

Project Title
32 Torrington Square

Report Title
Transport Statement

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Birkbeck, University of
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1.0 INTRODUCTION

- 1.1 Robert West Consulting was appointed in April 2017 by Birkbeck, University of London to provide transport planning advice in relation to the proposed development at 32 Torrington Square, London Borough of Camden (LBC). The development is for a Centre for Brain and Cognitive Development (CBCD) to provide facilities for the study of toddlers with autism and other behavioural conditions. The location of the application site is shown in **Figure 1.1**.

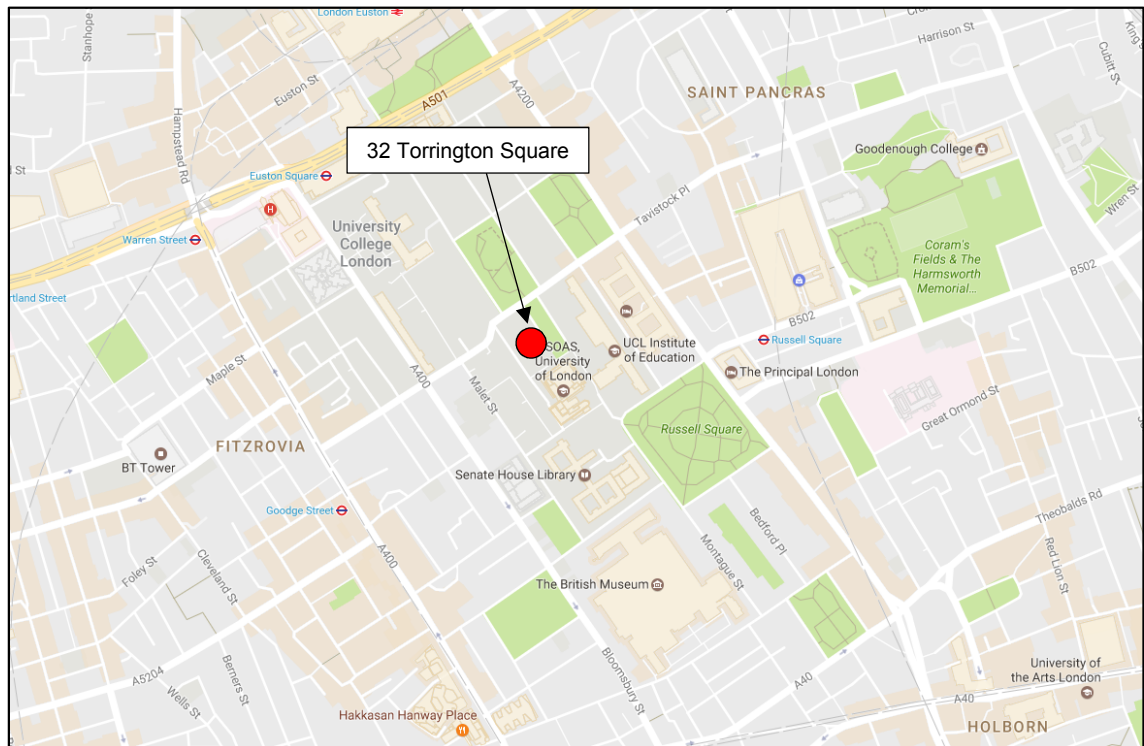


Figure 1.1: Site Location Plan

Existing Site and Proposed Development

- 1.2 The site currently comprises a four-storey building with basement level which has a total floor area of 405.2 m² GEA, and vacant land to the north which was formerly 33 Torrington Square. This vacant land has a vehicular access that runs along 32 Torrington Square to a yard located at the back of the properties, which serves the Warburg Institute. 32 Torrington Square is currently vacant due to structural issues.
- 1.3 The proposal involves refurbishing works to the existing building at 32 Torrington Square and a proposed Annex on land to the north. The development will provide for the CBCD and will result in a total floor area of 937.9 m² GEA. The proposed site plans are contained in **Appendix A** of this report.

- 1.4 The proposed development will comprise Class D1 Use and will be used for academic offices and research. It is understood that 35 members of staff will be employed at the site and 10 visitors are expected to visit the site daily. It is anticipated that the staff members will have regular working hours and travel during the network peak periods.

Scope of Document

- 1.5 This Transport Statement (TS) report reviews the existing transport and highway conditions in the vicinity of the site. The TS reviews the surrounding area, identifies the transport and highway impacts, determines whether the proposal would have a material impact on the local highway network and outlines any mitigation measures necessary to address the impacts identified.
- 1.6 The approach to the preparation of the TS was discussed with the Highway Officer at LBC following the submission of a scoping note. The methodology, content and the trip generation were agreed with the Highway Officer prior to commencement. The TS Scoping Note is included in **Appendix B**.

Report Content

- 1.7 Following this introduction, the remainder of this TS will be structured as follows:
- i. A review of relevant transport planning policy is undertaken in **Section 2.0**;
 - ii. A description of the existing conditions at the site, including accessibility by non-car modes are described in **Section 3.0**;
 - iii. **Section 4.0** describes the local highway network and reviews personal injury accident data;
 - iv. **Section 5.0** outlines the proposed development;
 - v. **Section 6.0** summarises are predicted trip generation;
 - vi. Transport impacts and the proposed mitigation strategy are set out in **Section 7.0**;
and
 - vii. **Section 8.0** concludes the report.

