

TECHNICAL NOTE – 9421/01
RESPONSE TO HIGHWAY AUTHORITY COMMENTS

Proposed Sixth Form Expansion, Alexandra Park School,
Bidwell Gardens, London Borough of Haringey on Behalf of
Alexandra Park School



Project Title:	Proposed Sixth Form Expansion, Alexandra Park School, Bidwell Gardens, London Borough of Haringey				
Client:	Alexandra Park School				
Project No.:	9421	Date:	October 2023	Issue No.:	1
Title:	Response to Highway Authority Comments				
Written By:	B. East BEng (Hons) MCIHT	Checked By:	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered	Authorised By:	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered

1.0 Introduction

- 1.1 This *Technical Note (TN)* has been prepared by Cole Easdon Consultants Limited (CE) in support of planning application reference HGY/2023/2642 proposing the construction of a new three-storey sixth form building at Alexandra Park School, Bidwell Gardens, London Borough of Haringey. The application is currently under consideration by Haringey Council.
- 1.2 The planning application is supported by a *Transport Assessment (TA)* prepared by CE (September 2023) discussing the traffic, transportation and highway implications associated with the proposed sixth form expansion, including matters specific to the local highway network, the accessibility of the site by sustainable modes of transport, the proposed access arrangements and parking provision, and predicted trip generation.
- 1.3 This Report has been prepared to respond to highways comments submitted by the Council's Placemaking & Housing team (10th October 2023).

2.0 Proposal Overview

- 2.1 In light of the comments received, it is felt necessary to reiterate a number of key points established in the *TA* prior to responding to each point in detail.
- 2.2 The planning application falls within planning use class D1 (Non-residential Institutions) and with a proposed gross floor area of less than 1,000m², requires a *Transport Statement (TS)* to support it under Transport for London (TfL) guidance. Nonetheless, a full *TA* was prepared.
- 2.3 The planning application proposes to construct a new three-storey sixth form building that will connect with the existing two-storey sixth form building at the northern end of the overall school complex.
- 2.4 The PAN for the sixth form is set to increase from 550 to 750, which is an uplift of 200 students. The corresponding uplift in staff numbers would be nine. However, due to the enrolled number of students being

660 at the time of the completion of the Building Bulletin Analysis (BBA), the actual increase will be smaller at only 90 students, with an uplift of four staff members anticipated (three teachers and one teaching assistant). In other words, in terms of the PAN, at least 110 students and five staff members are already attending and travelling to the school.

- 2.5 Notwithstanding the above, both an uplift of 200 and 90 students are given consideration in the *TA*, with the highway impact being assessed utilising recent travel survey data behind the school's current gold accredited *Travel Plan (TP)* that has been submitted to Transport for London (TfL) STARS online platform. The *TP* is submitted alongside the *TA* with this planning application. The impact of both scenarios was found to be minimal given the uptake of sustainable travel choices for both students and staff. The headline estimated trip generation by mode as found in the *TA* is provided again in the following tables for ease of reference.

Table 2.1: Predicted Volume of Trips for Additional Sixth Form Students Travelling by Each Mode

Mode of Transport	Volume of Trips	
	90 Pupils	200 Pupils
Walking	35	78
Cycling	14	32
Bus	31	68
Tube	4	9
Rail	4	9
Car	2	4
Total	90	200

Source: Transport Assessment Table 5.2

Table 2.2: Predicted Volume of Trips for Additional Staff Members Travelling by Each Mode

Mode of Transport	Volume of Trips	
	4 Staff	9 Staff
Walking	2	5
Cycling	1	1
Scooting & Buggy	<1	<1
Bus	<1	1
Overground & Tube	<1	<1
River Boat	<1	1
Car & Motorcycle	1	1
Car Share	<1	<1
Total	4	9

Source: Transport Assessment Table 5.4

3.0 Response to Specific Comments

- 3.1 This Section of the Report provides responses to the specific points raised by the highways officer, in the order included in their consultation email.

Highway Comment

- 3.2 *'The site has poor public transport accessibility (PTAL=2) and it is not located within a CPZ'.*

Response

- 3.3 These facts are not disputed, but the PTAL rating does not tell the full story and in the context of the school catchment area, the vast majority of students can and do travel sustainably to the site (as evidenced by the *TP*).

Highway Comment

- 3.4 *'The existing site has provision for 25 car park spaces (including 2 disabled user spaces). In addition, the existing cycle parking provision onsite includes 30 staff and 20 student spaces. There are currently 183 employees and 1847 students accommodated at the school.'*

Response

- 3.5 The above is correct.

Highway Comment

- 3.6 *'The travel plan surveys indicated that the car park is fully utilised and an unknown number of staff park on-street. The Travel Plan survey also indicates that 11-12% of students/staff travel by car and the existing student cycle parking is inadequate (3% of 1847). It is recommended that the Transport assessment should undertake assessment of on street parking stress and review of provision of facilities for supporting cycle uses – such as lockers, changing rooms and showers.'*

Response

- 3.7 The survey referred to above was a car park survey undertaken to inform this planning application and is not part of the *TP*. The car park survey results are re-provided here for ease of reference.

Table 3.1: On-site School Parking Survey Results

Day	Cars Parked			
	10am		2pm	
	General Spaces (23)	Disabled Spaces (2)	General Spaces (23)	Disabled Spaces (2)
Monday	22	0	22	0
Tuesday	21	1	22	0
Wednesday	23	2	23	2
Thursday	23	0	23	1
Friday	22	1	20	2

- 3.8 The above results show that on Monday, Tuesday and Friday the car park had at least one general car parking space available. Impact analysis provided in the *TA* indicated that one additional staff member was likely to drive whether looking at the 200 or 90 student scenario. The conclusion was therefore that there is potential for an additional staff member to park on-site and not on the surrounding streets.
- 3.9 On the days when the car park is full, one additional car seeking to park on the local highway network would have little consequence and will be well within the day-to-day fluctuations in demand on the adjacent roads. In the first instance staff will be encouraged to travel sustainably through the *TP* and there may not be any on-street parking demand at all arising from this application (from staff). Increasing car parking on the site would only serve to encourage car use by staff, contrary to Policy and the aims of the *TP* that the school have worked hard to embrace and progress. A parking stress survey is considered unnecessary and would not reveal anything not already known by both CE and the LHA.
- 3.10 In terms of ‘*facilities for supporting cycle uses*’, lockers and changing facilities are already provided within the wider site to help encourage cycling. Cycle parking is given further consideration below.

