0115YR90719		MON 14/09/15 18:44		LIGHT		WIGHTMAN ROAD 40M SOUTH EAST J/W TURNPIKE LANE		31		LINK 24-94		531040 / 189430					
POLICE - AT SCENE				ROAD-DRY		WEATHER-FINE		SINGLE CWY		NO JUN IN 20M		PEDN PHASE AT ATS							
V1 & V2 TURNED LEFT & THEN V1 STOPPED & STARTED TO DO A U-TURN IN PATH OF V2 WHO HAD NO TIME TO STOP & HIT REAR V1																			
CASUALTY 001 (002)				(32 Yrs - M GU23)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		CAR		(58 Yrs - F N14)		U-TURNING		NW TO NW		BACK HIT FIRST							
				BT - NOT REQUESTED															
VEHICLE		002 (001)		M/C 50-125CC		(32 Yrs - M GU23)		GOING AHEAD LEFT BEND		NE TO SE		FRONT HIT FIRST							
				BT - NOT REQUESTED															
V001		A		408 (SUDDEN BRAKING)				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)							
V001		A		602 (CARELESS/RECKLESS/IN A HURRY)				V002		A		308 (FOLLOWING TOO CLOSE)							



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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36	0113YR90185	SUN 31/03/13 05:46	LIGHT	TOTTENHAM LANE J/W HARVEY ROAD	31	LINK 64-83	530630 / 188980
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	PELICAN OR SIMILAR
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DRUNK BUS PASSENGER WAS ASLEEP WHEN BUS (VEH 1) GOING OVER SPEED BUMP CAUSED HIM TO FALL OFF HIS SEAT - [DRUNK BUS PASSENGER WAS ASLEEP & FELL OFF SEAT (C001)]

CASUALTY	001 (001)	(25 Yrs - M N8)	SLIGHT	PASSENGER	SEATED ON PSV	
VEHICLE	001 (000)	BUS/COACH	(49 Yrs - M N4)	GOING AHEAD OTHER	SW TO NE	JNY PART OF WORK
		BT - NOT REQUESTED			DID NOT IMPACT	JCT CLEARED

C001 A 999 (OTHER FACTOR)

37	0113YR90260	SAT 04/05/13 18:53	LIGHT	TOTTENHAM LANE J/W HARVEY RD	31	LINK 64-83	530630 / 188970
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	PELICAN OR SIMILAR
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V1 TURNED RIGHT INTO PATH OF V2, CAUSING COLLISION.

CASUALTY	001 (002)	(30 Yrs - M E17)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR	(22 Yrs - M N8)	TURNING RIGHT	SE TO N	ENTERING MAIN RD
		BT - NEGATIVE			FRONT HIT FIRST	

VEHICLE	002 (001)	M/C 50-125CC	(30 Yrs - M E17)	GOING AHEAD OTHER	N TO S	COMM TO/FROM WORK
		BT - NOT PROVD (MEDCL REASONS)			FRONT HIT FIRST	JCT MID

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

38	0113YR90270	MON 06/05/13 13:20	LIGHT	TOTTENHAM LANE J/W HAROLD ROAD.	31	LINK 64-83	530630 / 188970
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POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	PELICAN OR SIMILAR
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V.1 STOPPED DUE TO HEAVY TRAFFIC, V.2 TRAVELLING BEHIND FAILED TO STOP & HIT REAR OF V.1.

CASUALTY	001 (001)	(66 Yrs - M IG1)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR	(66 Yrs - M IG1)	GOING AHEAD HELD UP	SW TO NE	JCT APP
		BT - DRV NOT CONTACTED			BACK HIT FIRST	

VEHICLE	002 (001)	CAR	(? Yrs - M UNKN)	SLOWING OR STOPPING	SW TO NE	JCT APP
		BT - DRV NOT CONTACTED			FRONT HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