2.0 POLICY REVIEW

2.1 This section considers the relevant transport and planning policy as follows:

- i. National Planning Policy Framework (NPPF);
- ii. Regional policy, namely the London Plan and Mayor's Transport Strategy;
- iii. Local or Borough Development Planning Documents (DPDs) forming either part of the saved sections of the Camden Development Policy, Camden Core Strategy; and
- iv. Local Implementation Plan (LIP) policy for Camden.

NPPF, March 2012

2.2 The NPPF was published by the Department for Communities and Local Government (DCLG) on 27th March 2012.

2.3 The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

*"At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision taking".*

2.4 The NPPF has a set of 12 core planning principles that underpin both plan-making and decision-taking. This includes a principle that should:

"...actively manage the patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable..."

2.5 Section 4 of the NPPF, covering paragraphs 29 through 41, sets out the Government's guidance on promoting sustainable transport. It recognises that the smarter use of technologies can reduce the need to travel.

2.6 Paragraph 32 states that development that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment and should take into account whether:

"the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

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

Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of development are severe.”

2.7 Paragraph 35 states that, where practical, developments should be located and designed to:

“accommodate the efficient delivery of goods and supplies;

give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

incorporate facilities for charging plug-in and other ultra-low emission vehicles; and

consider the needs of people with disabilities by all modes of transport.”

2.8 It is recognised that a key tool to delivering sustainable travel, and the principles set out in the NPPF, will be the implementation of Travel Plans. Paragraph 36 states;

2.9 “All developments which generate significant amounts of movements should be required to provide a Travel Plan.”

2.10 The NPPF does not provide guidance on vehicle or cycle parking; however, it does provide guidance on what local authorities should take into account when setting their local parking standards. This includes:

“the accessibility of the development;

the type, mix and use of development;

the availability of and opportunities for public transport;

local car ownership levels; and

an overall need to reduce the use of high-emission vehicles.”

The London Plan

- 2.11 The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2036.
- 2.12 Policy 1.1 (delivery of the strategic vision and objectives for London) states that the vision and objectives should be reflected in other Mayoral plans and strategies, decisions on development proposals and investment priorities, Borough DPDs and development decisions.
- 2.13 Chapter 2 of the London Plan contains strategic policy for the sub-areas of London. Policy 2.6 states that vision and strategy for outer London should be to enhance the quality of life of current and future residents as one on the key contribution to London.
- 2.14 Chapter 3 of the London Plan contains policy for London's people. Policy 3.16 (Protection and enhancement of social infrastructure) recognise requirements for additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population.
- 2.15 Chapter 6 – provides the policy and guidance relevant to London Transport strategy for the period to 2031. Policy 6.3 – Assessing Effects of Development on Transport Capacity (Planning Decisions) Approach state:
- i. "Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network;*
 - ii. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account;*
 - iii. Transport Assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans"*

2.16 Policy 6.9 (Cycling) states that “The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026.” The Policy requires developments to:

- i. *“provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)”*
- ii. *provide on-site changing facilities and showers for cyclists*
- iii. *contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)*
- iv. *provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the ‘Mini-Hollands’*
- v. *facilitate the Mayor’s cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity.”*

2.17 The policy also provides the minimum cycle parking provision for land use, D1 (universities and colleges), which are as follows:

- i. Long-stay cycle spaces: 1 space per 4 staff and 1 space per 8 students.
- ii. Short-stay cycle space: 1 space per 7FTE students.

2.18 The policy provides maximum car parking standards for employment land uses and it states that up to one space can be provided per 1,000 – 1,500sqm (GIA) in Central London (CAZ) locations. Blue badge parking bays should be provided at workplaces at a rate of one space per disabled employee, 5% of all bays for visitors with a further 5% of all bays provided as enlarged spaces for future provision.

2.19 Policy 6.10 (Walking) states that “The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles, – promoting simplified streetscape, decluttering and access for all.”

Mayor's Transport Strategy, May 2010

2.20 The Mayor's Transport Strategy sets out the Mayor's transport policies for the period up until 2031. The main goals of the strategy include supporting economic and population growth, and enhancing the quality of life and transport opportunities for Londoners. A modal shift away from private motorised transport to more sustainable modes, including public transport, walking and cycling, is sought.

2.21 Central Activity Zone (CAZ) travel is highlighted in section 3.2.1 of the Strategy. It outlines in paragraph 86 that:

"Morning peak travel into the CAZ is predominantly by public transport, with around 90 per cent of journeys made by bus, rail, or Underground. Within central London, walking is the predominant means of getting about, making up three quarters of trips wholly within the area, and plays a key role in the onward dispersal of passengers. While cycling makes up only a small proportion of the trips into and within the CAZ, it has increased significantly by around 90 per cent between 2000 and 2007"

2.22 The Mayor's Transport Strategy includes proposals that will be brought about by the Mayor through working with TfL, the London Boroughs, developers and stakeholders.

