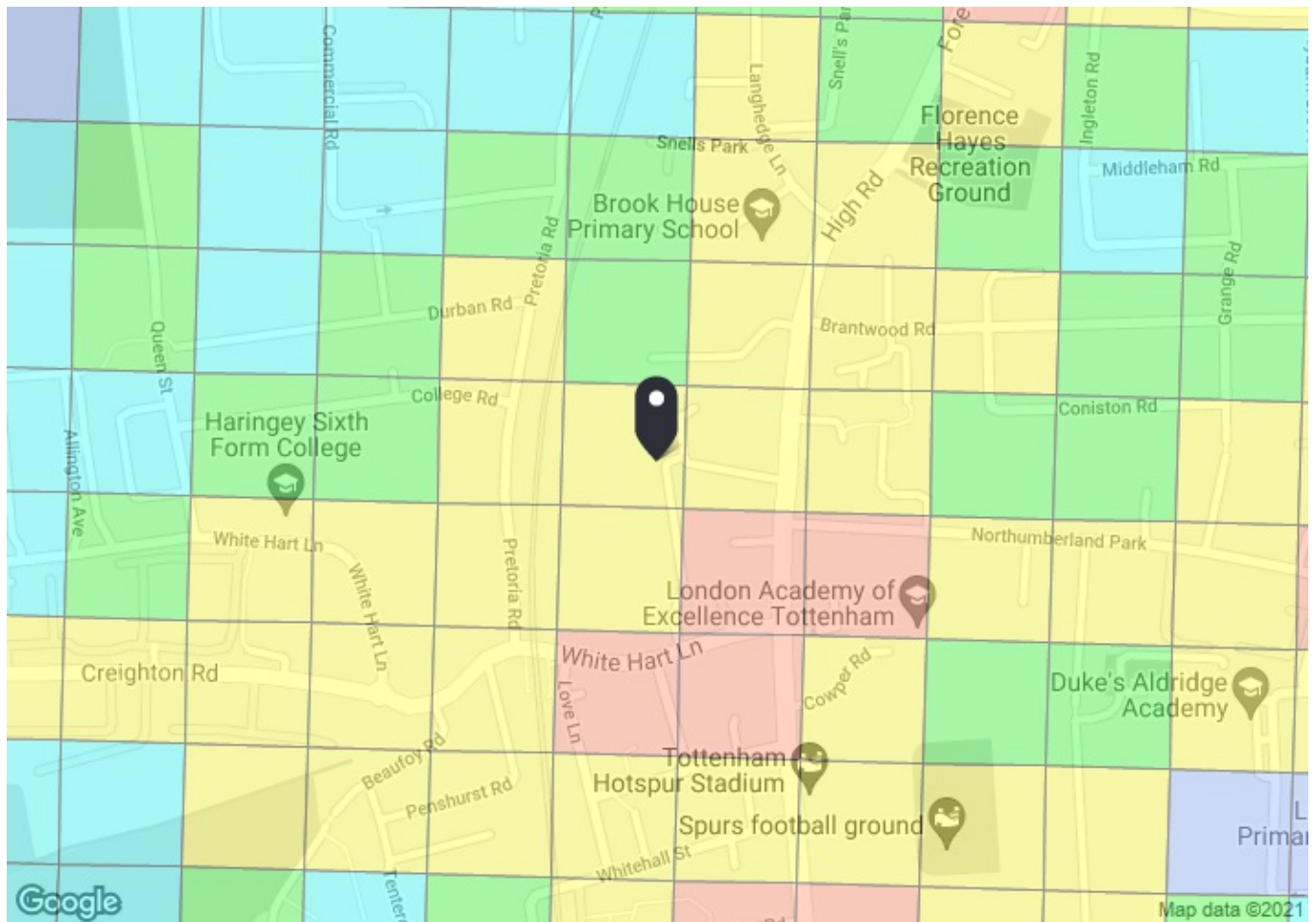


Appendix D

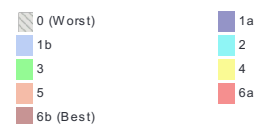
PTAL Report


PTAL output for 2021 (Forecast)
4

Peacock Industrial Estate, 20-22 White Hart Ln, London N17 8DP, UK
Easting: 533775, Northing: 191531

Grid Cell: 139737

Report generated: 10/05/2021

Map key - PTAL

Map layers

 PTAL (cell size: 100m)

Calculation Parameters

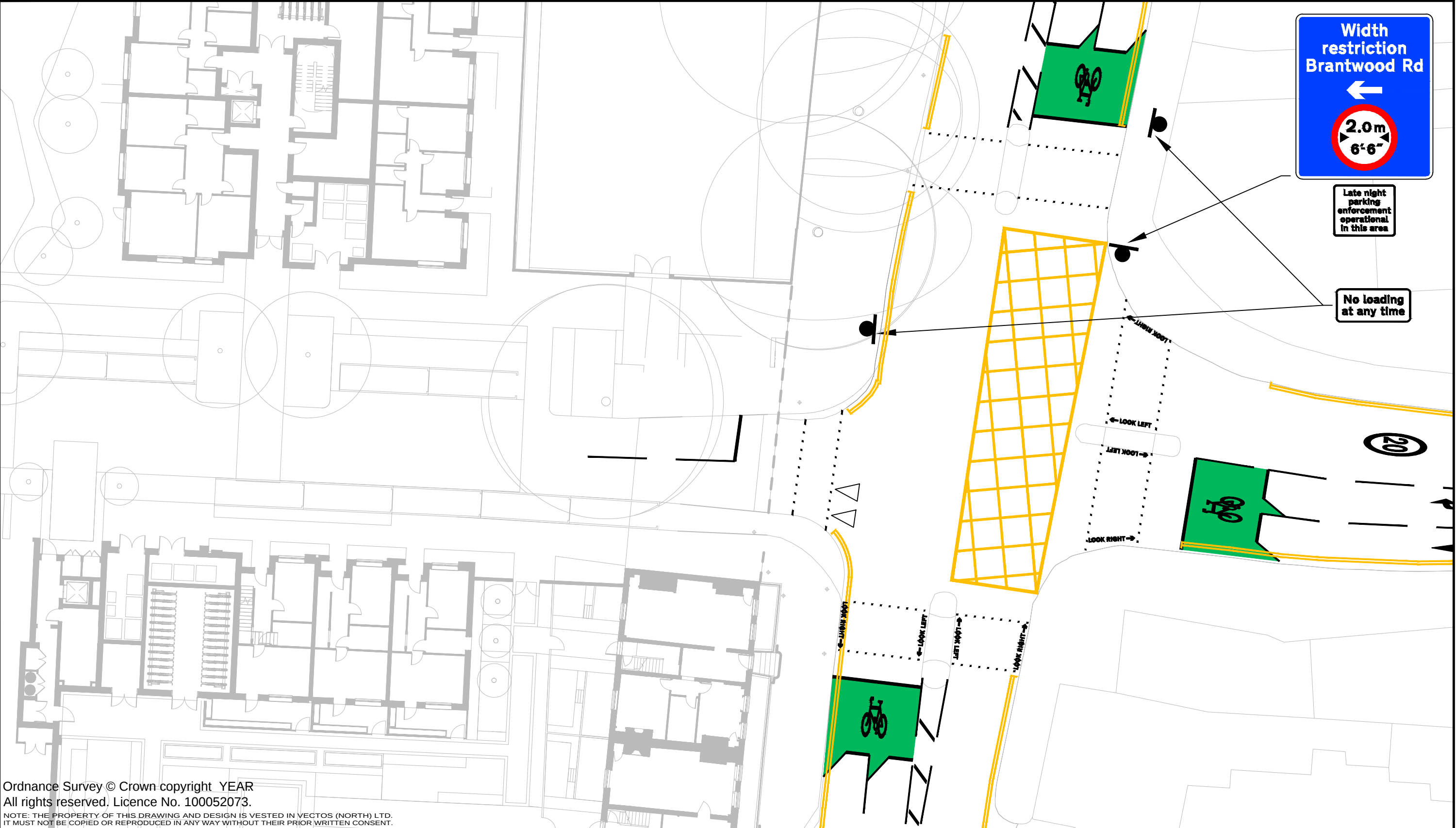
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode Stop		Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH R/NORTHUMBERLAND PK	349	195.41	7.76	2.44	5.86	8.31	3.61	0.5	1.81
Bus	HIGH R/NORTHUMBERLAND PK	259	195.41	8.28	2.44	5.62	8.07	3.72	0.5	1.86
Bus	HIGH R/NORTHUMBERLAND PK	279	195.41	10.87	2.44	4.76	7.2	4.16	0.5	2.08
Bus	HIGH R/NORTHUMBERLAND PK	V03	195.41	11.9	2.44	4.52	6.96	4.31	0.5	2.15
Bus	HIGH R/NORTHUMBERLAND PK	149	195.41	12.42	2.44	4.42	6.86	4.37	1	4.37
Rail	White Heart Lane	'ENFLDTN-LIVST 2U05'	483.81	2	6.05	15.75	21.8	1.38	0.5	0.69
Rail	White Heart Lane	'LIVST-ENFLDTN 2U10'	483.81	3.33	6.05	9.76	15.81	1.9	1	1.9
Rail	White Heart Lane	'LIVST-CESHNT 2D10'	483.81	0.33	6.05	91.66	97.71	0.31	0.5	0.15
Rail	White Heart Lane	'LIVST-CESHNT 2D12'	483.81	1	6.05	30.75	36.8	0.82	0.5	0.41
Rail	White Heart Lane	'LIVST-CESHNT 2D18'	483.81	0.67	6.05	45.53	51.57	0.58	0.5	0.29
Rail	White Heart Lane	'CESHNT-LIVST 2D03'	483.81	2	6.05	15.75	21.8	1.38	0.5	0.69
Rail	White Heart Lane	'ENFLDTN-LIVST 2U07'	483.81	2	6.05	15.75	21.8	1.38	0.5	0.69
Total Grid Cell AI:										17.1

Appendix E

Consented The Depot site access
junction



Ordinance Survey © Crown copyright YEAR
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout amended	TO	TR	16.07.19
B	Site layout amended	TO	TR	23.07.19

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Fairgate, Tottenham

Proposed Site Access Arrangement

DRAWN:	CHECKED:	DATE:	SCALES:
TO	TR	23/07/19	1:250 at A3

THFC



transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t: 0161 228 1008 e: enquiries@vectos.co.uk

DRAWING NUMBER:	REVISION:
VN81172-D103	B

Appendix F

Healthy Streets checklist

Project Summary

Name of scheme*

Goods Yard and The Depot sites

Segment number*

1

Where multiple segments are being assessed for a scheme, please attach an overview plan as part of your submission, showing the areas defined for each segment.

Segment description*

Goods Yard site internal existing and proposed access route

From (Side Street)*

Junction with White Hart Lane

To (Side Street)*

no through route

Client name and organisation*

Goodsyard Tottenham Limited

Designer name and organisation*

Ove Arup & Partners Limited

Drawing number reference*

Proposed route as well as landscape layouts included withing the Transport Assessment

Check originator*

NF

Date*

06/05/2021

Check moderator*

NN

Date*

19/05/2021

Complete the Check >

Key scoring rules >									
Healthy Streets Check		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.		3	3	Existing site access is currently used for temporary car parking of up to 415 vehicles on match-days. Proposed design for this route is as a primary all movement access in the interim state until the wider masterplan is complete, when it becomes a primarily pedestrian and cycle route, with occasional vehicle access. In the interim state, the access will accommodate vehicle movements associated with delivery and servicing as well as car parking . forecast to generate less than 500 Existing access is anticipated to be mainly used by cars associated with the temporary parking facility on match days. Previously the site was used as construction compound, attractking mainly large construction vehicles. No seperate cycle access is or was previously provided. Proposed design permits delivery service and emergency vehicles as well as car park access in the interim state, resulting in light-traffic flows along the route, thus providing a pleasent cycle environment. In the end state, the route will cater mainly for pedestrian and cycle movements as well as for limited vehicle access.
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. <u>or</u> The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.		2	2	
3	Speed of motorised traffic	85th percentile speed is less than 20mph. <u>or</u> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. <u>or</u> Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. <u>or</u> Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. <u>or</u> Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. <u>or</u> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.		3	3	20mph limits for both existing and proposed layouts. The proposed design prioritises pedestrians in the public realm and the highway character reflects a slower environment for motorised vehicles. Raised tables are provided at pedestrian crossing desire lines.
4	Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	—		1	3	The existing site is temporarily used as car park on match days, providing up to 415 spaces. Proposed route will be lightly trafficked and only accessible to delivery, service and emergency vehicles as well as limited residential and commercial car parking.
5	Noise from large vehicles	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	—		2	2	The existing temporary car park is expected to attract mainly car trips. The previous use of the site as a construction compound generated a large proportion of large vehicle trips. Proposed design permits access for delivery, servicing and emergency vehicles resulting in a large proportion of otherwise verylow traffic flows.

6	NO2 concentration (from London Atmospheric Emission Inventory)	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 <u>or</u> the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume <u>or</u> the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	①	2	2	Existing NO2 concentration is between 32 and 40ug/m3. The proposed design limits vehicle movements to delivery and servicing vehicles and limited car parking access. It is considered unlikely that these low number of trips would alter the existing NO2 concentrations as most of the pollution in the vicinity is caused by traffic on White Hart Lane and High Road.
7	Reducing private car use	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	①	2	3	The existing route is not a through-route, access is limited currently for temporary car parking on match days. Proposed layout is a no-through route in the interim state with access limited to limited and restricted car parking as well as delivery, servicing and emergency vehicles. In the end state, the route will mainly serve pedestrian and cycle movements, <i>with limited vehicle access</i> .
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. <u>or</u> Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	①	3	3	No side roads lead off the existing site access. In the interim state, no side roads will lead off the proposed site access route. In the end state, a circular one-way loop road will be provided. Est practice design standards will inform the detailed design of these routes.
9	Mid-link crossings, to meet pedestrian desire lines	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–	①	1	3	Existing layout comprises no pedestrian infrastructure. The proposed layout from White Hart Lane to Goods Yard is a high quality walking environment with paving and crossings on desire lines.
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. <u>or</u> A Zebra or parallel crossing is provided. <u>or</u> Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. <u>or</u> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. <u>or</u> Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. <u>or</u> Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	①	2	3	Existing layout has no crossings - It is a vehicle dominated environment . The proposed layout will be lightly trafficked and pedestrian informal crossings in the form of raised tables will be provided.
11	Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	①	1	1	No traffic signals required in the existing and proposed situation.
12	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). <u>or</u> There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	①	1	3	The existing access comprises no pedestrian facilities. The proposed access will provide informal pedestrian crossing, in the form of raised tables, different materials. The route will be lightly trafficked only and thus provides a pleasant pedestrian environment.

13	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). <u>or</u> There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). <u>or</u> There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	①	0	3	Existing access has no designated pedestrian footway. Proposals have more than 2m clear footway width; the environment will be low trafficked.
14	Sharing of footway with people cycling	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. <u>or</u> Part or all of a footway less than 3m wide is designated as shared use.	–	①	1	3	No pedestrian or cycle provision on existing access. Cyclists will use the carriageway in the proposed layout, leaving the footways for the sole use of pedestrians.
15	Collision risk between people cycling and turning motor vehicles	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. <u>and</u> At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. <u>and</u> At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. <u>and</u> At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	①	1	2	The proposed development will generate limited vehicle movements. In the interim state, no side roads will lead off the access route. In the end state, the access route will connect to a one-way loop road in the centre of the masterplan area. At this stage, the interim all movement access will become a pedestrian and cycle route with limited vehicle traffic. Due to the low traffic speed and low volume of traffic, the risk of collisions between cyclists and turning vehicles is considered very low.
16	Effective width for cycling	Where cycles are separated from other traffic, the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	Where cycles are separated from other traffic, the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	Where cycles are separated from other traffic, the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	①	0	1	The existing access provides no cycle infrastructure. The proposed road width varies between 5.5m (two-way section) and 3.7m for sections used by refuse and emergency vehicles only. These road widths are in line with design standards for lightly trafficked routes. The route will be lightly trafficked and thus provide a pleasant cycle environment. No separate cycle lanes are considered to be required.
17	Impact of kerbside activity on cycling	There is no kerbside activity. <u>or</u> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	①	1	2	No kerbside activities are envisaged to currently take place on site. The site currently provides a poor environment for cycling. Proposed layout includes designated parking and loading bays in demarcated laybys, allowing loading activities to take place off the road, while providing clearance for cycles. Delivery and service trips will generate occasional kerbside activity.

18	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. or There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	①	0	3	Existing route has major defects. As part of the proposed layout the route will be redeveloped to comply with best practice standards.
19	Quality of footway surface	There is an even and level surface for walking on footways. or There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	①	0	3	Existing route has no footway. As part of the proposed layout the route will comprise footways of a minimum of 2m width along both sides, with smooth surfaces.
20	Surveillance of public spaces	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	①	1	3	The proposed residential led mixed use development will overlook the proposed access route. The public realm proposals will create a pleasant environment for people to dwell.
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. and Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	①	1	3	Lighting will be provided in line with best practice and required standards.
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. or Cycle parking meets existing demand but is not accessible by all.	–	①	1	3	Existing layout has no cycle provision. The proposed development will provide short-stay cycle parking spaces in line with London Plan standards within the public realm, which will be easily accessible and provided in prominent locations.
23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. or All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. or All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. or The number of trees has been reduced.	–	①	1	2	There are no existing street trees. Street trees will be planted along the proposed route.

24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	①	1	3	There are no existing planters at footway-level. Planters will be provided along the proposed route.
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	①	1	3	There are no resting points on the existing layout. Proposed layout will include regular resting points along the route and scattered across the wider public realm.
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	①	1	3	There are no sheltered areas in the existing layout. Proposed layout will include regular recessed building entrances as well as balconies. Outdoor seating areas associated with retail units are considered likely to provide cover from the rain/sun.
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28							N	N	An answer is required here in order to generate results
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	①			
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	①			
Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31							N	N	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	①			
30	Street-to-station step-free access	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	①			
31	Support for interchange between cycling and underground/rail	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	①			

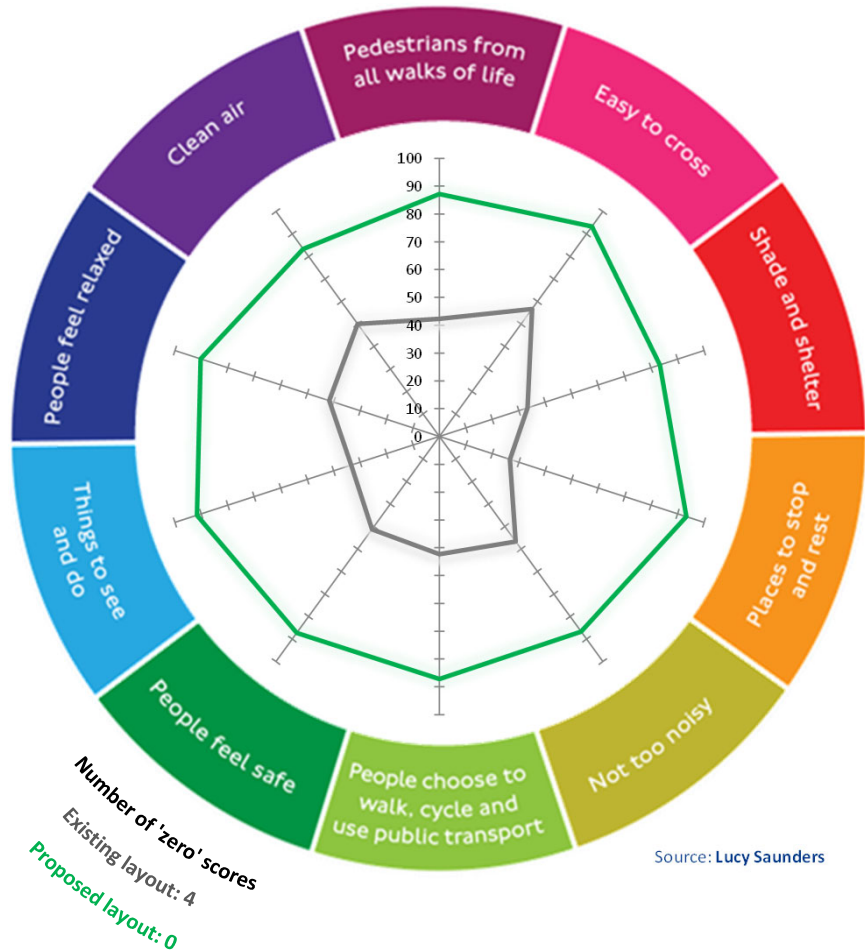
Healthy Streets
Check Summary
Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



If 'zero' scores (known road danger issues) remain, please explain why opposite:

4 0

Insert design response for 'zero' scores here

Healthy Streets Indicator scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	42	87
Easy to cross	57	93
Shade and shelter	33	83
Places to stop and rest	27	93
Not too noisy	47	87
People choose to walk, cycle and use public transport	42	87
People feel safe	41	87
Things to see and do	33	92
People feel relaxed	42	90
Clean air	50	83
Overall Healthy Streets Check score	43	88
Number of 'zero' scores	4	0

Project Summary

Name of scheme*

Goods Yard and The Depot Sites

Segment number*

1

Where multiple segments are being assessed for a scheme, please attach an overview plan as part of your submission, showing the areas defined for each segment.