V002 B 308 (FOLLOWING TOO CLOSE)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)						60 MTS TO DEC-2016 SORTED NETWORK ORDER	
39	0114YR90438	WED 04/06/14 13:00	LIGHT	TOTTENHAM LANE, J/W HARVEY ROAD		31 LINK 64-83	530630 / 188970
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR							
V2 HAS PULLED LEFT A BIT TO GO PAST A VAN TURNING RIGHT, V1 HAS TRIED TO UNDERTAKE V2 & WAS CLIPPED BY N/S OF V2							
CASUALTY 001 (001) (48 Yrs - M N15) SLIGHT DRIVER/RIDER							
VEHICLE	001 (002)	M/C 50-125CC (48 Yrs - M N15)		OVERTAKING NEARSIDE	SW TO NE JNY PART OF WORK		JCT APP
BT - NOT REQUESTED					O/S HIT FIRST		
VEHICLE	002 (001)	CAR (35 Yrs - M N8)		GOING AHEAD OTHER	SW TO NE JNY PART OF WORK		JCT APP
BT - NOT REQUESTED					N/S HIT FIRST		
V001 A 403 (POOR TURN OR MANOEUVRE)				V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			
V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)				V001 B 602 (CARELESS/RECKLESS/IN A HURRY)			
40	0116YR90017	WED 06/01/16 18:42	DARK	TOTTENHAM LANE, J/W HAROLD ROAD		31 LINK 64-83	530630 / 188980
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR							
TRAFFIC STOPPED TO LET V1 TURN RIGHT, V2 ON N/S OF TRAFFIC HAS NOT STOPPED & HIT N/S OF V1 AS IT TURNED INTO JCN							
CASUALTY 001 (002) (37 Yrs - M N13) SLIGHT DRIVER/RIDER							
VEHICLE	001 (002)	CAR (31 Yrs - M N17)		TURNING RIGHT	NE TO NW COMM TO/FROM WORK		JCT APP
BT - NEGATIVE					N/S HIT FIRST		
VEHICLE	002 (001)	PEDAL CYCLE (37 Yrs - M N13)		OVERTAKING NEARSIDE	SW TO NE		JCT APP
BT - NOT APPLICABLE					FRONT HIT FIRST		
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))				V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))			
V001 B 405 (FAILED TO LOOK PROPERLY)				V002 B 405 (FAILED TO LOOK PROPERLY)			
V001 B 403 (POOR TURN OR MANOEUVRE)				V002 B 403 (POOR TURN OR MANOEUVRE)			
41	0116YR90144	WED 02/03/16 11:19	LIGHT	TOTTENHAM LANE J/W HAROLD RD		31 LINK 64-83	530650 / 189000
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE							
AS C1 BOARDED STAT V1 C1'S FOOT SLIPPED CAUSING INJURY. - [C1 SLIPPED WHEN BOARDING STAT V1. (C001)]							
CASUALTY 001 (001) (90 Yrs - F N19) SLIGHT PASSENGER BOARDING PSV							
VEHICLE	001 (000)	BUS/COACH (43 Yrs - M E10)		GOING AHEAD HELD UP	SW TO NE JNY PART OF WORK		JCT CLEARED
BT - NOT REQUESTED					DID NOT IMPACT		
						BUS LANE	
C001 A 999 (OTHER FACTOR)							



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER		
42	0112TB00741	MON 23/07/12 23:32	DARK	HIGH STREET J/W MYDDELTON ROAD						31	LINK 82-91	530450 / 189320
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		T/STAG JUN	GIVE WAY/UNCONT		ZEBRA
V1 (VAN) WAS TURNING RIGHT AND WAS HIT BY V2 (SOLO) OVERTAKING												
CASUALTY			001 (002)		(32 Yrs - M EN6)		SERIOUS DRIVER/RIDER					
VEHICLE	001 (002)	GDS =< 3.5T	(47 Yrs - M EN1)		TURNING RIGHT			E TO N		JNY PART OF WORK		LEAVING MAIN RD
			BT - NEGATIVE					O/S HIT FIRST				
VEHICLE	002 (001)	M/C <= 50CC	(32 Yrs - M EN6)		OVERTAKE MOVE VEH O/S			E TO W				JCT APP
			BT - NOT REQUESTED					FRONT HIT FIRST				
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					V002 A 602 (CARELESS/RECKLESS/IN A HURRY)							
43	0112YR90550	THU 20/09/12 20:30	DARK	HIGH STREET J/W HILLFIELD AVENUE.						31	LINK 82-91	530540 / 189330
POLICE - OVER COU			ROAD-DRY		WEATHER-FINE		SINGLE CWY		T/STAG JUN	AUTO SIG		PEDN PHASE AT ATS
V.1 SLOWED DOWN IN HEAVY TRAFFIC, V.2 TRAVELLING BEHIND HIT REAR OF V.1.												
CASUALTY			001 (001)		(49 Yrs - M N4)		SLIGHT DRIVER/RIDER					
VEHICLE	001 (002)	CAR	(49 Yrs - M N4)		SLOWING OR STOPPING			W TO E				JCT APP
			BT - DRV NOT CONTACTED					BACK HIT FIRST				
VEHICLE	002 (001)	CAR	(? Yrs - M UNKN)		GOING AHEAD OTHER			W TO E				JCT APP
			BT - DRV NOT CONTACTED					FRONT HIT FIRST				
V002 A 405 (FAILED TO LOOK PROPERLY)					V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					V002 B 501 (IMPAIRED BY ALCOHOL)							