Highway Comment

- 3.11 *‘The TA indicates there is no significant accidents (PIAs) in the vicinity of the site. However, extract from accident CrashMap below indicates there are significant accidents clusters along Albert Road. Given that a significant proportion of additional students are expected to travel by active travel modes, further consideration is required to identify safety improvement measures.’*

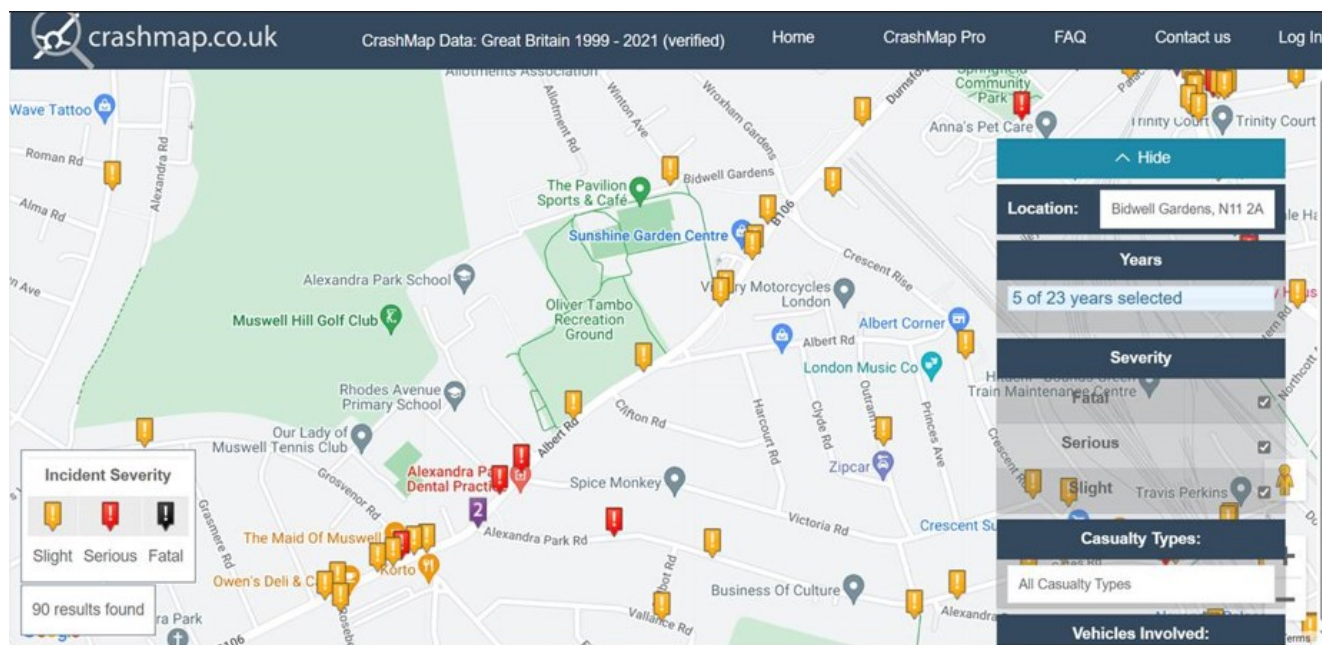


Figure 3.1: Crashmap Screenshot provided by Highways Officer

Response

- 3.12 The screenshot provided above with the highways comments shows a much greater area than just Albert Road. Zooming out to this extent is a little misleading and it is disputed that there are ‘significant accident clusters’ as illustrated by Figure 3.2 below, which shows that the potential ‘cluster’ at the southern end of the above screenshot is in fact a number of incidents spread over a reasonable length of Alexandra Park Road.



Figure 3.2: Zoomed Crashmap Screenshot provided by Cole Easdon

- 3.13 It is considered disproportionate for the school to be asked to fund highway safety works given the scale and nature of the development proposed. There is also already excellent pedestrian infrastructure in the area. However, it is acknowledged that there are a number of accidents recorded along the B106 corridor as shown in Figure 3.1 and it is therefore beneficial to provide detailed analysis of these incidents in response to the LHA comments.
- 3.14 CE has reviewed the Personal Injury Accident (PIA) data available on www.crashmap.co.uk for the most recent five-year period available (01/01/2017 to 31/12/2021) along the section of the B106 shown in Figure 3.1 (i.e. the study area identified by the highways officer). This study area stretches either side of the point where students emerge from the school grounds onto Albert Road, from the junction with Thirlmere Road in the south and to just north of the junction with Maya Place in the north. While crashmap.co.uk does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.

- 3.15 The PIA data is summarised below, whilst outputs from crashmap for each accident (including a plan showing their locations) are enclosed with this Report.

Table 3.2: Personal Injury Accident Data

2017	2018	2019	2020	2021
6	2	3	6	4

Severity	Slight	Serious	Fatal
Accidents	18	3	0
Casualties	19	3	0

Conditions	Dry	Wet	Ice / Frost	Unknown	Light	Dark
	15	5	0	1	12	9

Type	Car	Car / Car	Car / Car / Car
	2	7	1
	Car / Pedestrian	Car / Motorcycle	Car / Pedal Cyclist
	3	1	2
	Car / Van (<3.5 tonnes)	Pedal Cyclist	Pedal Cyclist / Pedestrian
	1	1	1
	Van (<3.5 tonnes) / Pedestrian	Bus or Coach	
	1	1	

- 3.16 From Table 3.2 it can be determined that there has been a total of 21 personal injury accidents during the study period within the study area, with 18 being classified as 'slight' in severity and three as 'serious', resulting in a total of 22 casualties. There have been no fatal accidents,
- 3.17 Of the 21 PIA that occurred in this area, 12 (57%) involved vehicles only and resulted in no pedestrian or cyclist casualties. No children and only one young adult (16-20) were involved (a motorcyclist). Eight of these vehicle-only PIA were the result of rear end or side collisions, predominantly involving cars either colliding with parked cars or after drivers were slowing and coming to a stop with the preceding driver presumably not reacting fast enough. One PIA involved a young adult on a motorcycle being displaced and colliding with the kerb and subsequently the bus stop, whilst a car was performing a U-turn. It is presumed that the motorcyclist was avoiding the path of the car. The only serious incident that only involved vehicles was the result of a car driver colliding with the kerb. Details provided by crashmap show that there were no other vehicles involved in this accident, the car was proceeding normally along the carriageway and nothing was hit off the carriageway. Finally, it is unknown what occurred with regards to two PIA as there are no available details on crashmap

showing vehicle manoeuvres or collision points. It is however reasonable to assume that the majority if not all of these PIA were due to driver error with failing to give way / look properly being likely common causation factors.

- 3.18 Six of the remaining nine PIA resulted in pedestrian casualties, only one of which was a young adult. One of these was an elderly passenger being injured on a bus as it pulled away. The bus did not collide with anything; therefore, it can be assumed that the passenger fell as the bus moved. Five PIA were the result of vehicles or cyclists colliding with pedestrians that were in the carriageway in the process of crossing the road. Two of these (including one serious) occurred at designated crossing points (zebra crossings), one was to the south of the entrance to the Sunshine Garden Centre car park and the other to the north of Rhodes Avenue. Both of these accidents occurred in hours of darkness (17:30 and 20:30) which is likely to have been a contributory factor despite the area being lit. The remaining three of these PIA occurred away from designated crossing points, including one where a car driver was in the process of turning right at the Albert Road / Alexandra Park Road junction and failed to give way to a pedestrian already crossing the road.
- 3.19 The final three PIA involved cyclists, two of which also involved a car. One of these PIA was the result of a cyclist colliding with the rear of a car and the other involved a car moving off and colliding with a cyclist. It is likely that the driver moved directly into the path of the cyclist and failed to look properly before doing so. The final PIA, which is also the last serious accident, involved a cyclist proceeding as normal along the carriageway and colliding with something. Details obtained from crashmap show that the first point of contact was the front and that no other persons were involved and no objects were hit on or off the carriageway, therefore it is unknown what actually occurred here.
- 3.20 The above analysis demonstrates that although 21 PIA have occurred over the last five-year period of available data (an average of four accidents per year), the vast majority can be attributed to human error with failing to look properly being a likely prominent causation factor. None of the above accidents resulted in any child casualties, and only two involved casualties within the 16-20 age bracket (one pedestrian in the evening and one motorcyclist). All of the PIA involving pedestrian or cyclist casualties occurred outside of school start and finish times, with just one vehicular accident occurring around school finishing time (between 15:00 and 16:00).
- 3.21 None of the above PIA analysis points to any deficiencies in the local highway network, nor any concerns that would be exacerbated by the development proposed. Overall, this additional analysis confirms CE's view that it is not necessary for the school to fund highway safety improvements in the local area as a result of the development proposed.