Segment description*

Existing B&M retail unit access and delivery road compared with proposed access road for The Depot site

From (Side Street)*

Junction with High Road

To (Side Street)*

Junction with Cannon Road

Client name and organisation*

Goodsyard Tottenham Limited

Designer name and organisation*

Ove Arup & Partners Limited

Drawing number reference*

Proposed route as well as landscape layouts included withing the Transport Assessment

Check originator*

NF

Date*

19/05/2021

Check moderator*

NN

Date*

20/05/2021

Complete the Check >

Key scoring rules >									
Healthy Streets Check		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.		3	3	Existing access is leading to c.195 car parking spaces associated with the existing B&M retail unit on site. Proposed design for this route is as a primary vehicle access access, which will accommodate vehicle movements associated with delivery and servicing as well as car parking , forecast to generate significantly less than 500 vehicles per peak hour.
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. <u>or</u> The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.		2	2	The existing site caters predominantly to private cars and delivery vehicles. The proportion of large vehicles is considered to be low. Proposed design permits delivery service and emergency vehicles as well as car park access. It is forecast that the site would attract in the region of 3 delivery and servicing vehicle arrivals in the peak hours. The access route will be lightly trafficed only and thus provide a pleasant environment for cycling.
3	Speed of motorised traffic	85th percentile speed is less than 20mph. <u>or</u> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. <u>or</u> Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. <u>or</u> Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. <u>or</u> Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. <u>or</u> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.		3	3	20mph limits for both existing and proposed layouts. The proposed design prioritises pedestrians in the public realm and the highway character reflects a slower environment for motorised vehicles.
4	Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	—		3	3	Based on survey information, collected as part of the previous planning application for the site, the site generates less than 55 vehicle movements in the peak hours. The proposed development is forecast to generate less than 55 vehicles per peak hour.
5	Noise from large vehicles	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	—		3	2	Proportion of large vehicles using the existing route is anticipated to be low. Proposed design permits access for delivery vehicles and residential car park access, which means the proportion of large vehicles will be high, albeit only in the region of 3 large vehicles per peak hour are expected to access the site. Noise levels on site are mainly driven by High Road traffic.

6	NO2 concentration (from London Atmospheric Emission Inventory)	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 <u>or</u> the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume <u>or</u> the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	①	2	2	Existing NO2 concentration is between 32 and 40ug/m3. The proposed design limits vehicle movements to delivery and servicing vehicles and limited car parking access. It is considered unlikely that these low number of trips would alter the existing NO2 concentrations as most of the pollution in the vicinity is caused by traffic on High Road.
7	Reducing private car use	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	①	3	3	The existing route is not a through-route. Proposed will connect to Cannon Road providing access to residential car parking as well as for delivery, servicing and emergency vehicles. The site will accommodate a significantly reduced car parking provision. Car parking will be restricted to eligible residents only.
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. <u>or</u> Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	①	3	3	No side roads lead off the existing or proposed site access.
9	Mid-link crossings, to meet pedestrian desire lines	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–	①	3	3	Existing layout includes crossings across main desire lines for pedestrians accessing the retail units from High Road. The proposed layout is a high quality walking environment with footways on both sides and informal crossing points on desire lines.
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. <u>or</u> A Zebra or parallel crossing is provided. <u>or</u> Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. <u>or</u> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. <u>or</u> Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. <u>or</u> Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	①	3	3	Existing layout has zebra crossings - It is a vehicle dominated environment however it is a retail car park with fewer than 200 vehicles per hour. The proposed layout will be lightly trafficked, providing a pleasant pedestrian environment.
11	Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	①	1	1	No traffic signals required in the existing and proposed situation.
12	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). <u>or</u> There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	①	3	3	The existing layout comprises zebra crossings but no controlled crossings. The proposed design includes pedestrian priority crossings and the pedestrian environment will be high quality, segregated space with step free access and tactile paving.

13	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). <u>or</u> There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). <u>or</u> There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	①	3	3	Existing comprises a central footway of over 2m in width through the centre of the car park. Proposals have footways on either side of the access road of more than 2m clear width; the environment will be low trafficked.
14	Sharing of footway with people cycling	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. <u>or</u> Part or all of a footway less than 3m wide is designated as shared use.	–	①	3	3	Cyclists use the carriageway in the existing layout. Cyclists will use the carriageway in the proposed layout, leaving the footways for the sole use of pedestrians.
15	Collision risk between people cycling and turning motor vehicles	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. <u>and</u> At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. <u>and</u> At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. <u>and</u> At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	①	2	2	Existing layout as retail car park encourages slow vehicle movements. Proposed layout is designed to encourage slower driver behaviour when turning. Route will be lightly trafficked. Due to the low traffic speed and low volume of traffic, the risk of collisions between cyclists and turning vehicles is considered very low.
16	Effective width for cycling	Where cycles are separated from other traffic, the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	Where cycles are separated from other traffic, the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	Where cycles are separated from other traffic, the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	①	1	1	The existing access is in excess of 6m wide kerb to kerb. The proposed road width has been designed line with design standards for lightly trafficked routes. The route will be lightly trafficked and thus provide a pleasant cycle environment. No separate cycle lanes are considered to be required.
17	Impact of kerbside activity on cycling	There is no kerbside activity. <u>or</u> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	①	3	2	Existing layout comprises segregated delivery and servicing area away. Proposed layout includes designated parking and loading bays in demarcated laybys, allowing loading activities to take place off the road, while providing clearance for cycles. Delivery and service trips will generate occasional kerbside activity.

18	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. <u>or</u> There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	①	1	3	Existing highway has signs of wear and tear. As part of the proposed layout the route will be resurfaced.
19	Quality of footway surface	There is an even and level surface for walking on footways. <u>or</u> There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	①	2	3	Existing central pedestrian route appears level and even. As part of the proposed layout the route will be resurfaced with new footway provision.
20	Surveillance of public spaces	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	①	2	3	Existing pedestrian route lies in the centre of the car park, which in turn is surrounded by retail units, some of which being vacant currently. The proposed residential led mixed use development will overlook the proposed access route. The public realm proposals will create a pleasant environment for people to dwell.
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. <u>and</u> Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	①	3	3	Existing layout comprise regular lighting. Lighting will be reprovided in line with best practice and required standards.
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. <u>or</u> Cycle parking meets existing demand but is not accessible by all.	–	①	1	3	Existing layout has no cycle provision. The proposed development will provide short-stay cycle parking spaces in line with London Plan standards within the public realm, which will be easily accessible and provided in prominent locations.
23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. <u>or</u> All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. <u>or</u> All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. <u>or</u> The number of trees has been reduced.	–	①	2	3	The existing layout comprises a limited number of trees, the majority of which will be retained. In addition, new trees will be introduced on site, spaces less than 15m apart.

24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	①	1	3	There are limited existing planters at footway-level. Planters will be provided along the proposed route.
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	①	1	2	There is more than 150m between informal resting points on the existing layout, which are provided by the boundary wall along High Road. Proposed layout will include regular resting points along the route and scattered across the wider public realm.
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	①	1	3	The existing B&M retail unit comprises a sheltered area at the entrance to the store. Proposed layout will include regular recessed building entrances as well as balconies. Outdoor seating areas associated with retail units are considered likely to provide cover from the rain/sun.
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28							N	N	An answer is required here in order to generate results
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	①			No bus lane provision along White Hart Lane, Buses are mixed with general traffic, however route is congested and this could casue negative bus journey times
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	①			White hart Lane improvments have created wheelchair accesible buses with dropped kerbs and clear space for boarding and alighting
Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31							N	N	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	①			White Hart Lane Stop G station about 150 m from the middle of the site
30	Street-to-station step-free access	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	①			White Hart Lane Station provides step free access
31	Support for interchange between cycling and underground/rail	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	①			Cycle parking on Love Lane near to White Hart Lane Station

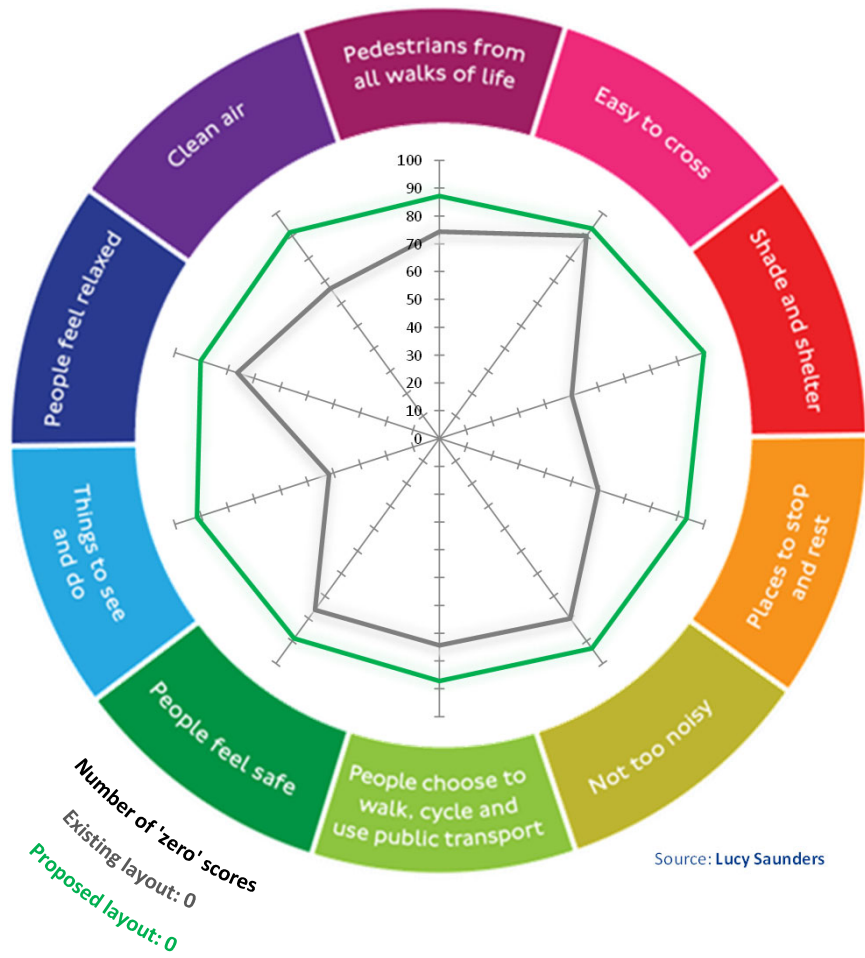
Healthy Streets
Check Summary
Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



If 'zero' scores (known road danger issues) remain, please explain why opposite:

0

0

Insert design response for 'zero' scores here

Healthy Streets Indicator scores (%)

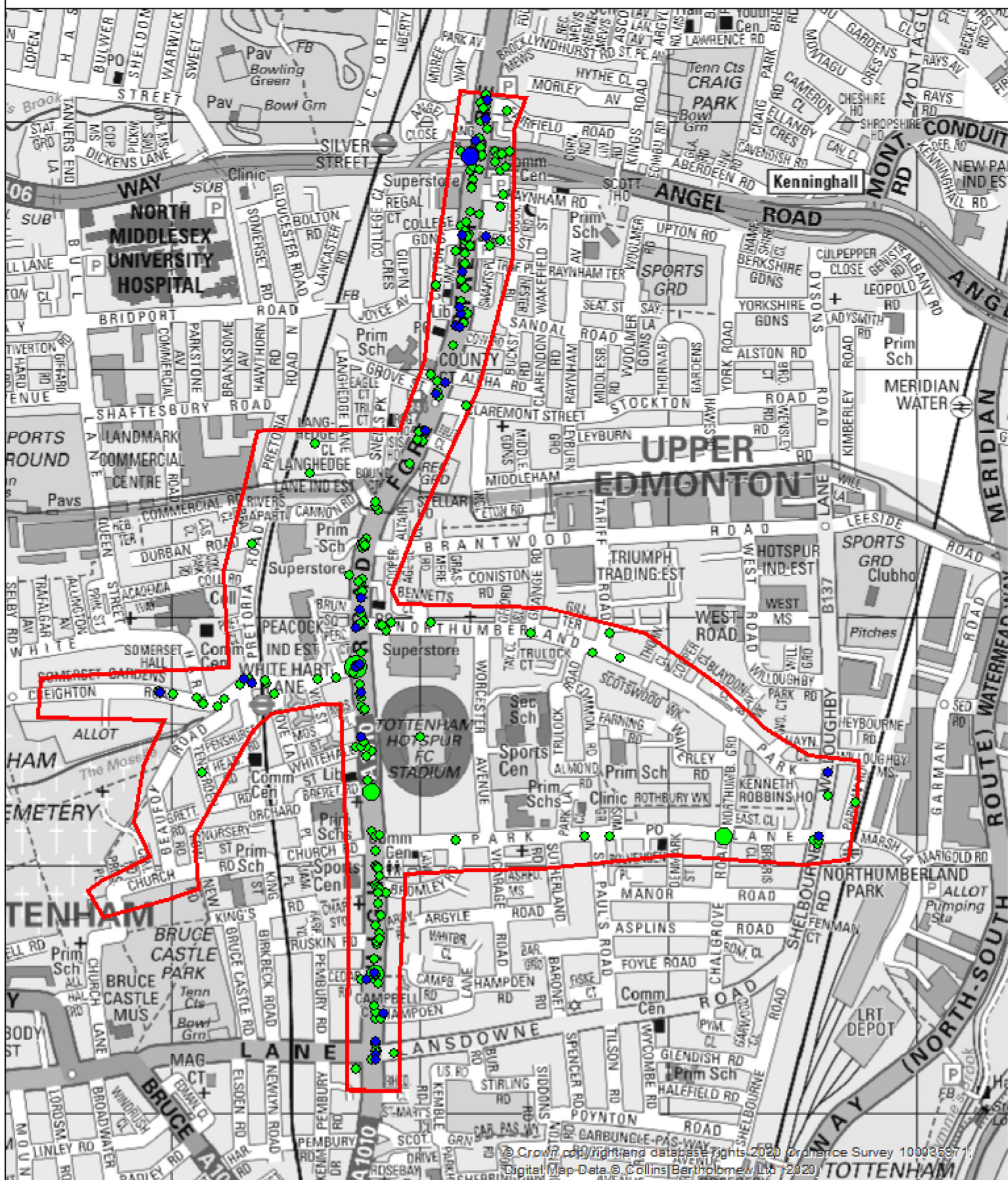
(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	74	87
Easy to cross	90	93
Shade and shelter	50	100
Places to stop and rest	60	93
Not too noisy	80	93
People choose to walk, cycle and use public transport	74	87
People feel safe	76	89
Things to see and do	42	92
People feel relaxed	76	90
Clean air	67	92
Overall Healthy Streets Check score	74	90
Number of 'zero' scores	0	0

Appendix G

Personal injury accident data

High/Fore St Area Personal Injury Collisions 36 mths to end of November 2020



Severity of collision



0 0.175 0.35 Km

PRINTED BY:

COLLSTATS 3 - TfL City Planning

DATE:

20/04/2021





SUMMARY OF COLLISIONS SELECTED	DATE PERIOD	ACCIDENT COUNT
SITE REFERENCE AND DESCRIPTION	36MTS TO NOV/2020	222
HIGH/FORE ST GIS AREA B31 HIGH/FORE ST(P)		

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

1

01170078246	FRI 15/12/2017 16:53	DARK	HIGH RD J/W LANSDOWN RD			31 NODE 152	533900/190610
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
CASUALTY	002 (001)	(6 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
CASUALTY	003 (001)	(17 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
CASUALTY	004 (001)	(56 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(36 YRS - M - REDACT)		MOVING OFF	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

2

01170080203	TUE 26/12/2017 14:25	LIGHT	HIGH RD J/W WHITE HART LANE			31 NODE 182	533870/191400
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(23 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING - LEFT	(P TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)			V001	B	405 (FAILED TO LOOK PROPERLY)

3

01170080754	FRI 29/12/2017 22:40		DARK	SHELBOURNE RD 20M S OF J/W PARK LANE N17			31 NODE 173		534799/191042
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (002)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(51 YRS - F - REDACT)	G/AHEAD - OTHER		(N TO S) O/S HIT FIRST	J/P - UNKN JCT CLEARED	
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(27 YRS - M - REDACT)	O/TAKING - MOVING VEH		(N TO S) N/S HIT FIRST	J/P - UNKN JCT CLEARED	
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

4

01170083326	FRI 15/12/2017 21:10		DARK	HIGH RD 15M S OF J/W WHITEHALL ST			31 LINK 172-182		533900/191230
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(40 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(42 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	

5

01170083354	FRI 29/12/2017 18:25		DARK	FORE ST J/W GROVE ST			32 NODE 34		534030/191950
SELF-REPORTED		ROAD-DRY	FINE - H WIND	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(39 YRS - M - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(39 YRS - M - REDACT)	WAITING - HELD UP		(N TO S) BACK HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(44 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP	

6

01170083669	TUE 19/12/2017 19:00		DARK	HIGH RD J/W WHITE HART LANE			31 NODE 182		533870/191400
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS		NONE IN 50M
CASUALTY	001 (001)	(18 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(18 YRS - M - REDACT)	G/AHEAD - OTHER		(MOVE UNKN) O/S HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	TURNING RIGHT		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP	

7

01180081159	TUE 02/01/2018 16:20	DARK	PARK LANE J/W BROMLEY RD N17	31 LINK 172-173	534070/191050
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M

APPARENTLY, A CAR PULLED OUT OF BROMLEY ROAD TO TURN LEFT INTO PARK LANE, N17. A CYCLIST HAS THEN FALLEN ON THE FLOOR. THERE MAY HAVE BEEN SLIGHT CONTACT BETWEEN THE CAR AND THE PEDAL BIKE BEFORE THE CYCLIST HIT THE FLOOR.

CASUALTY	001 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(22 YRS - F - REDACT)	TURNING - LEFT	(S TO N) FRONT HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) BACK HIT FIRST J/P - UNKN JCT MID
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			

8

01180081604	THU 04/01/2018 15:04	LIGHT	PARK LANE J/W CHALGROVE RD	31 LINK 172-173	534610/191060
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(43 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT PROVD	(43 YRS - F - REDACT)	G/AHEAD - OTHER	(S TO N) O/S HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(17 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST J/P - UNKN JCT MID
VEHICLE	003 (000)	CAR BT - NEG	(36 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) N/S HIT FIRST JOURNEY P/O WORK JCT MID
VEHICLE	004 (000)	CAR BT - NEG	(25 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) N/S HIT FIRST J/P - UNKN JCT MID
V002	A	306 (EXCEEDING SPEED LIMIT)		V002	A
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V002	A
					601 (AGGRESSIVE DRIVING)
					999 (OTHER - PLEASE SPECIFY BELOW)

9

01180082601	TUE 02/01/2018 13:30	LIGHT	HIGH RD J/W CEDAR RD			31 LINK 152-172	533910/190790
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(57 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

10

01180084274	THU 18/01/2018 08:15	LIGHT	ANGEL RD A406 J/W FORE ST			32 NODE 40	534120/192430
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SLIP ROAD	CROSSROADS	AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(37 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING RIGHT	(S TO NE) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	B	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)
C001	B	802 (FAILED TO LOOK PROPERLY)			V001	B	902 (VEHICLE IN COURSE OF CRIME)

11

01180085062	THU 11/01/2018 08:00	DARK	FORE ST J/W COLLEGE GARDENS			32 LINK 34-40	534090/192260
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(26 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

12

01180085864	THU 25/01/2018 17:05	DARK	HIGH RD J/W CEDAR RD			31 LINK 152-172	533910/190780
POLICE - AT SCENE	ROAD-DRY	RAINING	SLIP ROAD	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)		TURNING RIGHT	(W TO E) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(26 YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)					

13

01180085889	THU 25/01/2018 03:25	LIGHT	NORTHUMBERLAND PARK J/W NORTHUMBERLAND PARK			31 CELL 534000/191000	534400/191420
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(30 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(30 YRS - F - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

14

01180087319	FRI 02/02/2018 21:45	DARK	FORE ST J/W ANGEL CORNER PARADE			32 NODE 40	534150/192440
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(25 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO SE) N/S HIT FIRST	COMMUTING E/SLIP RD
V001	B	710 (VEHICLE BLIND SPOT)					

15

01180088387	TUE 06/02/2018 13:40	LIGHT	WHITE HART LANE J/W HIGH RD			31 NODE 182	533870/191400
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

APPARENTLY THE VEHICLE WAS TURNING RIGHT ON HIS RIGHT OF WAY AT THE JUNCTION OF HIGH ROAD N17 AND WHITE HART LANE N17, THIS IS A SIGNAL CONTROLLED JUNCTION. THE PEDESTRIAN HAS IGNORED THE RED LIGHT WARNING HER NOT TO CROSS AT THIS STAGE, DUE TO THE CARS HAVING THE RIGHT OF WAY ON THEIR GREEN LIGHT THE PEDESTRIAN WAS INTOXICATED AS YOU COULD SMELL THIS IN THE AMBULANCE. PEDESTRIAN HAS JUST WALKED OUT INTO TRAFFIC, SHE HAS NOT LOOKED FOR VEHICLES WHIST CROSSING ON A RED LIGHT FOR PEDESTRIANS THIS HAS UNFORTUNATELY CAUSED HER TO WALK OUT IN FRONT OF THE VEHICLE TURNING RIGHT.

