

11 Netherhall Gardens

Transport Statement

Avonhead Investors

July 2009



QM

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1 Introduction

1.1 INTRODUCTION

1.1.1 WSP Development and Transportation has been appointed by Avonhead Investors to provide transport advice in relation to a residential redevelopment at 11 Netherhall Gardens, in the London Borough of Camden (LBC). The site location is shown in Figure 1.

1.1.2 The site is located on the western side of Netherhall Gardens between Finchley Road and St John's Avenue. A major refurbishment to the existing building is proposed enabling the redevelopment of the site. This will decrease the number of residential units from ten to nine, along with associated parking.

1.1.3 The transport issues covered in this report are based on site layouts produced by PKS architects.

1.2 PURPOSE OF THIS REPORT

1.2.1 This Transport Statement (TS) addresses those transport issues raised by the redevelopment of the site in the context of the surrounding area and relevant planning policies.

1.2.2 This report is therefore set out as follows;

- Section two details the existing conditions in the vicinity of the site;
- Section three reviews relevant planning policy and guidance;
- Section four presents the development proposals;
- Section five assesses the site, and vehicular tracking, and
- Section six concludes with a summary of the report.

1.2.3 The TS should be read in conjunction with the planning application drawings from PKS Architects.



2 Existing Conditions

2.1 DEVELOPMENT SITE

2.1.1 The site is located on the western side of Netherhall Gardens between Finchley Road and St John's Avenue. It is 400m north-east of Finchley Road LUL Station and 500m south-east of Finchley Road & Frognal Railway and Station, as shown on Figure 1. 11 Netherhall Gardens currently consists of ten residential units and is in a predominantly residential area.

2.1.2 At present the site has an in/out swept driveway with no formal parking spaces, although some three cars can be parked on site. Currently pedestrians share this driveway and have four steps to access the main entrance.

2.1.3 Located within a five minute walk on the A41 Finchley Road is a high street of shops and services which includes a pharmacy, dental surgery, supermarkets, (including Sainsbury's), dry cleaners, internet café, cinema and gym.

2.1.4 The site is also located within easy access to existing employment areas with central London directly accessible by underground from Finchley Road LUL Station.

2.1.5 The is well served by education facilities, with a number of primary schools and secondary schools located within a reasonable journey by foot or cycle.

2.1.6 Within the wider area of the site, within a 20-25 minute walk, there are numerous recreational parks and open spaces including Primrose Hill, Regents Park, Golders Hill Park, Hampstead Heath and Parliament Hill.

2.2 PUBLIC TRANSPORT ACCESSIBILITY

2.2.1 The site benefits from excellent accessibility and is located within a reasonable walking distance of a large number of bus stops, coach stops, underground and mainline railway public transport services, connecting to wider public transport networks and destinations throughout Central London. Employment, shopping and leisure opportunities are also within walking distance of the site.

2.2.2 The PTAL map produced by TfL has been consulted to identify an indicative PTAL score for the site. This PTAL map identifies that the site location at 11 Netherhall Gardens benefits from a PTAL of 6a representing a high level of public transport accessibility.

2.3 TRAVEL BY BUS

2.3.1 The existing bus services operating in the vicinity of the site are summarised in Table 2.1 below. Routes 13, 82, 113, 187, 268 and N13 are the nearest routes to the development site with bus stops along Finchley Road providing a frequent and convenient bus service within a 250m walk of the site.

2.3.2 The closest bus stops are located on Finchley Road on the eastern and western footway respectively, approximately 250m south of site.

2.3.3 Further lettered bus stops are located outside Finchley Road LUL Station, within 400m south of the site on Finchley Road and Canfield Gardens.

2.3.4 Additionally, there are stops located on Finchley Road, approximately 400 m to the north west of the site, adjacent to Finchley Road and Frognal Station.

2.3.5 All of the bus stop within the local vicinity of the site have shelters, seating and timetable information and are served by a total of six bus routes. Figure 2 illustrates the



location of the routes and Table 2.1 provides a summary of each route. This illustrates that the site benefits from a very frequent bus service providing up to 35 buses per hour in each direction.

Table 2.1: Local Bus Routes

Route	Point of access	Route	Frequency		
			Peak Hour	Off Peak /Evening	Sat
13	Finchley Road / Netherhall Gardens	Aldwych	7-11 mins	6-10 mins	8-12 mins
		Golders Green Station			
82	Finchley Road / Netherhall Gardens	North Finchley	5-9 mins	5-9 mins	6-10 mins
		Victoria			
113	Finchley Road / Netherhall Gardens	Edgware	7-10 mins	15-20 mins	8-10 mins
		Oxford Circus			
187	Finchley Road / Netherhall Gardens	Finchley Road / 02 Centre	8-11 mins	15 mins	8-10 mins
		Central Middlesex Hospital			
268	Finchley Road / Netherhall Gardens	Finchley Road / 02 Centre	10-12 mins	10-12 mins	11-14 mins
		Golders Green			
C11	Finchley Road / Canfield Gardens	Archway	5-9 mins	8-12 mins	8-12 mins
		Brentcross Shopping Centre			



2.4 TRAVEL BY RAIL

2.4.1 The nearest railway station to the site is Finchley Road & Frognal Station, located approximately 500m north-west of the site, within a seven minute walk. London Overground operates frequent trains via Finchley Road & Frognal from Richmond and Stratford, with connecting from Willesden Junction to Euston and Clapham Junction.

2.4.2 Approximately six trains per hour operate throughout the day in each direction. Willesden Junction is within an 11 minute journey by rail providing excellent onward connections to other rail and Bakerloo underground services, and Highbury and Islington Station is within a 15 minute journey by rail providing onward connections to the Victoria underground services.

2.4.3 West Hampstead Thameslink Train Station is a 15 minute walk towards the west of the development site and this station serves the First Capital Connect franchise. This serves Central London, as well as Gatwick and Luton airports.

2.5 TRAVEL BY UNDERGROUND

2.5.1 Finchley Road Underground Station is located approximately 400m south of the site, within a five minute walk of the site. This is served by the Jubilee Line, and the Metropolitan Line, giving direct access to Baker Street and King's Cross St Pancras, as well as the rest of the wider London Underground network.

2.6 TRAVEL BY CYCLE

2.6.1 There are a number of cycle routes in the local vicinity of the site, including a signposted cycle lane that runs immediately pass the site frontage along Netherhall Gardens. These facilities provide connections to the wider cycle network within London. The cycle infrastructure in the area is shown in Figure 3, this shows the London Cycle Network (LCN).

2.6.2 Cycle isochrones are shown on Figure 5, and show it is possible to cycle to Euston and King's Cross St Pancras within 10 minutes.

2.7 TRAVEL BY FOOT

2.7.1 The area surrounding the site has good pedestrian links with an established network of footways. All public highways in the vicinity of the site including have existing footways alongside and street lighting providing connections to the surrounding area, commercial frontages and public transport service access points.

2.7.2 Figures 4 shows a 30 minute walking isochrone from the site and illustrates local amenities and facilities that are within reasonably walking distances. The isochrone map also illustrates the location of local transport facilities.

2.7.3 The main pedestrian routes from the site are likely to be towards the local amenities located to the west of the site on Finchley Road, or towards local transport facilities.

2.8 HIGHWAY NETWORK

2.8.1 The details of the local area network are shown on the map in Figure 1.

2.8.2 Netherhall Gardens connects Nutley Terrace to the south of the site and to the B511 Fitzjohns Avenue to the north of the site. Netherhall Gardens has pedestrian



connections to the A41 Finchley Road to the south of the site, however this access is closed to vehicles.

2.8.3 Netherhall Gardens is part of Camden Council's designated Controlled Parking Zone (CPZ). The site frontage on Netherhall Gardens has a single yellow line and a CPZ parking space. The CPZ zone requires vehicles parking on street to display a residents permit holder badge between the hours of 09:00 to 18:30 on a Monday to Friday and between the hours of 09:00 to 13:30 on Saturdays.

2.9 PERSONAL INJURY ACCIDENT (PIA) ANALYSIS

2.9.1 Personal Injury Accident (PIA) records for the area surrounding the site have been obtained from TfL's Accident Analysis Unit for the three years period prior to 31 December 2008. The full data is contained within Appendix A. Appendix A also includes a visual representation of accidents within the study area.