Highway Comment

- 3.22 *'The transport assessment (TA) indicates that the existing school has 660 (number of 6th form students) and that this is above the 550 PAN capacity. The proposals seek to cater for 750 sixth form students and the TA*

has considered both incremental increase of 90 (above existing) and 200 students (above PAN) together with corresponding increase in staff of 4 and 9 respectively. This incremental TA approach is not considered appropriate and the transport assessment for whole school site should be considered, particularly given the use of data from travel plan is related to the whole school.'

Response

- 3.23 The planning application needs to only address the implications and traffic impacts arising as consequence of the development it proposes, mitigating where necessary. In this instance, the proposed extension will only facilitate the 90 student increase, but the TA goes above and beyond this to consider the impact of 200 students, in accordance with pre-application advice received.
- 3.24 The modal split used to assess the impact is not from the whole school, the impact is assessed using sixth form specific data as outlined in the TA.
- 3.25 It is not necessary to revisit the impact of the wider school, which would remain without this planning application. Nonetheless, the submitted existing TP includes modal split data for the whole school.

Highway Comment

- 3.26 *'The proposals include provision for 28 additional cycle parking spaces. This complies with London Plan minimum standards for the incremental increase in students and staff but does not address the under-provision for existing students (1847 No.) at the school. This should be rectified.'*

Response

- 3.27 As above, the planning application needs only address the implications and traffic impacts arising as consequence of the development it proposes, mitigating where necessary. On this basis, Policy compliant cycle parking is proposed for the full PAN increase of 200 students and nine staff members (28 cycle spaces).

Highway Comment

- 3.28 *'A planning condition requiring submission of detailed travel plan and monitoring reports for a period of 5 years is required. A corresponding travel plan monitoring contribution of £3000 should be secured.'*

Response

- 3.29 The school already benefits from a current, gold accredited TP that has been submitted to TfL's STARS online platform and is submitted with this planning application. This will be updated to reflect the increase in student numbers as part of ongoing monitoring. The local planning authority will need to consider whether this condition is 'necessary' and 'reasonable' in the context of the *National Planning Policy Framework* (2023) particularly with respect to the requested financial contribution.

Highway Comment

- 3.30 'A condition requiring submission of a *Delivery and Servicing Management Plan* for the whole school, for approval prior to occupation of the proposed extension, is required.'

Response

- 3.31 Delivery and servicing arrangements for the school will remain as existing. The proposed sixth form extension will not result in any changes in frequency or vehicle type, for example, and this condition is therefore not considered necessary.

Highway Comment

- 3.32 'The outline construction logistics plan (CLP) envisages a build programme of 14 months. A condition requiring submission of a details construction logistics management plan (following appointment of contractor), for approval prior to start of works, is required.'

Response

- 3.33 This condition is considered reasonable and is accepted.

4.0 Conclusion

- 4.1 Based on the additional information provided above and the previously submitted *TA and TP*, when assessing the proposal in the context of the *National Planning Policy Framework* (2023), it is concluded that there will be no severe residual cumulative impacts resulting from the development, nor an unacceptable impact on highway safety. Therefore, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited

October 2023

Enclosures

Accident Data

The methodology adopted and the sources of information used by Cole Easdon Consultants Limited (CE) in providing its services are outlined within this Report. Any information provided by third parties and referred to herein has not been checked or verified by CE, unless otherwise expressly stated within this Report. This Report was checked and approved on the date shown in the Title Block and the Report (including its base information, adopted parameters and assessment methodology) is therefore valid on this date. Circumstances, regulations, assessment methodology and professional standards do change which could subsequently affect the validity of this Report.

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Enclosures



crashmap.co.uk

Validated Data

Crash Date: Saturday, May 06, 2017

Time of Crash: 8:55:00 PM

Crash Reference: 2017010035904

Highest Injury Severity: Slight

Road Number: B106

Number of Casualties: 1

Highway Authority: Haringey

Number of Vehicles: 2

Local Authority: Haringey London Borough

OS Grid Reference: 529710 191150

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

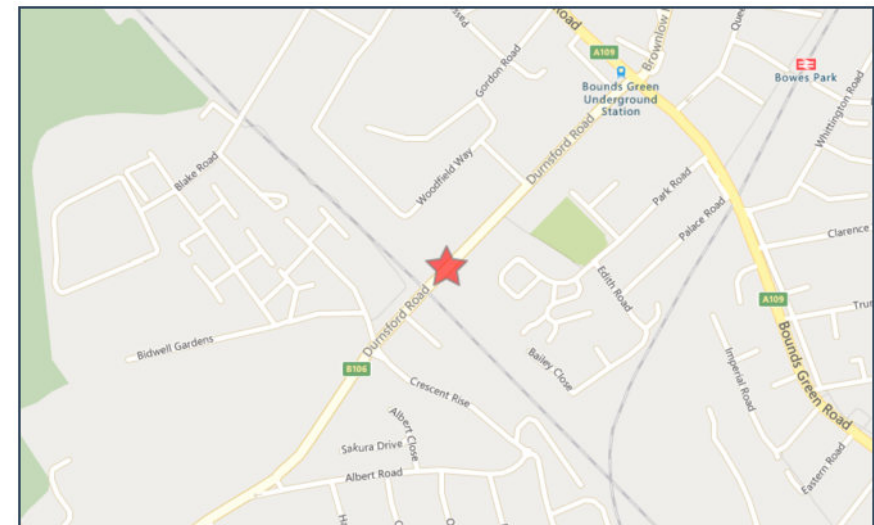
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

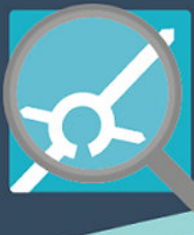
Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Female	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	Parked vehicle	None
2	Car (excluding private hire)		6 Unknown	Unknown	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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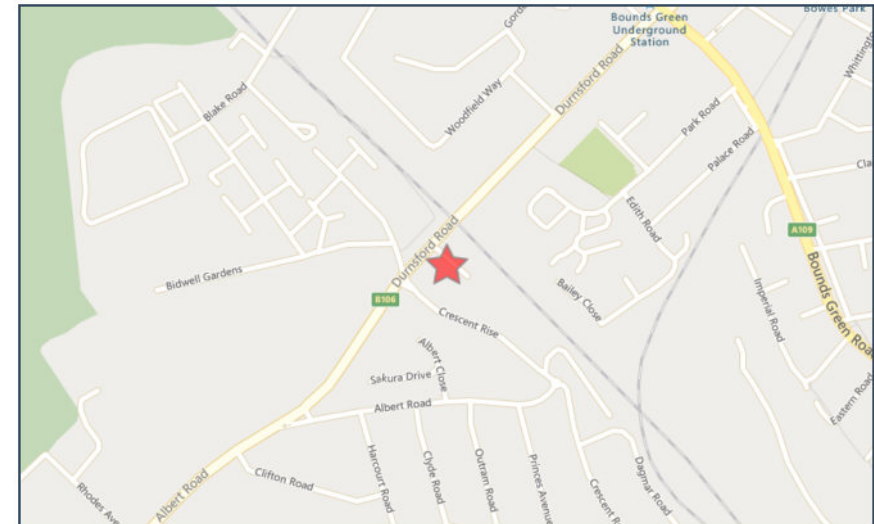


crashmap.co.uk

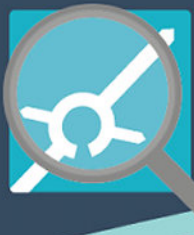
Validated Data

Crash Date: Sunday, September 24, 2017 **Time of Crash:** 3:09:00 PM **Crash Reference:** 2017010061390