CASUALTY	001 (001)	(48 YRS - F - REDA)	SERIOUS	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(29 YRS - M - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	806 (IMPAIRED BY ALCOHOL)

16

01180088412	TUE 06/02/2018 13:45	LIGHT	HIGH RD 75M N OF J/W MOSELLE ST			31 LINK 172-182	533880/191340
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(71 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(71 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN
V001	B	710 (VEHICLE BLIND SPOT)					

17

01180088431	TUE 06/02/2018 18:48	DARK	TOTTENHAM HIGH RD J/W RUSKIN RD			31 LINK 152-172	533916/190855
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	PEDESTRIAN	STILL	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	CAR BT - NOT REQ	(53 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP
C001	B	802 (FAILED TO LOOK PROPERLY)					

18

01180090929	SUN 18/02/2018 01:10	DARK	FORE ST J/W STERLING WAY			32 NODE 40	534100/192440
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
CASUALTY	002 (002)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	003 (003)	(36 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ	(32 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	003 (000)	LONDON BUS BT - NOT REQ	(51 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

19

01180091377	TUE 20/02/2018 07:51	LIGHT	HIGH RD J/W HAMPDEN LANE			31 LINK 152-172	533910/190690
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(45 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(47 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)					

20

01180092611	SAT 17/02/2018 12:30	LIGHT	WHITEHALL ST J/W HIGH RD			31 LINK 172-182	533870/191240
SELF-REPORTED	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(38 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(51 YRS - F - REDACT)	UNKNOWN S/R	MOVING OFF	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

21

01180094184	MON 05/03/2018 20:19	DARK	FORE ST J/W FORE ST			32 NODE 40	534154/192433
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(33 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
CASUALTY	002 (001)	(53 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(35 YRS - M - REDACT)		MOVING OFF	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK L/MAIN RD
V001	A	408 (SUDDEN BRAKING)					

22

01180094424	TUE 06/03/2018 19:55	DARK	FORE ST J/W COWPER RD			32 LINK 34-40	534070/192090
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	CTRL - AUTH PERSON
APPARENTLY VEH001 WAS DRIVING ALONG FORE STREET, N18 TOWARDS TOTTENHAM, THEY WERE TRAVELLING AT A LOW SPEED DUE TO SLOW MOVING TRAFFIC. JUST BEFORE THE JUNCTION OF COWPER ROAD A MALE RAN INTO VEH001. (REDACTED) THE CASUALTY IS BELIEVED TO HAVE BEEN RUNNING ACROSS THE ROAD TO GET A BUS AND HAD RAN INTO THE PATH OF VEH001.							
CASUALTY	001 (001)	(25 YRS - M - REDA)	SERIOUS	PEDESTRIAN	N BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(26 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)					

23

01180096916	SUN 18/03/2018 17:05	LIGHT	HIGH RD J/W BROMLEY RD			31 LINK 152-172	533910/190960
POLICE - AT SCENE	SNOW	SNOWING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(20 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND	WALKING - BACK TO TRAFFIC	
VEHICLE	001 (000)	CAR BT - NEG	(36 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)			C001 A	808 (CARELESS, RECKLESS OR IN A HURRY)	

24

01180099196	FRI 30/03/2018 11:50	LIGHT	HIGH RD J/W WHITEHALL ST			31 LINK 172-182	533890/191220
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(16 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	002 (001)	(47 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	003 (001)	(48 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	004 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	005 (002)	(31 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT PROVD	(72 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	CAR BT - NOT REQ	(42 YRS - F - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			V001 A	408 (SUDDEN BRAKING)	

25

01180099421	SUN 01/04/2018 00:45	DARK	LANSDOWNE RD J/W HIGH RD			31 LINK 152-172	533920/190690
SELF-REPORTED	ROAD-WET	WEATHER-FINE	UNKNOWN	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(31 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

26

01180099784	TUE 03/04/2018 18:21	LIGHT	HIGH RD J/W NORTHUMBERLAND PARK			31 LINK 182-194	533870/191480
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
(REDACTED) APPARENTLY, VEHICLE 1 WAS DRIVING IN THE DIRECTION OF EAST FROM WEST TO TURN SOUTHBOUND AT THE JUNCTION ON NORTHUMBERLAND PARK. N17 WHEN VEHICLE 2 WHO MOVING FROM EASTBOUND TO WESTBOUND COLLIDED INTO VEHICLE 1. VEHICLE 2 FAILED TO STOP FOR VEHICLE 1 WHEN THEY WERE AT TURNING POINT AND WAS GOING ROUGHLY 20-30MPH ACCORDING TO THE DRIVER OF VEHICLE 2 HOWEVER DRIVER OF VEHICLE 1 BELIEVES THEY WERE SPEEDING AT A HIGHER RATE. VEHICLE 1 ALSO STATED THEY SAW THE DRIVER OF VEHICLE 2 ON THE PHONE WHILST SPREADING DOWN THE HIGH ROAD. (REDACTED) OFFICERS ON SCENE PUSHED VEHICLE 2 OFF THE ROAD INTO A SIDE ROAD. (REDACTED)							
CASUALTY	001 (001)	(47 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(28 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(47 YRS - F - REDACT)	TURNING RIGHT		(E TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(28 YRS - F - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

27

01180099907	FRI 30/03/2018 20:40		DARK	NFL WHITE HART LANE J/W LOVE LANE		31 NODE 181		533690/191370
SELF-REPORTED		UNKNOWN S/R	RAINING	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(33 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

28

01180101184	WED 11/04/2018 07:15	LIGHT	WILLOUGHBY LANE J/W NORTHUMBERLAND PARK			31 LINK 173-196	534820/191190
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M
I WAS CYCLING NORTHBOUND ON WILLOUGHBY LANE AT AVERAGE SPEED AND JUST AS I HAD PASSED THE SHELL PETROL STATION THE CAR CAME OUT FROM NORTHUMBERLAND PARK (THE STREET, NOT THE STATION) ON THE LEFT AND HIT ME AS HE WAS TURNING LEFT ONTO WILLOUGHBY LANE. I WAS HIT ON MY LEFT HAND SIDE BY THE FRONT OF THE CAR, AND WAS THROWN ONTO THE TARMAC IN PAIN. THE CAR STOPPED ON THE SPOT, AND THE DRIVER GOT OUT OF THE CAR AND HE AND A ON-LOOKER HELPED ME OFF THE ROAD ONTO THE PAVEMENT. (REDACTED)							
CASUALTY	001 (001)	(52 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(52 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(64 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

29

01180101747	THU 12/04/2018 14:00		LIGHT	FORE ST20M S OF J/W COLLEGE GARDENS			32 LINK 34-40		534100/192250
SELF-REPORTED	ROAD-DRY		WEATHER-OTHER	SINGLE CWY	CROSSROADS	UNKNOWN S/R	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(50 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
CASUALTY	003 (001)	(? YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	004 (001)	(? YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(50 YRS - F - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

30

01180101776	SAT 14/04/2018 17:20		LIGHT	HIGH RD J/W LORDSHIP LANE			31 NODE 152		533910/190610
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(26 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER			
CASUALTY	002 (001)	(43 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(45 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
V001	A	408 (SUDDEN BRAKING)							

31

01180103707	MON 09/04/2018 15:35	DARK	FORE ST J/W FORE ST			32 NODE 40	534117/192467
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	MULTI JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(46 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	MC 51-125CC BT - NOT REQ	(27 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

32

01180103766	TUE 24/04/2018 12:11	LIGHT	WHITE HART LANE J/W HIGH RD			31 NODE 182	533860/191400
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(4 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(53 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
C001	A	999 (OTHER - PLEASE SPECIFY BELOW)					

33

01180104380	FRI 27/04/2018 07:47	LIGHT	LEEDS ST J/W FORE ST	32 LINK 34-40	534130/192270		
SELF-REPORTED	ROAD-WET	RAINING	ONE-WAY ST	CROSSROADS	GIVEWAY /UNCONT	PEDN PHASE ATS	UNKNOWN S/R
I WAS ON FULL STOP IN LEEDS STREET WITH 3 CARS IN FRONT OF ME. THE TRAFFIC LIGHT IN FORE STREET WAS GREEN SO I PUT MY HAND BRAKE ON AND MY HAND GEAR ON NEUTRAL WHILE WAITING FOR THE ROAD TO CLEAR. SUDDENLY I BUMPED MY SELF TO THE STEERING WHEEL. (REDACTED)							
CASUALTY	001 (001)	(43 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(43 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

34

01180105494	WED 02/05/2018 22:15		DARK	WHITEHALL ST J/W TOTTENHAM HIGH RD			31 LINK 172-182		533890/191240
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(55 YRS - M - REDACT)			WAITING - HELD UP	(W TO E) BACK HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(35 YRS - M - REDACT)			G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	103 (SLIPPERY ROAD (DUE TO WEATHER))				V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)	

35

01180106698	TUE 08/05/2018 23:25	DARK	HIGH RD 66M S OF J/W NORTHUMBERLAND PARK			31 LINK 182-194	533880/191430
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(45 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(54 YRS - M - REDACT)		MOVING OFF	(P TO S) DID NOT IMPACT	JOURNEY P/O WORK
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		CHNG LANE - LEFT	(N TO S) DID NOT IMPACT	J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)			V002 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

36

01180108142	TUE 15/05/2018 14:55	LIGHT	HIGH RD J/W BRERETON RD			31 LINK 172-182	533900/191150
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(48 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	002 (001)	(28 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ	(55 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING - LEFT	(S TO W) DID NOT IMPACT	J/P - UNKN L/MAIN RD
V001	A	408 (SUDDEN BRAKING)			V002 A	405 (FAILED TO LOOK PROPERLY)	

37

01180109066	SAT 19/05/2018 20:36	DARK	HIGH RD J/W CHURCH RD			31 NODE 172	533910/191030
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(28 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)		G/AHEAD - OTHER	(P TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(28 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

38

01180109889	FRI 18/05/2018 22:23	DARK	HIGH RD J/W WHITE HART LANE			31 LINK 172-182	533880/191320
SELF-REPORTED	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(33 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(33 YRS - F - REDACT)	UNKNOWN S/R	WAITING - HELD UP	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

39

01180110557	FRI 25/05/2018 18:50	LIGHT	HIGH RD J/W BRERETON RD			31 LINK 172-182	533900/191150
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(5 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(58 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING - LEFT	(S TO N) DID NOT IMPACT	J/P - UNKN JCT APP
V001	A	408 (SUDDEN BRAKING)					

40

01180111262	WED 30/05/2018 11:05	LIGHT	ANGEL RD J/W NORTH CIRCULAR RD			32 LINK 39-40	534160/192400
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(45 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN UNKNOWN S/R

41

01180111270	WED 30/05/2018 17:45	LIGHT	NORTH CIRCULAR RD 50M W OF J/W FORE ST			32 LINK 39-40	534150/192420
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(50 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	003 (003)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(52 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NEG	(50 YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) BACK HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - NEG	(24 YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) BACK HIT FIRST	J/P - UNKN
VEHICLE	004 (000)	CAR BT - NEG	(34 YRS - F - REDACT)		SLOWING/STOPPING	(W TO E) BACK HIT FIRST	J/P - UNKN
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

42

01180111357	SAT 19/05/2018 23:15	DARK	HIGH RD J/W BRANTWOOD RD			31 NODE 194	533890/191660
SELF-REPORTED	UNKNOWN S/R	WEATHER-FINE	UNKNOWN	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(48 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

43

01180111464	THU 31/05/2018 16:27	LIGHT	HIGH RD J/W WHITEHALL ST			31 LINK 172-182	533880/191240
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(21 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)		TURNING - LEFT	(S TO W) N/S HIT FIRST	JOURNEY P/O WORK L/MAIN RD
V001	A	405 (FAILED TO LOOK PROPERLY)			V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V001	A	306 (EXCEEDING SPEED LIMIT)					

44

01180111678	FRI 01/06/2018 18:35	LIGHT	HIGH RD J/W BRANTWOOD RD			31 NODE 194	533880/191650
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NEG	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(35 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	J/P - UNKN JCT MID
V002	B	403 (POOR TURN OR MANOEUVRE)			V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

45

01180113218	SAT 09/06/2018 16:15	LIGHT	HIGH RD J/W PARK LANE N17			31 NODE 172	533910/191000
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NEG	(38 YRS - M - REDACT)		MOVING OFF	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)					

46

01180113718	TUE 12/06/2018 01:51	DARK	BOOKER RD J/W LEEDS RD			32 CELL 534000/192000	534160/192330
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	PEDESTRIAN	STILL	STATIONARY NOT CROSSING	
CASUALTY	002 (001)	(43 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	STATIONARY NOT CROSSING	
CASUALTY	003 (001)	(47 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	CAR BT - NEG	(71 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	B	503 (FATIGUE)
V001	B	410 (LOSS OF CONTROL)					

47

01180117205	WED 27/06/2018 19:35	LIGHT	FORE ST 20M N OF J/W COLLEGE GARDENS N18			32 LINK 34-40	534070/192240
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(14 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	MINIBUS 8-15 PAX BT - NOT REQ	(34 YRS - M - REDACT)	O/TAKING - MOVING VEH		(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)					

48

01180117258	THU 28/06/2018 03:15	DARK	FORE ST J/W STERLING WAY			32 NODE 40	534100/192430
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
APPARENTLY VEH2 WAS DRIVING NORTH BOUND ON FORE STREET AND WENT THROUGH ANGEL ROAD JUNCTION AS HE HAD A GREEN LIGHT. VEH1 WAS TURNING RIGHT ONTO FORE STREET FROM SILVER STREET GOING THROUGH A RED LIGHT INTO THE PATH OF VEH2 AND THEY COLLIDED. (REDACTED)							
CASUALTY	001 (001)	(43 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - REFUSED	(43 YRS - M - REDACT)	TURNING RIGHT		(W TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(46 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	501 (IMPAIRED BY ALCOHOL)			V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

49

01180117436	THU 28/06/2018 17:20	LIGHT	CEDAR RD J/W HIGH RD			31 LINK 152-172		533880/190770
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(? YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

50

01180117849	SAT 30/06/2018 14:11	LIGHT	FORE ST 25M S OF J/W RAYNHAM RD			32 LINK 34-40		534100/192320
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(43 YRS - F - REDACT)		TURNING - LEFT	(N TO S) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A		(19 YRS - M - REDACT)		O/TAKING - NEARSIDE	(N TO S) FRONT HIT FIRST	J/P - UNKN
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V002	B	701 (STATIONARY OR PARKED VEHICLE(S))	

51

01180118516	TUE 03/07/2018 14:20	LIGHT	HIGH RD 26M S OF J/W ROEBUCK CLOSE N17			31 LINK 182-194	533880/191540
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY, RIDER 001 OF THE MOTORCYCLE WAS FILTERING STATIONARY TRAFFIC ON THE OUTSIDE OF THE TRAFFIC HEADING SOUTH DOWN HIGH ROAD N17. PEDESTRIAN 001 WAS CROSSING THE ROAD IN FRONT OF A WHITE VAN, WHEN PEDESTRIAN WAS AT HALF WAY MARK HE LOOKED LEFT DOWN THE ROAD FOR TRAFFIC NEGLECTING TO LOOK FOR FILTERING TRAFFIC SUCH AS MOTORCYCLES. APPARENTLY PEDESTRIAN 1 HAS STEPPED OUT DIRECTLY IN TO THE PATH OF THE MOTORCYCLE AND THE MOTORCYCLE HAS HIT INTO HIM ON THE PEDESTRIANS RIGHT SIDE. APPARENTLY THIS HAS ALSO THROWN RIDER 001 OFF THE BIKE AND SENT THE BIKE UNDER A 271 BUS TRAVELLING IN THE OPPOSITE DIRECTION. (REDACTED)							
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(47 YRS - M - REDA)	SERIOUS	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	MC 51-125CC BT - NOT REQ	(25 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ	(55 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK
C002	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)			V001	A	701 (STATIONARY OR PARKED VEHICLE(S))

52

01180118820	SAT 23/06/2018 04:44	LIGHT	CEDAR RD J/W HIGH RD			31 LINK 152-172	533890/190770
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
UNKNOWN VEHICLE COLLIDES WITH CASUALTY							
CASUALTY	001 (001)	(47 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(47 YRS - M - REDACT)		WAITING - HELD UP	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN UNKNOWN S/R

53

01180120548	THU 12/07/2018 10:35	LIGHT	HIGH RD 55M S OF J/W WHITE HART LANE			31 LINK 172-182	533880/191350
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY PEDESTRIAN HAS CROSSED THE ROAD FROM WEST TO EAST. PEDESTRIAN WENT PAST A LARGE TRUCK WHICH WAS STATIONARY IN TRAFFIC AND CROSSED THE OTHER SIDE OF THE ROAD NOT LOOKING FOR OVERTAKING TRAFFIC. APPARENTLY VEHICLE 001 HAS OVERTAKEN THE STATIONARY TRAFFIC AND STRUCK PEDESTRIAN ON HIS RIGHT SIDE IN THE CORRECT LANE, SENDING HIM OVER THE BONNET AND TO THE GROUND. (REDACTED)

CASUALTY	001 (001)	(48 YRS - M - REDA)	SERIOUS	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(51 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK
C001	B	802 (FAILED TO LOOK PROPERLY)			V001	B	403 (POOR TURN OR MANOEUVRE)

54

01180120589	WED 11/07/2018 06:46	LIGHT	NFL CHALGROVE RD J/W PARK LANE			31 LINK 172-173	534610/191060
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	CROSSROADS	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

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

55

01180120840	FRI 13/07/2018 14:15	LIGHT	FORE ST 100M S OF J/W A406 NREST CLASSIFIED RD WAS THE			32 LINK 34-40	534080/192290
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(21 YRS - M - REDACT)	WAITING - HELD UP		(S TO N) FRONT HIT FIRST	J/P - UNKN
V001	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V001	A	405 (FAILED TO LOOK PROPERLY)

56

01180121397	MON 16/07/2018 20:10	LIGHT	PRETORIA RD J/W DURBAN RD			31 LINK 181-727	533660/191650
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(22 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NEG	(40 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(22 YRS - M - REDACT)	TURNING RIGHT		(W TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	B	405 (FAILED TO LOOK PROPERLY)

57

01180122117	THU 19/07/2018 18:40	LIGHT	PARK LANE J/W SHELBOURNE RD			31 NODE 173	534790/191050
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(17 YRS - F - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(46 YRS - M - REDACT)	TURNING - LEFT		(S TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	A	405 (FAILED TO LOOK PROPERLY)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			C001	B	802 (FAILED TO LOOK PROPERLY)

58

01180122642	WED 11/07/2018 17:30	LIGHT	WILLOUGHBY LANE J/W NORTHUMBERLAND PARK			31 LINK 173-196	534820/191140
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C <= 50CC BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)	OTHER TOW	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

59

01180122948	WED 28/02/2018 14:30		LIGHT	COLYTON WAY 80M FROM J/W FORE ST			32 CELL 534000/192000		534030/192170
SELF-REPORTED		UNKNOWN S/R	WEATHER-FINE	UNKNOWN	NO JUN IN 20M	N/A	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(53 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(53 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	

60

01180123626	FRI 27/07/2018 18:43		LIGHT	NORTHUMBERLAND PARK 200M W OF J/W DUMBAR RD N17			31 CELL 534000/191000	534020/191490
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(15 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS O/SIDE - MASKED		
VEHICLE	001 (000)	CAR BT - NOT REQ	(48 YRS - F - REDACT)		MOVING OFF	(N TO SE) FRONT HIT FIRST	J/P - UNKN	
C001	A	802 (FAILED TO LOOK PROPERLY)						

61

01180124972	FRI 03/08/2018 20:00	DARK	NFL HIGH RD TOTTENHAM 21M N OF J/W PARK LANE			31 LINK 172-182	533900/191070
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(53 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(27 YRS - F - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
C001	B	810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)					

62

01180126992	TUE 14/08/2018 15:00	LIGHT	ANGEL CORNER J/W CUTHBERT RD			32 LINK 39-40	534180/192440
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(73 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(58 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)					

63

01180127723	SAT 18/08/2018 11:55	LIGHT	HIGH RD TOTTENHAM J/W HAMPDEN LANE TOTTENHAM			31 LINK 152-172	533910/190705
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(26 YRS - M - REDACT)	TURNING RIGHT		(S TO N) O/S HIT FIRST	COMMUTING L/MAIN RD
VEHICLE	002 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	901 (STOLEN VEHICLE)					

64

01180128539	THU 23/08/2018 01:50	DARK	HIGH RD J/W ROEBUCK CLOSE			31 LINK 182-194	533880/191570
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(17 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	TURNING RIGHT		(S TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(41 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	901 (STOLEN VEHICLE)			V001	A	902 (VEHICLE IN COURSE OF CRIME)
V001	A	601 (AGGRESSIVE DRIVING)					

65

01180129019	SUN 26/08/2018 02:04	DARK	HIGH RD N17 J/W WHITE HART LANE N17			31 NODE 182	533870/191400
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(53 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)					

66

01180130976	THU 06/09/2018 14:00	LIGHT	FORE ST J/W STERLING WAY			32 NODE 40	534100/192400
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(90 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(47 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)					