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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44	0114YR90526	FRI 04/07/14 13:56	LIGHT	HIGH STREET J/W HILLFIELD AVENUE	31	LINK 82-91	530540 / 189330
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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V1 COLLIDED WITH REAR OF STAT V2, PUSHING V2 INTO REAR OF STAT V3.

CASUALTY 001 (003) (25 Yrs - F N4) SLIGHT DRIVER/RIDER

CASUALTY 002 (003) (26 Yrs - M N4) SLIGHT PASSENGER FRONT SEAT

VEHICLE	001 (002)	GDS =< 3.5T	(32 Yrs - M N8)	GOING AHEAD OTHER	W TO E	JNY PART OF WORK	JCT APP
		BT - NEGATIVE				FRONT HIT FIRST	

VEHICLE	002 (001)	CAR	(? Yrs - M EN3)	GOING AHEAD HELD UP	W TO E		JCT APP
		BT - NOT REQUESTED				BACK HIT FIRST	

VEHICLE	003 (002)	CAR	(25 Yrs - F N4)	WAITING TO TURN RIGHT	W TO S		JCT APP
		BT - NOT REQUESTED				BACK HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

45	0115YR90952	WED 09/12/15 05:10	DARK	HIGH STREET 26M WEST OF J/W CROSS LANE	31	LINK 82-91	530590 / 189340
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	PELICAN OR SIMILAR
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V1 MOVED OVER TO LET A VEHICLE PASS. V1 COLLIDED WITH A TRAFFIC ISLAND AND A TRAFFIC SIGNAL.

CASUALTY 001 (001) (19 Yrs - F N17) SLIGHT PASSENGER BACK SEAT

VEHICLE	001 (000)	CAR	(25 Yrs - F N17)	GOING AHEAD OTHER	W TO E
		BT - NOT REQUESTED			FRONT HIT FIRST
		LEFT CWY OFFSIDE		HIT BOLLARD	HIT RD SIGN/ATS

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

V001 A 603 (NERVOUS/UNCERTAIN/ PANIC)

V001 A 403 (POOR TURN OR MANOEUVRE)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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46	0115YR90967	MON 07/12/15 07:45	LIGHT	HIGH STREET J/W MYDDELTON RD	31	LINK 82-91	530450 / 189320
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	ZEBRA
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V2 OVERTOOK ON O/S AS V1 TURNED RIGHT, CAUSING COLLISION.

CASUALTY 001 (002) (50 Yrs - M N15) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(29 Yrs - F N13)	TURNING RIGHT	NE TO N	LEAVING MAIN RD
		BT - NOT REQUESTED			O/S HIT FIRST	

VEHICLE	002 (001)	M/C 50-125CC	(50 Yrs - M N15)	OVERTAKE MOVE VEH O/S	NE TO SW	JCT MID
		BT - NOT REQUESTED			N/S HIT FIRST	

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

47	01160004358	WED 30/11/16 15:10	LIGHT	HILLFIELD AVENUE J/W HIGH STREET N8	31	LINK 82-91	530560 / 189300
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SLIP RD	T/STAG JUN	GIVE WAY/UNCONT	CENTRAL REFUGE
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(12 Yrs - M N4)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	W BOUND	FROM DRIVERS N/SIDE
		JOURNEY TO/FROM SCHOOL			Sch Attended : Greig City Academy N8		

VEHICLE	001 (000)	CAR	(53 Yrs - M CM23)	GOING AHEAD HELD UP	E TO W	JNY PART OF WORK	JCT APP
		BT - NOT REQUESTED			N/S HIT FIRST		