2.23 Proposal 60 supports walking to local facilities and includes the following:

"Development of a 'key walking route' approach, to encourage walking and improve corridors between local destinations where people want to travel..."

"Providing direct and convenient pedestrian access..."

"Enhancing pavement space for pedestrians and removing guardrails and other obstacles..."

"Supporting developments that emphasise the quality and permeability of the pedestrian environment..."

2.24 Proposal 53 supports an improved cycle infrastructure in London by stating:

"The Mayor, through TfL, will work with the DfT, London boroughs and stakeholders to raise the profile of cycling, using information and behavioural change measures, including smarter travel initiatives and major events."

Camden Local Plan (July 2017)

2.25 The Camden Local Plan was adopted in July 2017.

2.26 Section 10 provides policies relating to transport, which are as follows;

- i. T1 Prioritising walking, cycling and public transport;
- ii. T2 Parking and car-free development;

“The Council will limit the availability of parking and require all new developments in the borough to be car-free. We will:

- a) *not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
 - b) *limit on-site parking to: i) spaces designated for disabled people where necessary, and/or ii) essential operational or servicing needs;*
 - c) *support the redevelopment of existing car parks for alternative uses; and*
 - d) *resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.”*
- iii. T3 Transport infrastructure; and
 - iv. T4 Sustainable movement of goods and materials.

2.27 Policy T2 suggests that in future the Council will seek to promote car-free developments and will except developments to limit the availability of parking for accessible parking bays, but also recognised that:

“Parking for disabled people for both residential and non-residential developments should be provided where it can be demonstrated as necessary, taking into account existing availability of on-street parking for Blue Badge holders.”

2.28 Policy T4 states that *“the Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.....and will promote the provision and use of freight consolidation facilities.”*

2.29 The Policy T4 states that *“Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road will be expected to.....accommodate goods vehicles on site; and provide Delivery and Servicing Management Plans and Transport Assessments where appropriate.”*

Camden Planning Guidance 7 – Transport (CPG7)

2.30 This guidance was produced to support Camden’s LDF and forms a part of the Supplementary Planning Documents (SPD) that provides additional advice in planning decisions.

2.31 Chapter 2 discusses the need to assess transport capacity and states that LBC will require the submission of a transport assessment for developments that are likely to have any of the following characteristics:

- i. More than 1,000 person trips per day; or
- ii. More than 100 person trips during the morning or evening peak (07:00-10:00 or 16:00-19:00); or
- iii. More than 500 vehicle movements per day; or
- iv. More than 100 vehicle movements in any single hour; or
- v. More than 20 heavy goods vehicles (over 7.5t) per day; or
- vi. Any heavy goods vehicle movements between midnight and 06:00.

2.32 Chapter 3 gives guidance on Travel Plans and discusses the benefits of workplace travel plans for reducing single occupancy car use and provides guidance as to what a workplace travel plan should contain.

2.33 Chapter 5 relates to car free and car capped developments and discusses in what cases the Council will support such development. The document details that this would be expected within the Central London area, town centres and other areas with a high public transport accessibility level.

Summary

2.34 This TS was prepared in accordance with the policies and guidance above. The proposed development is proposed as car-free and associated mitigation measures aiming to promote active and sustainable travel modes, thereby according with national, regional and local transport policy.

3.0 SITE ACCESSIBILITY AND NETWORK CONDITIONS

3.1 This section describes the existing conditions in the vicinity of the site, the surrounding area and the accessibility of the site by non-car modes including: walking, cycling and public transport. This was informed by observations made during a site visit undertaken during the morning network peak period on Tuesday 9th May 2017.

Site Location

3.2 The application site is located on Torrington Square at the northern end of a terrace. The site fronts onto Torrington Square, which consists a large public realm space, and is surrounded by other Birkbeck, University of London buildings in close proximity as presented in **Figure 3.1**. The Warburg Institute is located to the north of the site, while The School of Oriental and African Studies (SOAS) is located to the south. The Student Central Building and Birkbeck, University of London are located opposite Torrington Square. Further University buildings are located on Malet Street to the west and on Bedford Way to the east of the site.