67

01180131066	THU 06/09/2018 18:04		LIGHT	PARK LANE N17 20M E OF J/W ST PAULS RD N17			31 CELL 534000/191000		534380/191060
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(38 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR		(38 YRS - F - REDACT)		MOVING OFF	(E TO W)	COMMUTING	
		BT - NOT REQ					O/S HIT	JCT APP	
							FIRST		
VEHICLE	002 (000)	M/C 51-125CC		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W)	J/P - UNKN	
		BT - DRV NOT CONTACTED					FRONT HIT	JCT APP	
							FIRST		
V002	A	408 (SUDDEN BRAKING)				V002	A	410 (LOSS OF CONTROL)	
V001	B	405 (FAILED TO LOOK PROPERLY)							

68

01180131573	SUN 09/09/2018 17:55		LIGHT	STERLING WAY J/W FORE ST		32 NODE 40		534080/192440
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	AUTO SIG	ZEBRA XING	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(24 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(44 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	003 (002)	(11 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	004 (002)	(27 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(24 YRS - F - REDACT)		G/AHEAD - L-HAND BEND	(W TO N) FRONT HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	CAR BT - NOT REQ		(44 YRS - M - REDACT)		WAITING - HELD UP	(W TO N) DID NOT IMPACT	J/P - UNKN E/SLIP RD
V001	B	405 (FAILED TO LOOK PROPERLY)				V001	B	509 (DISTRACTION IN VEHICLE)

69

01180135264	THU 27/09/2018 08:00	LIGHT	ANGEL CORNER PARADE FORE ST 10M N OF J/W A406			32 CELL 534000/192000	534120/192440
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(56 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(W TO E) O/S HIT FIRST	COMMUTING JCT APP
C001	B	802 (FAILED TO LOOK PROPERLY)			V001	B	405 (FAILED TO LOOK PROPERLY)

70

01180136105	MON 17/09/2018 12:00	LIGHT	HIGH RD J/W LANSLOWNE RD			31 NODE 152	533910/190620
SELF-REPORTED	UNKNOWN S/R	WEATHER- UNKNOWN	UNKNOWN	CROSSROADS	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
APPARENTLY THE BUS APPLIED THE BRAKES SUDDENLY CAUSING THE PASSENGER TO BE PUSHED WHILST ON HER WHEELCHAIR TOWARDS THE YELLOOW RAIL CAUSING SEVER INJURIES TO HER LEFT LOWER LEG. POSITION OF VEHICLES UNKNOWN AS IT WAS REPORTED A WEEK LATER. (REDACTED)							
CASUALTY	001 (001)	(85 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(51 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R

71

01180136393	SUN 23/09/2018 21:55	DARK	NFL WHITE HART LANE 30M W OF J/W HIGH RD AT CHAPEL PLACE			31 LINK 181-182		533830/191380
SELF-REPORTED	ROAD-DRY	FINE - H WIND	SLIP ROAD	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R		CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(38 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	O/TAKING - MOVING VEH	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN UNKNOWN S/R	

72

01180136425	TUE 02/10/2018 19:15		DARK	FORE ST J/W COLLEGE GARDENS			32 LINK 34-40		534090/192269	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML		CTRL - AUTH PERSON	
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (001)	(22 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER				
CASUALTY	002 (001)	(3 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER				
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(22 YRS - M - REDACT)		MOVING OFF		(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP	
V001	A	408 (SUDDEN BRAKING)								

73

01180137097	FRI 05/10/2018 16:40	LIGHT	FORE ST 50M S OF J/W FAIRFIELD RD			32 LINK 40-45	534130/192550
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(14 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(49 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK
C001	B	999 (OTHER - PLEASE SPECIFY BELOW)					

74

01180137341	SAT 06/10/2018 21:05	DARK	TENTERDEN RD J/W HEADCORN RD			31 CELL 533500/191000	533560/191190
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(22 YRS - F - REDACT)		MOVING OFF	(NE TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(21 YRS - M - REDACT)		TURNING - LEFT	(SW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)					

75

01180138212	WED 10/10/2018 02:37	DARK	PARK LANE 22M W OF J/W ST PAULS RD			31 LINK 172-173	534330/191060
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(23 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)					

76

01180138493	FRI 12/10/2018 02:01	DARK	FORE ST J/W STERLING WAY			32 NODE 40	534100/192430
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
APPARENTLY V001 WAS DRIVING AT SPEED AND TRAVELLING EAST ON THE A406 AND AT THE JUNCTION WITH HERTFORD ROAD/ FORE STREET, STERLING WAY. V001 CONTRAVENED A RED ATS AND TRAVELLED ACROSS THE JUNCTION AND COLLIDED WITH THE V002, THE IMPACT WAS ON THE FRONT OF V001 AND THE PASSENGER SIDE OF V002. (REDACTED)							
CASUALTY	001 (001)	(20 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (002)	(60 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(43 YRS - M - REDACT)		TURNING RIGHT	(E TO N) N/S HIT FIRST	COMMUTING JCT MID
V001	A	401 (JUNCTION OVERSHOOT)			V001	B	405 (FAILED TO LOOK PROPERLY)
V001	B	509 (DISTRACTION IN VEHICLE)					

77

01180139157	SAT 13/10/2018 19:20	LIGHT	HIGH RD J/W HIGH RD			31 CELL 534000/191000	534000/191260
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

78

01180139290	MON 15/10/2018 05:15	LIGHT	WHITE HART LANE J/W CREIGHTON RD AT WEDGE HOUSE			31 LINK 178-181	533560/191330
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SLIP ROAD	ROUNDAABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(22 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(22 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

79

01180139511	TUE 16/10/2018 22:05	DARK	HIGH RD J/W MOSELLE PLACE			31 LINK 172-182	533880/191260
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY VEHICLE 001 WAS STATIONARY IN TRAFFIC WHEN VEHICLE 002 HIT IT FROM BEHIND. VEHICLES AGREED TO PULL INTO A NEARBY TURNING BUT WHEN THEY STARTED TO MOVE, VEHICLE 002 SPEED OFF AND VEHICLE 001 FOLLOWED.

CASUALTY	001 (001)	(48 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(48 YRS - M - REDACT)	WAITING - HELD UP		(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(28 YRS - UNKNOWN - REDACT)	WAITING - HELD UP		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)			V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)

80

01180139834	THU 18/10/2018 08:30	LIGHT	WHITE HART LANE J/W CREIGHTON RD			31 LINK 178-181	533550/191340
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ROUNDAABOUT	M ROUNDAABOUT	UNKNOWN S/R	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(36 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

81

01180142957	FRI 02/11/2018 14:15		LIGHT	LANSDOWNE RD N17 J/W HIGH RD N17			31 NODE 152		533870/190590	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS		NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (001)	(63 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER				
VEHICLE	001 (000)	LONDON BUS BT - NEG		(51 YRS - M - REDACT)		TURNING RIGHT		(S TO E) DID NOT IMPACT	JOURNEY P/O WORK JCT MID	
V001	A	510 (DISTRACTION OUTSIDE VEHICLE)				V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		

82

01180143230	SAT 03/11/2018 21:50		DARK	SHELBOURNE RD J/W PARK LANE			31 NODE 173		534800/191050	
SELF-REPORTED	ROAD-DRY		WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING		NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER				
CASUALTY	002 (001)	(? YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER				
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED		(39 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R		

83

01180145287	TUE 13/11/2018 10:45	LIGHT	HIGH RD 30M N OF J/W LANDSDOWN RD			31 LINK 152-172	533910/190880
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(36 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(33 YRS - M - REDACT)	G/AHEAD - OTHER		(P TO P) BACK HIT FIRST	JOURNEY P/O WORK
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)

84

01180145580	WED 14/11/2018 07:15	LIGHT	HIGH RD J/W LANSDOWNE RD			31 NODE 152	533910/190610
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
VEHICLE 1 WAS TURNING FROM HIGH ROAD, N17 INTO LANSDOWNE ROAD. IT HAD PULLED PAST THE JUNCTION LINE AND WAITING FOR TRAFFIC TO CLEAR IN THE ONCOMING LANE, HE WAS WISHING TO CROSS. VEHICLE 2 WAS HEADING SOUTHBOUND ON HIGH ROAD, GOING PAST LANSDOWNE ROAD. VEHICLE 1 HAS PULLED IN FRONT OF VEHICLE 2 CAUSING THEM TO COLLIDE AND THE RIDER OF VEHICLE 2 TO BE THROWN FROM HIS MOTORBIKE. (REDACTED)							
CASUALTY	001 (002)	(37 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(53 YRS - M - REDACT)	WAITING - TURN RIGHT		(S TO E) FRONT HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(37 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) O/S HIT FIRST	COMMUTING JCT MID
V001	A	403 (POOR TURN OR MANOEUVRE)					

85	01180147152	SAT 17/11/2018 11:45	LIGHT	WHITE HART LANE J/W BEAUFAY RD			31 CELL 533500/191000	533590/191320
	SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	CTRL - AUTH PERSON
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX			
	VEHICLE	001 (000)	MINIBUS 8-15 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R
86	01180147172	WED 21/11/2018 16:50	DARK	CREIGHTON RD 60M W OF J/W WHITE HART LANE N17			31 LINK 178-181	533473/191354
	POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (002)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
	VEHICLE	001 (000)	CAR BT - NOT REQ	(25 YRS - F - REDACT)		TURNING RIGHT	(E TO N) O/S HIT FIRST	J/P - UNKN
	VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(41 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(W TO E) FRONT HIT FIRST	J/P - UNKN
	V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	B	405 (FAILED TO LOOK PROPERLY)	
	V002	B	405 (FAILED TO LOOK PROPERLY)					

87

01180148256	TUE 27/11/2018 01:00		DARK	HIGH RD N17 J/W CEDAR RD N17		31 LINK 152-172		533910/190780	
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (003)	(21 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(36 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) O/S HIT FIRST	J/P - UNKN JCT CLEARED	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN JCT CLEARED	
VEHICLE	003 (000)	CAR BT - NEG		(21 YRS - M - REDACT)	O/TAKING - NEARSIDE		(S TO N) N/S HIT FIRST	J/P - UNKN JCT CLEARED	
V003	A	403 (POOR TURN OR MANOEUVRE)				V003	A	405 (FAILED TO LOOK PROPERLY)	
V003	A	306 (EXCEEDING SPEED LIMIT)				V003	A	601 (AGGRESSIVE DRIVING)	
V003	A	602 (CARELESS, RECKLESS OR IN A HURRY)							

88

01180150434	FRI 07/12/2018 00:44	DARK	WHITE HART LANE J/W PRETORIA RD			31 NODE 181	533660/191370
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	T/STAG JUN	STOP SGN	ZEBRA XING	NONE IN 50M
APPARENTLY THE WITNESS WAS WALKING UP PRETORIA ROAD IN A NORTHERLY DIRECTION WHEN FROM BEHIND HIM IN THE DIRECTION OF WHITE HART LANE HE HEAR WHAT HE BELIEVED TO BE SOMEONE HITTING A CAR BONNET. THE WITNESS HAS TURNED ROUND AND COULD SEE CASUALTY 1 STANDING IN THE MIDDLE OF THE ROAD WITH HIS ARMS OPEN AND IN THE AIR. (REDACTED) VEHICLE 001 HAS THEN SPUN AT HIM PUSHING HIM OUT OF THE WAY. (REDACTED)							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SERIOUS	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	601 (AGGRESSIVE DRIVING)					

89

01180150662 FRI 07/12/2018 20:08 DARK SHELBOURNE RD J/W PARK LANE 31 NODE 173 534800/191060

POLICE - AT SCENE ROAD-DRY WEATHER- OTHER SINGLE CWY CROSSROADS GIVEWAY /UNCONT PEDN PHASE ATS NONE IN 50M

APPARENTLY V001 WAS TRAVELLING SOUTHBOUND DOWN WILLOUGHBY LANE N17 BEFORE JOINING THE FILTER LANE TO TURN RIGHT INTO PARK LANE N17. V001 BELIEVED THAT IT WAS CLEAR TO TURN RIGHT AND STATED THAT SHE DID NOT SEE ANY LIGHTS OR VEHICLES TRAVELLING TOWARDS HER. V001 HAS CARRIED OUT THE MANOEUVRE OF TURNING RIGHT INTO PARK LANE. AS SHE WAS IN THE MIDDLE OF THE ROAD SHE HEARD AND FELT A LARGE BANG AND A VEHICLE COLLIDED WITH THE NEAR SIDE PASSENGER DOOR OF HER CAR CAUSING THE PASSENGER FRONT WINDOW TO SMASH. V001 HAS PARKED UP IN PARK LANE N17 AND GOT OUT OF THE VEHICLE TO SEE A MOPED (V002) IN THE MIDDLE OF THE ROAD ON WILLOUGHBY LANE N17 WITH THE RIDER ON THE FLOOR AND DEBRIS SCATTERED ACROSS THE ROAD. (REDACTED) APPARENTLY V002 WAS TRAVELLING NORTHBOUND ON WILLOUGHBY LANE N17 WHEN V001 HAS PULLED ACROSS HIS PATH CAUSING HIM TO COLLIDE WITH THE PASSENGER SIDE DOOR OF V001 CAUSING DAMAGE TO THE NEAR SIDE OF V001 AND DAMAGE TO THE FRONT OF V002. (REDACTED)

CASUALTY	001 (002)	(37 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(33 YRS - F - REDACT)	TURNING RIGHT	(N TO S) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(37 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	B	401 (JUNCTION OVERSHOOT)
V002	B	506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY)				

90

01180154234 MON 24/12/2018 20:50 DARK HIGH RD J/W NORTHUMBERLAND PARK 31 LINK 182-194 533880/191510

POLICE - AT SCENE ROAD-DRY WEATHER- FINE DUAL CWY T/STAG JUN AUTO SIG NO XING FACIL IN 50M NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(10 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(58 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)				

91

01190157412	THU 10/01/2019 19:00	DARK	FORE ST, NR JUNCT WTH RAYNHAM RD.			32 LINK 34-40	534117/192314
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(53 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

92

01190158415	SAT 19/01/2019 20:45	DARK	FORE ST, NR JUNCT WTH LEEDS ST.			32 LINK 34-40	534098/192275
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(18 YRS - M - REDACT)		MOVING OFF	(W TO S) FRONT HIT FIRST	E/MAIN RD
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)					

93	01190158500	SUN 20/01/2019 14:05	LIGHT	FORE ST, NR JUNCT WTH COWPER RD.			32 LINK 34-40	534090/192118
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(51 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP		
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)						

94	01190163432	TUE 08/01/2019 18:23	DARK	WHITE HART LANE, NR JUNCT WTH WHITE HART LANE STATION.			31 LINK 178-181	533654/191378
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	PRIV DRIVE	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(46 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(45 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(46 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

95

01190164684	THU 24/01/2019 16:06	DARK	FORE ST, NR JUNCT WTH GROVE ST.			32 NODE 34	534036/191946
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(37 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

96

01190164994	THU 21/02/2019 18:26	DARK	HIGH RD, NR JUNCT WTH BROMLEY RD .			31 LINK 152-172	533929/190946
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(36 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - NOT REQ	(36 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

97

01190166525	SAT 02/03/2019 15:30	LIGHT	FORE ST N18, NR JUNCT WTH STERLING WAY N18.			32 NODE 40	534104/192410
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(74 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ	(74 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	JCT MID
V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)			V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)

98

01190171546	SUN 20/01/2019 14:06	LIGHT	NUTFIELD CLOSE, NR JUNCT WTH TOTTENHAM HIGH RD.			32 LINK 34-728	534003/191857
SELF-REPORTED	UNKNOWN S/R	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(33 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(30 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(33 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

99

01190172465	SUN 31/03/2019 20:15	DARK	HIGH RD, NR JUNCT WTH WHITE HART LANE.			31 NODE 182	533877/191406
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY VEHICLE 1 WAS HEADING SOUTH ON HIGH ROAD WOOD GREEN APPROACHING JUNCTION WITH WHITE HART LANE N22. WHEN VEHICLE TWO PULLED ACROSS PATH AS TRIED TO TURN INTO WHITE HART LANE AND BOTH VEHICLES MADE CONTACT							
CASUALTY	001 (002)	(25 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
CASUALTY	002 (002)	(18 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(25 YRS - F - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	L/MAIN RD
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

100

01190172930	TUE 02/04/2019 17:30	LIGHT	FORE ST, NR JUNCT WTH FORE ST .			32 NODE 40	534118/192405
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SLIP ROAD	SLIP RD	AUTO SIG	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (003)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(40 YRS - F - REDACT)		WAITING - HELD UP	(E TO W) BACK HIT FIRST	COMMUTING JCT APP
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(35 YRS - M - REDACT)		WAITING - HELD UP	(E TO W) BACK HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	B	306 (EXCEEDING SPEED LIMIT)

101

01190173099	THU 28/03/2019 15:30	LIGHT	LOCATION UNCERTAIN. ON FORE ST, NR JUNCT WTH (N/A).			32 LINK 34-728	534003/191878
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

102

01190173674	SAT 06/04/2019 07:52	LIGHT	FORE ST, 50 METRES NORTH OF JUNCT WTH SMARTS PLACE.			32 LINK 34-40	534084/192198
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIML	NONE IN 50M
APPARENTLY THE PEDESTRIAN HAS COME OUT OF GREGGS HAVING BOUGHT HIS COFFEE, AS HE HAS COME OUT OF GREGGS HE HAS STEPPED OFF THE KERB BUT NOT AT A CROSSING. APPARENTLY THE PEDESTRIAN HAS LOOKED IN BOTH DIRECTIONS NORTH BOUND AND SOUTH BOUND TO SEE IF THERE WERE AND VEHICLES IN THE ROAD AS HE WANTED TO CROSS THE ROAD. THE PEDESTRIAN HAS THEN APPARENTLY WAITED FOR FOUR VEHICLES TO PASS HIM FROM HIS RIGHT AND ONCE THEY HAD PASSED HE HAS THEN STEPPED INTO THE ROAD IN ORDER FOR HIM TO CROSS OVER. APPARENTLY AS HE WAS CROSSING A VEHICLE HAS COME OUT OF NOWHERE AND HE HAS BEEN HIT BY IT.							
CASUALTY	001 (001)	(52 YRS - M - REDA)	SERIOUS	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)			V001	A	999 (OTHER - PLEASE SPECIFY BELOW)

103

01190173846	FRI 22/03/2019 19:27	DARK	HIGH RD, NR JUNCT WTH BRANTWOOD RD.			31 NODE 194	533883/191641
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	T/STAG JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

104

01190174439	WED 10/04/2019 15:40	LIGHT	WHITE HART LANE, 10 METRES WEST OF JUNCT WTH PRETORIA RD, N17 8DX.			31 NODE 181	533645/191378
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY DRIVER V001 WAS DRIVING FROM WEST TO EAST ALONG WHITE HART LANE, N17 IN THE DIRECTION TOWARDS TOTTENHAM HIGH ROAD, N17. APPARENTLY TWO PEDESTRIANS WERE STOOD BY THE ROAD TO DRIVER V001'S LEFT SIDE WHEN ONE OF THE PEDESTRIANS STEPPED INTO THE ROAD SUDDENLY CAUSING THE PEDESTRIAN'S FOOT TO MAKE IMPACT WITH DRIVER V001 NEARSIDE FRONT WHEEL. APPARENTLY THE PEDESTRIAN WAS WAITING TO CROSS THE ROAD FROM NORTH TO SOUTH AND DRIVER V001 WAS STATIONARY. THE PEDESTRIAN THOUGHT THAT DRIVER V001 WAS ALLOWING HIM TO CROSS THE ROAD HOWEVER DRIVER V001 THOUGHT THAT THE PEDESTRIANS WERE WAITING ON THE ROADSIDE. DRIVER V001 DROVE EAST AND THEIR NEARSIDE FRONT TYRE (REDACTED)							
CASUALTY	001 (001)	(15 YRS - M - REDA)	SERIOUS	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(32 YRS - M - REDACT)		MOVING OFF	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

105

01190174895	SAT 13/04/2019 00:30	DARK	HIGH RD, NR JUNCT WTH BRUNSWICK SQUARE.			31 LINK 182-194	533876/191518
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
APARENTLY, V001 WAS DRIVING ALONG HIGH ROAD N17 NORTHBOUND VERY SLOWLY WHEN V002 OVERTOOK HIM AT A VERY HIGH SPEED ON THE OFFSIDE AND HIT V001 ON THE OFFSIDE WRITING OFF HIS CAR FORCING HIM INTO A PARKED CAR, V003, CLIPPING THE REAR AND HITTING A LAMPPOST ON THE NEAR SIDE PAVEMENT, KNOCKING THE LAMPPOST COMPLETELY OUT OF THE ROAD AND FORCING V002 ONTO THE PAVEMENT AND DEPLOYING ALL THE AIRBAGS.							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(27 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(38 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - POS	(27 YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) FRONT HIT FIRST	JCT CLEARED
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	501 (IMPAIRED BY ALCOHOL)			V002	A	410 (LOSS OF CONTROL)
V002	A	601 (AGGRESSIVE DRIVING)					

106

01190176130	SAT 20/04/2019 13:05	LIGHT	TOTTENHAM HIGH RD, NR JUNCT WTH ROEBUCK CLOSE.			31 LINK 182-194	533883/191579
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(? YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (001)	(42 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(42 YRS - F - REDACT)		TURNING RIGHT	(S TO E) O/S HIT FIRST	JCT APP
VEHICLE	002 (000)	MC <= 50CC BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP

107

01190176251	SAT 20/04/2019 22:45	DARK	LEEDS ST, NR JUNCT WTH TRAFALGAR PLACE.			32 CELL 534000/192000	534140/192251
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

108

01190176260	SUN 21/04/2019 14:00	LIGHT	NORTHUMBERLAND PARK, NR JUNCT WTH GRANGE RD.			31 CELL 534000/191000	534221/191470
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(49 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(59 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JCT APP
C001	B	802 (FAILED TO LOOK PROPERLY)					

109

01190177819	MON 29/04/2019 16:55		LIGHT	FORE ST, NR JUNCT WTH COLLEGE GARDENS.		32 LINK 34-40		534089/192279		
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT		NO XING FACIL IN 50M		CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (001)	(50 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER				
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(37 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(29 YRS - M - REDACT)		WAITING - HELD UP		(P TO P) N/S HIT FIRST	JOURNEY P/O WORK JCT APP	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V001	B	403 (POOR TURN OR MANOEUVRE)		
V001	B	605 (LEARNER OR INEXPERIENCED DRIVER)				V001	A	701 (STATIONARY OR PARKED VEHICLE(S))		
V001	B	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)				V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		

110

01190178418	TUE 30/04/2019 19:00		LIGHT	NORTHUMBERLAND PARK, NR JUNCT WTH HIGH RD.			31 LINK 182-194	533916/191486
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R	

111

01190178689	FRI 03/05/2019 08:45	LIGHT	HIGH RD, NR JUNCT WTH CHURCH RD.			31 NODE 172	533910/191059
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(7 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	UNKNOWN/OTHER
CASUALTY	002 (001)	(5 YRS - M - REDA)	SLIGHT	PEDESTRIAN		W BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)		REVERSING	(S TO N) BACK HIT FIRST	SCHOOL - TAKING JCT CLEARED
V001	A	405 (FAILED TO LOOK PROPERLY)			C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C002	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)					

112

01190183680	TUE 28/05/2019 14:30	LIGHT	HIGH RD, NR JUNCT WTH BRANTWOOD RD.			31 NODE 194	533887/191644
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(49 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	UNKNOWN/OTHER
CASUALTY	002 (001)	(15 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	PHV - LICENCED BT - DRV NOT CONTACTED	(48 YRS - M - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))					

113

01190185819	FRI 07/06/2019 14:45	LIGHT	WHITE HART LANE, NR JUNCT WTH LOVE LANE.			31 LINK 181-182	533687/191373
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
VEH1 WAS BEING DRIVEN EAST ALONG WHITE HART LANE WHEN THE DRIVER ALLEGEDLY LOST CONTROL COLLIDING WITH VEH2 WHICH WAS BEING DRIVEN WEST ALONG THE SAME ROAD							
CASUALTY	001 (002)	(60 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(60 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	410 (LOSS OF CONTROL)		V001	A	403 (POOR TURN OR MANOEUVRE)	
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	B	601 (AGGRESSIVE DRIVING)	
V001	B	306 (EXCEEDING SPEED LIMIT)		V001	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)	

114

01190187842	MON 17/06/2019 17:00	LIGHT	HIGH RD , 30 METRES SOUTH OF JUNCT WTH WHITE HART LANE .			31 LINK 172-182	533878/191348
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(33 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(10 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	003 (003)	(28 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(62 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ	(33 YRS - F - REDACT)	G/AHEAD - OTHER		(N TO S) BACK HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - NOT REQ	(28 YRS - F - REDACT)	WAITING - HELD UP		(N TO S) BACK HIT FIRST	J/P - UNKN
VEHICLE	004 (000)	CAR BT - NOT REQ	(51 YRS - F - REDACT)	WAITING - HELD UP		(N TO S) BACK HIT FIRST	
V001	B	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)					

115

01190187962	TUE 18/06/2019 09:45	LIGHT	TARIFF RD, 30 METRES NORTH OF JUNCT WTH NORTHUMBERLAND PARK.			31 CELL 534000/191000	534380/191470
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(24 YRS - M - REDACT)		U-TURN	(E TO E) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NEG	(20 YRS - M - REDACT)	OTHER TOW	MOVING OFF	(P TO N) FRONT HIT FIRST	JOURNEY P/O WORK
V002	B	405 (FAILED TO LOOK PROPERLY)					

116

01190188356	THU 20/06/2019 00:02	DARK	LOCATION UNCERTAIN. ON FORE ST, 70 METRES SOUTH OF JUNCT WTH NUTFIELD CLOSE.			32 LINK 34-728	534010/191878
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		ZEBRA XING	NONE IN 50M
APPARENTLY AT AROUND 00:02 ON THURSDAY 20TH JUNE2019 VEHICLE 2 WAS TRAVELLING SOUTHBOUND ON FORE STREET, N18 IN THE RIGHT HAND LANE WHEN VEHICLE 3 HAS SUDDENLY SWERVED IN FRONT OF VEHICLE 2. THE DRIVERS OF VEHICLE 2 HAVE HEARD A LOUD NOISE. THEY HAVE PULLED OVER FURTHER UP THE ROAD AND GOT OUT TO SEE WHAT HAS HAPPENED. APPARENTLY VEHICLE 3 HAS COLLIDED WITH A VEHICLE 1 AND THE BICYCLE HAS ENDED UP APPROX. (REDACTED)							
CASUALTY	001 (001)	(43 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(43 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - NOT REQ	(60 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	J/P - UNKN
VEHICLE	003 (000)	CAR BT - NOT REQ	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP
V003	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)					

117

01190188642	FRI 07/06/2019 14:45	LIGHT	FORE ST, NR JUNCT WTH FORE ST.			32 NODE 40	534105/192384
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SLIP ROAD	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(39 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(39 YRS - F - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

118

01190189041	SUN 23/06/2019 12:00	LIGHT	WHITE HART LANE, NR JUNCT WTH HIGH RD.			31 LINK 181-182	533792/191378
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NEG	(57 YRS - F - REDACT)	SLOWING/STOPPING		(N TO S) N/S HIT FIRST	JCT CLEARED
V001	A	409 (SWERVED)					

119

01190189369	MON 24/06/2019 20:50	LIGHT	FORE ST, 5 METRES SOUTH OF JUNCT WTH ANGEL PLACE.			32 LINK 40-45	534 111/192461
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

APPARENTLY VEH 1 WAS TRAVELLING NORTH ALONG FORE STREET AND HAD JUST GONE THROUGH THE GREEN ATS. VEH 2 WAS INDICATING TO TURN WEST INTO ANGEL PLACE. VEH 2 HAS THEN CROSSED THE NORTH BOUND CARRIAGE WAY AND VEH 1 HAS COLLIDED WITH THE REAR NEARSIDE OF VEH 2

CASUALTY	001 (001)	(26 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(26 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(31 YRS - F - REDACT)		TURNING RIGHT	(N TO W) N/S HIT FIRST	JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)					

120

01190189441	FRI 31/05/2019 22:55	DARK	LOCATION UNCERTAIN. ON NUTFIELD CLOSE (STOP W), NR JUNCT WTH UNKNOWN.			32 LINK 34-728	533995/191876
SELF-REPORTED	UNKNOWN S/R	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	STOP SGN	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(37 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

121

01190190065	FRI 28/06/2019 00:10	DARK	HIGH RD, NR JUNCT WTH BROMELY RD .			31 LINK 152-172	533911/190957
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(46 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	806 (IMPAIRED BY ALCOHOL)
V001	B	405 (FAILED TO LOOK PROPERLY)			C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)
C001	B	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)					

122

01190191642	FRI 05/07/2019 09:00	LIGHT	FORE ST, 5 METRES SOUTH OF JUNCT WTH COLLEGE GARDENS .			32 LINK 34-40	534088/192235
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	STOP SGN	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(45 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	WC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

123

01190192295	MON 08/07/2019 16:40	LIGHT	COLLEGE GARDENS, NR JUNCT WTH FORE ST.			32 LINK 34-40	534083/192272
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY, THE DRIVER OF THE VEHICLE WAS DRIVING WEST ALONG COLLEGE GARDENS AND TURNED LEFT ONTO FORE SREET. HE EDGED INTO THE YELLOW BOX AND BECAUSE HE DIDN'T WANT TO GET A TICKET HE REVERSED UP INTO COLLEGE GARDENS. AT THIS POINT VIW1 WAS HIT BY THE CAR AS SHE WAS WALKING CROSS COLLEGE GARDENS NORTH BOUND. THE REAR OF THE CAR HIT VIW1 AND FELL TO THE FLOOR HITTING HER HEAD.							
CASUALTY	001 (001)	(58 YRS - F - REDA)	SERIOUS	PEDESTRIAN		N BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	CAR BT - NOT REQ	(45 YRS - M - REDACT)		REVERSING	(E TO W) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	403 (POOR TURN OR MANOEUVRE)

124

01190192779	WED 10/07/2019 18:50	LIGHT	HIGH RD, NR JUNCT WTH HIGH ROAN JUNCT WTH HAMPDEN LANE N17.			31 LINK 152-172	533910/190704
POLICE - AT SCENE	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	COMMUTING L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(24 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT CLEARED
V001	B	405 (FAILED TO LOOK PROPERLY)					

125

01190193381	SAT 13/07/2019 18:05	LIGHT	HIGH RD, NR JUNCT WTH WHITEHALL ST.			31 LINK 172-182	533886/191249
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(59 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(59 YRS - M - REDACT)		TURNING RIGHT	(N TO W) N/S HIT FIRST	JCT MID
VEHICLE	002 (000)	WC ? CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	003 (000)	WC ? CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)		V002	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)	
V003	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)					

126

01190194373	TUE 25/06/2019 06:57	LIGHT	FORE ST, NR JUNCT WTH CLAREMONT ST.			32 NODE 34	534050/191976
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CYCLING ALONG FORE ST, CAR GAVE WAY TO HIM AND THEN LOOKED AWAY AND PROCEEDED KNOCKING CYCLIST OF AND THEN WASN'T GOING TO STOP UNTIL A WITNESS ASKED HIM TO.							
CASUALTY	001 (002)	(44 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - N/A	(44 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R

127

01190194649	FRI 19/07/2019 13:25	LIGHT	HIGH RD, NR JUNCT WTH BROMLEY RD N17.			31 LINK 152-172	533917/190954
POLICE - AT SCENE		ROAD-DRY	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(61 YRS - M - REDA)	SLIGHT	PEDESTRIAN		SE BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	WC 51-125CC BT - NOT REQ	(31 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) JCT CLEARED O/S HIT FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)
V001	B	605 (LEARNER OR INEXPERIENCED DRIVER)			V001	B	405 (FAILED TO LOOK PROPERLY)

128

01190194971	SUN 21/07/2019 15:34	LIGHT	FORE ST, NR JUNCT WTH COLTON WAY.			32 LINK 34-40	534081/192112
POLICE - AT SCENE		ROAD-DRY	WEATHER- FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML
NONE IN 50M							
APPARENTLY VEH1 WAS DRIVING SOUTHBOUND ALONG FORE ST AND TURNED RIGHT INTO COLYTON WAY TO TURN AROUND BUT THERE WAS A CARAVAN BLOCKING HER PATH. VEH1 BEGAN TO REVERSE BACK OUT OF COLYTON WAY TO RE-JOIN FORE ST AND HEAD NORTHBOUND. PEDESTRIAN WAS CROSSING COLYTON WAY JUNCTION WALKING NORTH ON FORE ST WHEN VEH1 REVERSED INTO PEDESTRIAN AND POSSIBLY DROVE ONTO HER LEG. (REDACTED)							
CASUALTY	001 (001)	(67 YRS - F - REDA)	SERIOUS	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NEG	(40 YRS - F - REDACT)		REVERSING		(E TO W) E/MAIN RD BACK HIT FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)					

129

01190195316	FRI 19/07/2019 23:02	LIGHT	LOCATION UNCERTAIN. ON FORE ST, NR JUNCT WTH N/A.			32 LINK 34-40	534082/192139
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(23 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

130

01190196642	MON 29/07/2019 15:44	LIGHT	HIGH RD, 3 METRES NORTH OF JUNCT WTH MOSELLE PLACE.			31 LINK 172-182	533884/191312
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(52 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT CLEARED
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(36 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) BACK HIT FIRST	JCT MID
V002	B	403 (POOR TURN OR MANOEUVRE)					

131

01190198481	THU 08/08/2019 13:18	LIGHT	HIGH RD, NR JUNCT WTH MOSELLE ST.			31 LINK 172-182	533889/191316
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(50 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	002 (002)	(37 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING - LEFT	(W TO N) DID NOT IMPACT	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ	(58 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	B	405 (FAILED TO LOOK PROPERLY)

132

01190199472	WED 14/08/2019 08:50	LIGHT	HIGH RD, NR JUNCT WTH NORTHUMBERLAND PARK.			31 LINK 182-194	533885/191492
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(20 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(20 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)					

133

01190199646	TUE 04/06/2019 17:45	LIGHT	HIGH RD, NR JUNCT WTH RUSKIN RD.	31 LINK 152-172	533912/190842
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(54 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(54 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST

134

01190199910	FRI 16/08/2019 16:30	LIGHT	HIGH RD, NR JUNCT WTH FORE ST.	31 LINK 194-728	533913/191717
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(49 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NEG	(19 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - NEG	(49 YRS - M - REDACT)	U-TURN	(E TO E) FRONT HIT FIRST
V001	B	306 (EXCEEDING SPEED LIMIT)		V001	A
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			405 (FAILED TO LOOK PROPERLY)

135

01190202727	SUN 01/09/2019 12:00	LIGHT	HIGH RD, NR JUNCT WTH CEDAR RD.			31 LINK 152-172		533908/190778
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A	(25 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

136

01190205422	SAT 14/09/2019 20:46		DARK	FORE ST, NR JUNCT WTH COLLEGE GARDENS.			32 LINK 34-40		534093/192268	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (002)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(38 YRS - F - REDACT)			TURNING RIGHT	(N TO W) FRONT HIT FIRST	J/P - UNKN E/MAIN RD	
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(27 YRS - M - REDACT)			O/TAKING - NON MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	B	403 (POOR TURN OR MANOEUVRE)				V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		

137

01190205497	SAT 14/09/2019 18:15	LIGHT	HIGH RD, NR JUNCT WTH BROMLEY RD.	31 LINK 152-172	533913/190946
SELF-REPORTED	UNKNOWN S/R	WEATHER-OTHER	UNKNOWN T/STAG JUN GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(45 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(45 YRS - F - REDACT) UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	UNKNOWN S/R BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT) UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R

138

01190206223	THU 19/09/2019 05:27	DARK	HIGH RD, NR JUNCT WTH NORTHUMBERLAND PARK N17.	31 LINK 182-194	533880/191485
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(43 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(43 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) N/S HIT FIRST COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(38 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST COMMUTING JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)		V001 A	403 (POOR TURN OR MANOEUVRE)

139

01190206927	SUN 22/09/2019 02:33	DARK	HIGH RD, NR JUNCT WTH LANGHEDGE LANE.			31 LINK 194-728	533909/191727
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(41 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(11 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(41 YRS - F - REDACT)		WAITING - TURN LEFT	(S TO W) BACK HIT FIRST	L/MAIN RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

140

01190207619	WED 25/09/2019 12:24	LIGHT	FORE ST, 43 METRES SOUTH OF JUNCT WTH NUTFIELD CLOSE.			32 LINK 34-728	533979/191810
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(48 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
CASUALTY	002 (002)	(50 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(68 YRS - F - REDACT)		CHNG LANE - LEFT	(NE TO SW) DID NOT IMPACT	
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ	(37 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) DID NOT IMPACT	JOURNEY P/O WORK
V001	B	405 (FAILED TO LOOK PROPERLY)					

141

01190207946	FRI 27/09/2019 03:40	DARK	LOCATION UNCERTAIN. ON COURT HOUSE, NR JUNCT WTH UNKNOWN.			32 LINK 34-40	534019/191991
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(53 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(53 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	

142

01190208458	SUN 29/09/2019 16:05	LIGHT	HIGH RD, NR JUNCT WTH LANGHEDGE LANE N18.			31 LINK 194-728	533908/191733
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(42 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(54 YRS - M - REDACT)		WAITING - TURN RIGHT	(NW TO SW) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(42 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) FRONT HIT FIRST	JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	A	405 (FAILED TO LOOK PROPERLY)

143	01190209235	TUE 01/10/2019 17:43	LIGHT	HIGH RD, NR JUNCT WTH BRANTWOOD RD.			31 NODE 194	533885/191651
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(19 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

144	01190210290	TUE 08/10/2019 14:10	LIGHT	FORE ST, 15 METRES NORTH OF JUNCT WTH A406.			32 NODE 40	534120/192448
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(22 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(81 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(22 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(34 YRS - F - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	JCT APP
V002	B	410 (LOSS OF CONTROL)						

145

01190210562	SUN 06/10/2019 14:00	LIGHT	HIGH RD, NR JUNCT WTH NORTHUMBERLAND PARK .	31 LINK 182-194	533875/191485
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(49 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(49 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST

146

01190211818	MON 14/10/2019 17:15	LIGHT	HIGH RD, 5 METRES EAST OF JUNCT WTH GASCOIGNE CLOSE.	31 LINK 152-172	533914/190923
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY PRIV DRIVE GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	WC 51-125CC BT - NOT REQ	(29 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - NEG	(33 YRS - F - REDACT)	TURNING RIGHT	(E TO NW) FRONT HIT FIRST
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	A
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	A
V002	B	403 (POOR TURN OR MANOEUVRE)			

147

01190212329	FRI 03/05/2019 00:10	DARK	FORE ST, NR JUNCT WTH RAYNAM RD.			32 LINK 34-40	534101/192370
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(21 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

148

01190213967	FRI 25/10/2019 06:45	DARK	HIGH RD, NR JUNCT WTH HIGH RD.			31 NODE 152	533912/190629
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(58 YRS - M - REDA)	SLIGHT	PEDESTRIAN	NE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

149

01190214239	SAT 26/10/2019 21:42	DARK	FORE ST, N18, NR JUNCT WTH GROVE ST, N18.			32 NODE 34	534033/191956
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	WC 51-125CC BT - NOT REQ	(37 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) O/S HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(42 YRS - F - REDACT)	TURNING RIGHT		(N TO W) FRONT HIT FIRST	L/MAIN RD
V002	A	405 (FAILED TO LOOK PROPERLY)			V001	B	308 (FOLLOWING TOO CLOSE)

150

01190214915	TUE 29/10/2019 20:27	DARK	WHITE HART LANE, NR JUNCT WTH HIGH RD.			31 NODE 182	533868/191403
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SLIP ROAD	T/STAG JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(37 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

151

01190215641	FRI 01/11/2019 13:40	LIGHT	CREIGHTON RD N17, NR JUNCT WTH CREIGHTON RD.			31 LINK 178-181	533501/191347
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(53 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

152

01190215836	SUN 03/11/2019 16:16	LIGHT	FORE ST, NR JUNCT WTH A406.			32 NODE 40	534124/192434
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SLIP ROAD	SLIP RD	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(48 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(29 YRS - F - REDACT)		U-TURN	(E TO E) FRONT HIT FIRST	E/SLIP RD
V002	A	405 (FAILED TO LOOK PROPERLY)					

153

01190215992	MON 04/11/2019 09:30	LIGHT	LOCATION UNCERTAIN. ON FORE ST, NR JUNCT WTH UNKNOWN. (DESCRIPTION REFERS TO POSSIBLY AT FAIRFIELD RD JUNCT)			32 LINK 40-45	534130/192555
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY	OTHER JUN	STOP SGN	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

154

01190216828	FRI 08/11/2019 03:30	DARK	HIGH RD, NR JUNCT WTH NUTFIELD CLOSE .			32 LINK 34-728	533993/191858
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(42 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(25 YRS - M - REDACT)		TURNING RIGHT	(N TO SW) BACK HIT FIRST	JCT APP
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)					

155

01190217143	SAT 09/11/2019 15:15	DARK	FORE ST, NR JUNCT WTH FAIRFIELD RD N18.			32 LINK 40-45	534121/192540
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(58 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(55 YRS - M - REDACT)		TURNING RIGHT		(E TO N) JCT CLEARED FRONT HIT FIRST
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)			V001	B	707 (RAIN, SLEET, SNOW OR FOG)

156

01190217696	MON 11/11/2019 19:00	DARK	FORE ST, NR JUNCT WTH COLYTON WAY.			32 LINK 34-40	534078/192126
POLICE - AT SCENE		ROAD-DRY	WEATHER- FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
APPARENTLY VEHICLE 001 WAS STOOD STATIC ON COLYTON WAY GIVING WAY TO ONCOMING TRAFFIC TRAVELLING NORTH AND SOUTH ON FORE STREET IN FRONT OF HER. SHE WAS SIGNALLING TO TURN RIGHT TO HEAD SOUTH ON FORE STREET. SHE NOTICED THAT IN THE SOUTHBOUND LANE WAS CLEAR AND THERE WAS A VEHICLE IN THE NOTHBOUND LANE HAD STOPPED TO GIVE HER WAY. SHE THEN DECIDED TO PULL OUT OF COLYTON WAY AND BEGAN TO MANOEUVRE THE VEHICLE TO TURN RIGHT. AT THIS POINT VEHICLE 002 APPEARED WHICH IS A (REDACTED) SCOOTER ARRIVING NORTHBOUND ON THE SOUTHBOUND LANE AT HIGH SPEED AND COLLIDED WITH THE FRONT OFF-SIDE OF VEHICLE 001 WHICH CAUSED THE RIDER OF VEHICLE 002 TO COME OFF OF THE MOPED OVER VEHICLE 001 AND LAND ON THE FLOOR.							
CASUALTY	001 (002)	(31 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(26 YRS - F - REDACT)		TURNING RIGHT	(SE TO E) FRONT HIT FIRST	E/MAIN RD
VEHICLE	002 (000)	MC 51-125CC BT - NOT PROVD	(31 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
V002	A	405 (FAILED TO LOOK PROPERLY)			V001	B	405 (FAILED TO LOOK PROPERLY)
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)			V001	B	403 (POOR TURN OR MANOEUVRE)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