2.9.2 Each accident was categorised as to whether it occurred at a junction or a link. Accidents are classified as occurring at a junction if they occurred within 20m of the junction under consideration. Each accident was analysed in terms of whether pedestrians or cyclists were involved as these groups are vulnerable road users. The accidents were also analysed in terms of severity, whether they were slight, serious or fatal. This PIA analysis provides information on whether there are any patterns occurring across the area of highway network under consideration.

2.9.3 In total 21 PIA's occurred across the whole area of highway network considered within the three year time frame obtained. Of these 21 accidents, 11 occurred at or within 20m of a junction and eight occurred on road links. Of the 21 accidents, 19 of them were defined as slight and two were defined as serious. Details of accidents within the study area are summaries in Table 2.2.

Table 2.2: Accidents in vicinity of the Netherhall Gardens site

Links / Junctions		Slight			Serious			Fatal		
		Total	Peds	Cycle	Total	Peds	Cycle	Total	Peds	Cycle
Junctions	A41 Finchley Road/ Lithos Road	6	1	0	0	0	0	0	0	0
	A41 Finchley Road/ Rosemont Road	5	0	0	0	0	0	0	0	0
Links	A41 Finchley Road	8	6	0	2	1	0	0	0	0
Total		19	7	0	2	1	0	0	0	0



2.9.7 By increasing the parking on site, fewer cars will be parked on street and it will therefore be safer to cross roads by reducing on street parking. Therefore, it is considered that no mitigation measures should be necessary as a result of the proposed development.

2.10.1 The development site is located in a residential area in close proximity to a mix of complimentary land-uses. It benefits from an excellent level of accessibility to numerous local bus routes as well as underground and rail services, at Finchley Road and Frognal Railway Station and Finchley Road Underground Station. The local transport services in the local vicinity of the site provide onward connections to London and further underground services. The site is also surrounded by a good network of cycle routes and existing pedestrian facilities. Accident data has shown that the area in the immediate vicinity of the site has a good safety record with some slight and few serious accidents recorded in the further area of the site within last three years of data obtained.



3 Policy Overview

3.1 GENERAL

3.1.1 The transport aspects of the development proposals have been assessed against the relevant national, regional and local transport policy guidance. These have been reviewed and set out below.

3.2 PPG13

3.2.1 PPG13 (March 2001) re-states the key themes of sustainable development that have emerged in recent years. The document seeks to reinforce the message that there must be greater integration of planning and transport in order to promote more sustainable transport choices and reduce the need to travel, especially by private car. Paragraph 19 states that a key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling.

3.2.2 Paragraphs 75 to 77 highlight the potential for walking to replace short car trips, especially for journeys under two kilometres. It states that local authorities should use their planning and transport powers to give greater priority to walking.

3.2.3 Paragraphs 78 to 80 highlight the potential of cycling particularly for journeys under five kilometres.

3.3 PPS3 - HOUSING

3.3.1 Planning Policy Statement 3 (PPS3, November 2006) replaces PPG3, and sets out the Government's strategic housing policy objectives, and supports the stated goal to ensure that everyone has the opportunity to live in a decent home, which they can afford in a community where they want to live.

3.3.2 The overarching theme of PPS3 is the requirement to create sustainable, mixed-use communities.

3.3.3 In paragraph 36, PPS3 advises that potential housing locations should be selected in terms of accessibility of potential sites to jobs, services and infrastructure. Developments should preferably be on previously developed land.

3.4 THE LONDON PLAN – SPATIAL DEVELOPMENT STRATEGY FOR GREATER LONDON – CONSOLIDATED WITH ALTERATIONS SINCE 2004 - FEBRUARY 2008

3.4.1 In terms of transport, the London Plan aims to increase accessibility, and to integrate the phasing of future development with the capacity of the existing and proposed public transport system and the accessibility of different locations.

3.4.2 In terms of housing policies the London Plan states at Paragraph 3.6:

'...future residential development needs to be located so as to maximise the use of scarce land, to conserve energy, reduce harmful emissions and to be within easy access of jobs, schools, healthcare and other services, shops, and public transport'.

3.4.3 The London Plan recognises the impacts of development on climate change and its policies reflect this, including making greater use of walking and cycling modes.

3.4.4 Policy 3C.1 sets out the need for developments to be integrated with transport by encouraging those that reduce the need to travel (especially by car) and improving accessibility to public transport, walking and cycling.



3.4.5 Policy 4B.1 of the London Plan sets out design principles and how boroughs should seek to ensure that the potential of a site is maximised. They should ensure that development achieves the highest possible density of use compatible with local context, design principles at Policy 4B.1 of the London Plan and with public transport capacity as set out in policy 3A.2. Borough UDP's should be developed in line with this and adapt residential densities set out in Table 3A.2.

3.4.6 The London Plan parking standards are identified in Annex 4 as follows:

Table 3.1 London Plan Parking Standards

TYPE	LONDON PLAN PARKING STANDARDS		
	RESIDENTIAL	RETAIL	OFFICE
Car Parking	<1 space per unit	1 space per 50 – 75m ² GFA (where PTAL ≥5)	1 space per 600m ² – 1,000m ² for inner London
Disabled Car Parking ¹	Min. 2 spaces or 6%		
Motorcycle Car Parking	Reasonable levels		
Cycle Parking	1 space per unit	1 space per 300m ² of A1 1 space per 100m ² of A3 (bars) 1 space per 20 staff + 1 space per 20 seats A3 (restaurants and cafes)	1 space per 250m ² with a minimum of 2 spaces

¹ The standard of a minimum of 2 spaces is quoted and reference is also made to SPG Accessible London, which also states a minimum of 2 spaces. However, reference is also given to the Mayors Transport Strategy which indicates a minimum of 6% although this is not specifically related to any land use

3.5 LONDON BOROUGH OF CAMDEN REPLACEMENT UNITARY DEVELOPMENT PLAN (UDP), JUNE 2006

3.5.1 The LBC Unitary Development Plan (UDP) was adopted in June 2006. The UDP provides the framework for the development and use of land in the Borough. The plan includes strategic and local transport policies, which development proposals should accord with. These policies support the Council's overall transport strategy – to provide a safe, efficient and sustainable transport service for all people who live and work in Camden.

3.5.2 The Council's revised transport policies are summarised as follows:

T2 – Capacity of Transport Provision

3.5.3 This confirms that the Council will grant planning permission where it considers that all forms of travel can be accommodated.

T3 – Pedestrians and Cycling

3.5.4 This seeks satisfactory provision in development proposals for pedestrians and cyclists. In assessing development, traffic management and highway alterations, the



Council will consider the need for pedestrian and cyclist improvements. It places a particular emphasis on the needs of wheelchair users and other people with mobility difficulties, visually impaired people, children, elderly people and other vulnerable users. It also affirms the need for secure cycle parking in accordance with the Council's Parking Standards, and cycle storage in dwellings.

T7 - Off-street parking, city car clubs and city bike schemes

3.5.5 This requires compliance with the Council's Parking Standards, set out in Appendix 6, and summarised as in Table 2.1.

Table 3.1: C3 Residential development (dwelling houses)

Vehicle Type	Standard
Cycles	Residents - 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors - from threshold of 20 units, 1 space per 10 units or part thereof.
People with disabilities	Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities. General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 5 units, 1 space per 10 units or part thereof, with dimensions suitable for use by people with disabilities.
General car parking	Maximum of 1 space per dwelling.



4 Development Proposals

4.1 DEVELOPMENT QUANTUM

4.1.1 The proposed development comprises the overall refurbishment of 11 Netherhall Gardens (consisting of ten residential units) to provide nine large family sized residential units with associated parking.

4.2 ACCESS PROPOSALS

4.2.1 The proposals include the modifications to the existing crescent shaped driveway, such that, the southern access provides a single vehicle access for entry and exit and the northern access providing pedestrian access. In addition the pedestrian access included modifications to enable disabled access. The existing northern crossover will be reinstated; this represents improved pedestrian safety along the footway.