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	1	OS Grid Reference:	529670 191050
Local Authority:	Haringey London Borough				
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Unknown				
Junction Control:	Unknown				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	46 - 55	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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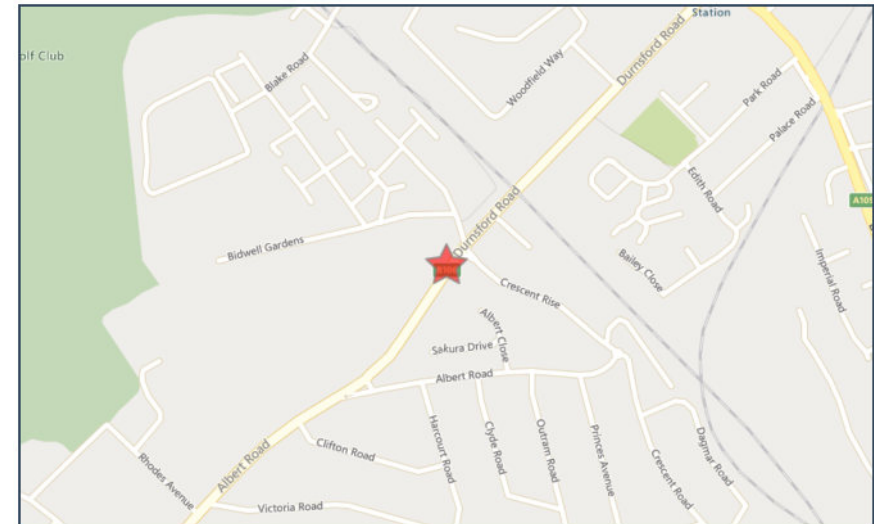


crashmap.co.uk

Validated Data

Crash Date: Sunday, December 17, 2017 **Time of Crash:** 1:06:00 PM **Crash Reference:** 2017010078574

Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	2
Highway Authority:	Haringey	Number of Vehicles:	2	OS Grid Reference:	529580 191010
Local Authority:	Haringey London Borough				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	26 - 35	Unknown	Back	Unknown	Unknown	Unknown
2	Car (excluding private hire)	10	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	Unknown	Unknown or other	Unknown or other

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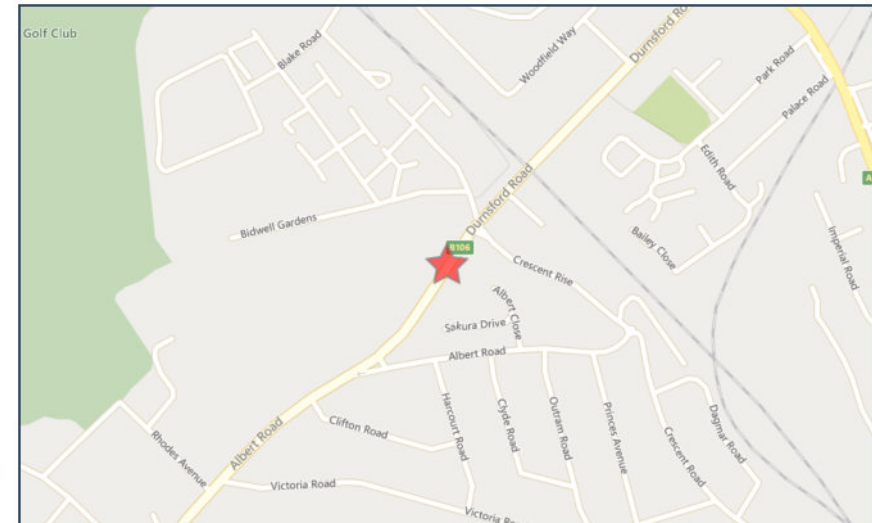


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Validated Data

Crash Date: Thursday, December 09, 2021 **Time of Crash:** 5:30:00 PM **Crash Reference:** 2021010349105

Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	1	OS Grid Reference:	529562 190968
Local Authority:	Haringey London Borough				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	9	Male	46 - 55	Vehicle is moving off	Did not impact	Journey as part of work	None	None

Casualties

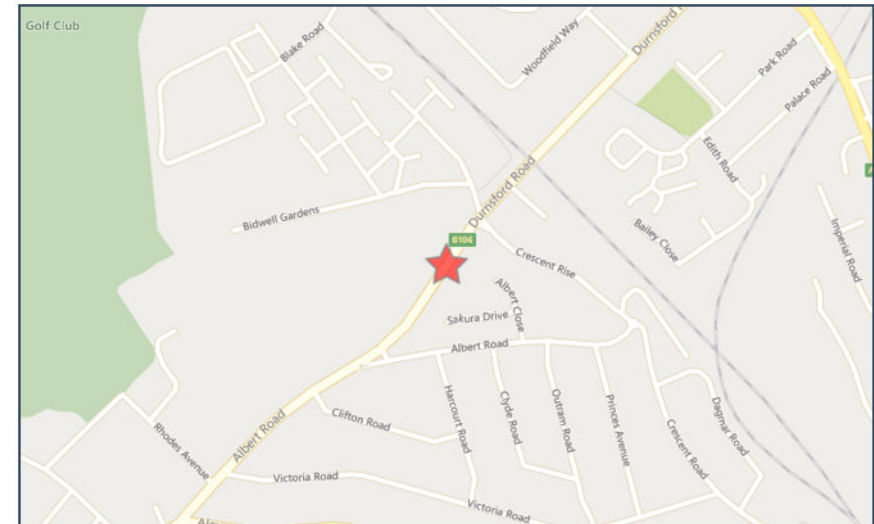
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

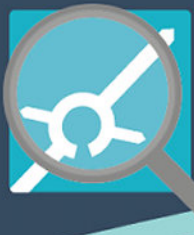
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Crash Date:	Saturday, October 30, 2021	Time of Crash:	4:05:00 PM	Crash Reference:	2021010340657
Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey			Number of Vehicles:	2
Local Authority:	Haringey London Borough			OS Grid Reference:	529558 190958
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	20	Male	46 - 55	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Car (excluding private hire)	5	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, January 08, 2019 **Time of Crash:** 5:38:00 PM **Crash Reference:** 2019010156363