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)							60 MTS TO DEC-2016 SORTED NETWORK ORDER	
48	0116YR90110	THU 04/02/16 20:30	DARK	HIGH STREET J/W MYDDELTON RD			31 LINK 82-91	530450 / 189320
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA								
V2 TURNED LEFT FROM O/S LANE, COLLIDING WITH V1 WHO WAS DRIVING IN N/S BUS LANE.								
CASUALTY	001 (001)	(41 Yrs - M E14)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(26 Yrs - M N8)	SLIGHT	DRIVER/RIDER				
CASUALTY	003 (002)	(26 Yrs - F EN2)	SLIGHT	PASSENGER	FRONT SEAT			
VEHICLE	001 (002)	CAR	(41 Yrs - M E14)	GOING AHEAD OTHER	SW TO NE			JCT MID
		BT - NEGATIVE			O/S HIT FIRST			
						BUS LANE		
VEHICLE	002 (001)	CAR	(26 Yrs - M N8)	TURNING LEFT	SW TO N			LEAVING MAIN RD
		BT - NEGATIVE			N/S HIT FIRST			
V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 405 (FAILED TO LOOK PROPERLY)								
V001 B 602 (CARELESS/RECKLESS/IN A HURRY)								
49	0116YR90873	FRI 29/07/16 20:14	DARK	HIGH STREET J/W CROSS LANE			31 LINK 82-91	530600 / 189330
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY SLIP ROAD GIVE WAY/UNCONT PELICAN OR SIMILAR								
V2 OVERTOOK V1 TOO CLOSELY, CAUSING COLLISION.								
CASUALTY	001 (001)	(35 Yrs - M UNKN)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	PEDAL CYCLE	(35 Yrs - M UNKN)	GOING AHEAD OTHER	E TO W	JNY PART OF WORK		JCT CLEARED
		BT - NOT APPLICABLE			O/S HIT FIRST			
VEHICLE	002 (001)	CAR	(? Yrs - U UNKN)	OVERTAKE MOVE VEH O/S	E TO W			JCT CLEARED
		BT - DRV NOT CONTACTED			N/S HIT FIRST			
V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) V002 A 403 (POOR TURN OR MANOEUVRE)								
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)								



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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50	0113YR90711	TUE 29/10/13 15:30	LIGHT	CHURCH LANE J/W RIBBLESDALE ROAD.	31	LINK 83-91	530710 / 189200
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V.1 TURNED RIGHT OUT OF JUNCTION & COLLIDED WITH V.2 TRAVELLING THE WRONG WAY ON A ONE WAY STREET.

CASUALTY 001 (002) (29 Yrs - M N9) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(45 Yrs - F N8)	TURNING RIGHT	SE TO N	JCT MID
			BT - DRV NOT CONTACTED		FRONT HIT FIRST	

VEHICLE	002 (001)	PEDAL CYCLE	(29 Yrs - M N9)	GOING AHEAD OTHER	N TO S	JCT APP
			BT - NOT APPLICABLE		N/S HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

51	0113YR90741	WED 13/11/13 09:55	LIGHT	TOTTENHAM LANE J/W CRANFORD WAY	31	LINK 83-92	530780 / 189090
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 LOST CONTROL, COLLIDING WITH PARKED V2, PUSHING V2 INTO PARKED V3 AND V3 INTO PARKED V4.

CASUALTY 001 (001) (24 Yrs - F N8) SERIOUS DRIVER/RIDER

VEHICLE	001 (002)	CAR	(24 Yrs - F N8)	GOING AHEAD OTHER	E TO W	JCT CLEARED
			BT - NEGATIVE		FRONT HIT FIRST	

VEHICLE	002 (001)	CAR	(? Yrs - U PARKED)	HIT PARKED VEH	P TO P	JCT CLEARED
			BT - DRV NOT CONTACTED	PARKED	BACK HIT FIRST	

VEHICLE	003 (002)	CAR	(? Yrs - U PARKED)	HIT PARKED VEH	P TO P	JCT CLEARED
			BT - DRV NOT CONTACTED	PARKED	FRONT HIT FIRST	

VEHICLE	004 (003)	CAR	(? Yrs - U PARKED)	HIT PARKED VEH	P TO P	JCT CLEARED
			BT - DRV NOT CONTACTED	PARKED	BACK HIT FIRST	

HIT PARKED VEH

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 410 (LOSS OF CONTROL)

V001 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)

V001 B 503 (FATIGUE)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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52	0114YR90822	THU 06/11/14 15:52	DARK	TOTTENHAM LANE J/W RIBBLESDALE RD	31	LINK 83-92	530870 / 189150
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT	ZEBRA
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PED IN CWY - NOT INJ

V2 COLLIDED WITH REAR OF STAT V1.