157

01190218633	FRI 15/11/2019 18:30		DARK	FORE ST, NR JUNCT WTH SMARTS PLACE.			32 LINK 34-40		534088/192165
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(17 YRS - M - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	FROM DRIVERS O/SIDE - MASKED	
VEHICLE	001 (000)	PHV - LICENCED BT - NEG		(40 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))				V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

158

01190220457	SUN 24/11/2019 00:40		DARK	HIGH RD N17, NR JUNCT WTH RUSKIN RD N17.			31 LINK 152-172		533911/190848
SELF-REPORTED	ROAD-DRY	FINE - H WIND	SINGLE CWY	T/STAG JUN	UNKNOWN S/R		UNKNOWN S/R	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED		(42 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

159

01190222321	MON 02/12/2019 17:20	DARK	BOOKER RD, NR JUNCT WTH RAYNHAM RD .			32 CELL 534000/192000	534166/192353
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(32 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(49 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	SCHOOL - TAKING E/MAIN RD
C001	A	802 (FAILED TO LOOK PROPERLY)					

160

01190223219	WED 27/11/2019 19:00	DARK	WHITE HART LANE, NR JUNCT WTH PRETORIA RD.			31 LINK 181-182	533705/191348
SELF-REPORTED	UNKNOWN S/R	WEATHER- UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(? YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R

161

01190224411	WED 11/12/2019 22:59	DARK	LOCATION UNCERTAIN. ON FORE ST N18, 75 METRES WEST OF JUNCT WTH LEEDS ST. (GEO-CODED 300M SOUTH OF LEEDS ST)			32 LINK 34-40	534065/192050
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(42 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(47 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ	(57 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK
VEHICLE	003 (000)	CAR BT - NOT REQ	(58 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	501 (IMPAIRED BY ALCOHOL)

162

01190225200	SUN 15/12/2019 17:29	DARK	HIGH RD, NR JUNCT WTH LANSDOWNE RD .			31 NODE 152	533910/190628
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(16 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(19 YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V002	A	405 (FAILED TO LOOK PROPERLY)

163

01190226333	FRI 20/12/2019 14:00	LIGHT	FORE ST, NR JUNCT WTH NUTFIELD CLOSE.			32 LINK 34-728	533995/191875
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(13 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(39 YRS - M - REDACT)		MOVING OFF	(SE TO NW) DID NOT IMPACT	JOURNEY P/O WORK JCT CLEARED
V001	A	408 (SUDDEN BRAKING)					

164

01190226409	FRI 20/12/2019 19:35	DARK	NORTHUMBERLAND PARK, NR JUNCT WTH HIGH RD N17.			31 CELL 533500/191000	533930/191475
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(35 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(61 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(35 YRS - F - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST	COMMUTING L/MAIN RD
C002	A	802 (FAILED TO LOOK PROPERLY)			C002 A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)	

165

01190227036	TUE 24/12/2019 11:48	LIGHT	NORTHUMBERLAND PARK, 50 METRES EAST OF JUNCT WTH HIGH RD N17.. NREST CLASSIFIED RD WAS A1010. NREST CLASSIFIED RD WAS A1010			31 CELL 533500/191000	533942/191491
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(69 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(33 YRS - F - REDACT)		U-TURN	(N TO N) FRONT HIT FIRST	
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	A	605 (LEARNER OR INEXPERIENCED DRIVER)

166

01190227999	TUE 31/12/2019 23:05	DARK	HIGH RD, NR JUNCT WTH HAMPDEN LANE.			31 LINK 152-172	533908/190704
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(59 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(52 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	B	501 (IMPAIRED BY ALCOHOL)

167

01200228810	MON 06/01/2020 15:21	LIGHT	LANSDOWNE RD, 20 METRES EAST OF JUNCT WTH HIGH RD.			31 NODE 152	533946/190622
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(73 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (004)	(64 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(73 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(52 YRS - M - REDACT)		WAITING - TURN LEFT	(E TO SE) FRONT HIT FIRST	E/MAIN RD
VEHICLE	003 (000)	CAR BT - NOT REQ	(43 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
VEHICLE	004 (000)	CAR BT - NOT REQ	(64 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP
VEHICLE	005 (000)	CAR BT - NOT REQ	(24 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) DID NOT IMPACT	J/P - UNKN JCT APP
VEHICLE	006 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(? YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) DID NOT IMPACT	J/P - UNKN JCT APP
VEHICLE	007 (000)	CAR BT - NOT REQ	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN L/MAIN RD
V007	A	601 (AGGRESSIVE DRIVING)					

168

01200228976	TUE 07/01/2020 17:00	DARK	FORE ST, NR JUNCT WTH FAIRFIELD RD.			32 LINK 40-45	534133/192545
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(50 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	MC <= 50CC BT - NOT REQ	(50 YRS - M - REDACT)		MOVING OFF	(N TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	306 (EXCEEDING SPEED LIMIT)					

169

01200228981	TUE 07/01/2020 19:20	DARK	HIGH RD, NR JUNCT WTH NORTHUMBERLAND PARK.			31 LINK 182-194	533877/191488
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(40 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(36 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	COMMUTING JCT APP
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)					

170

01200230936	THU 16/01/2020 21:48	DARK	HIGH RD, NR JUNCT WTH BRANTWOOD RD.			31 NODE 194	533855/191587
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING RIGHT	(NW TO S) N/S HIT FIRST	JCT MID
VEHICLE	002 (000)	WC 51-125CC BT - NOT REQ	(24 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID
V001	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))			V001	A	405 (FAILED TO LOOK PROPERLY)
V001	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))

171											
01200232381		SAT 18/01/2020 19:10		DARK	WHITE HART LANE, NR JUNCT WTH BEAUFOY RD.			31 LINK 178-181		533605/191338	
SELF-REPORTED		UNKNOWN S/R		WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R		
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY	001 (001)	(42 YRS - F - REDA)			SLIGHT	PEDESTRIAN		UNKNOWN		UNKNOWN/OTHER	
VEHICLE	001 (000)	PED CYCLE BT - N/A			(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
172											
01200232979		MON 27/01/2020 16:30		DARK	HAMPDEN LANE, NR JUNCT WTH HIGH RD.			31 LINK 152-172		533924/190702	
POLICE - AT SCENE		ROAD-WET		RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY	001 (001)	(52 YRS - F - REDA)			SLIGHT	PEDESTRIAN		S BOUND		FROM DRIVERS N/SIDE	
CASUALTY	002 (001)	(72 YRS - F - REDA)			SERIOUS	PEDESTRIAN		S BOUND		FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ			(91 YRS - M - REDACT)	TURNING RIGHT			(S TO E) FRONT HIT FIRST	L/MAIN RD	
V001	B	403 (POOR TURN OR MANOEUVRE)					V001	B	405 (FAILED TO LOOK PROPERLY)		

173

01200233388	WED 29/01/2020 13:50	LIGHT	PARK AVENUE RD, 0 METRES NORTH OF JUNCT WTH PARK AVENUE RD .			31 CELL 534500/191000	534875/191128
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN
V001	A	601 (AGGRESSIVE DRIVING)					

174

01200234024	SAT 01/02/2020 22:30	DARK	NORTHUMBERLAND PARK, NR JUNCT WTH TARIFF RD.			31 CELL 534000/191000	534345/191430
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(59 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
V001	B	510 (DISTRACTION OUTSIDE VEHICLE)					

175

01200234220	WED 29/01/2020 21:49		DARK	HIGH RD, NR JUNCT WTH HIGH RD.			31 LINK 182-194		533878/191552
SELF-REPORTED	ROAD-WET		WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(49 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

176

01200237117	MON 17/02/2020 11:05		LIGHT	FORE ST, NR JUNCT WTH CUTHBERT RD.			32 LINK 40-45		534135/192487
SELF-REPORTED	ROAD-DRY		WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(33 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - N/A		(? YRS - - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	

177

01200238081	SUN 23/02/2020 15:10	LIGHT	LANGHEDGE CLOSE, 50 METRES WEST OF JUNCT WTH LANGHEDGE LANE.			32 CELL 533500/191500	533787/191850
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(22 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	
V001	A	999 (OTHER - PLEASE SPECIFY BELOW)					

178

01200238548	SUN 23/02/2020 17:00	DARK	CLAREMONT ST, NR JUNCT WTH UNKNOWN.			32 LINK 34-37	534092/191928
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(44 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(44 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

179

01200240169	THU 05/03/2020 10:55	LIGHT	LOCATION UNCERTAIN FORE ST, NR JUNCT WTH CUTBERT RD			32 LINK 40-45	534131/192507
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(50 YRS - F - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(50 YRS - M - REDACT)		TURNING - LEFT	(S TO SW) O/S HIT FIRST	J/P - UNKN E/SLIP RD
C001	A	802 (FAILED TO LOOK PROPERLY)					

180

01200241377	WED 26/02/2020 08:28	DARK	FORE ST, NR JUNCT WTH UNKNOWN.			32 LINK 40-45	534127/192527
SELF-REPORTED	UNKNOWN S/R	WEATHER- UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(52 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

181

01200241551	THU 12/03/2020 00:10		DARK	FORE ST, NR JUNCT WTH COLLEGE CLOSE N18.			32 LINK 34-40		534092/192297	
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	PEDN PHASE ATS		NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (001)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER					
CASUALTY	002 (002)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	CAR BT - POS		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT APP		
VEHICLE	002 (000)	CAR BT - NEG		(41 YRS - M - REDACT)		U-TURN	(N TO N) FRONT HIT FIRST	JCT APP		
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT APP		
V001	A	501 (IMPAIRED BY ALCOHOL)				V001	A	601 (AGGRESSIVE DRIVING)		
V002	A	403 (POOR TURN OR MANOEUVRE)								

182

01200243521	WED 25/03/2020 00:00		DARK	HIGH RD, NR JUNCT WTH ROEBUCK CLOSE.			31 LINK 182-194		533874/191574
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(12 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NEG	(31 YRS - M - REDACT)	U-TURN		(N TO N) FRONT HIT FIRST	J/P - UNKN L/MAIN RD		
VEHICLE	002 (000)	CAR BT - NEG	(48 YRS - M - REDACT)	REVERSING		(N TO S) O/S HIT FIRST	L/MAIN RD		
V001	A	403 (POOR TURN OR MANOEUVRE)				V001	A	405 (FAILED TO LOOK PROPERLY)	
V002	B	405 (FAILED TO LOOK PROPERLY)							

183

01200246225	TUE 28/04/2020 21:04	DARK	HIGH RD, NR JUNCT WTH HIGH RD.			31 LINK 152-172	533918/190863
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(26 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

184

01200249137	SAT 23/05/2020 19:40	LIGHT	HIGH RD, NR JUNCT WTH WHITE HART LANE.			31 NODE 182	533876/191403
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(38 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

185	01200249993		MON 01/06/2020 13:20		LIGHT	HIGH RD, NR JUNCT WTH WHITE HART LANE.			31 NODE 182		533865/191391	
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS			NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY	001 (001)	(33 YRS - M - REDA)				SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	PED CYCLE BT - N/A				(33 YRS - M - REDACT)		MOVING OFF	(N TO S) BACK HIT FIRST	COMMUTING L/MAIN RD		
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED				(? YRS - M - REDACT)		MOVING OFF	(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP		
V001	A	403 (POOR TURN OR MANOEUVRE)						V002	A	405 (FAILED TO LOOK PROPERLY)		

186													
01200250062	TUE 02/06/2020 10:01			LIGHT		HIGH RD, 25 METRES SOUTH OF JUNCT WTH CEDAR RD.			31 LINK 152-172		533913/190763		
POLICE - AT SCENE		ROAD-DRY		WEATHER-FINE		SINGLE CWY		NO JUN IN 20M		PEDN PHASE ATS		NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED													
CASUALTY	001 (002)	(39 YRS - M - REDA)				SLIGHT		DRIVER/RIDER					
VEHICLE	001 (000)	CAR BT - NOT REQ				(40 YRS - M - REDACT)		SLOWING/STOPPING		(N TO S) O/S HIT FIRST			
VEHICLE	002 (000)	PED CYCLE BT - N/A				(39 YRS - M - REDACT)		O/TAKING - NON MOVING VEH		(N TO S) FRONT HIT FIRST		JOURNEY P/O WORK	
V001	B	405 (FAILED TO LOOK PROPERLY)											

187

01200250880	MON 08/06/2020 17:26		LIGHT	HIGH RD, NR JUNCT WTH HAMPDEN RD N17.			31 LINK 152-172		533905/190717	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (002)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	CAR BT - NOT REQ		(29 YRS - M - REDACT)			WAITING - HELD UP	(S TO N) BACK HIT FIRST	JCT CLEARED	
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ		(28 YRS - M - REDACT)			WAITING - HELD UP	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED	
V002	A	405 (FAILED TO LOOK PROPERLY)					V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

188

01200250882	THU 21/05/2020 08:40		LIGHT	FORE ST, NR JUNCT WTH RAYNHAM RD.			32 LINK 34-40		534101/192368
SELF-REPORTED	ROAD-DRY		WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

189

01200251866	WED 10/06/2020 11:00	LIGHT	WHITE HART LANE, NR JUNCT WTH CREIGHTON RD.			31 LINK 178-181	533563/191327
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(44 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(44 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

190

01200251891	SAT 06/06/2020 15:55	LIGHT	NORTH CIRCULAR RD, NR JUNCT WTH ANGEL RD.			32 LINK 39-40	534172/192409
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(17 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(17 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

191

01200254772	SAT 04/07/2020 06:20	LIGHT	HIGH RD, 50 METRES NORTH OF JUNCT WTH NORTHUMBERLAND PARK RD.			31 LINK 182-194	533883/191553
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(59 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(59 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

192

01200255092	FRI 03/07/2020 15:29	LIGHT	FORE ST, NR JUNCT WTH FAIRFIELD RD.			32 LINK 40-45	534130/192530
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(34 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

193

01200255398	TUE 07/07/2020 04:50	LIGHT	HIGH RD, NR JUNCT WTH LANSDOWNE RD.			31 NODE 152	533910/190646
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SLIP ROAD	CROSSROADS	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(31 YRS - F - REDA)	SERIOUS	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

194

01200255429	WED 08/07/2020 05:00	LIGHT	LANGHEDGE LANE, NR JUNCT WTH NOT AT JUNTION.			32 CELL 533500/191500	533776/191793
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)	ARTICULATED VEH	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

195

01200256438	MON 29/06/2020 10:00	LIGHT	HIGH RD, NR JUNCT WTH HIGH RD.			31 NODE 172	533911/190997
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

196

01200256818	THU 16/07/2020 11:45	LIGHT	HIGH RD, 50 METRES SOUTH OF JUNCT WTH PARK LANE N17.			31 LINK 152-172	533913/190995
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(74 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(32 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)					

197

01200258754	MON 27/07/2020 12:40	LIGHT	FORE ST, 30 METRES NORTH OF JUNCT WTH COWPER RD .			32 LINK 34-40	534087/192094
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(0 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(28 YRS - M - REDACT)		REVERSING	(S TO N) BACK HIT FIRST	
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)					

198

01200260191	MON 03/08/2020 13:53	LIGHT	FORE ST, NR JUNCT WTH FAIRFIELD RD.			32 LINK 40-45	534126/192529
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

199

01200260344	TUE 04/08/2020 18:00	LIGHT	HIGH RD, NR JUNCT WTH PARK LANE.			31 LINK 152-172	533916/190980
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(58 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	A	806 (IMPAIRED BY ALCOHOL)					

200

01200262613	SAT 15/08/2020 03:11	DARK	HIGH RD, NR JUNCT WTH HIGH RD.			31 NODE 182	533878/191365
SELF-REPORTED	UNKNOWN S/R	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(31 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

201

01200262854	WED 19/08/2020 13:43		LIGHT	FAIRFIELD RD, NR JUNCT WTH FORE ST.			32 LINK 40-45		534174/192524
SELF-REPORTED		UNKNOWN S/R	WEATHER-OTHER	ONE-WAY ST	OTHER JUN	UNKNOWN S/R	NO XING FACIL IN 50M		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(56 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(56 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R	
VEHICLE	002 (000)	GOODS ? T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	

202

01200263384	SAT 22/08/2020 10:08		LIGHT	FORE ST, 030 METRES SOUTH OF JUNCT WTH COLLEGE GARDENS. .		32 LINK 34-40	534082/192181
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(42 YRS - M - REDA)		SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE - MASKED
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(19 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) J/P - UNKN O/S HIT FIRST
C001	A	806 (IMPAIRED BY ALCOHOL)			V001	A	701 (STATIONARY OR PARKED VEHICLE(S))
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

203

01200264006	TUE 25/08/2020 20:35	DARK	FORE ST, NR JUNCT WTH COWPER RD.			32 LINK 34-40	534078/192086
POLICE - AT SCENE	ROAD-WET	RAINING - H WIND	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(18 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(55 YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	COMMUTING L/MAIN RD
VEHICLE	002 (000)	MC 51-125CC BT - NOT PROVD	(18 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V002	B	405 (FAILED TO LOOK PROPERLY)
V002	B	605 (LEARNER OR INEXPERIENCED DRIVER)					

204

01200264353	THU 27/08/2020 18:17	LIGHT	FORE ST, 25 METRES NORTH OF JUNCT WTH COLYTON WAY.			32 LINK 34-40	534090/192212
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(31 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
CASUALTY	002 (001)	(4 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
V001	B	403 (POOR TURN OR MANOEUVRE)			V001	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

205

01200265420	WED 02/09/2020 22:40	DARK	HIGH RD, NR JUNCT WTH HIGH RD N17.			31 LINK 152-172	533918/190854
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	ZEBRA XING	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(20 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)					

206

01200267450	SUN 13/09/2020 09:30	LIGHT	HIGH RD, 40 METRES NORTH OF JUNCT WTH RUSKIN RD.			31 LINK 152-172	533919/190900
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(42 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(39 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)		TURNING RIGHT	(S TO NE) O/S HIT FIRST	
VEHICLE	002 (000)	OTHER VEH BT - NOT REQ	(42 YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) FRONT HIT FIRST	
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	A	403 (POOR TURN OR MANOEUVRE)

207

01200267994	WED 09/09/2020 17:00		LIGHT	FORE ST, NR JUNCT WTH FAIRFIELD RD.			32 LINK 40-45		534121/192501
SELF-REPORTED	ROAD-DRY		WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(28 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

208

01200268742	FRI 18/09/2020 17:27	LIGHT	WHITE HART LANE, NR JUNCT WTH PENHURST RD.			31 LINK 178-181	533637/191367
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(24 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

209

01200270189	FRI 25/09/2020 02:40	LIGHT	LANSDOWNE RD, NR JUNCT WTH LANSDOWNE RD.			31 NODE 152	533908/190640
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	OTHER JUN	UNKNOWN S/R	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

210

01200270279	SAT 26/09/2020 20:15	DARK	HIGH RD, NR JUNCT WTH CEDAR RD.			31 LINK 152-172	533909/190780
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	L/MAIN RD
VEHICLE	002 (000)	ELEC M/C BT - NOT REQ	(37 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)			V002	B	405 (FAILED TO LOOK PROPERLY)

211

01200270286	SAT 26/09/2020 22:05	DARK	HIGH RD, NR JUNCT WTH CEDAR RD N17.			31 LINK 152-172	533908/190781
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(0 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ	(50 YRS - M - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	JCT CLEARED
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))					

212

01200270663	SUN 13/09/2020 15:30	LIGHT	ANGEL CORNER (STOP F), NR JUNCT WTH FORE ST.			32 LINK 39-40	534163/192436
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	ONE-WAY ST	UNKNOWN S/R	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(65 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R

213

01200271546	THU 01/10/2020 17:20	LIGHT	FORE ST, NR JUNCT WTH COLYTON WAY.			32 LINK 34-40	534094/192113
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	MC 126-500CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

214

01200271619	SAT 03/10/2020 12:05	LIGHT	LEEDS ST, NR JUNCT WTH BOOKER RD.			32 CELL 534000/192000	534160/192262
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - NOT REQ	(38 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(46 YRS - M - REDACT)		TURNING RIGHT	(N TO SW) DID NOT IMPACT	JCT MID
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) DID NOT IMPACT	J/P - UNKN JCT APP
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)
V001	A	405 (FAILED TO LOOK PROPERLY)					

215

01200272314	MON 05/10/2020 13:30	LIGHT	NORTHUMBERLAND PARK, NR JUNCT WTH HIGH RD.			31 LINK 182-194	533922/191486
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(35 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(35 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