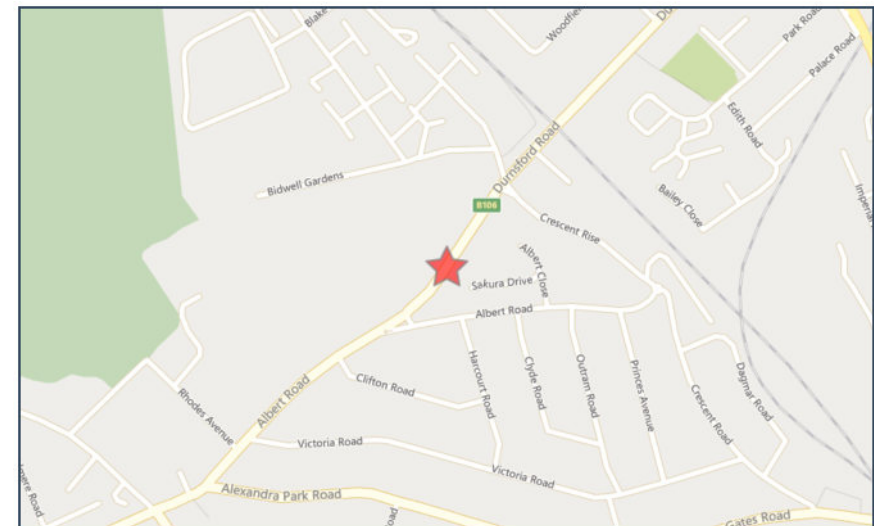
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: Zebra crossing
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B106

Number of Casualties: 1

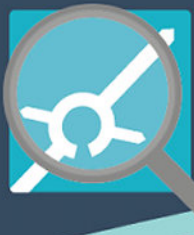
Number of Vehicles: 1

OS Grid Reference: 529523 190902



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	16 - 20	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

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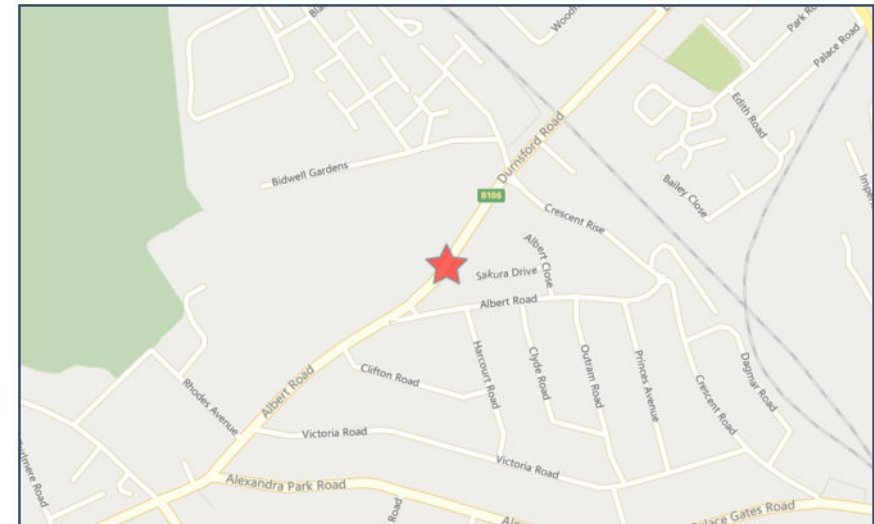


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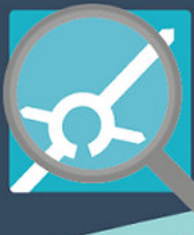
Validated Data

Crash Date: Thursday, August 06, 2020 **Time of Crash:** 7:27:00 PM **Crash Reference:** 2020010260704

Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	2	OS Grid Reference:	529516 190892
Local Authority:	Haringey London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	56 - 65	Vehicle is passing a stationary vehicle on its offside	Front	Unknown	Parked vehicle	None
2	Car (excluding private hire)	8	Female	36 - 45	Vehicle is reversing	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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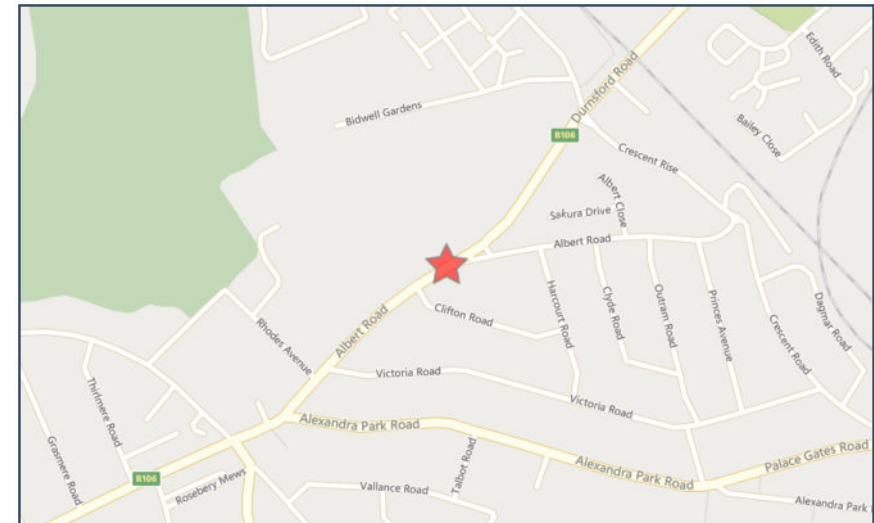


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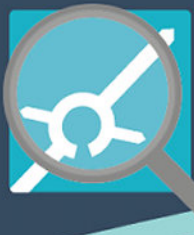
Validated Data

Crash Date: Wednesday, October 07, 2020 **Time of Crash:** 3:45:00 PM **Crash Reference:** 2020010273386

Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	2	OS Grid Reference:	529409 190797
Local Authority:	Haringey London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Male	26 - 35	Unknown	Back	Unknown	Unknown	Unknown
2	Car (excluding private hire)		7 Unknown	Unknown	Unknown	Front	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, October 24, 2021

Time of Crash: 8:40:00 PM

Crash Reference: 2021010339525

Highest Injury Severity: Slight

Road Number: B106

Number of Casualties: 1

Highway Authority: Haringey

Number of Vehicles: 2

Local Authority: Haringey London Borough

OS Grid Reference: 529312 190728

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 20

Light Conditions: Darkness: street lights present and lit

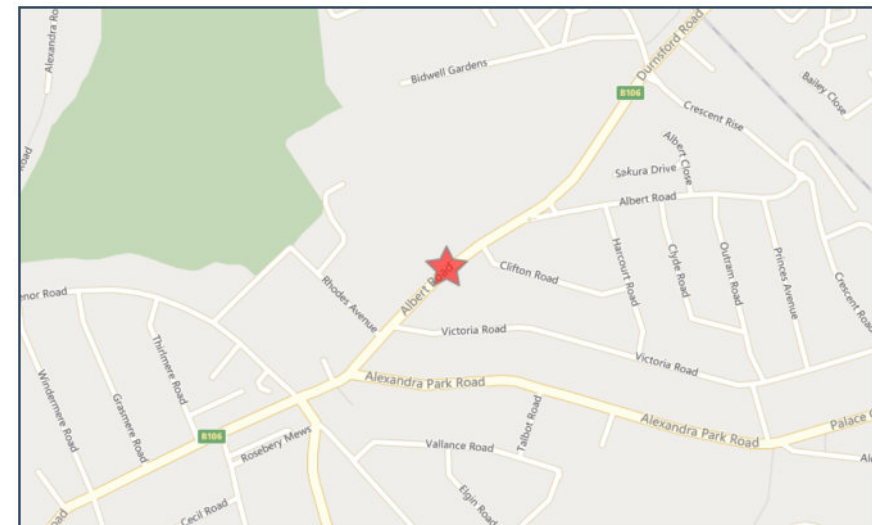
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Zebra crossing

Road Type: Single carriageway

Junction Control: Not Applicable



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle 50cc and under	8	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	Kerb	Bus stop/Bus shelter
2	Car (excluding private hire)	8	Male	26 - 35	Vehicle is performing a U turn	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, February 22, 2018 **Time of Crash:** 12:43:00 AM **Crash Reference:** 2018010091734