CASUALTY 001 (001) (35 Yrs - F N9) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (9 Yrs - F N9) SLIGHT PASSENGER

FRONT SEAT

JOURNEY TO/FROM SCHOOL

Sch Attended : HAZLEBURY JUNIOR

VEHICLE 001 (002) CAR (35 Yrs - F N9)

GOING AHEAD HELD UP

S TO N

TAKING PUPIL TO/FROM SC

JCT CLEARED

BT - NEGATIVE

BACK HIT FIRST

VEHICLE 002 (001) CAR (52 Yrs - M SG6)

GOING AHEAD OTHER

S TO N

JCT CLEARED

BT - DRV NOT CONTACTED

FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

53	0114YR90857	THU 20/11/14 17:06	DARK	CHURCH LANE J/W RIBBLESDALE RD	31	LINK 83-91	530710 / 189200
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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PED IN CWY - NOT INJ

V1 TURNED RIGHT INTO PATH OF 2 PED'S CROSSING RD, COLLIDING WITH ONE OF THEM.

CASUALTY 001 (001) (16 Yrs - F UNKN) SLIGHT PEDESTRIAN

CROSSING ROAD (NOT ON XING)

W BOUND

FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (? Yrs - F UNKN)

TURNING RIGHT

SE TO N

ENTERING MAIN RD

BT - DRV NOT CONTACTED

FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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54 0115YR90499 SUN 07/06/15 07:20 LIGHT CHURCH LANE, J/W FERRESTONE ROAD	31 LINK 83-91	530690 / 189130
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

IT APPEARS V1 APPARENTLY SWERVED TO AVOID V4 REVERSING OUT OF JCN, V1 HAS HIT PARKED VEH'S V2 & V3 & SUSTAINED INJURY

CASUALTY 001 (001) (23 Yrs - F N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (23 Yrs - F N7)	GOING AHEAD OTHER	SW TO NE COMM TO/FROM WORK	JCT APP
BT - NEGATIVE		FRONT HIT FIRST	

VEHICLE 002 (001) CAR (38 Yrs - F PARKED)	HIT PARKED VEH	P TO P	JCT APP
BT - DRV NOT CONTACTED	PARKED	N/S HIT FIRST	

VEHICLE 003 (001) CAR (? Yrs - F PARKED)	HIT KERB	P TO P	JCT APP
BT - DRV NOT CONTACTED	PARKED	N/S HIT FIRST	

VEHICLE 004 (000) CAR (? Yrs - U UNKN)	HIT KERB	NW TO SE	JCT APP
BT - DRV NOT CONTACTED	REVERSING	FRONT HIT FIRST	

V001 A 306 (EXCEEDING SPEED LIMIT)

V001 A 409 (SWERVED)

V001 A 410 (LOSS OF CONTROL)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

55 0115YR91022 SAT 05/12/15 20:28 DARK TOTTENHAM LANE 53M NORTH EAST OF J/W CHURCH LANE SLIP RD	31 LINK 83-92	530730 / 189080
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

PED IN CWY - NOT INJ

UNINJURED PED STEPPED INTO PATH OF V2. V2 BRAKED SUDDENLY. V1 FOLLOWING BEHIND BRAKED HARD & LOST CONTROL.

CASUALTY 001 (001) (31 Yrs - M N4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (31 Yrs - M N4)	SLOWING OR STOPPING	SW TO NE JNY PART OF WORK
BT - NOT PROVD (MEDCL REASONS)		DID NOT IMPACT

VEHICLE 002 (000) CAR (? Yrs - U UNKN)	SLOWING OR STOPPING	SW TO NE
BT - DRV NOT CONTACTED		DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)

V001 A 410 (LOSS OF CONTROL)

V001 A 308 (FOLLOWING TOO CLOSE)