4.2.2 The vehicular access operates safely at present and visibility accords with Manual for Streets guidelines.

4.2.3 Parking is provided within the basement of the development, accessed by a ramp along the south side of the building. Access and egress is proposed though a single gateway, to ensure safety, the access is to be managed via a traffic light system. There will be sufficient space provided at the top and bottom of the ramp to allow a car to wait within the curtilage of the site and allow an oncoming car to pass.

4.2.4 For additional safety, a convex mirror will be located at the base of the ramp, adjacent to the basement access. The design of the ramp and basement car park is in accordance with the relevant guidance.

4.2.5 The development proposals represent an improvement for pedestrian access, which is provided via a dedicated pedestrian only access point on to Netherhall Gardens, to be located at the existing northern crossover, it will also be adapted for disabled access into the building.

4.3 PARKING PROPOSALS

4.3.1 A total of nine car parking spaces (including one disabled space) are proposed, equating to a parking ratio of 1 space per dwelling, which accords with the UDP.

4.3.2 The site is located within the Redington / Frognal (CA-S) Controlled Parking Zone (CPZ), which operates Monday to Friday between the hours of 09:00 to 18:30, and Saturdays 09:00 to 13:30. As car parking will be provided on-site, consequently on street car parking demand will be slightly reduced. By reducing the on street parking demand, this would have a moderately positive effect towards current road safety.

4.3.3 As the existing site access/egress to the north of the site will no longer be in use, and the footway is to be reinstated, there is the potential for an additional CPZ space on street.

4.4 CYCLE PARKING

4.4.1 Nine secure cycle parking spaces will be provided in excess of LBC standards, as shown on the architect's drawings. The secure cycle parking will be located in the underground car park and will only be accessible to residents.



5 Assessment

5.1 JOURNEYS BY FOOT, PUBLIC TRANSPORT AND CAR

5.1.1 As the redevelopment of the site involves a slight decrease in residential units, from ten to nine; the decrease in walking, public transport and vehicular trips would imperceptible from the existing situation; therefore a detailed analysis has not been undertaken.

5.1.2 The existing pedestrian network and good level of public transport accessibility means that the development will be readily accessible and facilitates trips by sustainable means to jobs, education, health facilities, shopping, leisure and local services.

5.1.3 As that proposed development is not significantly changing from its existing use, it is forecast that the small number of trips generated by the development will easily be accommodated by the public transport network.

5.1.4 The development includes nine large family sized units, a target market with high car ownership. To ensure minimal impact to the adjacent heavily parked streets, nine car parking spaces haven been provided within the basement. Currently three spaces are provided within the site, with the remaining residents parking on street. The development proposals therefore represent an improvement from the current situation, by removing on street parking demand.

5.2 JOURNEYS BY CYCLE

5.2.1 Signposted cycle routes immediately pass the site frontage along Netherhall Gardens. These facilities in turn provide connections to the wider cycle network within London.

5.2.2 Given the accessibility of the surrounding cycle routes together with the cycle parking availability within the site, the development proposals provide a high level of accessibility by cycle.

5.3 TRACKING ANALYSIS

5.3.1 Drawing SK/01 shows the vehicle swept path into and out of the ground level drop off; it can be seen that it is possible for vehicles to enter and exit the site in a forward gear.

5.3.2 Drawing SK/02 demonstrates that sufficient space is provided, at the top and bottom of the ramp, to allow a car wishing to access or egress the basement car park to wait, within the curtilage of the site, and allow an oncoming car to pass.



6 Summary and Conclusions

6.1 SUMMARY

6.1.1 The redevelopment proposals for 11 Netherhall Gardens comprises nine residential units with associated parking.

6.1.2 As the development proposals include the net reduction of one residential unit from the current provision on site, it is considered that the decrease in trips generated by the development would represent a minor decrease on local transport networks.

6.1.3 The development will benefit the local highway network by reducing on street demand for parking. The closure of the existing northern vehicular access will marginally improve local pedestrian safety along Netherhall Gardens.

6.1.4 It has been demonstrated that the existing southern access can be adapted is sufficient for the proposed access to the ramp and at-grade drop off area.

6.1.5 The development proposals represent an improvement for access of pedestrian and for the mobility impaired.

6.1.6 The existing servicing and refuse collection arrangements are considered appropriate for the development proposals due to the negligible change in unit numbers. The development does not currently impact greatly on the transport system and deliveries can be made from the site frontage quickly, efficiently and safely.

6.1.7 The site is well located to benefit from a number of essential community facilities, including schools, employment facilities, local shops and leisure facilities within walking and/or cycling distance of the site.

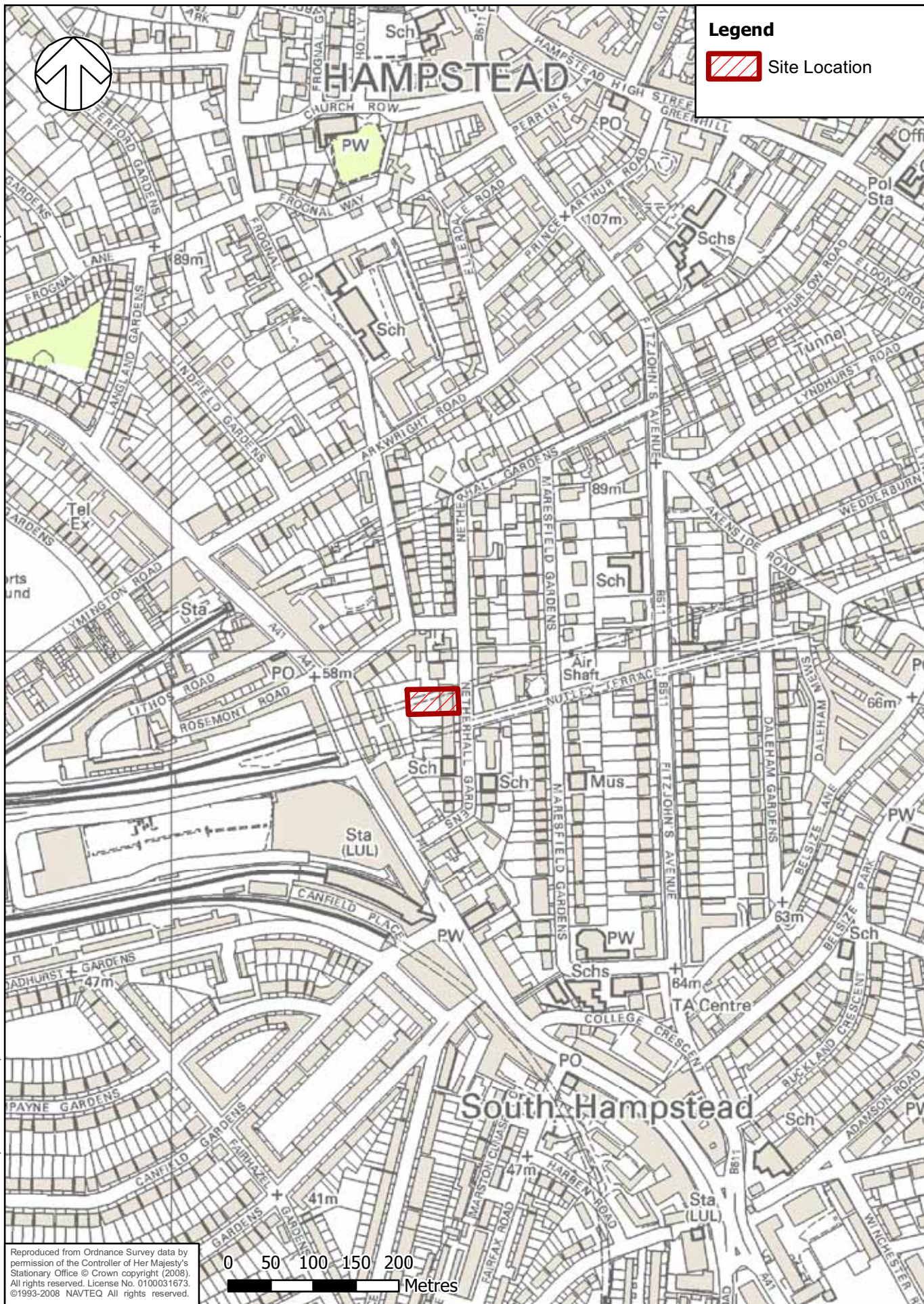
6.1.8 A total of six bus routes are accessible from the site whilst a number of coach, mainline and LUL services are also accessible within a comfortable walking distance, within 500m. The bus, coach, train and railway services operating within the vicinity of the site provide direct access to a number of key employment, education and retail areas throughout London.