216

01200273511	SAT 10/10/2020 20:20	DARK	HIGH RD, NR JUNCT WTH CEDAR RD.			31 LINK 152-172	533907/190784
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(39 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

217

01200275480	FRI 23/10/2020 14:15	LIGHT	HIGH RD N17, NR JUNCT WTH BRERETON RD N17.			31 LINK 172-182	533893/191172
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(50 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		CHNG LANE - LEFT	(S TO N) DID NOT IMPACT	J/P - UNKN L/MAIN RD
V002	A	403 (POOR TURN OR MANOEUVRE)					

218

01200277182	MON 02/11/2020 12:40	LIGHT	HIGH RD, 25 METRES NORTH OF JUNCT WTH CEDAR RD.			31 LINK 152-172	533906/190814
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(64 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		MOVING OFF	(P TO N) BACK HIT FIRST	J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)					

219

01200277880	THU 05/11/2020 16:14	LIGHT	CREIGHTON RD, 43 METRES WEST OF JUNCT WTH WHITE HART LANE.			31 LINK 178-181	533476/191351
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(13 YRS - M - REDA)	SERIOUS	PEDESTRIAN	N BOUND	FROM DRIVERS O/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))					

220

01200279650	MON 16/11/2020 13:46	LIGHT	HIGH RD, NR JUNCT WTH PARK LANE.			31 NODE 172	533916/191063
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	MC 126-500CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

221

01200279790	MON 16/11/2020 13:45	LIGHT	FORE ST, 50 METRES NORTH OF JUNCT WTH GROVE ST.			32 LINK 34-40	534034/191979
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(46 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK
C001	A	802 (FAILED TO LOOK PROPERLY)					

222

01200280379	FRI 20/11/2020 15:45	DARK	HIGH RD, NR JUNCT WTH BRANTWOOD RD .			31 NODE 194	533889/191646
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(78 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(64 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT CLEARED
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)					

Appendix H

TRICS sites reports

Calculation Reference: AUDIT-701001-210521-0539

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
HG	HARINGEY	1 days
HO	HOUNSLOW	1 days
IS	ISLINGTON	1 days
WF	WALTHAM FOREST	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 73 to 255 (units:)
Range Selected by User: 50 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	3
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days

50,001 to 100,000 1 days

100,001 or More 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000 1 days

500,001 or More 4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

3 Moderate 2 days

5 Very Good 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
2	HG-03-C-01 BREAM CLOSE TOTTENHAM HALE	BLOCKS OF FLATS		HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		255	
	Survey date: TUESDAY		18/06/19	Survey Type: MANUAL
3	HO-03-C-04 LONDON ROAD ISLEWORTH	BLOCKS OF FLATS		HOUNSLOW
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		203	
	Survey date: TUESDAY		03/07/18	Survey Type: MANUAL
4	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		185	
	Survey date: THURSDAY		06/06/19	Survey Type: MANUAL
5	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		73	
	Survey date: TUESDAY		05/11/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.003	5	159	0.003	5	159	0.006
08:00 - 09:00	5	159	0.006	5	159	0.006	5	159	0.012
09:00 - 10:00	5	159	0.011	5	159	0.013	5	159	0.024
10:00 - 11:00	5	159	0.006	5	159	0.006	5	159	0.012
11:00 - 12:00	5	159	0.004	5	159	0.004	5	159	0.008
12:00 - 13:00	5	159	0.009	5	159	0.009	5	159	0.018
13:00 - 14:00	5	159	0.006	5	159	0.006	5	159	0.012
14:00 - 15:00	5	159	0.001	5	159	0.001	5	159	0.002
15:00 - 16:00	5	159	0.003	5	159	0.003	5	159	0.006
16:00 - 17:00	5	159	0.005	5	159	0.005	5	159	0.010
17:00 - 18:00	5	159	0.005	5	159	0.004	5	159	0.009
18:00 - 19:00	5	159	0.018	5	159	0.018	5	159	0.036
19:00 - 20:00	4	135	0.017	4	135	0.017	4	135	0.034
20:00 - 21:00	4	135	0.009	4	135	0.009	4	135	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.103			0.104				0.207

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.001	5	159	0.001	5	159	0.002
08:00 - 09:00	5	159	0.001	5	159	0.000	5	159	0.001
09:00 - 10:00	5	159	0.003	5	159	0.001	5	159	0.004
10:00 - 11:00	5	159	0.008	5	159	0.004	5	159	0.012
11:00 - 12:00	5	159	0.004	5	159	0.009	5	159	0.013
12:00 - 13:00	5	159	0.000	5	159	0.001	5	159	0.001
13:00 - 14:00	5	159	0.000	5	159	0.000	5	159	0.000
14:00 - 15:00	5	159	0.003	5	159	0.003	5	159	0.006
15:00 - 16:00	5	159	0.001	5	159	0.000	5	159	0.001
16:00 - 17:00	5	159	0.000	5	159	0.001	5	159	0.001
17:00 - 18:00	5	159	0.000	5	159	0.000	5	159	0.000
18:00 - 19:00	5	159	0.000	5	159	0.000	5	159	0.000
19:00 - 20:00	4	135	0.000	4	135	0.000	4	135	0.000
20:00 - 21:00	4	135	0.000	4	135	0.000	4	135	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.020			0.041

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.000	5	159	0.013	5	159	0.013
08:00 - 09:00	5	159	0.000	5	159	0.021	5	159	0.021
09:00 - 10:00	5	159	0.003	5	159	0.005	5	159	0.008
10:00 - 11:00	5	159	0.001	5	159	0.006	5	159	0.007
11:00 - 12:00	5	159	0.003	5	159	0.004	5	159	0.007
12:00 - 13:00	5	159	0.000	5	159	0.003	5	159	0.003
13:00 - 14:00	5	159	0.000	5	159	0.001	5	159	0.001
14:00 - 15:00	5	159	0.005	5	159	0.003	5	159	0.008
15:00 - 16:00	5	159	0.005	5	159	0.004	5	159	0.009
16:00 - 17:00	5	159	0.005	5	159	0.000	5	159	0.005
17:00 - 18:00	5	159	0.005	5	159	0.001	5	159	0.006
18:00 - 19:00	5	159	0.016	5	159	0.003	5	159	0.019
19:00 - 20:00	4	135	0.007	4	135	0.006	4	135	0.013
20:00 - 21:00	4	135	0.006	4	135	0.000	4	135	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.070			0.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.019	5	159	0.097	5	159	0.116
08:00 - 09:00	5	159	0.030	5	159	0.118	5	159	0.148
09:00 - 10:00	5	159	0.039	5	159	0.067	5	159	0.106
10:00 - 11:00	5	159	0.069	5	159	0.075	5	159	0.144
11:00 - 12:00	5	159	0.081	5	159	0.084	5	159	0.165
12:00 - 13:00	5	159	0.065	5	159	0.083	5	159	0.148
13:00 - 14:00	5	159	0.055	5	159	0.070	5	159	0.125
14:00 - 15:00	5	159	0.045	5	159	0.045	5	159	0.090
15:00 - 16:00	5	159	0.086	5	159	0.073	5	159	0.159
16:00 - 17:00	5	159	0.091	5	159	0.075	5	159	0.166
17:00 - 18:00	5	159	0.117	5	159	0.074	5	159	0.191
18:00 - 19:00	5	159	0.161	5	159	0.084	5	159	0.245
19:00 - 20:00	4	135	0.115	4	135	0.087	4	135	0.202
20:00 - 21:00	4	135	0.069	4	135	0.050	4	135	0.119
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.042			1.082			2.124	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.013	5	159	0.053	5	159	0.066
08:00 - 09:00	5	159	0.031	5	159	0.153	5	159	0.184
09:00 - 10:00	5	159	0.042	5	159	0.057	5	159	0.099
10:00 - 11:00	5	159	0.030	5	159	0.045	5	159	0.075
11:00 - 12:00	5	159	0.035	5	159	0.031	5	159	0.066
12:00 - 13:00	5	159	0.031	5	159	0.034	5	159	0.065
13:00 - 14:00	5	159	0.039	5	159	0.031	5	159	0.070
14:00 - 15:00	5	159	0.036	5	159	0.043	5	159	0.079
15:00 - 16:00	5	159	0.089	5	159	0.067	5	159	0.156
16:00 - 17:00	5	159	0.065	5	159	0.055	5	159	0.120
17:00 - 18:00	5	159	0.082	5	159	0.050	5	159	0.132
18:00 - 19:00	5	159	0.091	5	159	0.055	5	159	0.146
19:00 - 20:00	4	135	0.096	4	135	0.048	4	135	0.144
20:00 - 21:00	4	135	0.052	4	135	0.039	4	135	0.091
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.732			0.761			1.493

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.047	5	159	0.274	5	159	0.321
08:00 - 09:00	5	159	0.072	5	159	0.527	5	159	0.599
09:00 - 10:00	5	159	0.117	5	159	0.243	5	159	0.360
10:00 - 11:00	5	159	0.131	5	159	0.196	5	159	0.327
11:00 - 12:00	5	159	0.145	5	159	0.157	5	159	0.302
12:00 - 13:00	5	159	0.127	5	159	0.146	5	159	0.273
13:00 - 14:00	5	159	0.130	5	159	0.136	5	159	0.266
14:00 - 15:00	5	159	0.109	5	159	0.121	5	159	0.230
15:00 - 16:00	5	159	0.252	5	159	0.195	5	159	0.447
16:00 - 17:00	5	159	0.243	5	159	0.185	5	159	0.428
17:00 - 18:00	5	159	0.308	5	159	0.174	5	159	0.482
18:00 - 19:00	5	159	0.447	5	159	0.194	5	159	0.641
19:00 - 20:00	4	135	0.337	4	135	0.165	4	135	0.502
20:00 - 21:00	4	135	0.202	4	135	0.109	4	135	0.311
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.667			2.822			5.489	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.011	5	159	0.052	5	159	0.063
08:00 - 09:00	5	159	0.016	5	159	0.073	5	159	0.089
09:00 - 10:00	5	159	0.018	5	159	0.029	5	159	0.047
10:00 - 11:00	5	159	0.031	5	159	0.033	5	159	0.064
11:00 - 12:00	5	159	0.036	5	159	0.042	5	159	0.078
12:00 - 13:00	5	159	0.029	5	159	0.038	5	159	0.067
13:00 - 14:00	5	159	0.024	5	159	0.029	5	159	0.053
14:00 - 15:00	5	159	0.029	5	159	0.026	5	159	0.055
15:00 - 16:00	5	159	0.047	5	159	0.044	5	159	0.091
16:00 - 17:00	5	159	0.052	5	159	0.039	5	159	0.091
17:00 - 18:00	5	159	0.075	5	159	0.047	5	159	0.122
18:00 - 19:00	5	159	0.062	5	159	0.048	5	159	0.110
19:00 - 20:00	4	135	0.061	4	135	0.031	4	135	0.092
20:00 - 21:00	4	135	0.037	4	135	0.030	4	135	0.067
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.528			0.561			1.089	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.004	5	159	0.011	5	159	0.015
08:00 - 09:00	5	159	0.006	5	159	0.004	5	159	0.010
09:00 - 10:00	5	159	0.011	5	159	0.008	5	159	0.019
10:00 - 11:00	5	159	0.013	5	159	0.016	5	159	0.029
11:00 - 12:00	5	159	0.016	5	159	0.015	5	159	0.031
12:00 - 13:00	5	159	0.015	5	159	0.018	5	159	0.033
13:00 - 14:00	5	159	0.010	5	159	0.018	5	159	0.028
14:00 - 15:00	5	159	0.005	5	159	0.005	5	159	0.010
15:00 - 16:00	5	159	0.004	5	159	0.010	5	159	0.014
16:00 - 17:00	5	159	0.014	5	159	0.008	5	159	0.022
17:00 - 18:00	5	159	0.010	5	159	0.005	5	159	0.015
18:00 - 19:00	5	159	0.009	5	159	0.005	5	159	0.014
19:00 - 20:00	4	135	0.011	4	135	0.011	4	135	0.022
20:00 - 21:00	4	135	0.004	4	135	0.000	4	135	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.132			0.134			0.266	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.000	5	159	0.000	5	159	0.000
08:00 - 09:00	5	159	0.001	5	159	0.003	5	159	0.004
09:00 - 10:00	5	159	0.000	5	159	0.000	5	159	0.000
10:00 - 11:00	5	159	0.001	5	159	0.003	5	159	0.004
11:00 - 12:00	5	159	0.001	5	159	0.000	5	159	0.001
12:00 - 13:00	5	159	0.003	5	159	0.004	5	159	0.007
13:00 - 14:00	5	159	0.005	5	159	0.005	5	159	0.010
14:00 - 15:00	5	159	0.001	5	159	0.001	5	159	0.002
15:00 - 16:00	5	159	0.003	5	159	0.003	5	159	0.006
16:00 - 17:00	5	159	0.006	5	159	0.008	5	159	0.014
17:00 - 18:00	5	159	0.006	5	159	0.005	5	159	0.011
18:00 - 19:00	5	159	0.013	5	159	0.011	5	159	0.024
19:00 - 20:00	4	135	0.013	4	135	0.009	4	135	0.022
20:00 - 21:00	4	135	0.006	4	135	0.009	4	135	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.059			0.061				0.120

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Underground Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.008	5	159	0.036	5	159	0.044
08:00 - 09:00	5	159	0.005	5	159	0.087	5	159	0.092
09:00 - 10:00	5	159	0.020	5	159	0.044	5	159	0.064
10:00 - 11:00	5	159	0.013	5	159	0.026	5	159	0.039
11:00 - 12:00	5	159	0.005	5	159	0.008	5	159	0.013
12:00 - 13:00	5	159	0.009	5	159	0.009	5	159	0.018
13:00 - 14:00	5	159	0.013	5	159	0.009	5	159	0.022
14:00 - 15:00	5	159	0.005	5	159	0.016	5	159	0.021
15:00 - 16:00	5	159	0.020	5	159	0.018	5	159	0.038
16:00 - 17:00	5	159	0.024	5	159	0.015	5	159	0.039
17:00 - 18:00	5	159	0.028	5	159	0.021	5	159	0.049
18:00 - 19:00	5	159	0.068	5	159	0.023	5	159	0.091
19:00 - 20:00	4	135	0.030	4	135	0.009	4	135	0.039
20:00 - 21:00	4	135	0.022	4	135	0.011	4	135	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.270			0.332			0.602

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL DLR Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.000	5	159	0.001	5	159	0.001
08:00 - 09:00	5	159	0.000	5	159	0.000	5	159	0.000
09:00 - 10:00	5	159	0.000	5	159	0.001	5	159	0.001
10:00 - 11:00	5	159	0.001	5	159	0.000	5	159	0.001
11:00 - 12:00	5	159	0.000	5	159	0.001	5	159	0.001
12:00 - 13:00	5	159	0.001	5	159	0.000	5	159	0.001
13:00 - 14:00	5	159	0.000	5	159	0.000	5	159	0.000
14:00 - 15:00	5	159	0.000	5	159	0.000	5	159	0.000
15:00 - 16:00	5	159	0.001	5	159	0.000	5	159	0.001
16:00 - 17:00	5	159	0.000	5	159	0.000	5	159	0.000
17:00 - 18:00	5	159	0.000	5	159	0.001	5	159	0.001
18:00 - 19:00	5	159	0.001	5	159	0.000	5	159	0.001
19:00 - 20:00	4	135	0.000	4	135	0.000	4	135	0.000
20:00 - 21:00	4	135	0.000	4	135	0.000	4	135	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.004			0.004			0.008	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL Overground Passengers
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.001	5	159	0.004	5	159	0.005
08:00 - 09:00	5	159	0.000	5	159	0.009	5	159	0.009
09:00 - 10:00	5	159	0.001	5	159	0.006	5	159	0.007
10:00 - 11:00	5	159	0.001	5	159	0.001	5	159	0.002
11:00 - 12:00	5	159	0.003	5	159	0.001	5	159	0.004
12:00 - 13:00	5	159	0.000	5	159	0.000	5	159	0.000
13:00 - 14:00	5	159	0.001	5	159	0.001	5	159	0.002
14:00 - 15:00	5	159	0.001	5	159	0.000	5	159	0.001
15:00 - 16:00	5	159	0.004	5	159	0.000	5	159	0.004
16:00 - 17:00	5	159	0.003	5	159	0.001	5	159	0.004
17:00 - 18:00	5	159	0.003	5	159	0.001	5	159	0.004
18:00 - 19:00	5	159	0.006	5	159	0.003	5	159	0.009
19:00 - 20:00	4	135	0.002	4	135	0.000	4	135	0.002
20:00 - 21:00	4	135	0.000	4	135	0.000	4	135	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.027			0.053

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL National Rail Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.001	5	159	0.028	5	159	0.029
08:00 - 09:00	5	159	0.001	5	159	0.057	5	159	0.058
09:00 - 10:00	5	159	0.000	5	159	0.025	5	159	0.025
10:00 - 11:00	5	159	0.003	5	159	0.011	5	159	0.014
11:00 - 12:00	5	159	0.004	5	159	0.008	5	159	0.012
12:00 - 13:00	5	159	0.004	5	159	0.003	5	159	0.007
13:00 - 14:00	5	159	0.005	5	159	0.001	5	159	0.006
14:00 - 15:00	5	159	0.003	5	159	0.000	5	159	0.003
15:00 - 16:00	5	159	0.008	5	159	0.005	5	159	0.013
16:00 - 17:00	5	159	0.014	5	159	0.001	5	159	0.015
17:00 - 18:00	5	159	0.030	5	159	0.000	5	159	0.030
18:00 - 19:00	5	159	0.033	5	159	0.003	5	159	0.036
19:00 - 20:00	4	135	0.022	4	135	0.004	4	135	0.026
20:00 - 21:00	4	135	0.028	4	135	0.000	4	135	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.156			0.146			0.302	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Bus Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	159	0.005	5	159	0.043	5	159	0.048
08:00 - 09:00	5	159	0.004	5	159	0.082	5	159	0.086
09:00 - 10:00	5	159	0.013	5	159	0.038	5	159	0.051
10:00 - 11:00	5	159	0.013	5	159	0.030	5	159	0.043
11:00 - 12:00	5	159	0.015	5	159	0.020	5	159	0.035
12:00 - 13:00	5	159	0.016	5	159	0.015	5	159	0.031
13:00 - 14:00	5	159	0.016	5	159	0.021	5	159	0.037
14:00 - 15:00	5	159	0.014	5	159	0.014	5	159	0.028
15:00 - 16:00	5	159	0.039	5	159	0.029	5	159	0.068
16:00 - 17:00	5	159	0.042	5	159	0.036	5	159	0.078
17:00 - 18:00	5	159	0.044	5	159	0.024	5	159	0.068
18:00 - 19:00	5	159	0.070	5	159	0.024	5	159	0.094
19:00 - 20:00	4	135	0.065	4	135	0.011	4	135	0.076
20:00 - 21:00	4	135	0.026	4	135	0.009	4	135	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.382			0.396			0.778

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-701001-210521-0543

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON	
HA	HARROW	1 days
HG	HARINGEY	1 days
IS	ISLINGTON	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 88 to 247 (units:)
 Range Selected by User: 50 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/06/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 1 days

