

Platignum Properties Limited

300 Grays Inn Road

Active Travel Audit

September 2023

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1 INTRODUCTION

- 1.1 This Active Travel Audit has been prepared by Caneparo Associates on behalf of Platignum Properties ("the Applicant") in relation to its planning application for 300 Grays Inn Road ("the Site") located in the London Borough of Camden (LBC).
- 1.2 The planning application (Planning Reference No: 2023/2199/P) seeks the refurbishment and extension of the building to provide residential flats (Class C3) and commercial, business and service use (Class E) including external alterations for new facades to all elevations, the introduction of terraces, reconfiguration of entrances and servicing arrangements, new hard and soft landscaping, provision of cycle parking and other ancillary works.
- 1.3 An Active Travel Audit has been prepared at the request of LBC Highways with the routes considered highlighted in **Figure 1.1**. The areas included are deemed the most appropriate / shortest routes to / from Farringdon, King's Cross, St Pancras and Russel Square while covering a significant extent of Grays Inn Road.
- 1.4 The audit was undertaken on Tuesday 22nd August 2023, between the hours of 14:45-16:45. The audit has been undertaken in accordance with the Healthy Streets Approach utilising the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach' (November, 2017) and Healthy Streets Check for Designers (April 2019).

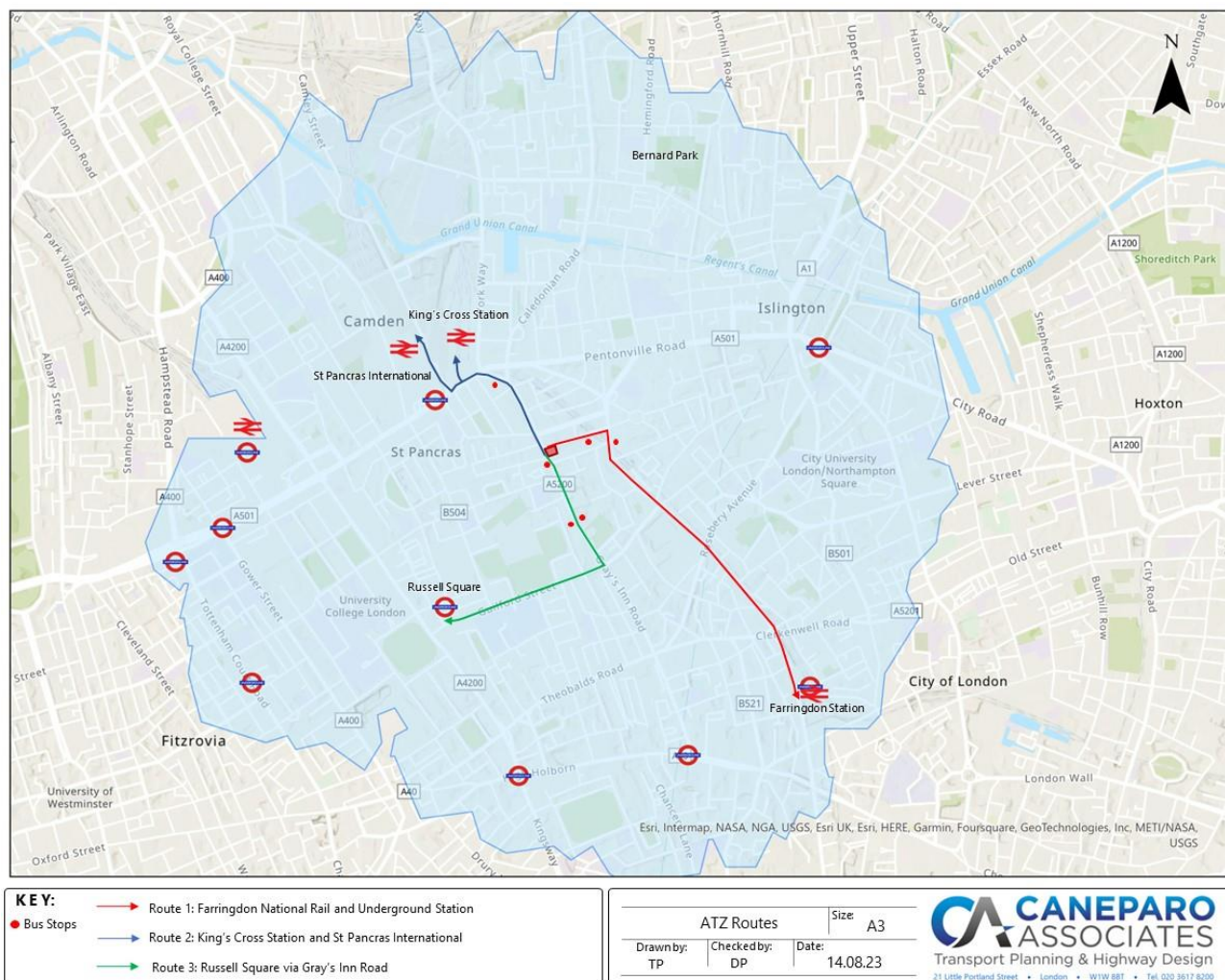


Figure 1.1: Active Travel Audit Routes

Healthy Streets Approach

- 1.5 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principal means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.
- 1.6 The approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The indicators, which provide initial starting points for discussions around the quality of the pedestrian environment, are illustrated within the Health Streets Indicator Wheel at **Figure 1.2** below.



Figure 1.2: Healthy Streets Indicator Wheel

- 1.7 It is recognised that not all of the sections within the Healthy Streets Approach are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal. Section 6 of this report assesses how the Proposed Development provides improvements to the pedestrian environment against the 10 Healthy Streets indicators.

Vision Zero

- 1.8 TfL's Vision Zero sets out the Mayor's goal, that by 2041, all deaths and serious injuries will be eliminated from London's transport network. An aim of the Vision Zero Action Plan is for Safe Streets: designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.
- 1.9 **Figure 1.3** below, details the audit area in conjunction with the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed for the last 5 years to March 2023. A copy of the collision data for the last 5 years is included at **Appendix B**.
- 1.10 TfL Collision Data was obtained for Acton Street and along Gray's Inn Road from Pentonville Road to Guilford Street in the south. This is deemed an appropriate scope for the collision analysis covering the key routes identified by LBC. Acton Street and Gray's Inn Road are part of the strategic highway network and receive a high volume of vehicles, walking and cycling.