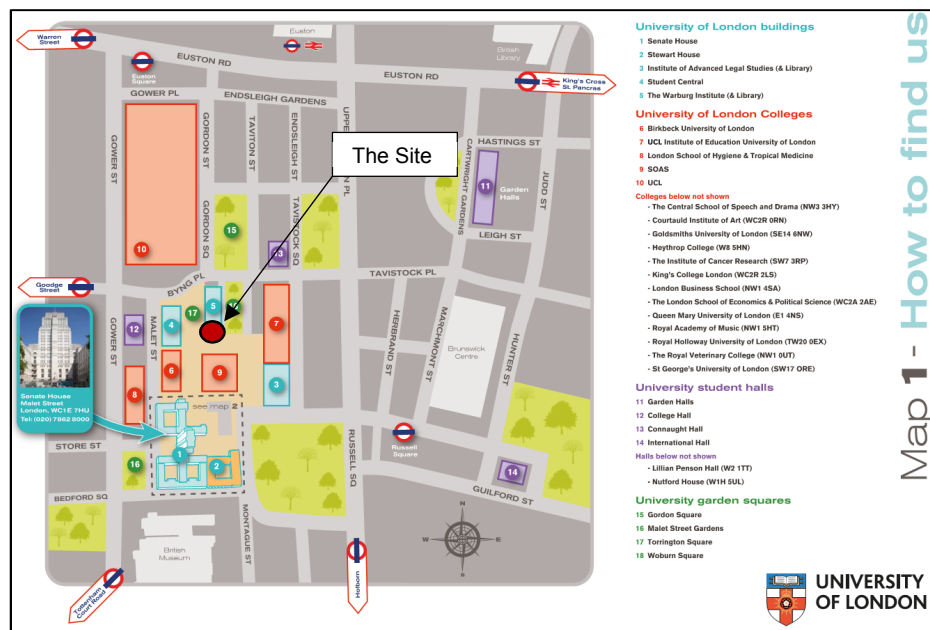


Figure 3.1: The site location in the context of Birkbeck, University of London buildings

3.3 There are variety of other land uses including residential properties, commercial properties and a number of squares providing green space in the wider area. London Euston, St Pancras International and London King's Cross stations are located north of the site, within 16 – 17 minutes' walk; while Tottenham Court Road and Holborn stations are located to the south, within similar distance.

Site Accessibility by Non-Car Modes*Walking*

- 3.4 The area surrounding the site has a comprehensive and extensive footway network. These include: wide footways, off-road pedestrian links and well-placed crossing facilities, which optimise pedestrian movements in the area. It is noted that improvements were made to the streets surrounding the University and included implementation of a high quality public realm scheme on Byng Place.
- 3.5 The footway on Torrington Square is in good condition and is approximately 2m wide. The footway is provided along the eastern side of the street and is adjacent to a frontage of terraced properties. The footway across the square is adjacent to the public plaza and connects to the large hardcourt public realm.
- 3.6 A pedestrian crossing is provided on Torrington Square, 60m to the south of the site, which provides a continuous link between Torrington Square and Woburn Square Garden. The crossing is marked with a zebra marking and is facilitated with dropped kerb, tactile pavings and bollards.
- 3.7 Zebra crossing points are provided on Byng Place: on the approach to the junction with Malet Street and opposite Woburn Square. The crossings provide dropped kerbs, tactile pavings and flashing beacons.
- 3.8 A pedestrian link is provided between Malet Street and Torrington Square, to the north of Senate House, which provides an attractive option for pedestrians. In the area surrounding the site there are a number of parks which provide off-road links for pedestrian.
- 3.9 The area surrounding the application site is considered to have a very good characteristic to encourage active travel through the extensive provision of good quality footways, parks, and areas to high quality public realms.

Cycling

- 3.10 The area surrounding the site has comprehensive cycle facilities including: wide network of segregated on-road cycle routes, extensive provision of public cycle parking spaces and generous provision of Santander bike hire scheme.

- 3.11 Torrington Place, Byng Place and Tavistock Place have cycle lanes provided along either side of the carriageway. These cycle lanes are wide and segregated from traffic by physical kerbed islands, kerbed surfaces, delineators or bollards. A contra flow cycle lane is provided along Malet Street. Advance cycle stopping areas are provided at the junction of Tavistock Square with Bedford Way and at the junction with Woburn Place. There are numerous junction entry raised treatments in the area, which improve the overall cycling environment.
- 3.12 Provision of public cycle parking spaces is extensive. These are provided in the form of Sheffield stands located on footways, along the street edge and outside the shops. Torrington Square also provides a significant provision of cycle stands.
- 3.13 The site is well served by Santander Cycle docking stations. The nearest docking station is located outside the Birkbeck, University buildings on Malet Street, approximately 260m from the site (3 – 4 minutes' walk). This docking station provides access to 47 bicycles. Other Santander Cycle docking stations are available on Bedford Way (300m, 3 – 4 minutes' walk away) and on Taverton Street (280m, 3 – 4 minutes' walk away). These stations provide 21 and 29 bicycle respectively.
- 3.14 An extract from the TfL Cycling Guide 7 is contained in **Appendix C** of this report. This shows the off-road cycle routes on Torrington Place, Byng Place and Gordon Square and signed or marked routes on Malet Street, Russell Square, Montague Street, Tavistock Square and Marchmont Street. Other streets in the area are highlighted as being recommended by other cyclists and include: Gordon Street, Montague Place and Bloomsbury Square.
- 3.15 The extensive cycle network in the area surrounding the site provides very good connectivity to other areas in Central London by bike.

Public Transport Accessibility Level (PTAL)

- 3.16 PTAL is an industry recognised way of measuring public transport accessibility throughout Greater of London. The PTAL methodology makes a series of assumptions with regards to the behaviour of public transport users. These are set out below;
- i. Pedestrians will walk a maximum of 960m (12 minutes) to reach a London Underground/Overground or National Rail Station;
 - ii. Pedestrians will walk a maximum of 640m (8 minutes) to a bus stop; and
 - iii. The average walk speed of a pedestrian is 4.8km/hour (80m per minute).