V001 A 405 (FAILED TO LOOK PROPERLY)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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56	01160030623	MON 03/10/16 06:54	LIGHT	TOTTENHAM LANE J/W UNKNOWN	31	LINK 83-92	530860 / 189120
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	PRIV DRIVE	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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PED	CROSSED ROAD AS V1	TURNED LEFT
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CASUALTY	001 (001)	(34 Yrs - M N19)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	NE BOUND	FROM DRIVERS N/SIDE
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VEHICLE	001 (000)	GDS =< 3.5T	(39 Yrs - M W11)	TURNING LEFT	SE TO SW	JCT MID
		BT - NOT REQUESTED			N/S HIT FIRST	

C001	A	802 (FAILED TO LOOK PROPERLY)
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57	0116YR90311	WED 30/03/16 11:00	LIGHT	TOTTENHAM LANE 57M SOUTH WEST OF J/W RIBBLESDALE RD	31	LINK 83-92	530820 / 189090
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M
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V1	COLLIDED WITH PARKED V2.
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CASUALTY	001 (001)	(60 Yrs - M N6)	SERIOUS	DRIVER/RIDER
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VEHICLE	001 (002)	M/C 50-125CC	(60 Yrs - M N6)	GOING AHEAD OTHER	SW TO NE
		BT - NOT PROVD (MEDCL REASONS)			O/S HIT FIRST

VEHICLE	002 (001)	GDS =< 3.5T	(? Yrs - U PARKED)	HIT PARKED VEH	P TO P
		BT - DRV NOT CONTACTED		PARKED	O/S HIT FIRST

V001	A	405 (FAILED TO LOOK PROPERLY)
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V001	A	602 (CARELESS/RECKLESS/IN A HURRY)
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58	0116YR90453	SUN 22/05/16 17:11	LIGHT	TOTTENHAM LANE J/W RIBBLESDALE RD	31	LINK 83-92	530870 / 189140
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POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT	ZEBRA
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PED	IN CWY - NOT INJ
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V1	STOPPED AT THE ZEBRA CROSSING. V2 HIT V1'S REAR.
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CASUALTY	001 (001)	(33 Yrs - M N11)	SERIOUS	DRIVER/RIDER
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VEHICLE	001 (002)	CAR	(33 Yrs - M N11)	GOING AHEAD HELD UP	N TO S	COMM TO/FROM WORK	JCT APP
		BT - DRV NOT CONTACTED			BACK HIT FIRST		

VEHICLE	002 (001)	CAR	(? Yrs - F N8)	GOING AHEAD OTHER	N TO S	JCT APP
		BT - DRV NOT CONTACTED			FRONT HIT FIRST	

V002	A	308 (FOLLOWING TOO CLOSE)
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V002	A	405 (FAILED TO LOOK PROPERLY)
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5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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59	0116YR90470	TUE 17/05/16 15:40	LIGHT	CHURCH LANE 37M SOUTH WEST OF J/W FERRESTONE RD	31	LINK 83-91	530680 / 189110
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M		

PED IN CWY - NOT INJ

2 RIDER'S OF V1 WERE SNATCHING BELONGINGS FROM PED'S WHILE RIDING ALONG. V1 COLLIDED WITH PED (C1).

CASUALTY 001 (001) (44 Yrs - F N8) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) UNKNOWN

VEHICLE	001 (000)	M/C 50-125CC	(? Yrs - M UNKN)	GOING AHEAD OTHER	NE TO SW
BT - DRV NOT CONTACTED				FRONT HIT FIRST	

V001 A 902 (VEHICLE IN COURSE OF CRIME)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V001 A 601 (AGGRESSIVE DRIVING)

60	0112YR90215	WED 18/04/12 16:08	LIGHT	NFL TURNPIKE LANE 100M NE J/W TOTTENHAM LANE	31	LINK 92-94	530890 / 189420
POLICE - AT SCENE ROAD-WET			RAINING	SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M		

V2 PERFORMED U TURN ACROSS PATH OF ONCOMING V1

CASUALTY 001 (001) (29 Yrs - M EN1) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C 50-125CC	(29 Yrs - M EN1)	GOING AHEAD OTHER	SW TO NE
BT - NOT REQUESTED				FRONT HIT FIRST	

VEHICLE	002 (001)	CAR	(44 Yrs - F N22)	U-TURNING	NE TO NE
BT - NOT REQUESTED				N/S HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