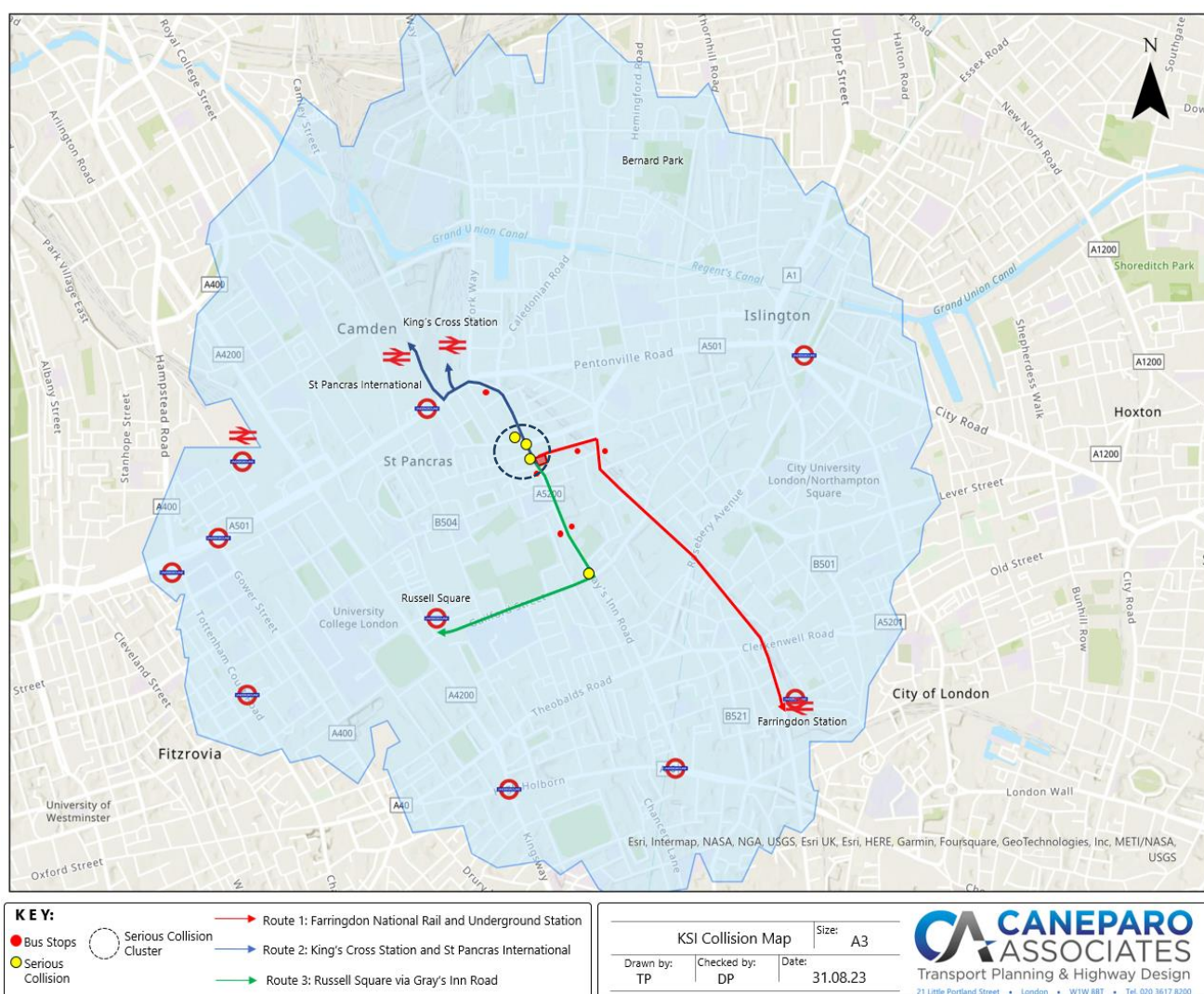


Figure 1.3: KSI's Collision Data

- 1.11 In total, there were 4 recorded serious collisions. There were no fatal collisions recorded in the vicinity of the site or along the identified routes. Regarding the most vulnerable road users for serious collisions; 2 of the total collisions recorded involved pedestrians and 2 involved cyclists.
- 1.12 For the purposes of this assessment, an accident cluster is classified as a location in which 2 or more KSI accidents were recorded. The area close to the Site indicates there being one 'serious' collision cluster recorded.
- 1.13 The cluster is located near to the Gray's Inn Road / Acton Street junction with all collisions recorded to the north on Gray's Inn Road. There were three serious collisions, the first of which occurred in dark conditions between a bus and a motorcycle, the collision occurred due to the bus pulling out fast without looking and colliding with the motorcyclist.

- 1.14 The second collision occurred on the junction from Gray's Inn Road onto Swinton Road in dark conditions between a pedestrian and a car. The driver of the car was under the influence of an illegal amount of alcohol to drive, the driver struck the pedestrian when turning right.
- 1.15 The third collision recorded in this cluster also occurred in dark conditions and took place between a cyclist and a pedestrian. The cyclist struck the pedestrian at a pelican crossing missing the red light.
- 1.16 Based on the above, it is evident that there have been a limited number of collisions along Gray's Inn Road and Acton Street in the last five years, these three collisions in the cluster occurred due to driver error or being under the influence of alcohol, and within dark conditions. This implies that there are no specific highway design concerns but further changes could be made to segregated pedestrians and cyclists, or to introduce new light columns.

The Review Process

- 1.17 To align with the Healthy Streets and ATZ Transport Assessment Guidance, each route has been assessed. A thorough assessment of the 'worst' part of each journey is then undertaken using the Healthy Streets indicators as the structure, including a description of aspects that could improve the active travel experience and environment in the location. The Active Travel Audit concludes with a list of recommendations which could be implemented in the locality to meet the Healthy Streets indicators.
- 1.18 This Active Travel Audit has been undertaken in line with the Active Travel Zone (ATZ) requirements from TfL. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interests, and transport nodes. Photos have been taken at least every 150m along the main identified routes.