- 3.17 The PTAL of the application is '6b' based on the use of the TfL Web PTAL website (<http://www.webptals.org>) which indicates that the site is located in an area of 'excellent' public transport accessibility and is the highest rating achievable.
- 3.18 It is recognised that the tool available at the TfL Web provides PTAL that is calculated based on squared areas, distances measured is straight lines and showed the Accessibility Index (AI) of 64.54. This was reviewed using more precise dimensions, measured along the available footway network from the site entrance to the transport nodes and showed the AI of 57.95. This still classifies the site as 6b. The PTAL outputs can be found in **Appendix D**.

Bus Routes

- 3.19 The closest bus stops to the application site are located on Gower Street, Russell Square and Tavistock Square. The nearest stop is located on Gower Street, 260m from the site (3 – 4 minutes' walk) and it is served by routes nos. 14, 24, 29, 73, 134, 390 and some night routes. The nearest bus stop on Russell Square is located 350m from the site (4 – 5 minutes' walk) and is served by routes 10 and 188. The bus stops provide flags, timetables, shelter seating and bus cages.
- 3.20 The bus stops located on Tavistock Square are located 350m and 400m from the site (4 – 5 minutes' walk). The northbound bus stop provides a flag, timetable, bus lane and bus cage, while the southbound stop provides the aforementioned facilities and a shelter seating area. Both bus stops are served by routes nos. 10, 59, 68, 91 and 168 during the day and a night service also operates from these stops.
- 3.21 The bus services available within a 640m distance of the site and the frequencies are presented in **Table 3.1**.

Service	Destination	AM Peak (08:00 – 09:00)	Midday (12:00 – 13:00)	PM Peak (17:00 – 18:00)
8	Bow Bus Garage	7 – 15 vehs	7 – 15 vehs	7 – 15 vehs
10	King's Cross Station / York Way	6 – 8 vehs	6 – 8 vehs	6 – 8 vehs
14	Putney Heath / Green Man	7 – 15 vehs	7 – 15 vehs	7 – 15 vehs
18	Sudbury & Harrow Road Station	10 – 20 vehs	10 – 20 vehs	10 – 20 vehs
24	Royal Free Hospital	6 – 8 vehs	6 – 8 vehs	6 – 8 vehs
29	Wood Green Station	10 – 20 vehs	10 – 20 vehs	10 – 20 vehs
30	Marble Arch Station	5 – 8 vehs	5 – 8 vehs	5 – 8 vehs
59	Streatham Hill / Telford Avenue	7 – 15 vehs	7 – 15 vehs	7 – 15 vehs
68	Ernest Avenue	13 vehs	10 – 30 vehs	15 vehs
73	Stoke Newington Common	10 – 20 vehs	10 – 20 vehs	10 – 20 vehs
91	Whitehall / Trafalgar Square	6 – 10 vehs	6 – 10 vehs	6 – 10 vehs
98	Pound Lane	6 – 10 vehs	6 – 10 vehs	6 – 10 vehs
134	New Oxford Street	7 – 12 vehs	7 – 12 vehs	7 – 12 vehs
168	Dunton Road	6 – 10 vehs	6 – 10 vehs	6 – 10 vehs
188	North Greenwich Station	5 – 8 vehs	5 – 8 vehs	5 – 8 vehs
205	Bow Church Station	6 – 10 vehs	6 – 10 vehs	6 – 10 vehs
390	Archway Station	6 – 8 vehs	6 – 12 vehs	6 – 12 vehs
Total		123 – 210 vehs	120 – 231 vehs	125 – 216 vehs

Table 3.1: Bus Frequencies

3.22 **Table 3.1** shows that the bus routes operating in the vicinity of the site provide high frequencies during the day, with a minimum of 120 buses per hour per direction.

London Underground (LU)

3.23 Euston Square, Russell Square, Goodge Street Stations and Warren Street are located within 960m from the site. These stations provide access to the Northern Line, Metropolitan Line, Circle Line, Hammersmith & City Line, Piccadilly Line and Victoria Line.

London Overground and National Rail

- 3.24 London Overground services are also available at Euston Station, located 600m to the north of the site (7 – 8 minutes' walk). These services run between Euston and Watford Junction. Euston National Rail Station is served by Virgin Trains and London Midland Trains. The trains operating from this station offer travel to destinations across the country.
- 3.25 Additional rail services are available from St Pancras International and Kings Cross, which provide additional long-distance routes as well as serving locations within Greater of London. These stations are located approximately 1.2km away (circa 15 – 16 minutes' walk) and can be reached in 8 – 10 minutes by using London Underground services or local buses.

Summary

- 3.26 The site is surrounded by a comprehensive network of footways, cycle routes and areas of public space. The infrastructure is of very good quality which is expected to be appealing to the road users that wish to travel by active modes.
- 3.27 The site is in an area which has the highest accessibility level by public transport (PTAL of 6b), with very high number of bus services, London Underground and National Rail service. The site is served by minimum of 120 buses per hour per direction, seven LULs, Overground Lanes and numerous train lanes.

4.0 LOCAL HIGHWAY NETWORK

- 4.1 This section of the report provides a description of the local highway network, informed by site visit observation, and provides a detailed analysis of personal injury accidents (PIA) in the surrounding area.