6.2 CONCLUSION

6.2.1 The wide range of employment, education, retail and leisure facilities located in close proximity to the site ensure that the need to travel is reduced. The development is not considered to create significant transport implications as the site location will itself facilitate sustainable travel patterns. The proposals for the redevelopment of the site will not cause harm to highway safety or have a detrimental effect to the existing area, as on street car parking is being reduced and only one additional unit is being proposed.



Appendices, Figures & Tables

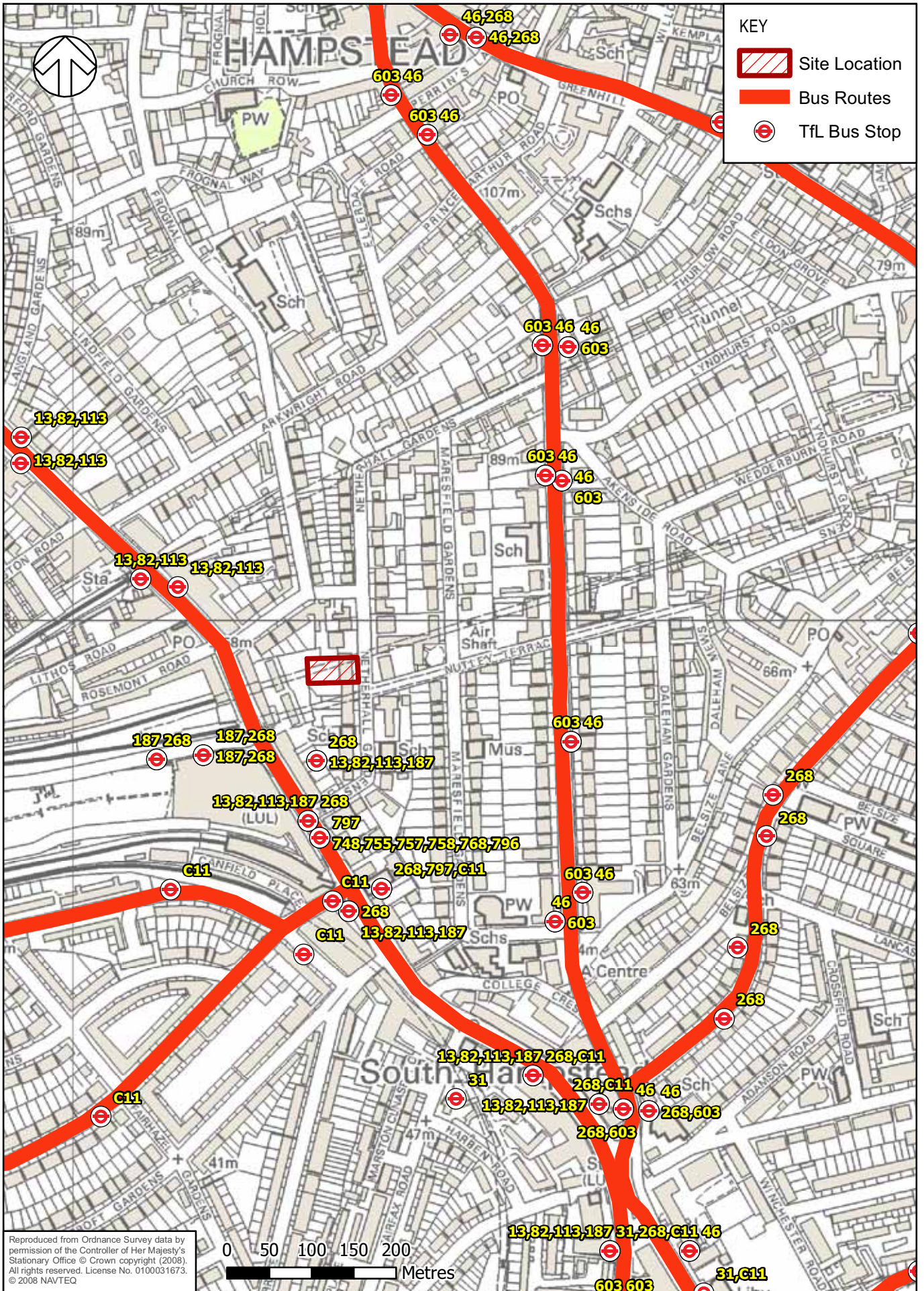


TITLE:

SITE LOCATION PLAN

FIGURE No:

FIGURE 1

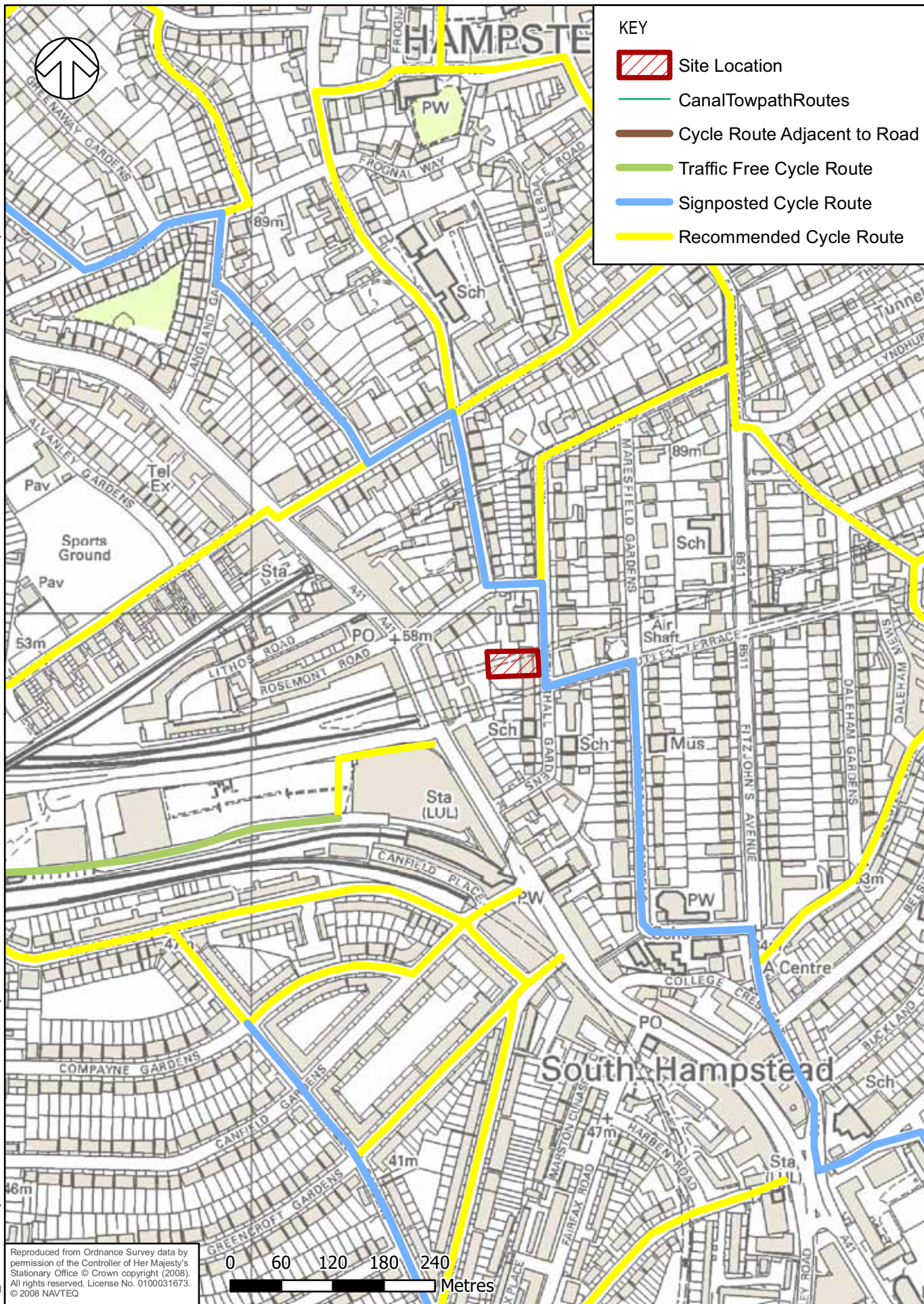


TITLE:

BUS ROUTES

FIGURE No:

FIGURE 2

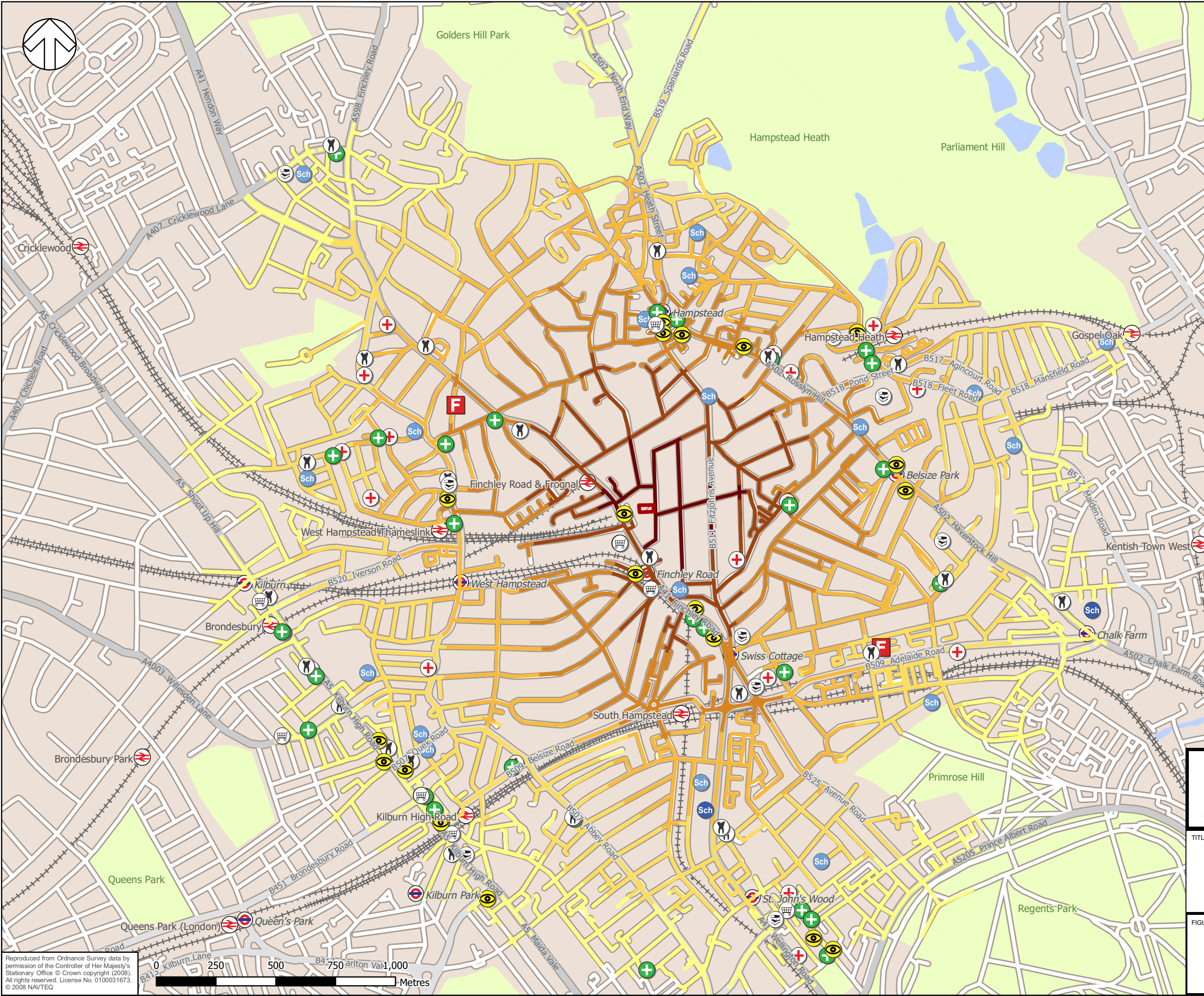


TITLE:

LOCAL CYCLE NETWORK

FIGURE No:

FIGURE 3



KEY

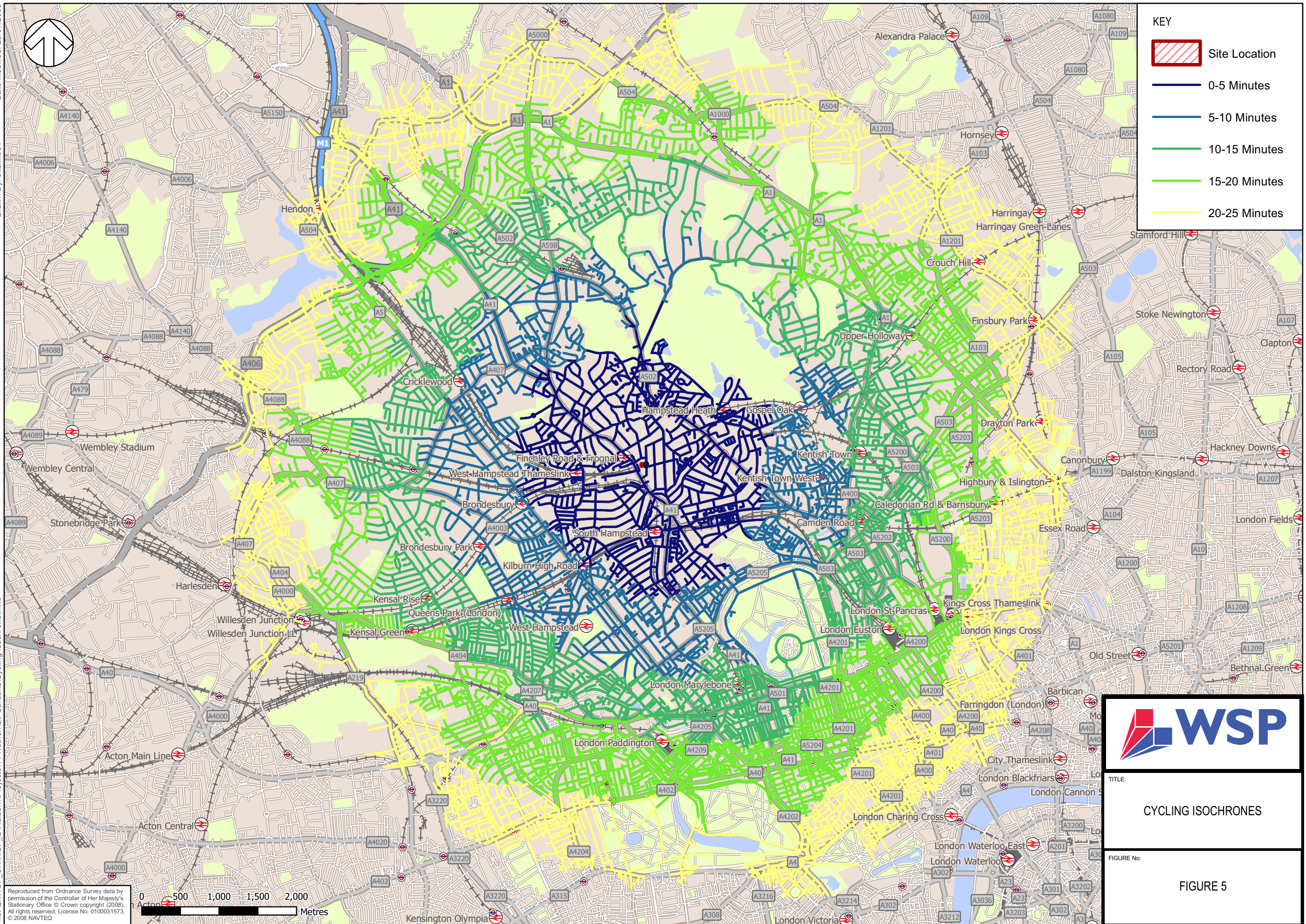
- Site Location
- 0-5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes
- 25-30 Minutes
- Library
- Supermarkets
- Opticians
- Dentist
- Pharmacy
- GP Surgery
- Secondary School
- Primary School
- Fire Stations