2 ROUTE TO/FROM FARRINGDON STATION

- 2.1 The route to and from Farringdon Station utilises Acton Street before heading south along King's Cross Road directly to Farringdon Station. King's Cross Road is of a high-quality with wide footways which is evenly paved making it accessible for pedestrians of all abilities. There are dedicated cycle lanes on either side of the road albeit these do not benefit from segregation. The route also benefits from active frontages increasing the feeling of safety, especially at night.
- 2.2 Acton Street is provided with footways on both sides of the road and while crossing opportunities are limited when on the road, a two-stage zebra crossing is provided at the Gray's Inn Road junction and the King's Cross Road junction. While there is no dedicated cycle lane, the one-way nature of the street and the lengths of bus stop afford cyclists a level of segregation from general traffic with the road offering one lane of traffic allowing passing space for cyclists.
- 2.3 The weakest section of the route is identified at **Image 1**, located at the bus stop on Acton Street. This section of the route is sufficient in width and ease of walking; however, has no opportunities to cross using a formal crossing. This section of the route has been assessed against the Healthy Streets indicators provided in **Table 2.1**.



Image 1: Footway adjacent to Acton Street Bus Stop

Table 2.1: Healthy Streets Indicators for Image 1 and Route 1

Healthy Streets Indicator	Observations	Areas for Improvements
Pedestrians from all walks of life	The footways are wide and easily accessible for pedestrians of all abilities.	No improvements are recommended.
Easy to cross	This section of the route may be difficult to cross due to the lack of formal crossings along Acton Street. The 2022 DfT estimation amounted to 7,743 vehicles of which 471 recorded as buses. While this is considered low and will allow for opportunities to cross informally there is a lack of formal crossings on the road suitable for vulnerable pedestrians.	Consider the delivery of kerb buildouts with tactile paving near to the junction between Acton Street and Swinton Place.
Shade and shelter	Trees planted along the footways provide a good level of natural shade and shelter for pedestrians.	No improvements are recommended.
Places to stop and rest	There are no formal opportunities to stop and rest along this section of the route.	Benches could be provided on the northern or southern footway on Acton Street near to the junction with Gray's Inn Road.
Not too noisy	This section of the route has a moderate level of noise pollution largely due to the two noisy adjacent road of Kings Cross Road in the east and Grays Inn Road to the west.	Vehicle traffic and noise should reduce due to the Clean Air initiative. Further traffic restrictions or a move towards electric charging facilities will be required.
People choose to walk, cycle and use public transport	The footway is wide and evenly paved which provides suitable access to pedestrians of all walks of life. The route also encourages people to cycle as the carriageway is wide and has a moderate to low level of traffic. Travel by public transport is also heavily encouraged due to the bus stops, which has timetable and route information facilities.	No improvements are recommended.
People feel safe	Much of the route is along retail and commercial frontages, however this section of the route along Acton Street has a limited number of active frontages with many residential and private office space present. This could lower the feelings of safety of the route especially at night.	The installation of CCTV cameras may improve people's perception of safety along this route, along with additional street lighting.
Things to see and do	There are several amenities and things to do further along this route towards King's Cross Road.	No improvements are recommended.
People feel relaxed	Pedestrians would most likely feel relaxed during the day, owing to the low level of footfall, safety levels at night may create cause people to not feel relaxed as they feel unsafe.	The installation of CCTV cameras may improve people's perception of safety along this route, along with additional street lighting and thus make people feel more relaxed.
Clean air	Moderate traffic flow along adjacent roads and the site's Central London location means that the air is poor quality.	A reduction in traffic is the most effective change, which has been introduced with the Clean Air initiative.

3 ROUTE TO/FROM KING'S CROSS ST PANCRAS STATIONS

- 3.1 The overall pedestrian environment between the site and King's Cross St Pancras rail entrances is of a high quality despite the high volume of traffic along King's Cross Road, with wide footways, even paving creating a comfortable environment. There are also a significant number of active frontages from shops and restaurants along this route which provides natural surveillance increasing the perceived level of safety.
- 3.2 The weakest section of the route is at **Image 2** located on the pedestrian crossing from King's Cross Road towards the National Rail entrance at King's Cross. While having large waiting areas and clear crossing facilities the volume of traffic and the width of the road detracts from the pedestrian environment. This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 3.1**.



Image 2: King's Cross Station

Table 4.6: Healthy Streets Indicators for Image 2 and Route 2

Healthy Streets Indicator	Observations	Areas for Improvements
Pedestrians from all walks of life	This section of the route is accessible for pedestrians of all abilities with wide footways and even paving.	No improvements are necessary.
Easy to cross	There are several pedestrian crossings on this section of the route which provides plentiful opportunities to make a crossing into each of the transport facilities entrances.	A narrowed carriageway or longer green man time would benefit the crossing facility to ensure all types of pedestrians can cross the road in good time.
Shade and shelter	There is a good provision of shelter and shade along this route provided by bus shelters and tree planting along the front of the King's Cross Entrance.	No improvements are necessary.
Places to stop and rest	There are numerous places to stop and rest on this section of the route provided by waiting areas for the trains and buses as well as benches provided outside the entrance.	No improvements are necessary.
Not too noisy	There is a significant level of noise from the traffic on King's Cross Road and Euston Road as well as the two rail stations nearby. Additional noise is likely to be produced from King's Cross Station and St Pancras International from trains arriving and departing.	A reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy. The narrowing of Euston Road / Pentonville Road junction would benefit this situation further.
People choose to walk, cycle and use public transport	This section encourages people to travel by walking owing to the wide footways and crossing facilities. The cycle environment is constrained by Euston Road and the gyratory. The location of this section encourages the usage of public transport with several stations available.	Introduction of dedicated cycle lanes on the gyratory to afford segregation between road users and increase the overall attractiveness of this route for cyclists.
People feel safe	Active frontages and busy streets provide natural surveillance. The route also includes a large amount of street lighting. However, feelings of safety may decrease based on vehicle speed and flow on Euston Road.	A reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy.
Things to see and do	There is a large provision of things to do and see, there are restaurants and shops along the entirety of this section of the route.	No improvements are necessary.
People feel relaxed	People may feel unrelaxed due to how busy the area can get at peak times. All methods of travel in this area are busy from the hours of 0800 hrs to 0900 hrs and from 1700hrs to 1800hrs. This is due to the high connectivity of the area connecting to regions across London and outside of the city.	Signage to notify commuters of the busy periods of the area and a reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy.
Clean air	High levels of traffic along Euston Road, King's Cross Road and connecting carriageways means that air quality at this section is likely poor.	A reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy.