61	0114YR90641	SUN 24/08/14 00:30	DARK	TURNPIKE LANE 50M WEST J/W WIGHTMAN ROAD	31	LINK 92-94	530950 / 189460
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M		

PASSENGER STOOD UP ON V1 AND FELL OVER - [PASSENGER WAS DRUNK (C001)]

CASUALTY 001 (001) (61 Yrs - M N1) SLIGHT PASSENGER STANDING ON PSV

VEHICLE	001 (000)	BUS/COACH	(34 Yrs - M N15)	PARKED	P TO P	JNY PART OF WORK
BT - NOT REQUESTED				DID NOT IMPACT		

C001 A 999 (OTHER FACTOR)



5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)	60 MTS TO DEC-2016 SORTED NETWORK ORDER
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62 0116YR90689 SUN 17/07/16 16:15 LIGHT TURNPIKE LANE 46M NORTH EAST OF J/W TOTTENHAM LANE	31 LINK 92-94	530850 / 189390
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M
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V1 CLIPPED REAR TYRE OF V2 CAUSING V2 TO LOSE CONTROL AND HIT V1 AGAIN.

CASUALTY 001 (002) (35 Yrs - F N22) SLIGHT DRIVER/RIDER
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VEHICLE 001 (002) CAR (68 Yrs - M N8)	GOING AHEAD OTHER	NE TO SW
BT - NOT REQUESTED		FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (35 Yrs - F N22)	OVERTAKING NEARSIDE	NE TO SW
BT - NOT APPLICABLE		BACK HIT FIRST

V001 A 308 (FOLLOWING TOO CLOSE)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

V001 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
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V001 B 405 (FAILED TO LOOK PROPERLY)

63 0113YR90854 TUE 17/12/13 23:10 DARK HORNSEY PARK ROAD J/W CLARENDON ROAD	31 LINK 94-118	530970 / 189530
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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V1 TURNED RIGHT ACROSS PATH V2

CASUALTY 001 (002) (23 Yrs - M E17) SLIGHT DRIVER/RIDER
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VEHICLE 001 (002) CAR (38 Yrs - M N15)	TURNING RIGHT	W TO S	JCT MID
BT - NEGATIVE		FRONT HIT FIRST	

VEHICLE 002 (001) M/C 50-125CC (23 Yrs - M E17)	GOING AHEAD OTHER	S TO N	JCT MID
BT - NOT REQUESTED		N/S HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)