TITLE:

PEDESTRIAN ISOCHRONES
AND LOCAL FACILITIES

FIGURE No:

FIGURE 4





Appendix A Personal Injury Accident Data

All Collisions 3yrs to 31 Dec.2008 - Frognal area

Severity of Accident

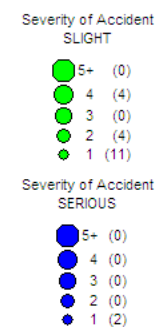
SLIGHT

- 5+ (0)
- 4 (4)
- 3 (0)
- 2 (4)
- 1 (11)

Severity of Accident

SERIOUS

- 5+ (0)
- 4 (0)
- 3 (0)
- 2 (0)
- 1 (2)





All Collisions 3yrs to 31 Dec.2008 - Frognal area

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
Topic Based Query		21

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query										ORDER BY ASSIGNED TO ASC,AREFNO ASC
	1	2	3	4	5	6	7	8	9	10
Accident Reference	0106EO40081	0106EO40122	0106EO40179	0106EO40851	0106EO40949	0106EO41036	0106EO41166	0106EO41197	0106EO41229	0107EK66340
Day	WEDNESDAY	THURSDAY	WEDNESDAY	WEDNESDAY	THURSDAY	TUESDAY	SATURDAY	WEDNESDAY	WEDNESDAY	TUESDAY
Date	08/02/2006	09/02/2006	22/02/2006	23/08/2006	07/09/2006	29/08/2006	21/10/2006	15/11/2006	15/11/2006	14/08/2007
Time	17:48	17:25	09:06	07:41	17:40	17:40	12:55	18:04	18:57	20:54
Light Conditions	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK
Road Surface	DRY	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location			0							50M
Contributory Factors (* denotes pre 2005)	509 V003 A 406 V003 A 307 V003 A	510 V001 A 999 V001 A 408 V001 A	602 V001 A 801 C001 A 808 C001 A	403 V001 A 405 V001 A 406 V001 A 602 V001 A	602 V001 A 405 V002 A 302 V002 A 701 V001 A	602 V001 A 405 V002 A 602 V002 A	403 V001 A 405 V001 A 602 V001 A	808 U00C A	602 V001 A 405 V002 A 602 V002 A	803 C001 A 707 V001 A 406 V001 A 802 C001 A 802 C002 A
Easting/Northing	526170 184950	526170 184960	526090 185040	526080 185050	526130 185000	526130 185000	526130 185010	526190 184900	526130 185000	526120 185030

Pedestrian	8	38 %
Wet	4	19 %
Dark	7	33 %

Site Diagram



Severity / Months To	12 01/2007	12 01/2008	10 11/2008	Total	Pct
Fatal	0	0	0	0	0.0 %
Serious	1	0	1	2	9.5 %
Slight	8	4	7	19	90.5 %
Total	9	4	8	21	
Pct	42.9 %	19.0 %	38.1 %		



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query										ORDER BY ASSIGNED TO ASC,AREFNO ASC
	11	12	13	14	15	16	17	18	19	20
Accident Reference	0107EO40199	0107EO40205	0107EO41038	0108CW10450	0108CW10786	0108CW11053	0108CW11133	0108CW11161	0108CW11661	0108CW12138
Day	SATURDAY	MONDAY	SATURDAY	TUESDAY	FRIDAY	THURSDAY	THURSDAY	TUESDAY	THURSDAY	TUESDAY
Date	10/03/2007	26/02/2007	08/12/2007	01/04/2008	23/05/2008	19/06/2008	10/07/2008	15/07/2008	25/09/2008	25/11/2008
Time	21:15	16:54	14:54	18:00	16:11	21:51	17:10	17:24	10:05	14:55
Light Conditions	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0	0	0	0					0
Contributory Factors (* denotes pre 2005)		802 C001 A 808 C001 A	403 V001 A 602 V001 A	801 C001 A 802 C001 A	801 C001 A 405 V001 A 407 V001 B	405 V001 A 407 V002 B	703 V001 A 703 V002 A 701 V001 A 701 V002 A	601 V002 A 408 V001 A	408 V001 A	801 C001 A 802 C001 A 701 V001 A 405 V001 A
Easting/Northing	526160 184980	526100 185040	526140 184990	526090 185040	526090 185050	526170 184960	526130 185000	526160 184960	526200 184910	526100 185050

**All Collisions 3yrs to 31 Dec.2008 - Frogna1 area**

Topic Based Query		ORDER BY ASSIGNED_TO ASC,AREFNO ASC
	21	
Accident Reference	0108EK74274	
Day	SATURDAY	
Date	09/08/2008	
Time	15:55	
Light Conditions	LIGHT	
Road Surface	WET	
Severity	SLIGHT	
Conflict		
Pedestrian Location	0	
Contributory Factors (* denotes pre 2005)	902 V002 A	
Easting/Northing	526170 184965	



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
Topic Based Query		21

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query							ORDER BY ASSIGNED_TO ASC,AREFNO ASC	
1	0106EO40081	WED 08/02/06 17:48	DARK	FINCHLEY ROAD J/W ROSEMONT ROAD			02 LINK 173-184	526170 / 184950
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS								
V3 COLLIDED WITH THE REAR OF V2, V2 THEN COLLIDED WITH THE REAR OF STAT V1								
CASUALTY 001 (001) (42 Yrs - M N3) SLIGHT DRIVER/RIDER								
CASUALTY 002 (002) (40 Yrs - M L13) SLIGHT DRIVER/RIDER								
VEHICLE	001 (002)	CAR	(42 Yrs - M N3)	GOING AHEAD HELD UP	SE TO NW		JCT APP	
		BT - NOT REQUESTED			BACK HIT FIRST			
VEHICLE	002 (003)	GDS =< 3.5T	(40 Yrs - M L13)	SLOWING OR STOPPING	SE TO NW		JCT APP	
		BT - NEGATIVE			BACK HIT FIRST			
VEHICLE	003 (002)	BUS/COACH	(59 Yrs - M CV12)	GOING AHEAD OTHER	SE TO NW	JNY PART OF WORK	JCT APP	
		BT - NOT REQUESTED			FRONT HIT FIRST			
V003 A 509 (DISTRACTION IN VEHICLE) V003 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)								
V003 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)								
2	0106EO40122	THU 09/02/06 17:25	DARK	FINCHLEY RD J/W ROSEMONT RD			02 LINK 173-184	526170 / 184960
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS								
PASSENGER INJURED AS V1 BRAKED SUDDENLY - [BRAKED SUDDENLY TO AVOID COLLISON (V001)]								
CASUALTY 001 (001) (73 Yrs - M WD3) SLIGHT PASSENGER STANDING ON PSV								
VEHICLE	001 (000)	BUS/COACH	(44 Yrs - M WD6)	SLOWING OR STOPPING	SE TO NW	JNY PART OF WORK	JCT APP	
		BT - NOT REQUESTED			DID NOT IMPACT			
V001 A 510 (DISTRACTION OUTSIDE VEHICLE) V001 A 999 (OTHER FACTOR)								
V001 A 408 (SUDDEN BRAKING)								