4 ROUTE TO/FROM RUSSELL SQUARE VIA GRAY'S INN ROAD

- 4.1 The majority of the route to/from the Site to Russell Square via Gray's Inn Road provides a good level of pedestrian comfort and accessibility. Footways on this route are wide and mostly evenly paved. There is also plenty of shade and shelter due to the large amount of trees providing natural cover. The route also has a large amount of footfall and active frontages increasing the level of safety especially at night. The cycle lane on Gray's Inn Road offers an element of segregation but would benefit from being raised to footway level with a kerb separation to the carriageway.
- 4.2 The weakest section of the overall route is at **Image 3** located on Guilford Street before the junction onto Gray's Inn Road. This section of the route has a dropped kerb crossing over a carriageway however it has no tactile paving decreasing the level of accessibility for vulnerable pedestrians. This section of the route has been assessed at **Table 4.1**.



Image 3 – Crossing on Guilford Street

Table 4.1 Healthy Streets Indicators for Image 3 and Route 3

Healthy Streets Indicator	Observations	Areas for Improvements
Pedestrians from all walks of life	This section of the route is moderately accessible for pedestrians of all walking abilities however there are sections of this route which have crossings which do not have tactile paving.	Installation of tactile paving at all dropped kerbs and crossings.
Easy to cross	This section of the route has a crossing which does not have tactile paving this could hinder some pedestrians from crossing it safely.	Installation of tactile paving at all dropped kerbs and crossings.
Shade and shelter	There is plentiful shade and shelter provided by trees along this section of the route, these are planted at a regular occurrence along Guilford Street.	No improvements are necessary.
Places to stop and rest	There are no places to stop and rest along this section of the route.	Benches and places to stop and rest are provided further along the route and therefore additional places to stop and rest are not needed.
Not too noisy	This section of the route has a moderate level of noise pollution due to the consistent level of traffic along Guilford Street especially during peak travel times.	A further reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy.
People choose to walk, cycle and use public transport	Despite certain accessibility issues this route provides wide footways encouraging people to walk due to a comfortable pedestrian environment. The Guilford Street also has cycle markings and cycleways which encourages traveling by cycle. The route also has a number of bus stops along it encouraging people to choose to travel by public transport.	No improvements are necessary.
People feel safe	There is not a large amount of active frontage along this section of the route which could decrease the feeling of safety. Along with this there is a low level of footfall which could contribute to the unsafe feeling.	The introduction of more CCTV cameras may increase the overall levels of safety at night.
Things to see and do	There is a large provision of things to do and see further along the route.	No improvements are necessary.
People feel relaxed	Pedestrians are likely to feel relaxed during daylight hours as there is a low level of traffic and footfall, however during the night some pedestrians may feel unsafe and therefore not relaxed.	The introduction of more CCTV cameras may increase the feeling of being relaxed.
Clean air	Moderate levels of nearby traffic and the central London location could mean that this section of the route has poor air quality.	A reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy.

5 SUMMARY, RECOMMENDATIONS AND CONCLUSIONS

Summary

5.1 An Active Travel Audit was undertaken in line with the Healthy Streets Approach utilising the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach' (November, 2017) and 'Healthy Streets Check for Designers (April 2019)'. The Active Travel Audit included routes to / from all relevant destinations within an acceptable walking distance of the site.

5.2 The worst performing locations were identified as being caused by:

- Lack of accessible pedestrian facilities (tactile paving and dropped kerbs) on Guilford Street.
- Noise and air pollution on King's Cross Road and Euston Road due to traffic volume.
- Lack of segregated cycle lanes on Grays Inn Road or the King's Cross Gyratory.
- Lack of opportunities to cross on Acton Street.
- General feelings of being unsafe along Acton Street and Guilford Street.

Recommendations

5.3 As part of the Healthy Streets Approach and TfL Transport Assessment guidance, a number of recommendations for improvements to the local transport network have been identified, which would facilitate an environment that encourages walking and cycling.

- Provision of appropriate CCTV cameras along Acton Street and Guildford Street.
- A reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy along Euston Road and at the gyratory.
- Provision of tactile paving along Guilford Street crossings.
- Cycle segregation on King's Cross Road, Gray's Inn Road and at gyratory.
- Provision of new crossing on Acton Street, near to the Swinton Place junction.

5.4 Each of the above recommendations are considered to improve the active travel environment and would contribute towards an area in which walking, cycling or public transport would be preferred over the private vehicle.

Conclusion

- 5.5 Overall, the results of the Active Travel Audit indicate that the pedestrian and cycle environment within the vicinity of the site was generally positive and with minor physical measures, a range of pedestrian and cycle routes can be promoted for all road users at all times of the day.
- 5.6 The Proposed Development itself is expected to contribute towards an improved pedestrian and cyclist environment by providing high quality cycle parking to Camden's standards and by removing the existing vehicle crossover into the site, thus removing a point of vehicle conflict. All of which will contribute towards an improved and pleasant environment to walk and cycle in both the day and night.

APPENDIX A



SUMMARY OF COLLISIONS SELECTED	DATE PERIOD	COLLISION COUNT
SITE REFERENCE AND DESCRIPTION		
TOPIC BASED QUERY		47

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.