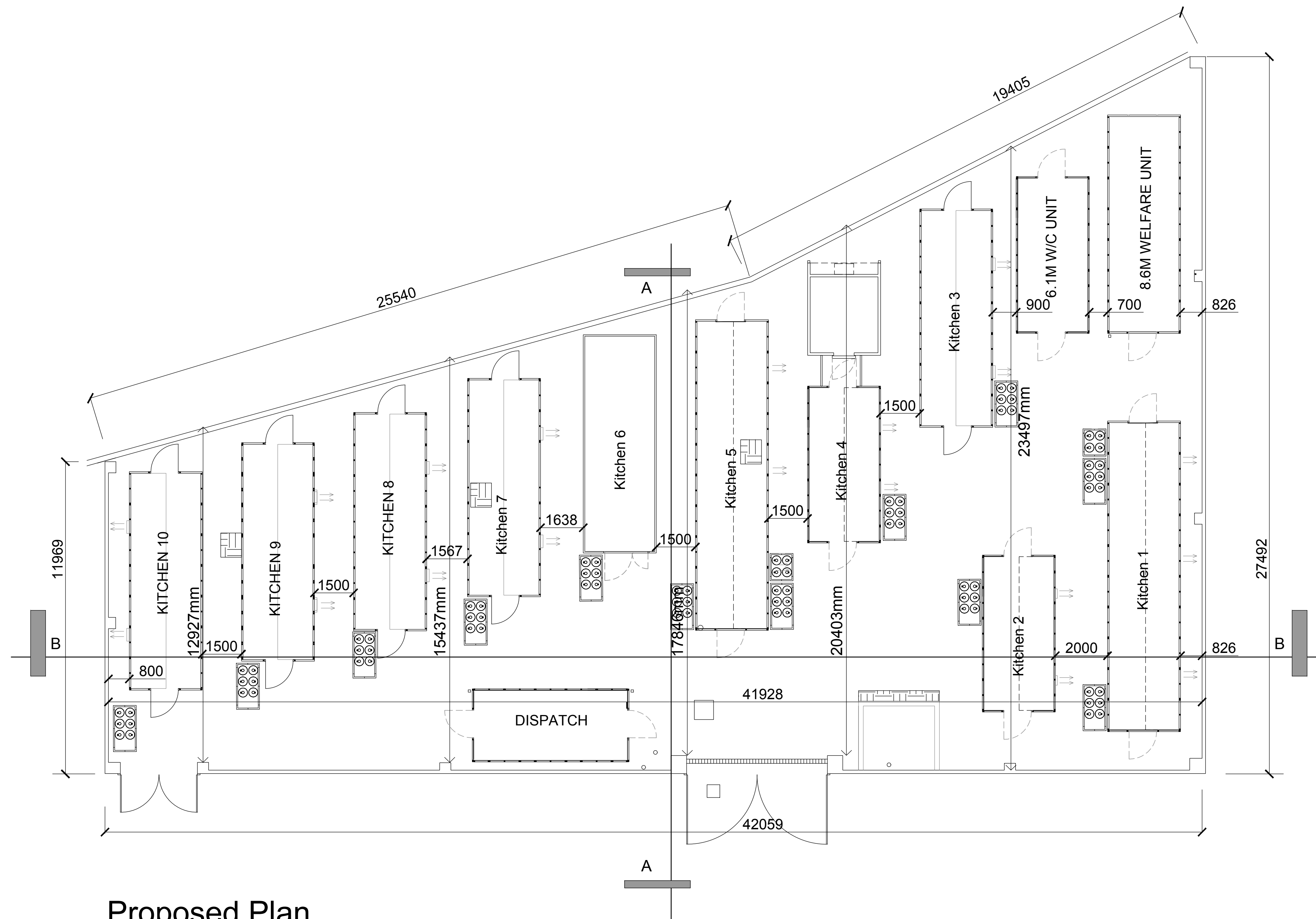
5 years to end October 2016

MP01 GIS AREA Hornsey Oct 2017 (P)										60 MTS TO DEC-2016 SORTED NETWORK ORDER									
64		0115YR90836		THU 01/10/15 11:16		LIGHT		HORNSEY PARK RD J/W CLARENDON RD				31		LINK 94-118		530970 / 189530			
POLICE - OVER COU ROAD-DRY				WEATHER-FINE		SINGLE CWY		T/STAG JUN		GIVE WAY/UNCONT		PEDN PHASE AT ATS							
V1 TURNED LEFT AS V2 OVERTOOK ON N/S, CAUSING COLLISION.																			
CASUALTY		001 (001)		(41 Yrs - F N8)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		CAR		(41 Yrs - F N8)		TURNING LEFT		S TO W		COMM TO/FROM WORK		LEAVING MAIN RD					
				BT - DRV NOT CONTACTED						N/S HIT FIRST									
VEHICLE		002 (001)		CAR		(? Yrs - M N12)		GOING AHEAD OTHER		S TO N				JCT MID					
				BT - DRV NOT CONTACTED						O/S HIT FIRST									
V001		A		403 (POOR TURN OR MANOEUVRE)				V001		A		405 (FAILED TO LOOK PROPERLY)							
V002		A		403 (POOR TURN OR MANOEUVRE)				V002		A		405 (FAILED TO LOOK PROPERLY)							
End of Accidents for MP01 GIS AREA Hornsey Oct 2017 (P)																			

End of Report

APPENDIX D

PROPOSED SITE LAYOUT



Proposed Plan

Rev	Date	Notes
PROPOSED		
lbf ARCHITECTS		
The Sail Loft, Limehouse Court, 3-11 Dod Street, London E14 7EQ - Tel: 020 7536 2100 Fax: 020 7538 4442 initial.surname@lbfarchitects.co.uk www.lbfarchitects.co.uk		
Project: TOTTENHAM LANE HORNSEY LONDON N8 9DJ		
Client: DELIVEROO		
Drawing: PROPOSED PLAN		
Scale:	Drawn:	Checked:
1:100@A1	KIH	DJF
Drg no:		Rev:
2017-079-PL04		
DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE. REFER ANY DISCREPANCIES TO ARCHITECT. THIS DRAWING IS SUBJECT TO COPYRIGHT.		



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