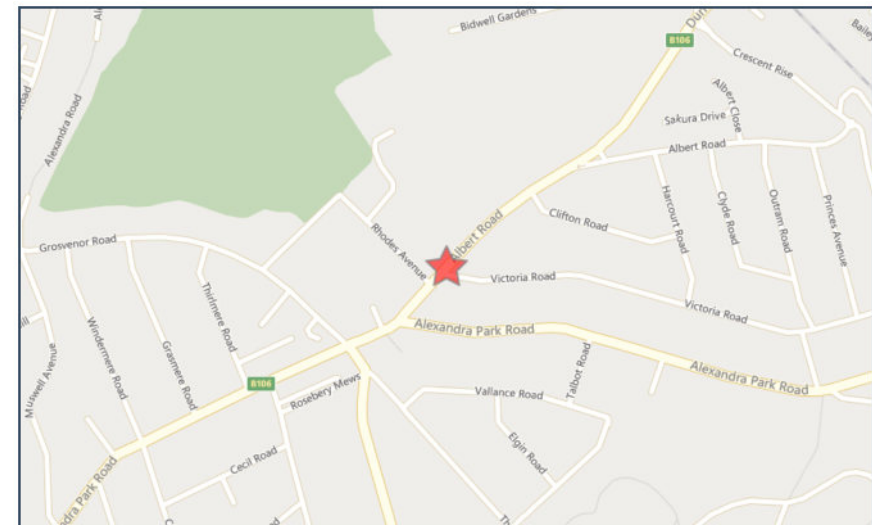
Highest Injury Severity: Serious
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B106

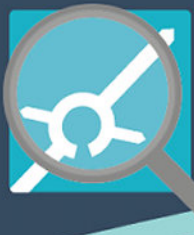
Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 529240 190650



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, November 07, 2017 **Time of Crash:** 8:28:00 PM **Crash Reference:** 2017010068691

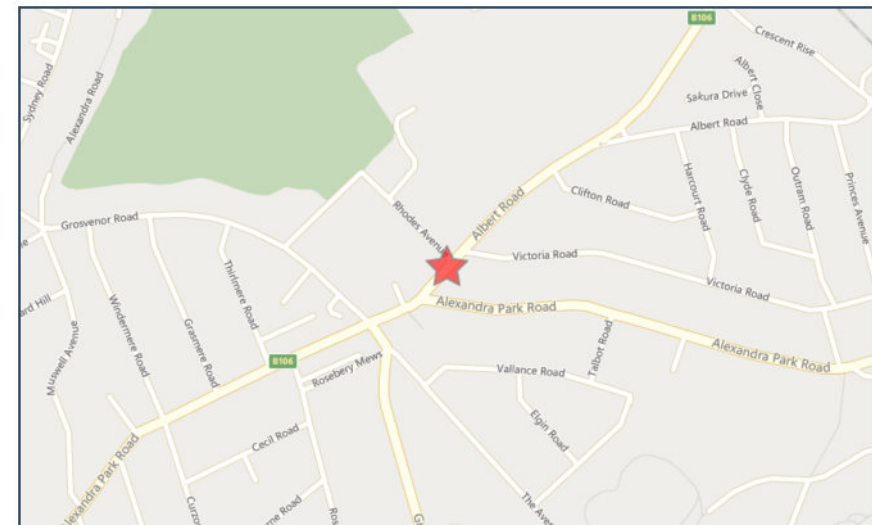
Highest Injury Severity: Serious
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Other junction
Junction Pedestrian Crossing: Zebra crossing
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B106

Number of Casualties: 1

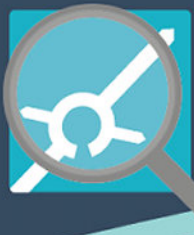
Number of Vehicles: 1

OS Grid Reference: 529210 190620



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	2	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	46 - 55	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside

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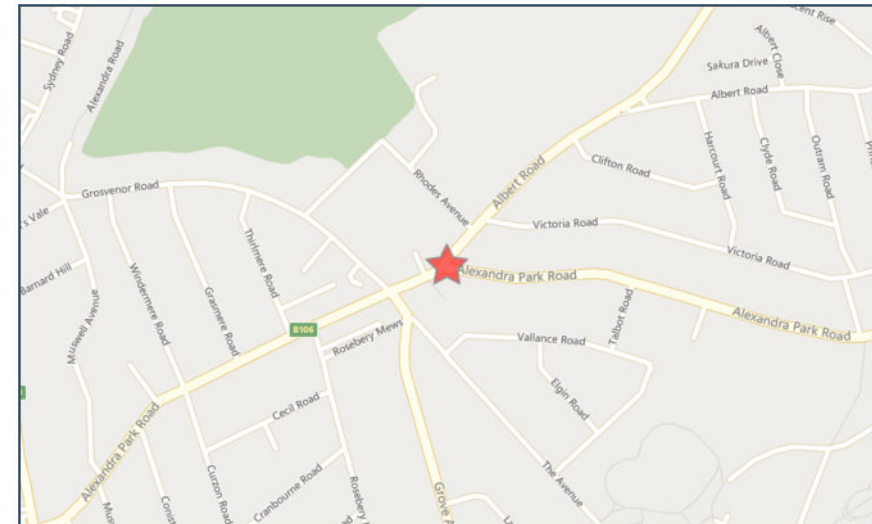
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Validated Data

Crash Date:	Thursday, August 17, 2017	Time of Crash:	11:15:00 AM	Crash Reference:	2017010054395
Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey			Number of Vehicles:	2
Local Authority:	Haringey London Borough			OS Grid Reference:	529180 190570
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	16 - 20	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	18	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

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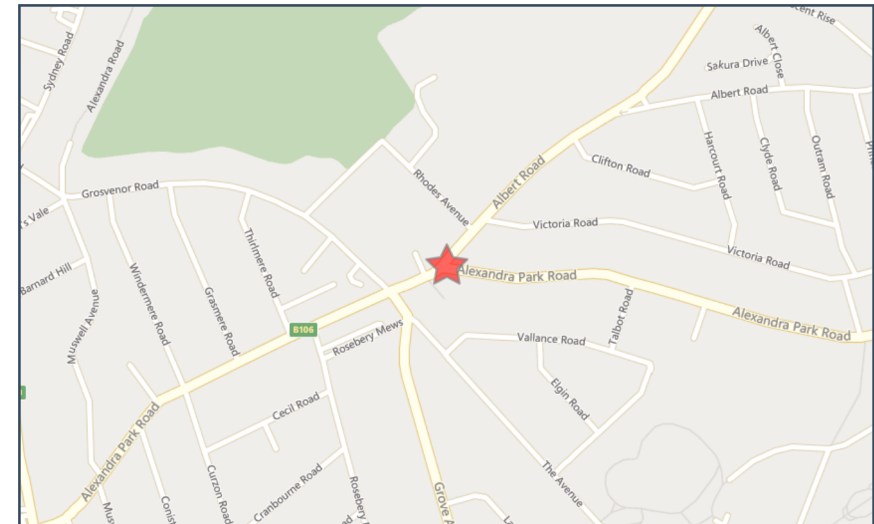


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Validated Data

Crash Date: Tuesday, October 23, 2018 **Time of Crash:** 4:20:00 PM **Crash Reference:** 2018010140900

Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	1	OS Grid Reference:	529180 190570
Local Authority:	Haringey London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	46 - 55	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	56 - 65	In carriageway, crossing elsewhere	Crossing from driver's nearside

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Validated Data

Crash Date: Friday, October 23, 2020 **Time of Crash:** 6:25:00 PM **Crash Reference:** 2020010275490

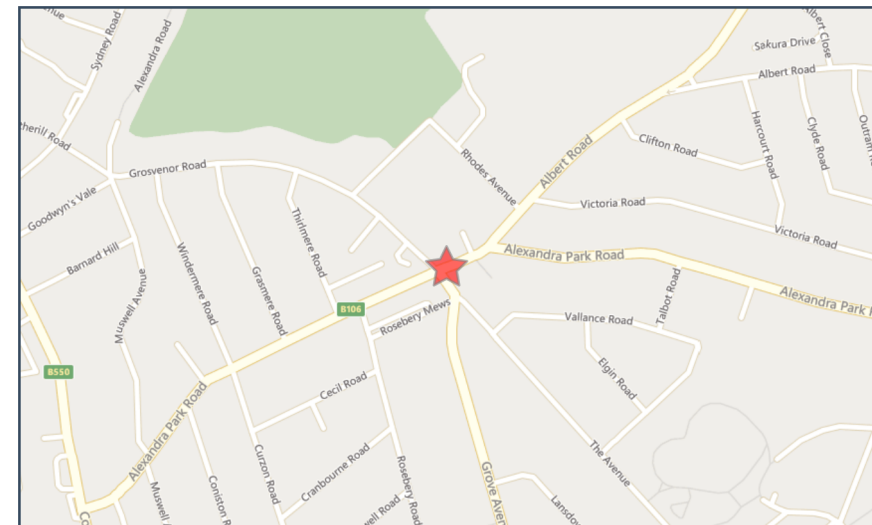
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B106

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 529109 190536



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire)		11 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
3	Car (excluding private hire)		1 Male	56 - 65	Vehicle is in the act of turning right	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, February 21, 2020 **Time of Crash:** 8:08:00 PM **Crash Reference:** 2020010237865

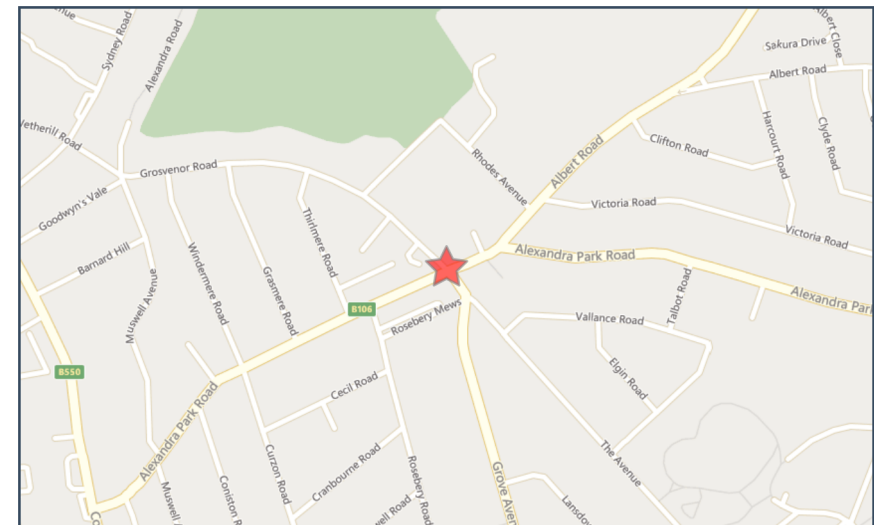
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Zebra crossing
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B106

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 529092 190533



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	46 - 55	Unknown	Front	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	46 - 55	Unknown or other	Unknown or other

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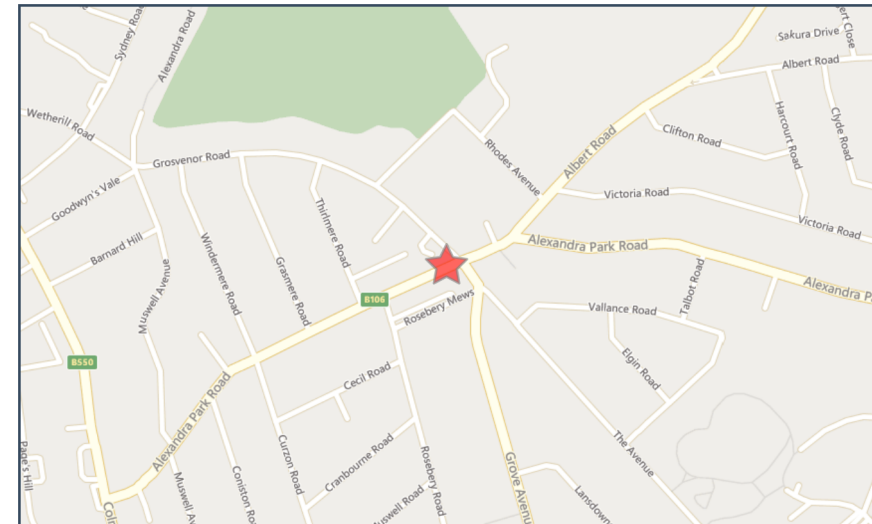


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Validated Data

Crash Date: Friday, April 05, 2019 **Time of Crash:** 7:24:00 AM **Crash Reference:** 2019010173572

Highest Injury Severity:	Serious	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	1		
Local Authority:	Haringey London Borough	OS Grid Reference:	529074	190524	
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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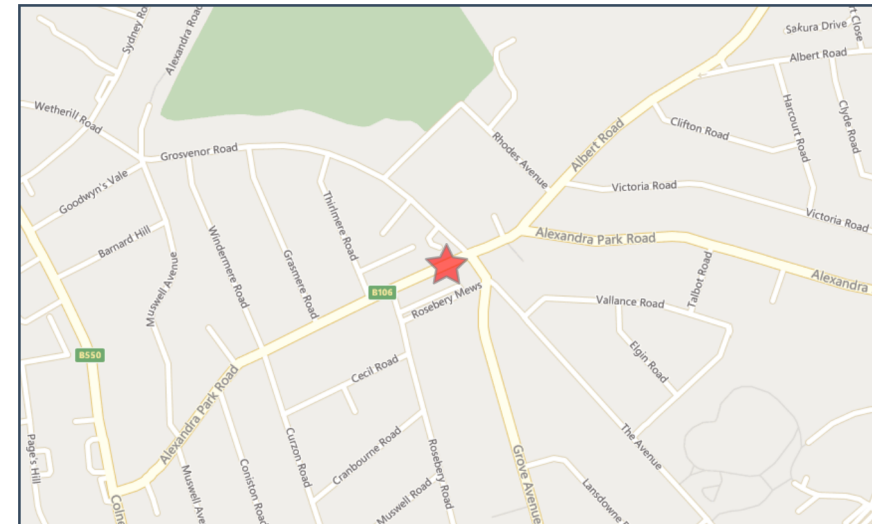


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Validated Data

Crash Date: Saturday, August 08, 2020 **Time of Crash:** 7:25:00 PM **Crash Reference:** 2020010261050

Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	2	OS Grid Reference:	529062 190515
Local Authority:	Haringey London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	21 - 25	Unknown	Back	Unknown	Unknown	Unknown
2	Pedal cycle	-1	Male	Unknown	Unknown	Front	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Unknown	Unknown or other	Unknown or other