TOPIC BASED QUERY

1	01180099626	MON 02/04/2018 17:40	DARK	GRAYS INN RD J/W ACTON ST			02 NODE 659	530580/182710
	POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
	VEHICLE	001 (000)	CAR BT - NOT REQ	(44 YRS - M - REDACT)		MOVING OFF	(E TO W) BACK HIT FIRST	COMMUTING JCT APP
	VEHICLE	002 (000)	CAR BT - NOT REQ	(38 YRS - F - REDACT)		SLOWING/STOPPING	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
	V002	B	203 (DEFECTIVE BRAKES)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
2	01180102891	FRI 20/04/2018 11:45	LIGHT	GRAYS INN RD J/W CCALTHORPE RD			02 NODE 68	530790/182300
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(85 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE - MASKED	
	VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(34 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
	C001	A	802 (FAILED TO LOOK PROPERLY)					

3

01180104697	SAT 28/04/2018 22:30	DARK	GRAYS INN RD J/W ACTON ST			02 NODE 659	530560/182710
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
BUS WAS TRAVELLING NORTH ON GRAYS INN ROAD WITNESSES HAVE STATED THAT THE BUS WAS GOING AT AN UNUSUALLY HALF SPEED, AS IT REACHED THE JUNCTION WITH ACTON STREET A MOPED HAD PULLED OUT AHEAD ONTO GRAYS INN ROAD. THE BUS HAS THEN HIT THE BACK OF THE MOPED CAUSING THE DRIVER TO FALL OFF AND HIT THE GROUND.							
CASUALTY	001 (002)	(25 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(60 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	MC 126-500CC BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO N) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)

4

01180111192	WED 30/05/2018 08:35	LIGHT	GRAYS INN RD 23M S OF J/W GUILFORD ST			02 LINK 68-73	530814/182270
SELF-REPORTED	ROAD-WET	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(25 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN

5

01180111693	FRI 01/06/2018 08:51	LIGHT	GRAYS INN RD 25M S OF J/W HEATHCOTE ST			02 LINK 68-86	530670/182470
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(18 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)		
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

6

01180118506	TUE 03/07/2018 15:50	LIGHT	ACTON ST 25M E OF J/W GRAYS INN RD NREST CLASSIFIED RO			02 LINK 659-740	530599/182719
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(11 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK
C001	A	802 (FAILED TO LOOK PROPERLY)			C001 A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)	

7

01180121361	MON 16/07/2018 15:50	LIGHT	GRAYS INN RD J/W GUILFORD ST			02 NODE 68	530800/182280
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(47 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(19 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(47 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

8

01180123557	FRI 27/07/2018 09:20	LIGHT	GRAYS INN RD J/W ACTON ST			02 NODE 659	530570/182700
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	UNKNOWN S/R	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(61 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED	(61 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (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

9

01180137102	FRI 05/10/2018 14:15	LIGHT	ACTON ST J/W GRAYS INN RD			02 LINK 99-752	530577/182712
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		CHNG LANE - LEFT	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

10

01180137724	MON 08/10/2018 19:41	DARK	GRAYS INN RD J/W GUILDFORD ST			02 NODE 68	530800/182280
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(59 YRS - M - REDACT)		TURNING - LEFT	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V002	A	507 (RIDER WEARING DARK CLOTHING AT NIGHT)			V001	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

11

01180140883	TUE 23/10/2018 08:30		LIGHT	GRAYS INN RD 50M S OF J/W WREN ST			02 LINK 68-86		530770/182320
SELF-REPORTED	ROAD-DRY		WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(32 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(32 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN	

12

01180146856	MON 19/11/2018 11:03		LIGHT	GRAYS INN RD J/W ACTON ST			02 NODE 659	530570/182700
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(62 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS O/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

13

01180149660	MON 03/12/2018 18:50	DARK	SIDMOUTH ST J/W GRAYS INN RD			02 NODE 86	530610/182590
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(76 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(24 YRS - M - REDACT)	TURNING RIGHT	(W TO S) FRONT HIT FIRST	J/P - UNKN L/MAIN RD	
C001	A	802 (FAILED TO LOOK PROPERLY)	V001	A	405 (FAILED TO LOOK PROPERLY)		

14

01190158358	SAT 19/01/2019 11:52	LIGHT	ACTON ST, 5 METRES EAST OF JUNCT WTH SWINTON PLACE.			02 LINK 659-740	530704/182752
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT APP	
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(23 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN JCT APP	
V002	A	405 (FAILED TO LOOK PROPERLY)	V002	B	508 (DRIVER USING MOBILE PHONE)		

15	01190159073	WED 23/01/2019 09:21	LIGHT	GRAYS INN RD, 10 METRES NORTH OF JUNCT WTH GUILFORD ST.			02 NODE 68	530790/182304
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)	(26 YRS - F - REDA)	SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - F - REDACT)		MOVING OFF		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)			V001	A	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)	
C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)			C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)	

16	01190171851	THU 28/03/2019 18:47	DARK	GRAYS INN RD, NR JUNCT WTH WREN ST.			02 LINK 68-86	530759/182347
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(43 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JCT APP
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)						

17

01190175388	MON 08/04/2019 09:30		LIGHT	GUILFORD ST, 35 METRES WEST OF JUNCT WTH GRAYS INN RD.. NREST CLASSIFIED RD WAS A5200. NREST CLASSIFIED RD WAS A5200			02 LINK 67-68		530775/182278	
SELF-REPORTED		UNKNOWN S/R	RAINING	ONE-WAY ST	NO JUN IN 20M		ZEBRA XING		UNKNOWN S/R	
APPARENTLY THE CAR DRIVER WAS OVERTAKING THE CYCLIST THEN CUT INFRONT, CAUSING INJURY TO THE RIDER										
CASUALTY	001 (002)	(28 YRS - F - REDA)		SERIOUS	DRIVER/RIDER					
VEHICLE	001 (000)	CAR BT - NOT REQ		(42 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN		
VEHICLE	002 (000)	PED CYCLE BT - N/A		(28 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN		

18

01190176169	SAT 20/04/2019 14:05		LIGHT	GRAYS INN RD, NR JUNCT WTH ARGYLE ST.			02 NODE 99		530538/182766	
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	UNKNOWN S/R	PEDN PHASE ATS		UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(29 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		