Local Highway Network

Torrington Square

- 4.2 Torrington Square lies adjacent to the application site and meets with Byng Place to the north, in a form of a priority junction. The northern end of the street has a hatched area, a gate and the street narrows before connecting the public realm at Byng Place. The street continues along the SOAS building, turns right and continues towards Malet Street through the provision of a gated arrangement. There are on-street parking spaces on Torrington Square and are marked as residential parking bays, which were observed to be circa 90% occupied during the site visit (9th May 2017 between 08:00 and 09:00).

Byng Place

- 4.3 Byng Place is a one-way road for eastbound movements. The road is approximately 150m long and continues as Gordon Square and Travistock Square to the east and Torrington Place to the west. The street provides marked cycle lanes along both side of the carriageway. The eastbound cycleway is segregated from the vehicles with kerbs, while the westbound cycleway is marked with white lanes.

Malet Street

- 4.4 Malet Street is a single carriageway connecting to Torrington Place to the north and Montague Place to the south in the form of priority junctions. The northern section of road, north of the junction with Keppel Street, operates as one-way northbound only, while the southern section operates southbound only. Cycle movements are permitted in both directions and contra-flow cycle lanes are marked at each end of the road. The road is subject to a 20mph speed limit and raised tables are provided along the length of the road to mitigate speed.
- 4.5 Parking lay-bys are located on both sides of the road indicated through the provision of slab paving and edging. The lay-bys are flush with the footways. These lay-bys have combination of dedicated usage that includes: disabled spaces, loading bays, pay & display spaces and car club spaces.

- 4.6 The lay-bys along the western side of the carriageway are subject to resident permit holder only and restrictions apply between Monday and Friday from 08:30 to 18:30 and Saturday from 08:30 to 13:30.
- 4.7 There are further residential lay-bys along the eastern side of the carriageway. One of these lay-bys, adjacent to the Birkbeck College, is dedicated to disabled users and can accommodate approximately four cars. A loading bay and car club bays are located towards the northern end of the street. Pay & display parking bays are located towards the southern end of the street and are restricted between Monday and Saturday from 08:30 to 18:30. The disabled parking is located within 260m walking distance of the site, but blue badge holders can use pay & display bays free of charge.
- 4.8 The occupancy of the parking spaces during the morning peak period on 9th May 2017 was observed to be approximately 30%. The dedicated disabled spaces were observed to be occupied by a disabled badge holder and by a taxi, resulting in 50% occupancy.
- 4.9 Birkbeck, University of London has an on-site car park outside the Senate House and it is understood that this car park provides disabled spaces which were observed to be partially occupied during the site visit observation.

Woburn Square

- 4.10 Woburn Square is a cul-de-sac located to the east of the site and is parallel to Torrington Square. The street has a gated arrangement at the northern end of the street and is marked with double yellow lines along the eastern edge of the carriageway.
- 4.11 Marked parking bays, including disabled spaces, are provided around the western edge of the street which are a mix of perpendicular and echelon bays. These parking spaces are not subject to parking restrictions and high parking demand was observed during the site visit. Disabled spaces on this street were observed to be fully occupied during the site visit.

Gordon Square

- 4.12 Gordon Square is a two-way single carriageway that runs around the perimeter of Gordon Square Garden. During the site visit the northern end of Gordon Square was closed due to construction works.

4.13 A mix of single and double yellow lines is present on the northern side of the carriageway. The section of street, to the east of Gordon Square Garden, has parking bays restricted to resident permit holders between Monday and Friday from 08:30 to 18:30 and Saturday from 08:30 to 13:30. The section of street, to the west of Gordon Square Garden, has pay & display parking bays with parking restriction between Monday and Friday from 08:30 to 18:30 and Saturday from 08:30 to 13:30. Gordon Square was observed to be approximately 30% occupied during the morning peak.

Site Visit Observations

4.14 A site visit was undertaken on Tuesday 9th May 2017 during the morning peak period. The key observations are as follows:

- i. The section of Torrington Square, directly outside the site, was observed to be subject to low pedestrian, cyclist and vehicle movements, while the square itself was observed to be heavily used by pedestrians and cyclists;
- ii. Cycle parking is available within Torrington Square (circa 458 spaces) in the form of Sheffield and M-Sheffield stands. Demand for these spaces was observed to be approximately 30%;
- iii. Byng Place is subject to high pedestrian and cyclist flows during the morning peak period, including heavy pedestrian demand across zebra crossings. There are approximately 40 cycle parking spaces provided along the edges of Byng Place. These spaces were approximately 50% occupied;
- iv. Malet Street was observed to be heavily used by pedestrians and cyclists during the morning peak period. Public cycle parking spaces and Santander Cycle Hire spaces are provided on this street and were observed to be intensively used;
- v. Minor queueing was observed on Torrington Place on the approach to the junction with Gower Street, which occurred due to heavy vehicle flows on Gower Street and the signal controls at the junction; and
- vi. Senate House, located due south of the site, has an on-site car park. The car park provides 20 spaces, of which seven are disabled. This car park was observed to be approximately 30% occupied, with none of the disabled bays occupied.