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query										ORDER BY ASSIGNED_TO ASC,AREFNO ASC		
3	0106EO40179	WED 22/02/06 09:06	LIGHT	FINCHLEY ROAD 50M NW J/W LITHOS ROAD					02	LINK 173-184	526090 / 185040	
POLICE - AT SCENE			ROAD-WET	WEATHER-FINE		SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M			
PED STEPPED OUT INTO THE PATH OF OVERTAKING V1												
CASUALTY			001 (001)	(32 Yrs - F E17)	SLIGHT	PEDESTRIAN		CROSSING ROAD (NOT ON XING)		SW BOUND FROM DRIVERS N/SIDE MSK		
VEHICLE			001 (000)	M/C > 500CC	(29 Yrs - M NN4)		OVERTAKE STAT VEH O/S		NW TO SE			
				BT - NOT PROVD (MEDCL REASONS)					DID NOT IMPACT			
VEHICLE			002 (000)	GDS =< 3.5T	(? Yrs - M UB2)		GOING AHEAD HELD UP		NW TO SE			
				BT - NOT REQUESTED					DID NOT IMPACT			
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)							C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)					
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)												
4	0106EO40851	WED 23/08/06 07:41	LIGHT	FINCHLEY RD 80M SE FROM ARKWRIGHT RD					02	LINK 173-184	526080 / 185050	
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE		SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M			
V1 COLLIDED WITH V2 AS V2 CHANGED LA												
CASUALTY			001 (002)	(44 Yrs - M NW11)	SERIOUS		DRIVER/RIDER					
VEHICLE			001 (002)	GDS =< 3.5T	(33 Yrs - M KT2)		CHANGE LANE TO LEFT		SE TO NW			
				BT - NEGATIVE					BACK HIT FIRST			
VEHICLE			002 (001)	M/C 50-125CC	(44 Yrs - M NW11)		GOING AHEAD OTHER		SE TO NW			
				BT - NOT PROVD (MEDCL REASONS)					O/S HIT FIRST			
V001 A 403 (POOR TURN OR MANOEUVRE)							V001 A 405 (FAILED TO LOOK PROPERLY)					
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query							ORDER BY ASSIGNED_TO ASC,AREFNO ASC	
5	0106EO40949	THU 07/09/06 17:40	LIGHT FINCHLEY ROAD J/W LITHOS ROAD				02 LINK 173-184	526130 / 185000
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR								
V2 TURNED RIGHT ACROSS THE PATH OF UNDERTAKING V1								
CASUALTY 001 (001) (27 Yrs - M N3) SLIGHT DRIVER/RIDER								
VEHICLE	001 (002)	M/C > 500CC (27 Yrs - M N3)		OVERTAKING NEARSIDE	SE TO NW			JCT MID
		BT - NEGATIVE			FRONT HIT FIRST			
VEHICLE	002 (001)	CAR (18 Yrs - M HA9)		TURNING RIGHT	NW TO SW			JCT MID
		BT - NEGATIVE			N/S HIT FIRST			
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)				V002 A 405 (FAILED TO LOOK PROPERLY)				
V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)				V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))				
6	0106EO41036	TUE 29/08/06 17:40	LIGHT FINCHLEY ROAD J/W LITHOS ROAD				02 LINK 173-184	526130 / 185000
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR								
V2 TURNED RIGHT INTO THE PATH OF UNDERTAKING V1								
CASUALTY 001 (001) (32 Yrs - M NW3) SLIGHT DRIVER/RIDER								
VEHICLE	001 (002)	M/C 50-125CC (32 Yrs - M NW3)		GOING AHEAD OTHER	SE TO NW			JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST			
VEHICLE	002 (001)	GDS =< 3.5T (? Yrs - M IG3)		TURNING RIGHT	NW TO SW			JCT MID
		BT - NEGATIVE			N/S HIT FIRST			
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)				V002 A 405 (FAILED TO LOOK PROPERLY)				
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)								



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query										ORDER BY ASSIGNED_TO ASC,AREFNO ASC	
7	0106EO41166	SAT 21/10/06 12:55	LIGHT	FINCHLEY RD J/W LITHOS RD				02	LINK 173-184	526130 / 185010	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M				
V1 TURNED ACROSS THE PATH OF V2											
CASUALTY 001 (002) (32 Yrs - M AL5)			SLIGHT		DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(? Yrs - M N19)		TURNING RIGHT		NW TO SW N/S HIT FIRST		JCT MID		
BT - DRV NOT CONTACTED											
VEHICLE	002 (001)	M/C > 500CC	(32 Yrs - M AL5)		GOING AHEAD OTHER		SE TO NW FRONT HIT FIRST		JCT MID		
BT - DRV NOT CONTACTED											
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 405 (FAILED TO LOOK PROPERLY)					
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)											
8	0106EO41197	WED 15/11/06 18:04	DARK	NFL FINCHLEY ROAD 60M SE J/W FROGNAL				02	LINK 173-184	526190 / 184900	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	NO JUN IN 20M		PELICAN OR SIMILAR			
PED STEPPED OUT, V1 BRAKED AND PASSENGER WAS INJURED											
CASUALTY 001 (001) (61 Yrs - F NW2)			SLIGHT		PASSENGER		BACK SEAT				
VEHICLE	001 (000)	TAXI	(64 Yrs - M NW2)		GOING AHEAD OTHER		S TO N JNY PART OF WORK DID NOT IMPACT				
BT - NEGATIVE											
U000 A 808 (CARELESS/RECKLESS/IN A HURRY)											
9	0106EO41229	WED 15/11/06 18:57	DARK	FINCHLEY ROAD J/W LITHOS ROAD				02	LINK 173-184	526130 / 185000	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT PELICAN OR SIMILAR				
V2 TURNED RIGHT ACROSS THE PATH OF UNDERTAKING V1											
CASUALTY 001 (001) (35 Yrs - M UNKN)			SLIGHT		PASSENGER		BACK SEAT				
CASUALTY 002 (002) (22 Yrs - M NW7)			SLIGHT		DRIVER/RIDER						
VEHICLE	001 (002)	TAXI	(38 Yrs - M IG6)		OVERTAKING NEARSIDE		SE TO NW FRONT HIT FIRST		JCT MID		
BT - NEGATIVE											
VEHICLE	002 (001)	CAR	(22 Yrs - M NW7)		TURNING RIGHT		NW TO SW N/S HIT FIRST		JCT MID		
BT - NEGATIVE											
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						V002 A 405 (FAILED TO LOOK PROPERLY)					
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)											



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query										ORDER BY ASSIGNED_TO ASC,AREFNO ASC	
10	0107EK66340	TUE 14/08/07 20:54	DARK	FINCHLEY ROAD J/W LITHOS ROAD				02	LINK 173-184	526120 / 185030	
POLICE - AT SCENE ROAD-WET RAINING DUAL CWY OTHER JUN AUTO SIG PELICAN OR SIMILAR											
2 PEDESTRIANS CAME OUT FROM A SHOP PUT UP AN UMBRELLA AND WALKED OUT IN TO THE ROAD IN FRONT OF AN ONCOMING CAR.											
CASUALTY	001 (001)	(28 Yrs - M NW36)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	NE BOUND	FROM DRIVERS O/SIDE				
CASUALTY	002 (001)	(22 Yrs - F NW36)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	NE BOUND	FROM DRIVERS O/SIDE				
VEHICLE	001 (000)	PRIVATE HIRE - L (40 Yrs - M HA49)			TURNING RIGHT	NW TO SE	JNY PART OF WORK			LEAVING MAIN RD	
		BT - NEGATIVE					FRONT HIT FIRST				
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) V001 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)											
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) C001 A 802 (FAILED TO LOOK PROPERLY)											
C002 A 802 (FAILED TO LOOK PROPERLY)											
11	0107EO40199	SAT 10/03/07 21:15	DARK	FINCHLEY ROAD J/W ROSEMONT ROAD				02	LINK 173-184	526160 / 184980	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR											
V1 COLLIDED WITH REAR OF STAT V2											
CASUALTY	001 (002)	(27 Yrs - F NW6)	SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(? Yrs - M N20)		GOING AHEAD OTHER	NW TO SE				JCT APP	
		BT - NEGATIVE				FRONT HIT FIRST					
VEHICLE	002 (001)	CAR	(27 Yrs - F NW6)		GOING AHEAD HELD UP	NW TO SE				JCT APP	
		BT - NEGATIVE				BACK HIT FIRST					
12	0107EO40205	MON 26/02/07 16:54	LIGHT	FINCHLEY RD 46M NW FROM J/W LITHOS RD				02	LINK 173-184	526100 / 185040	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M											
PED CROSSED ROAD INTO PATH OF V1											
CASUALTY	001 (001)	(49 Yrs - F E7)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	W BOUND	FROM DRIVERS O/SIDE MSK				
VEHICLE	001 (000)	M/C > 500CC	(? Yrs - M SG18)		GOING AHEAD OTHER	SE TO NW					
		BT - NOT REQUESTED				FRONT HIT FIRST					
C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)											