19	01190187384	FRI 14/06/2019 18:15	LIGHT	GUILFORD ST, 50 METRES NORTH OF JUNCT WTH GRAYS INN RD.		02 LINK 67-68	530748/182262
	SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	UNKNOWN S/R	NONE IN 50M
	(REDACTED) I WAS CYCLING NORTH ALONG GRAY INN ROAD TOWARDS KINGS CROSS AT I WOULD GUESS 15-20MPH AND THE DRIVER WAS TRAVELLING SOUTH ALONG THE SAME ROAD. AT THE JUNCTION WITH GUILFORD STREET, THE DRIVER WAS INDICATING TO TURN RIGHT AND THEN TURNED RIGHT AS I ENTERED THE JUNCTION. (REDACTED)						
	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	(MOVE UNKN) FRONT HIT FIRST	COMMUTING
	VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
20	01190188358	WED 19/06/2019 23:16	DARK	GRAYS INN RD, 60 METRES NORTH OF JUNCT WTH WREN ST .. NREST CLASSIFIED RD WAS B502. NREST CLASSIFIED RD WAS B502		02 LINK 68-86	530723/182408
	POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	ZEBRA XING	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED						
	CASUALTY	001 (001)	(21 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE
	VEHICLE	001 (000)	CAR BT - NOT REQ	(45 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK
	V001 C001	B A	405 (FAILED TO LOOK PROPERLY) 808 (CARELESS, RECKLESS OR IN A HURRY)		C001	A	802 (FAILED TO LOOK PROPERLY)

21

01190189139	SUN 23/06/2019 21:28	DARK	GRAYS INN RD, NR JUNCT WTH BRITANNIA ST.			02 LINK 95-99	530508/182826
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

DRIVERS ACCOUNT: DRIVER OF VEHICLE TRAVELLING NORTHBOUND ON GRAYS INN ROAD TOWARDS KINGS CROSS STATION AREA. HEARD A BANG ON THE DRIVERS SIDE OF THE VEHICLE AND LOOKED ROUND TO SEE THE SECOND PARTY ON AN ELECTRIC PUSHBIKE FALLING IN TO THE SIDE OF HIS VEHICLE. DRIVER HAS STOPPED AT THE SCENE AND THEN EXITED TO ASSIST THE BIKE RIDER. DRIVER STATED HE DIDN'T SEE THE CYCLE AND BELIEVES HE HAS PULLED OUT IN TO THE SIDE OF HIS VEHICLE. (REDACTED)

CASUALTY	001 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(37 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	B	405 (FAILED TO LOOK PROPERLY)

22

01190199575	WED 14/08/2019 17:10	LIGHT	GRAYS INN RD, NR JUNCT WTH GUILFORD ST.			02 NODE 68	530805/182289
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	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)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	COMMUTING JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	B	403 (POOR TURN OR MANOEUVRE)

23

01190207156	THU 19/09/2019 00:10	DARK	GRAYS INN RD, NR JUNCT WTH GUILDFORD ST.				02 NODE 68	530794/182294
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 (002)	(16 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(49 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(16 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)						

24

01190211676	MON 14/10/2019 20:40	DARK	SIDMOUTH MEWS WC1, 30 METRES EAST OF JUNCT WTH SIDMOUTH ST.. NREST CLASSIFIED RD WAS B2. NREST CLASSIFIED RD WAS B2				02 CELL 530500/182500	530554/182627
POLICE - AT SCENE		ROAD-WET	RAINING	ONE-WAY ST	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(86 YRS - F - REDA)		SLIGHT	PEDESTRIAN	STILL	STATIONARY NOT CROSSING - MASKED	
CASUALTY	002 (001)	(54 YRS - F - REDA)		SLIGHT	PEDESTRIAN	STILL	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(32 YRS - M - REDACT)	MOVING OFF		(N TO S) FRONT HIT FIRST	
V001	A	710 (VEHICLE BLIND SPOT)						

25

01190215051	WED 30/10/2019 19:38	DARK	GRAYS INN RD, NR JUNCT WTH CALTHORPE ST.			02 NODE 68	530805/182287
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(32 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(E TO W) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(32 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	JCT CLEARED
VEHICLE	003 (000)	PED CYCLE BT - N/A	(23 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) BACK HIT FIRST	JCT CLEARED
V003	B	405 (FAILED TO LOOK PROPERLY)		V001	B	903 (EMERGENCY VEHICLE ON A CALL)	
V002	B	405 (FAILED TO LOOK PROPERLY)					

26

01190222040	SUN 01/12/2019 16:49	DARK	GRAYS INN RD, NR JUNCT WTH BRITANNIA ST.			02 LINK 95-99	530502/182841
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SLIP ROAD	SLIP RD	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)		TURNING RIGHT	(S TO NE) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	B	405 (FAILED TO LOOK PROPERLY)		V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)		C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	

27

01200228959	TUE 07/01/2020 13:30	LIGHT	GRAYS INN RD, 15 METRES SOUTH OF JUNCT WTH BRITANNIA ST.			02 LINK 95-99	530503/182824
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(71 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(56 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)					

28

01200236965	FRI 31/01/2020 18:35	DARK	GRAYS INN RD, 20 METRES NORTH OF JUNCT WTH GUILFORD ST.			02 NODE 68	530779/182321
SELF-REPORTED	ROAD-DRY	WEATHER-UNKNOWN	DUAL CWY	UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - N/A	(? YRS - - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R

29

01200243779	FRI 27/03/2020 21:20	DARK	GRAYS INN RD, NR JUNCT WTH SWINTON RD.			02 NODE 99	530542/182763
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)	(49 YRS - M - REDA)	SERIOUS	PEDESTRIAN	N BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(38 YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C001	A	806 (IMPAIRED BY ALCOHOL)					

30

01200252536	SAT 20/06/2020 20:06	LIGHT	GUILFORD ST, NR JUNCT WTH GRAYS INN RD.			02 NODE 68	530777/182271
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(34 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(40 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

31

01200260038	MON 03/08/2020 16:00	LIGHT	KING'S CROSS RD, 10 METRES NORTH OF JUNCT WTH ACTON ST.			03 NODE 740	530799/182795
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(31 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT APP
V001	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)					

32

01200267493	WED 09/09/2020 08:30	LIGHT	CALTHORPE ST, NR JUNCT WTH GUILFORD ST.			02 NODE 68	530811/182292
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(32 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(60 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) UNKNOWN S/R	J/P - UNKN JCT APP