100,001 or More 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

3 Moderate 1 days

4 Good 1 days

5 Very Good 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HA-03-D-01	BLOCKS OF FLATS		HARROW
	THE MALL			
	KINGSBURY			
	KINGSBURY CIRCLE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	88		
	Survey date: THURSDAY	17/07/14	Survey Type: MANUAL	
2	HG-03-D-03	BLOCKS OF FLATS		HARINGEY
	COMMERCE ROAD			
	WOOD GREEN			
	WOODSIDE PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	90		
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL	
3	IS-03-D-04	BLOCKS OF FLATS		ISLINGTON
	LIVERPOOL ROAD			
	HIGHBURY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	247		
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.007	3	142	0.007	3	142	0.014
08:00 - 09:00	3	142	0.002	3	142	0.005	3	142	0.007
09:00 - 10:00	3	142	0.002	3	142	0.002	3	142	0.004
10:00 - 11:00	3	142	0.002	3	142	0.002	3	142	0.004
11:00 - 12:00	3	142	0.000	3	142	0.000	3	142	0.000
12:00 - 13:00	3	142	0.007	3	142	0.007	3	142	0.014
13:00 - 14:00	3	142	0.000	3	142	0.000	3	142	0.000
14:00 - 15:00	3	142	0.000	3	142	0.000	3	142	0.000
15:00 - 16:00	3	142	0.000	3	142	0.000	3	142	0.000
16:00 - 17:00	3	142	0.005	3	142	0.005	3	142	0.010
17:00 - 18:00	3	142	0.005	3	142	0.005	3	142	0.010
18:00 - 19:00	3	142	0.000	3	142	0.000	3	142	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.004	1	247	0.004	1	247	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.034			0.037			0.071	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.000	3	142	0.000	3	142	0.000
08:00 - 09:00	3	142	0.000	3	142	0.000	3	142	0.000
09:00 - 10:00	3	142	0.002	3	142	0.002	3	142	0.004
10:00 - 11:00	3	142	0.005	3	142	0.002	3	142	0.007
11:00 - 12:00	3	142	0.002	3	142	0.005	3	142	0.007
12:00 - 13:00	3	142	0.000	3	142	0.000	3	142	0.000
13:00 - 14:00	3	142	0.000	3	142	0.000	3	142	0.000
14:00 - 15:00	3	142	0.000	3	142	0.000	3	142	0.000
15:00 - 16:00	3	142	0.000	3	142	0.000	3	142	0.000
16:00 - 17:00	3	142	0.000	3	142	0.000	3	142	0.000
17:00 - 18:00	3	142	0.000	3	142	0.000	3	142	0.000
18:00 - 19:00	3	142	0.000	3	142	0.000	3	142	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.002	3	142	0.005	3	142	0.007
08:00 - 09:00	3	142	0.002	3	142	0.000	3	142	0.002
09:00 - 10:00	3	142	0.000	3	142	0.005	3	142	0.005
10:00 - 11:00	3	142	0.005	3	142	0.002	3	142	0.007
11:00 - 12:00	3	142	0.000	3	142	0.007	3	142	0.007
12:00 - 13:00	3	142	0.000	3	142	0.005	3	142	0.005
13:00 - 14:00	3	142	0.002	3	142	0.002	3	142	0.004
14:00 - 15:00	3	142	0.019	3	142	0.019	3	142	0.038
15:00 - 16:00	3	142	0.005	3	142	0.005	3	142	0.010
16:00 - 17:00	3	142	0.005	3	142	0.012	3	142	0.017
17:00 - 18:00	3	142	0.005	3	142	0.005	3	142	0.010
18:00 - 19:00	3	142	0.009	3	142	0.002	3	142	0.011
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.004	1	247	0.012	1	247	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.081			0.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.028	3	142	0.038	3	142	0.066
08:00 - 09:00	3	142	0.042	3	142	0.169	3	142	0.211
09:00 - 10:00	3	142	0.049	3	142	0.068	3	142	0.117
10:00 - 11:00	3	142	0.033	3	142	0.035	3	142	0.068
11:00 - 12:00	3	142	0.038	3	142	0.054	3	142	0.092
12:00 - 13:00	3	142	0.071	3	142	0.061	3	142	0.132
13:00 - 14:00	3	142	0.019	3	142	0.031	3	142	0.050
14:00 - 15:00	3	142	0.033	3	142	0.045	3	142	0.078
15:00 - 16:00	3	142	0.061	3	142	0.052	3	142	0.113
16:00 - 17:00	3	142	0.071	3	142	0.049	3	142	0.120
17:00 - 18:00	3	142	0.064	3	142	0.040	3	142	0.104
18:00 - 19:00	3	142	0.064	3	142	0.040	3	142	0.104
19:00 - 20:00	1	247	0.101	1	247	0.049	1	247	0.150
20:00 - 21:00	1	247	0.045	1	247	0.032	1	247	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.719			0.763			1.482

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.024	3	142	0.068	3	142	0.092
08:00 - 09:00	3	142	0.047	3	142	0.275	3	142	0.322
09:00 - 10:00	3	142	0.106	3	142	0.151	3	142	0.257
10:00 - 11:00	3	142	0.078	3	142	0.078	3	142	0.156
11:00 - 12:00	3	142	0.099	3	142	0.132	3	142	0.231
12:00 - 13:00	3	142	0.125	3	142	0.141	3	142	0.266
13:00 - 14:00	3	142	0.125	3	142	0.082	3	142	0.207
14:00 - 15:00	3	142	0.101	3	142	0.136	3	142	0.237
15:00 - 16:00	3	142	0.308	3	142	0.193	3	142	0.501
16:00 - 17:00	3	142	0.280	3	142	0.118	3	142	0.398
17:00 - 18:00	3	142	0.146	3	142	0.101	3	142	0.247
18:00 - 19:00	3	142	0.139	3	142	0.115	3	142	0.254
19:00 - 20:00	1	247	0.166	1	247	0.186	1	247	0.352
20:00 - 21:00	1	247	0.085	1	247	0.040	1	247	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.829			1.816			3.645

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.000	3	142	0.000	3	142	0.000
08:00 - 09:00	3	142	0.000	3	142	0.000	3	142	0.000
09:00 - 10:00	3	142	0.000	3	142	0.000	3	142	0.000
10:00 - 11:00	3	142	0.000	3	142	0.000	3	142	0.000
11:00 - 12:00	3	142	0.000	3	142	0.000	3	142	0.000
12:00 - 13:00	3	142	0.000	3	142	0.000	3	142	0.000
13:00 - 14:00	3	142	0.000	3	142	0.005	3	142	0.005
14:00 - 15:00	3	142	0.000	3	142	0.000	3	142	0.000
15:00 - 16:00	3	142	0.005	3	142	0.000	3	142	0.005
16:00 - 17:00	3	142	0.000	3	142	0.000	3	142	0.000
17:00 - 18:00	3	142	0.000	3	142	0.000	3	142	0.000
18:00 - 19:00	3	142	0.000	3	142	0.000	3	142	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.064	3	142	0.235	3	142	0.299
08:00 - 09:00	3	142	0.106	3	142	0.645	3	142	0.751
09:00 - 10:00	3	142	0.169	3	142	0.282	3	142	0.451
10:00 - 11:00	3	142	0.129	3	142	0.179	3	142	0.308
11:00 - 12:00	3	142	0.151	3	142	0.242	3	142	0.393
12:00 - 13:00	3	142	0.238	3	142	0.278	3	142	0.516
13:00 - 14:00	3	142	0.179	3	142	0.160	3	142	0.339
14:00 - 15:00	3	142	0.186	3	142	0.259	3	142	0.445
15:00 - 16:00	3	142	0.466	3	142	0.275	3	142	0.741
16:00 - 17:00	3	142	0.485	3	142	0.205	3	142	0.690
17:00 - 18:00	3	142	0.313	3	142	0.191	3	142	0.504
18:00 - 19:00	3	142	0.336	3	142	0.172	3	142	0.508
19:00 - 20:00	1	247	0.364	1	247	0.271	1	247	0.635
20:00 - 21:00	1	247	0.211	1	247	0.093	1	247	0.304
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.397			3.487			6.884

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.014	3	142	0.031	3	142	0.045
08:00 - 09:00	3	142	0.031	3	142	0.078	3	142	0.109
09:00 - 10:00	3	142	0.021	3	142	0.026	3	142	0.047
10:00 - 11:00	3	142	0.016	3	142	0.019	3	142	0.035
11:00 - 12:00	3	142	0.024	3	142	0.031	3	142	0.055
12:00 - 13:00	3	142	0.033	3	142	0.042	3	142	0.075
13:00 - 14:00	3	142	0.016	3	142	0.021	3	142	0.037
14:00 - 15:00	3	142	0.026	3	142	0.031	3	142	0.057
15:00 - 16:00	3	142	0.035	3	142	0.042	3	142	0.077
16:00 - 17:00	3	142	0.045	3	142	0.031	3	142	0.076
17:00 - 18:00	3	142	0.040	3	142	0.024	3	142	0.064
18:00 - 19:00	3	142	0.042	3	142	0.028	3	142	0.070
19:00 - 20:00	1	247	0.065	1	247	0.040	1	247	0.105
20:00 - 21:00	1	247	0.032	1	247	0.016	1	247	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.440			0.460			0.900	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.005	3	142	0.005	3	142	0.010
08:00 - 09:00	3	142	0.005	3	142	0.007	3	142	0.012
09:00 - 10:00	3	142	0.009	3	142	0.012	3	142	0.021
10:00 - 11:00	3	142	0.019	3	142	0.019	3	142	0.038
11:00 - 12:00	3	142	0.019	3	142	0.014	3	142	0.033
12:00 - 13:00	3	142	0.019	3	142	0.016	3	142	0.035
13:00 - 14:00	3	142	0.000	3	142	0.002	3	142	0.002
14:00 - 15:00	3	142	0.005	3	142	0.007	3	142	0.012
15:00 - 16:00	3	142	0.009	3	142	0.002	3	142	0.011
16:00 - 17:00	3	142	0.000	3	142	0.009	3	142	0.009
17:00 - 18:00	3	142	0.007	3	142	0.007	3	142	0.014
18:00 - 19:00	3	142	0.012	3	142	0.005	3	142	0.017
19:00 - 20:00	1	247	0.004	1	247	0.004	1	247	0.008
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.113			0.109			0.222	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.000	3	142	0.000	3	142	0.000
08:00 - 09:00	3	142	0.000	3	142	0.000	3	142	0.000
09:00 - 10:00	3	142	0.005	3	142	0.002	3	142	0.007
10:00 - 11:00	3	142	0.000	3	142	0.005	3	142	0.005
11:00 - 12:00	3	142	0.000	3	142	0.002	3	142	0.002
12:00 - 13:00	3	142	0.000	3	142	0.000	3	142	0.000
13:00 - 14:00	3	142	0.000	3	142	0.000	3	142	0.000
14:00 - 15:00	3	142	0.000	3	142	0.000	3	142	0.000
15:00 - 16:00	3	142	0.002	3	142	0.005	3	142	0.007
16:00 - 17:00	3	142	0.002	3	142	0.000	3	142	0.002
17:00 - 18:00	3	142	0.002	3	142	0.002	3	142	0.004
18:00 - 19:00	3	142	0.002	3	142	0.002	3	142	0.004
19:00 - 20:00	1	247	0.008	1	247	0.008	1	247	0.016
20:00 - 21:00	1	247	0.004	1	247	0.000	1	247	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.026			0.051

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL Underground Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.000	3	142	0.035	3	142	0.035
08:00 - 09:00	3	142	0.000	3	142	0.049	3	142	0.049
09:00 - 10:00	3	142	0.000	3	142	0.019	3	142	0.019
10:00 - 11:00	3	142	0.002	3	142	0.021	3	142	0.023
11:00 - 12:00	3	142	0.002	3	142	0.009	3	142	0.011
12:00 - 13:00	3	142	0.002	3	142	0.031	3	142	0.033
13:00 - 14:00	3	142	0.005	3	142	0.002	3	142	0.007
14:00 - 15:00	3	142	0.009	3	142	0.014	3	142	0.023
15:00 - 16:00	3	142	0.005	3	142	0.005	3	142	0.010
16:00 - 17:00	3	142	0.009	3	142	0.007	3	142	0.016
17:00 - 18:00	3	142	0.024	3	142	0.009	3	142	0.033
18:00 - 19:00	3	142	0.035	3	142	0.009	3	142	0.044
19:00 - 20:00	1	247	0.036	1	247	0.020	1	247	0.056
20:00 - 21:00	1	247	0.012	1	247	0.000	1	247	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.230			0.371

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL Overground Passengers
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.000	3	142	0.000	3	142	0.000
08:00 - 09:00	3	142	0.000	3	142	0.000	3	142	0.000
09:00 - 10:00	3	142	0.000	3	142	0.000	3	142	0.000
10:00 - 11:00	3	142	0.000	3	142	0.005	3	142	0.005
11:00 - 12:00	3	142	0.002	3	142	0.000	3	142	0.002
12:00 - 13:00	3	142	0.000	3	142	0.002	3	142	0.002
13:00 - 14:00	3	142	0.002	3	142	0.009	3	142	0.011
14:00 - 15:00	3	142	0.000	3	142	0.002	3	142	0.002
15:00 - 16:00	3	142	0.005	3	142	0.000	3	142	0.005
16:00 - 17:00	3	142	0.009	3	142	0.005	3	142	0.014
17:00 - 18:00	3	142	0.012	3	142	0.000	3	142	0.012
18:00 - 19:00	3	142	0.000	3	142	0.000	3	142	0.000
19:00 - 20:00	1	247	0.012	1	247	0.008	1	247	0.020
20:00 - 21:00	1	247	0.004	1	247	0.008	1	247	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.039			0.085

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL National Rail Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.002	3	142	0.007	3	142	0.009
08:00 - 09:00	3	142	0.000	3	142	0.014	3	142	0.014
09:00 - 10:00	3	142	0.000	3	142	0.009	3	142	0.009
10:00 - 11:00	3	142	0.000	3	142	0.000	3	142	0.000
11:00 - 12:00	3	142	0.000	3	142	0.000	3	142	0.000
12:00 - 13:00	3	142	0.000	3	142	0.000	3	142	0.000
13:00 - 14:00	3	142	0.000	3	142	0.000	3	142	0.000
14:00 - 15:00	3	142	0.000	3	142	0.005	3	142	0.005
15:00 - 16:00	3	142	0.007	3	142	0.000	3	142	0.007
16:00 - 17:00	3	142	0.002	3	142	0.000	3	142	0.002
17:00 - 18:00	3	142	0.000	3	142	0.000	3	142	0.000
18:00 - 19:00	3	142	0.007	3	142	0.000	3	142	0.007
19:00 - 20:00	1	247	0.024	1	247	0.000	1	247	0.024
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.035			0.077

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL Bus Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	142	0.007	3	142	0.082	3	142	0.089
08:00 - 09:00	3	142	0.014	3	142	0.132	3	142	0.146
09:00 - 10:00	3	142	0.014	3	142	0.026	3	142	0.040
10:00 - 11:00	3	142	0.012	3	142	0.038	3	142	0.050
11:00 - 12:00	3	142	0.009	3	142	0.040	3	142	0.049
12:00 - 13:00	3	142	0.040	3	142	0.038	3	142	0.078
13:00 - 14:00	3	142	0.026	3	142	0.028	3	142	0.054
14:00 - 15:00	3	142	0.024	3	142	0.038	3	142	0.062
15:00 - 16:00	3	142	0.066	3	142	0.021	3	142	0.087
16:00 - 17:00	3	142	0.108	3	142	0.014	3	142	0.122
17:00 - 18:00	3	142	0.064	3	142	0.035	3	142	0.099
18:00 - 19:00	3	142	0.080	3	142	0.005	3	142	0.085
19:00 - 20:00	1	247	0.024	1	247	0.008	1	247	0.032
20:00 - 21:00	1	247	0.061	1	247	0.000	1	247	0.061
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.549			0.505			1.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-701001-210521-0551

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
HM	HAMMERSMITH AND FULHAM	1 days
KN	KENSINGTON AND CHELSEA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 920 to 2255 (units: sqm)
 Range Selected by User: 408 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

LIST OF SITES relevant to selection parameters

1	BT-02-A-03 EMPIRE WAY WEMBLEY	OFFICES	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 920 sqm Survey date: WEDNESDAY 03/06/15		
2	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area: 2036 sqm Survey date: MONDAY 13/11/17		
3	KN-02-A-01 LADBROKE GROVE KENSAL GREEN	FRUIT DRINKS COMPANY	KENSINGTON AND CHELSEA
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Gross floor area: 2255 sqm Survey date: MONDAY 17/06/19		
			Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1737	0.173	3	1737	0.019	3	1737	0.192
07:30 - 08:00	3	1737	0.537	3	1737	0.058	3	1737	0.595
08:00 - 08:30	3	1737	0.979	3	1737	0.115	3	1737	1.094
08:30 - 09:00	3	1737	1.382	3	1737	0.134	3	1737	1.516
09:00 - 09:30	3	1737	1.650	3	1737	0.173	3	1737	1.823
09:30 - 10:00	3	1737	1.305	3	1737	0.173	3	1737	1.478
10:00 - 10:30	3	1737	0.652	3	1737	0.269	3	1737	0.921
10:30 - 11:00	3	1737	0.576	3	1737	0.115	3	1737	0.691
11:00 - 11:30	3	1737	0.480	3	1737	0.403	3	1737	0.883
11:30 - 12:00	3	1737	0.557	3	1737	0.576	3	1737	1.133
12:00 - 12:30	3	1737	0.537	3	1737	0.672	3	1737	1.209
12:30 - 13:00	3	1737	0.518	3	1737	1.055	3	1737	1.573
13:00 - 13:30	3	1737	0.748	3	1737	0.864	3	1737	1.612
13:30 - 14:00	3	1737	0.748	3	1737	0.748	3	1737	1.496
14:00 - 14:30	3	1737	0.537	3	1737	0.403	3	1737	0.940
14:30 - 15:00	3	1737	0.461	3	1737	0.557	3	1737	1.018
15:00 - 15:30	3	1737	0.269	3	1737	0.384	3	1737	0.653
15:30 - 16:00	3	1737	0.365	3	1737	0.576	3	1737	0.941
16:00 - 16:30	3	1737	0.230	3	1737	0.422	3	1737	0.652
16:30 - 17:00	3	1737	0.288	3	1737	0.518	3	1737	0.806
17:00 - 17:30	3	1737	0.154	3	1737	0.806	3	1737	0.960
17:30 - 18:00	3	1737	0.134	3	1737	1.593	3	1737	1.727
18:00 - 18:30	3	1737	0.058	3	1737	1.785	3	1737	1.843
18:30 - 19:00	3	1737	0.000	3	1737	0.614	3	1737	0.614
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			13.338			13.032			26.370

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-701001-210521-0508

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT
 OGVS

Selected regions and areas:

01	GREATER LONDON	
EN	ENFIELD	1 days
HD	HILLINGDON	1 days
HG	HARINGEY	1 days
IS	ISLINGTON	2 days
LB	LAMBETH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 220 to 1000 (units: sqm)
 Range Selected by User: 220 to 1123 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/09/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	3
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

Secondary Filtering selection:

Use Class:

Sui Generis

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
25,001 to 50,000	1 days
50,001 to 100,000	3 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1a (Low) Very poor	1 days
1b Very poor	1 days
6a Excellent	3 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

LIST OF SITES relevant to selection parameters

1	EN-06-C-01	PUB/RESTAURANT	ENFIELD
	CATTLEGATE ROAD		
	ENFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	770 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
2	HD-06-C-01	HARVESTER	HILLINGDON
	BURY STREET		
	RUISLIP		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	850 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
3	HG-06-C-01	WETHERSPOON	HARINGEY
	HIGH ROAD		
	WOOD GREEN		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1000 sqm	
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL
4	IS-06-C-01	PUB/RESTAURANT	ISLINGTON
	NEWINGTON GREEN RD		
	CANONBURY		
	NEWINGTON GREEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	350 sqm	
	Survey date: MONDAY	22/09/14	Survey Type: MANUAL
5	IS-06-C-02	PUB/RESTAURANT	ISLINGTON
	GOSWELL ROAD		
	CLERKENWELL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	320 sqm	
	Survey date: FRIDAY	30/09/16	Survey Type: MANUAL
6	LB-06-C-01	PUB/RESTAURANT	LAMBETH
	CORNWALL ROAD		
	WATERLOO		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	220 sqm	
	Survey date: WEDNESDAY	22/06/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	850	0.235	1	850	0.118	1	850	0.353
08:00 - 09:00	1	850	0.000	1	850	0.118	1	850	0.118
09:00 - 10:00	1	850	0.000	1	850	0.000	1	850	0.000
10:00 - 11:00	5	638	0.000	5	638	0.000	5	638	0.000
11:00 - 12:00	5	638	0.094	5	638	0.094	5	638	0.188
12:00 - 13:00	6	585	0.000	6	585	0.000	6	585	0.000
13:00 - 14:00	6	585	0.000	6	585	0.000	6	585	0.000
14:00 - 15:00	6	585	0.028	6	585	0.028	6	585	0.056
15:00 - 16:00	6	585	0.000	6	585	0.000	6	585	0.000
16:00 - 17:00	6	585	0.000	6	585	0.000	6	585	0.000
17:00 - 18:00	6	585	0.028	6	585	0.028	6	585	0.056
18:00 - 19:00	6	585	0.000	6	585	0.000	6	585	0.000
19:00 - 20:00	6	585	0.000	6	585	0.000	6	585	0.000
20:00 - 21:00	6	585	0.028	6	585	0.028	6	585	0.056
21:00 - 22:00	6	585	0.000	6	585	0.000	6	585	0.000
22:00 - 23:00	6	585	0.028	6	585	0.028	6	585	0.056
23:00 - 24:00	6	585	0.000	6	585	0.000	6	585	0.000
Total Rates:			0.441			0.442			0.883

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

ARUP 13 FITZROY STREET LONDON

Licence No: 701001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	850	0.118	1	850	0.000	1	850	0.118
08:00 - 09:00	1	850	0.000	1	850	0.000	1	850	0.000
09:00 - 10:00	1	850	0.000	1	850	0.118	1	850	0.118
10:00 - 11:00	5	638	0.125	5	638	0.125	5	638	0.250
11:00 - 12:00	5	638	0.219	5	638	0.157	5	638	0.376
12:00 - 13:00	6	585	0.142	6	585	0.199	6	585	0.341
13:00 - 14:00	6	585	0.057	6	585	0.057	6	585	0.114
14:00 - 15:00	6	585	0.171	6	585	0.114	6	585	0.285
15:00 - 16:00	6	585	0.028	6	585	0.057	6	585	0.085
16:00 - 17:00	6	585	0.085	6	585	0.085	6	585	0.170
17:00 - 18:00	6	585	0.171	6	585	0.142	6	585	0.313
18:00 - 19:00	6	585	0.028	6	585	0.085	6	585	0.113
19:00 - 20:00	6	585	0.028	6	585	0.028	6	585	0.056
20:00 - 21:00	6	585	0.057	6	585	0.000	6	585	0.057
21:00 - 22:00	6	585	0.085	6	585	0.114	6	585	0.199
22:00 - 23:00	6	585	0.000	6	585	0.028	6	585	0.028
23:00 - 24:00	6	585	0.028	6	585	0.028	6	585	0.056
Total Rates:			1.342			1.337			2.679

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.