Personal Injury Accident Data

4.15 PIA data for the three year period, ending 31st September 2016, was obtained from TfL for the roads in the vicinity of the site. The full data record is contained in **Appendix E** of this report, including a plan showing the study area with the location of accidents occurring within this area. A summary of the total number of accidents that occurred in the study area by severity is outlined in **Table 4.1**.

Years	Severity			Total
	Fatal	Serious	Slight	
2014	0	10	62	72
2015	0	7	47	54
2016	0	2	49	51
Total	0	19	158	177

Table 4.1: Accident Data Summary (by Severity)

4.16 This identified that the majority of accidents (158) that occurred in the area were classified as being 'slight' in severity. The remaining 19 accidents were classified as 'serious' and no 'fatal' accidents were recorded. It is noted that the number of accidents show reducing trend over time. The type of road users involved in the accidents were analysed and is summarised in **Table 4.2**.

Road User Type	Number of Casualties			
	Slight	Serious	Fatal	Total
Pedestrian	49	6	0	55
Pedal Cyclist	53	7	0	60
Pedal Cycle Passenger	1	0	0	1
Driver / Rider of a Motorcycle	32	4	0	36
Car Driver (inc Taxi)	22	1	0	23
Car Passenger (inc Taxi)	14	0	0	14
Goods Vehicle Driver	0	0	0	0
Goods Vehicle Passenger	1	0	0	1
Bus Driver	2	0	0	2
Bus Passenger	9	3	0	12
Total	183	21	0	204

Table 4.2: Casualty Summary (by Road User Type)

4.17 **Table 4.2** shows that a total of 204 casualties occurred as a result of the 177 accidents over the three year study period. A total of 152 (74.5%) of casualties were vulnerable road users, including motorcyclists, and the remaining 52 (25.4%) were drivers or passengers in a vehicle.

Serious Pedestrian and Cyclist Accidents

4.18 The analysis of the accidents identified that a high number of pedestrians and cyclists sustained injuries in the study area. The analysis of the 13 accidents has revealed that the accidents occurred on weekdays, at varied times and location, as such the record does not indicate a trend of accidents occurrences. The accidents did not record any causation factors which suggest an issue with the road network and all resulted due to road user behaviours.

Pedestrian and Cyclist Accident Causation

4.19 Further analysis was undertaken to understand the causes of the accidents involving pedestrians and cyclists. All accidents which resulted in injuries to pedestrians and cyclists were analysed for causation factors that may suggest an issue with the local highway network, rather than road user behavioural factors. Of the 116 accidents eleven were found to include which behavioural causation factors. These are listed as follows;

- i. Vision affected by stationary or parked vehicles (8 occurrences);
- ii. Travelling too fast for conditions (2 occurrences); and
- iii. Exceeding speed limit (1 occurrence).

4.20 Factors relating to the presence of stationary or parked vehicles were mentioned eight times. It is noted that three of these accidents occurred at the junction of Upper Woburn Place/Tavistock Square/Endsleigh Place. Two of these accidents involved pedestrians who were injured whilst using the zebra crossing and the third involved a cyclist, who collided with a motorcyclist while overtaking a vehicle. During the site visit it was noted that the pedestrian crossing has a form of a zebra crossing with zig-zag markings on both sides, that prevent parking. The carriageway is subject to a 20mph speed limit and visibility was considered sufficient. Thus, it can be concluded that the adequate highway facilities at this location are in place.

Accidents in the Immediate Vicinity of the Site

4.21 The map of the distribution of accidents (contained in **Appendix E**) was assessed to understand the accident history in the immediate area surrounding the site. It is noted that accidents predominantly occur along busy traffic roach such as Tottenham Court Road, Gower Street and Woburn Place. A total of nine accidents were recorded in the immediate area of the site and these occurred along Byng Place. These accidents involved eight pedal cycles, one motor cycle, nine cars and one goods vehicle. Two of these accidents were serious and all accidents resulted due to behavioural issues and these are listed below:

- i. A pedal cyclist sustained 'serious' injuries when a car failed to give way and collided with the passing cyclist. The accident occurred on 7th April 2014 at 08:30 at the junction of Malet Street and Torrington Place. The causes of the accident provided were that the car driver failed to look properly, was careless/reckless/ in a hurry and disobeyed give way or stop sign or markings; and
- ii. A motor cycle sustained 'serious' injury on 8th January 2014 at 06:45 at the junction of Byng Place and Gordon Square when it collided with a car. The causation factors provided were that: failed to look properly, was careless/reckless/in a hurry and poor turn or manoeuvre.

Summary

- 4.22 The area surrounding the site has a high-quality highway network, that includes: TROs, resident permit holder spaces, disabled spaces, loading lay-bys, pay & display parking spaces and car club spaces. Provision of on-street parking spaces have provision of disabled spaces and pay & display spaces, that can also be used by disabled users free of charge.
- 4.23 Whilst the area is subject to a high number of accidents, the majority of which resulted in injuries to pedestrians and cyclists. This is due to the fact that the area is heavily used by pedestrian and cyclists. It is noted that the rate of accidents, recorded in the past three years, has reduced.
- 4.24 The review of the accident data has determined that few accidents have occurred in the immediate vicinity of the site and all were associated with road users behavioural issues, rather than issues with highway network.