33	01200270906	SUN 13/09/2020 14:00	LIGHT	GRAYS INN RD, 20 METRES SOUTH OF JUNCT WTH GUILDFORD ST.			02 NODE 68	530808/182261
	SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
	VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(23 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
34	01200281756	SUN 29/11/2020 17:05	DARK	GRAYS INN RD, NR JUNCT WTH CROMER ST.			02 NODE 659	530577/182697
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
	VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		MOVING OFF	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
	V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
	V001	B	601 (AGGRESSIVE DRIVING)			V001	A	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

35											
01200281986	TUE 01/12/2020 09:27			LIGHT	DOUGHTY ST, NR JUNCT WTH GUILDFORD ST.			02 LINK 67-68		530730/182257	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	GIVEWAY /UNCONT		ZEBRA XING		CTRL - AUTH PERSON	
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY	001 (002)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER						
VEHICLE	001 (000)	CAR BT - NOT REQ		(19 YRS - M - REDACT)			MOVING OFF	(N TO S) FRONT HIT FIRST	JCT APP		
VEHICLE	002 (000)	PED CYCLE BT - N/A		(27 YRS - M - REDACT)			G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	COMMUTING JCT MID		
V001	B	401 (JUNCTION OVERSHOOT)					V001	B	405 (FAILED TO LOOK PROPERLY)		
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)									

36											
01210292928	MON 15/02/2021 23:10		DARK	FREDRICK ST , 2 METRES EAST OF JUNCT WTH GRAYS INN RD.			02 LINK 86-659		530601/182657		
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)	(28 YRS - M - REDA)		SLIGHT	PEDESTRIAN	S BOUND		FROM DRIVERS O/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	405 (FAILED TO LOOK PROPERLY)				C001	A	802 (FAILED TO LOOK PROPERLY)			

37	01210296783	FRI 12/03/2021 16:12	LIGHT	GUILFORD ST, NR JUNCT WTH GRAYS INN RD.			02 NODE 68	530795/182288
	SELF-REPORTED	ROAD-DRY	FINE - H WIND	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
	VEHICLE	001 (000)	PED CYCLE BT - N/A	(26 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING 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
38	01210323570	MON 09/08/2021 18:20	LIGHT	AMPTON ST, NR JUNCT WTH GRAYS INN RD.			02 NODE 86	530641/182607
	POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(11 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	STATIONARY NOT CROSSING	
	VEHICLE	001 (000)	PED CYCLE BT - N/A	(33 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT APP
	V001	A	701 (STATIONARY OR PARKED VEHICLE(S))					

39	01210340737	SAT 30/10/2021 11:43	LIGHT	GRAYS INN RD, 30 METRES NORTH OF JUNCT WTH ARGYLE ST.			02 LINK 95-99	530521/182785
	SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
	VEHICLE	001 (000)	PED CYCLE BT - N/A	(18 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	JOURNEY P/O WORK
40	01210349146	TUE 30/11/2021 17:30	DARK	GRAYS INN RD, 50 METRES SOUTH OF JUNCT WTH BRITANNIA ST.			02 LINK 95-99	530517/182794
	SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIML	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(39 YRS - M - REDA)	SERIOUS	PEDESTRIAN	NE BOUND	FROM DRIVERS N/SIDE	
	VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

41	01220353126	WED 05/01/2022 18:00	DARK	MECKLENBURGH SQUARE, NR JUNCT WTH MECKLENBURGH ST.			02 CELL 530500/182000	530687/182335
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 (002)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(28 YRS - F - REDACT)		TURNING RIGHT	(N TO SW) DID NOT IMPACT	COMMUTING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(19 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V002	B	605 (LEARNER OR INEXPERIENCED DRIVER)						
42	01220367291	THU 24/03/2022 21:58	DARK	GRAYS INN RD, NR JUNCT WTH ARGYLE ST.			02 NODE 99	530522/182772
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(21 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(21 YRS - M - REDACT)		MOVING OFF	(E TO W) FRONT HIT FIRST	JCT APP
V001	A	401 (JUNCTION OVERSHOOT)				V001	A	403 (POOR TURN OR MANOEUVRE)
V001	A	601 (AGGRESSIVE DRIVING)				V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)						

43	01220368389	WED 30/03/2022 16:59	LIGHT	GRAYS INN RD, NR JUNCT WTH BRITANNIA ST.			02 LINK 95-99	530500/182839
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 (002)	(25 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(25 YRS - F - REDACT)		TURNING RIGHT		(S TO NE) DID NOT IMPACT	COMMUTING JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)			V001	B	308 (FOLLOWING TOO CLOSE)	
44	01220373267	THU 17/03/2022 09:00	LIGHT	CROMER ST, NR JUNCT WTH GREYS INN RD.			02 LINK 99-659	530549/182720
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)	(21 YRS - M - REDA)	SLIGHT	PEDESTRIAN		STILL	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	PHV - LICENCED BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		MOVING OFF		(N TO S) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

45	01220382233	MON 06/06/2022 16:16	LIGHT	GRAYS INN RD, NR JUNCT WTH ARGYLE ST .			02 NODE 99	530508/182781
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)			
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	
46	01220390486	TUE 26/07/2022 01:55	DARK	GREYS INN RD, 34 METRES SOUTH OF JUNCT WTH ST CHADS PLACE.			02 LINK 95-99	530451/182890
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M		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 - NEG	(45 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO N) FRONT HIT FIRST		
VEHICLE	002 (000)	PHV - LICENCED BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN	
VEHICLE	003 (000)	PHV - LICENCED BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN	
V001	A	601 (AGGRESSIVE DRIVING)						

01220408202	THU 03/11/2022 07:45	DARK	GUILFORD ST, NR JUNCT WTH DOUGHTY ST WC1.				02 LINK 67-68	530730/182256
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(54 YRS - M - REDACT)		TURNING RIGHT		(E TO NW) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
C001	B	999 (OTHER - PLEASE SPECIFY BELOW)			C001	B	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)	
V001	B	405 (FAILED TO LOOK PROPERLY)			V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	













Summary of Collisions Selected Site Reference and Description Topic Based Query	Date Period	Collision Count
47		
<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.</p>		

Pedestrian	18	38%
Wet	9	19%
Dark	20	43%

Fatal	0	0%
Serious	4	9%
Slight	43	91%








Please note that these figures represent the number of collisions that resulted in each type of casualty.