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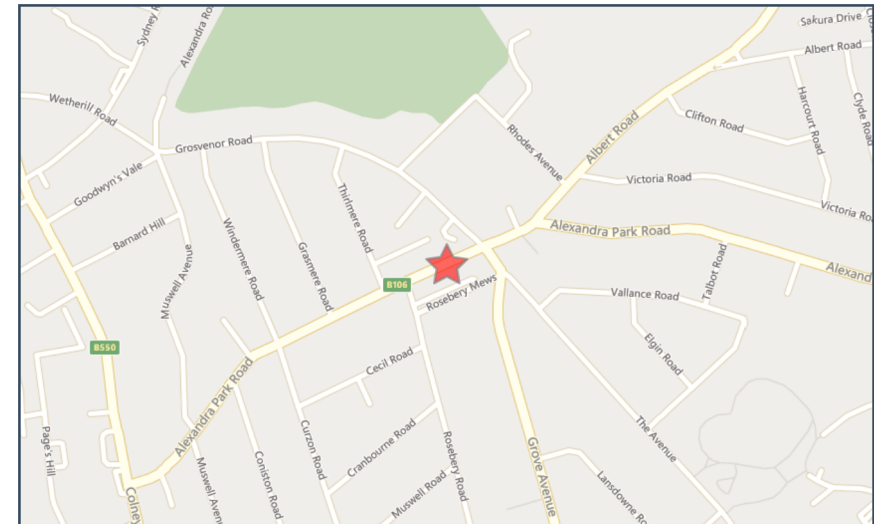


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Validated Data

Crash Date: Thursday, February 13, 2020 **Time of Crash:** 2:56:00 PM **Crash Reference:** 2020010236387

Highest Injury Severity:	Slight	Road Number:	B106	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	2	OS Grid Reference:	529041 190507
Local Authority:	Haringey London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle is moving off	Offside	Unknown	None	None
2	Pedal cycle	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, July 28, 2021

Time of Crash: 1:25:00 PM

Crash Reference: 2021010321511

Highest Injury Severity: Slight

Road Number: B106

Number of Casualties: 1

Highway Authority: Haringey

Number of Vehicles: 2

Local Authority: Haringey London Borough

OS Grid Reference: 528984 190479

Weather Description: Unknown

Road Surface Description: Unknown

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

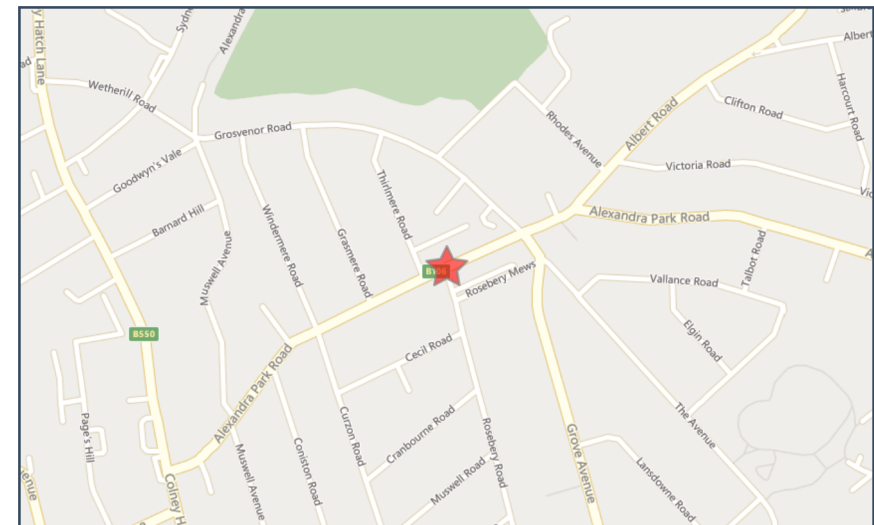
Carriageway Hazards: Unknown

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Unknown

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	Over 75	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Car (excluding private hire)	6	Female	66 - 75	Unknown	Front	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, October 03, 2019 **Time of Crash:** 6:50:00 PM **Crash Reference:** 2019010209389

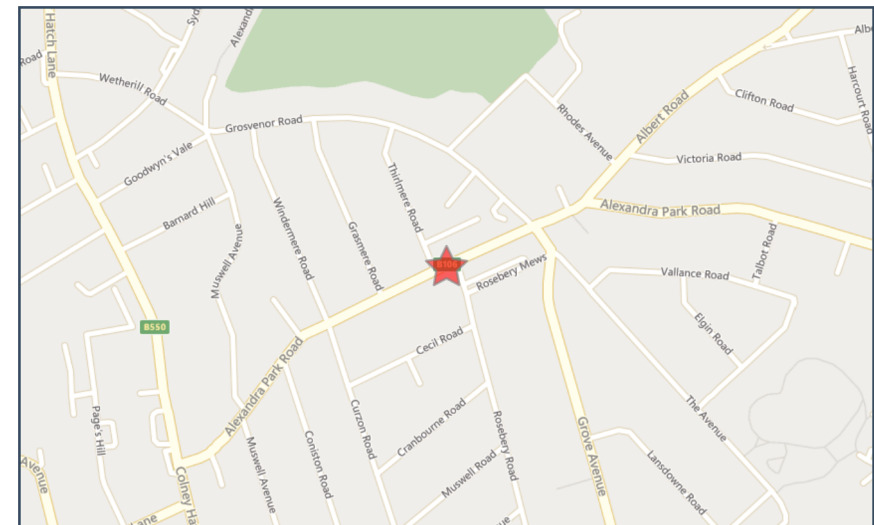
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B106

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 528967 190465



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	46 - 55	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Wednesday, February 08, 2017 **Time of Crash:** 12:00:00 PM **Crash Reference:** 2017010024814

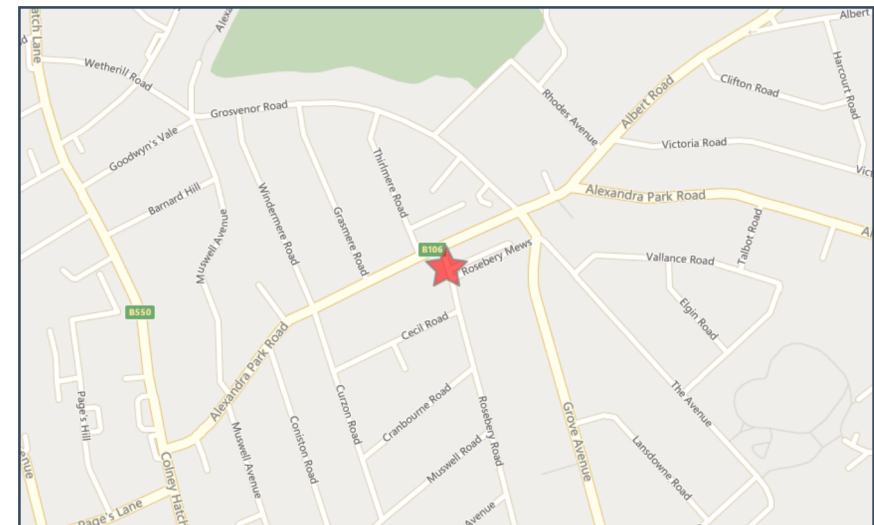
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 528990 190450



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle is waiting to turn right	Offside	Unknown	None	None
2	Car (excluding private hire)	11	Unknown	Unknown	Vehicle is in the act of turning left	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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