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query										ORDER BY ASSIGNED_TO ASC,AREFNO ASC	
13	0107EO41038	SAT 08/12/07 14:54	LIGHT NFL	FINCHLEY ROAD 20M S	J/W LITHOS ROAD			02	LINK 173-184	526140	/ 184990
POLICE - AT SCENE			ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
V1 REVERSED INTO PED, V1 WAS IN A RUSH AND HIT PED											
CASUALTY 001 (001)			(33 Yrs - F)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)		E BOUND	FROM DRIVERS O/SIDE		
VEHICLE 001 (000)			CAR	(? Yrs - F)		REVERSING	N TO S				
			BT - NOT REQUESTED				BACK HIT FIRST				
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					
14	0108CW10450	TUE 01/04/08 18:00	LIGHT	FINCHLEY ROA 49M NW	J/W LITHOS ROAD			02	LINK 173-184	526090	/ 185040
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
PED STEPPED OUT INTO PATH OF V1											
CASUALTY 001 (001)			(26 Yrs - F HA9)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)		SW BOUND	FROM DRIVERS O/SIDE		
VEHICLE 001 (000)			TAXI	(50 Yrs - M SE11)		GOING AHEAD OTHER	SE TO NW	JNY PART OF WORK			
			BT - NOT REQUESTED				O/S HIT FIRST				
						BUS LANE					
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)						C001 A 802 (FAILED TO LOOK PROPERLY)					
15	0108CW10786	FRI 23/05/08 16:11	LIGHT	FINCHLEY ROAD 85M SE	J/W ARKWRIGHT ROAD			02	LINK 173-184	526090	/ 185050
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
PED WAS WALKING IN CARRIAGEWAY AS VEHICLE WAS PARKED ON PAVEMENT & WAS HIT BY V1											
CASUALTY 001 (001)			(6 Yrs - M NW3)	SERIOUS	PEDESTRIAN	IN ROAD - NOT CROSSING		SE BOUND	IN RD BACK TO TRAFFIC		
VEHICLE 001 (000)			BUS/COACH	(62 Yrs - M N4)		GOING AHEAD OTHER	NW TO SE	JNY PART OF WORK			
			BT - NOT REQUESTED				N/S HIT FIRST				
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)						V001 A 405 (FAILED TO LOOK PROPERLY)					
V001 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)											



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query										ORDER BY ASSIGNED_TO ASC,AREFNO ASC	
16	0108CW11053	THU 19/06/08 21:51	DARK NFL, FINCHLEY ROAD J/W RASEMONT ROAD							02 LINK 173-184	526170 / 184960
POLICE - AT SCENE ROAD-DRY WEATHER-OTHER SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS											
AS V'S MOVED OFF AT ATS, V2 MOVED OVER TO AVOID PARKED V'S & COLLIDED WITH V1											
CASUALTY 001 (002) (31 Yrs - M NW3) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	GDS =< 3.5T (32 Yrs - M CV10)		MOVING OFF		S TO N	JNY PART OF WORK			JCT CLEARED	
		BT - NEGATIVE				N/S HIT FIRST					
VEHICLE	002 (001)	PEDAL CYCLE (31 Yrs - M NW3)		MOVING OFF		S TO N				JCT CLEARED	
		BT - NOT APPLICABLE				O/S HIT FIRST					
V001 A 405 (FAILED TO LOOK PROPERLY)						V002 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)					
17	0108CW11133	THU 10/07/08 17:10	LIGHT FINCHLEY ROAD J/W LITHOS ROAD							02 LINK 173-184	526130 / 185000
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
V2 WAS TRAVELLING ON NEARSIDE STAT V'S IN BUS LANE, V1 TURNED LEFT CAUSING COLLISION WITH V2											
CASUALTY 001 (002) (27 Yrs - M WD19) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR (37 Yrs - M CM20)		TURNING RIGHT		NW TO SW				JCT MID	
		BT - NOT REQUESTED				N/S HIT FIRST					
VEHICLE	002 (001)	M/C > 500CC (27 Yrs - M WD19)		GOING AHEAD OTHER		SE TO NW	COMM TO/FROM WORK			JCT MID	
		BT - NOT REQUESTED				FRONT HIT FIRST					
BUS LANE											
V001 A	703	(VISION AFFECTED - ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST))				V002 A	703	(VISION AFFECTED - ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST))			
V001 A	701	(VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))				V002 A	701	(VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))			



All Collisions 3yrs to 31 Dec.2008 - Frogna1 area

Topic Based Query										ORDER BY ASSIGNED_TO ASC,AREFNO ASC	
18	0108CW11161	TUE 15/07/08 17:24	LIGHT NFL, FINCHLEY ROAD J/W ROSEMONT ROAD							02 LINK 173-184	526160 / 184960
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS											
V2 TURNED LEFT ACROSS PATH V1 CAUSING V1 TO BRAKE & INJURY TO PASSENGER											
CASUALTY 001 (001) (? Yrs - M NW3) SLIGHT PASSENGER STANDING ON PSV											
VEHICLE 001 (000) BUS/COACH (50 Yrs - F HA7) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT APP											
BT - NOT REQUESTED DID NOT IMPACT											
BUS LANE											
VEHICLE 002 (000) CAR (? Yrs - U UNKN) TURNING LEFT S TO W JCT MID											
BT - DRV NOT CONTACTED DID NOT IMPACT											
V002 A 601 (AGGRESSIVE DRIVING)						V001 A 408 (SUDDEN BRAKING)					
19	0108CW11661	THU 25/09/08 10:05	LIGHT NFL, FINCHLEY ROAD, 50M S J/W FROGNA1							02 LINK 173-184	526200 / 184910
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M											
V1 BRAKED CAUSING INJURY TO PASSENGER											
CASUALTY 001 (001) (86 Yrs - M NW3) SLIGHT PASSENGER STANDING ON PSV											
VEHICLE 001 (000) BUS/COACH (41 Yrs - F EN5) SLOWING OR STOPPING N TO S JNY PART OF WORK											
BT - NOT REQUESTED DID NOT IMPACT											
V001 A 408 (SUDDEN BRAKING)											
20	0108CW12138	TUE 25/11/08 14:55	LIGHT FINCHLEY ROAD, 52M NW J/W LITHOS ROAD							02 LINK 173-184	526100 / 185050
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M											
PED WAS CROSSING INFRONT OF STAT V'S WHEN V1 WAS OVERTAKING STAT V'S ON THEIR NEARSIDE CAUSING COLLISION											
CASUALTY 001 (001) (17 Yrs - M NW3) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS O/SIDE MSK											
VEHICLE 001 (000) CAR (67 Yrs - M NW6) OVERTAKING NEARSIDE NW TO SE											
BT - NEGATIVE FRONT HIT FIRST											
BUS LANE											
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)						C001 A 802 (FAILED TO LOOK PROPERLY)					
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))						V001 A 405 (FAILED TO LOOK PROPERLY)					

**All Collisions 3yrs to 31 Dec.2008 - Frognal area**

Topic Based Query										ORDER BY ASSIGNED_TO ASC,AREFNO ASC	
21	0108EK74274	SAT 09/08/08 15:55	LIGHT	FROGNAL J/W FINCHLEY ROAD						02 LINK 173-184	526170 / 184965
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
DRIVER OF V1 ACCELERATED DELIBERATELY AND STRUCK OFFICER IN ROAD CAUSING INJURY.											
CASUALTY	001 (001)	(? Yrs - F X-UK)	SLIGHT	PEDESTRIAN	IN ROAD - NOT CROSSING	UNKNOWN	IN RD NOT CROSSING				
VEHICLE	001 (000)	CAR	(38 Yrs - M)		GOING AHEAD OTHER	S TO N	JNY PART OF WORK			JCT APP	
		BT - NOT REQUESTED				N/S HIT FIRST					
VEHICLE	002 (001)	CAR	(? Yrs - M)		GOING AHEAD OTHER	SE TO NW				JCT APP	
		BT - DRV NOT CONTACTED				FRONT HIT FIRST					
V002 A 902 (VEHICLE IN COURSE OF CRIME)											

End of Report