	1	2	3	4	5	6	7	8	9	10
Reference	01180099626	01180102891	01180104697	01180111192	01180111693	01180118506	01180121361	01180123557	01180137102	01180137724
Day	MONDAY	FRIDAY	SATURDAY	WEDNESDAY	FRIDAY	TUESDAY	MONDAY	FRIDAY	FRIDAY	MONDAY
Date	02/04/2018	20/04/2018	28/04/2018	30/05/2018	01/06/2018	03/07/2018	16/07/2018	27/07/2018	05/10/2018	08/10/2018
Time	17:40	11:45	22:30	08:35	08:51	15:50	15:50	09:20	14:15	19:41
Light Conds	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface	WET/DAMP	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		50M				0			X	
Contributory	203 V002 B	802 C001 A	405 V001 A			802 C001 A	602 V002 A			507 V002 A
(* denotes pre-2005)	406 V002 A		307 V001 A			801 C001 A				407 V001 B
Easting/Northing	530580 182710	530790 182300	530560 182710	530814 182270	530670 182470	530599 182719	530800 182280	530570 182700	530577 182712	530800 182280

	11	12	13	14	15	16	17	18	19	20
Reference	01180140883	01180146856	01180149660	01190158358	01190159073	01190171851	01190175388	01190176169	01190187384	01190188358
Day	TUESDAY	MONDAY	MONDAY	SATURDAY	WEDNESDAY	THURSDAY	MONDAY	SATURDAY	FRIDAY	WEDNESDAY
Date	23/10/2018	19/11/2018	03/12/2018	19/01/2019	23/01/2019	28/03/2019	08/04/2019	20/04/2019	14/06/2019	19/06/2019
Time	08:30	11:03	18:50	11:52	09:21	18:47	09:30	14:05	18:15	23:16
Light Conds	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	WET/DAMP	DRY	DRY	DRY	UNKNOWN	DRY	DRY	WET/DAMP
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	(S/R) SERIOUS	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		X	X		X	X				
Contributory			802 C001 A 405 V001 A	405 V002 A 508 V002 B	802 C001 A 703 V001 A 804 C001 A 808 C001 B	407 V001 A				50M 405 V001 B 802 C001 A 808 C001 A
<small>(* denotes pre-2005)</small>										
Easting/Northing	530770 182320	530570 182700	530610 182590	530704 182752	530790 182304	530759 182347	530775 182278	530538 182766	530748 182262	530723 182408

	21	22	23	24	25	26	27	28	29	30
Reference	01190189139	01190199575	01190207156	01190211676	01190215051	01190222040	01200228959	01200236965	01200243779	01200252536
Day	SUNDAY	WEDNESDAY	THURSDAY	MONDAY	WEDNESDAY	SUNDAY	TUESDAY	FRIDAY	FRIDAY	SATURDAY
Date	23/06/2019	14/08/2019	19/09/2019	14/10/2019	30/10/2019	01/12/2019	07/01/2020	31/01/2020	27/03/2020	20/06/2020
Time	21:28	17:10	00:10	20:40	19:38	16:49	13:30	18:35	21:20	20:06
Light Conds	DARK	LIGHT	DARK	DARK	DARK	DARK	LIGHT	DARK	DARK	LIGHT
Road Surface	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Ped Location				0 0		0		X	0	
Contributory	405 V001 B	405 V001 A	602 V002 B	710 V001 A	405 V003 B	405 V001 B	408 V001 A		802 C001 A	
(* denotes pre-2005)	405 V002 B	403 V001 B			903 V001 B	406 V001 B			803 C001 A	
					405 V002 B	808 C001 B			806 C001 A	
						803 C001 B				
Easting/Northing	530508 182826	530805 182289	530794 182294	530554 182627	530805 182287	530502 182841	530503 182824	530779 182321	530542 182763	530777 182271

	31	32	33	34	35	36	37	38	39	40
Reference	01200260038	01200267493	01200270906	01200281756	01200281986	01210292928	01210296783	01210323570	01210340737	01210349146
Day	MONDAY	WEDNESDAY	SUNDAY	SUNDAY	TUESDAY	MONDAY	FRIDAY	MONDAY	SATURDAY	TUESDAY
Date	03/08/2020	09/09/2020	13/09/2020	29/11/2020	01/12/2020	15/02/2021	12/03/2021	09/08/2021	30/10/2021	30/11/2021
Time	16:00	08:30	14:00	17:05	09:27	23:10	16:12	18:20	11:43	17:30
Light Conds	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	UNKNOWN (S/R)	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS
Conflict										
Ped Location Contributory (* denotes pre-2005)	904 V001 A			X 405 V001 A 602 V001 A 601 V001 B 304 V001 A	401 V001 B 405 V001 B 602 V002 A	0 405 V001 A 802 C001 A		0 701 V001 A		X
Easting/Northing	530799 182795	530811 182292	530808 182261	530577 182697	530730 182257	530601 182657	530795 182288	530641 182607	530521 182785	530517 182794

	41	42	43	44	45	46	47
Reference	01220353126	01220367291	01220368389	01220373267	01220382233	01220390486	01220408202
Day	WEDNESDAY	THURSDAY	WEDNESDAY	THURSDAY	MONDAY	TUESDAY	THURSDAY
Date	05/01/2022	24/03/2022	30/03/2022	17/03/2022	06/06/2022	26/07/2022	03/11/2022
Time	18:00	21:58	16:59	09:00	16:16	01:55	07:45
Light Conds	DARK	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	UNKNOWN (S/R)	DRY	DRY	WET/DAMP
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict							
Ped Location				0			X
Contributory	605 V002 B	401 V001 A	405 V002 B			601 V001 A	999 C001 B
(* denotes pre-2005)		403 V001 A	308 V001 B				809 C001 B
		601 V001 A					405 V001 B
		602 V001 A					406 V001 B
		603 V001 B					
Easting/Northing	530687 182335	530522 182772	530500 182839	530549 182720	530508 182781	530451 182890	530730 182256