5.0 DEVELOPMENT PROPOSALS

5.1 This section describes the proposed development indicating operational analysis. A plan illustrating the proposed layout of the development is contained in **Appendix A** of this report.

Proposed Development

5.2 The proposed development will provide a new facility for CBCD for the Birkbeck, University of London at 32 Torrington Square. The development will include academic offices and research units, and will continue to operate as Class D1 Use.

5.3 The proposal is to refurbish the existing property and to extend 32 Torrington Square with an Annexe. The Annexe is proposed to be extended to the north on basement, ground, first, second and third floor level. The proposed development will result in a total of 937.9.3m² of floor area.

5.4 Due to the proposed development being for research and academic purposes, it is not expected to be attended by students. The site will have with 35 staff members and is expected to be attended 10 visitors per day. It is understood that the staff is likely to travel during the network peak periods and keep a standard office working hours.

Access Arrangements

5.5 The access to the building will continue from Torrington Square. The existing pedestrian entrance to 32 Torrington Square will remain unchanged. A new step-free entrance will be provided to the Annexe, which will lead to the main reception. The access is proposed to be levelled with the footway and thus, is considered to be suitable to address accessibility needs of disabled users with varying levels of disability and visually impaired.

5.6 The existing servicing road provides access for small vehicles (golf carts) only. The vehicular access will be converted to a 1.8m wide access road, which is sufficient to maintain the current operation. This access has the form of a ramp and will access the cycle parking spaces, for the proposed development. The access arrangement is suitable to be used by disabled users. No vehicular access is proposed as part of the proposed development.

Car Parking

5.7 The development is proposed as car-free and will not provide any parking spaces. The Local Plan states that parking for disabled people should be provided where necessary and should consider availability to on-street parking spaces for blue badge holders in the area.

- 5.8 The site visit undertaken during the morning peak period identified that the existing accessible spaces in the area of the development have residual parking capacity. Four accessible spaces on Malet Street were observed to be occupied by one blue badge holder only, and residual parking capacity was observed in pay & display spaces. The pay & display spaces provided on Gordon Square were observed to be 50% occupied.
- 5.9 As such, it can be concluded that during the morning peak period, when the majority of staff will be expected to arrive, residual on-street parking capacity exists. Should demand for accessible spaces be generated, it is expected to be accommodated on-street.

Cycle Parking

- 5.10 A total of 12 cycle parking spaces, in the form of six Sheffield stands, are proposed to be provided within the application site. Additional cycle facilities such as shower, changing facilities, a drying cupboard and nine lockers will also be provided at the basement level of the Annexe to make cycling more feasible for the users.
- 5.11 This level of proposed cycle parking spaces exceeds the amount required by the BREEAM standards, that requires minimum 1 space per 10 staff/students. As the proposed development will be occupied by 35 staff and 10 visitors, provision of five cycle spaces is considered acceptable.
- 5.12 LBC expects new developments to comply with the cycle parking standards as published in the London Plan i.e; (i) Long-stay cycle spaces -1 space per 4 staff and 1 space per 8 students: and (ii) short-stay cycle space - 1 space per 7FTE students (minimum 2 spaces). Should this standard be applied, the proposed development would have required 11 cycle spaces: including 9 long-stay spaces and 2 short-stay spaces.
- 5.13 It is understood that Camden has a high level of bicycle use, when compared to different areas within the Greater of London. To ensure that the proposed provision is adequate, the Census of Population 2011 data, on the method of travel to work (Survey set QS701EW), was reviewed. The data suggests that 7.1% of people in LBC cycle to work, compared to 4.3% across the Greater London. The parking provision provided within the development is sufficient to accommodate demand for 17% of staff and visitors, and therefore is considered to be sufficient.

Deliveries and Servicing

- 5.14 Birkbeck operates a University site wide delivery service from the post room located on Malet Street. The majority of deliveries for the proposed development will be send to the post room, from where deliveries will be distributed within the University estate twice a day. This is undertaken by using a hand trolley. As the majority of deliveries to the development are expected to by the Royal Mail, the proposed arrangement will allow for effective consolidation of deliveries.

- 5.15 A loading bay is not proposed as part of the development and the refuse collections and deliveries will fall under the Birkbeck, University of London site wide servicing strategy.
- 5.16 The strategy for the proposed refuse collection is that all waste and recycling bins will be taken to a waste compound located at the main storage area for all Birkbeck, University buildings. The waste compound is located across the Torrington Square approximately 50m from the site. Refuse is collected daily from Monday to Saturday, which ensures that waste storage capacity is always available. No additional refuse vehicle trips are anticipated as part of the proposed development.
- 5.17 It is expected that occasional deliveries by large vehicles will take place and this is predicted to occur approximately twice per year. Should these deliveries be required, it will be arranged from Torrington Square. When these deliveries will be required, the date and time will be arranged to ensure that the deliveries outside morning or evening peaks. Furthermore, assistance from staff members will be provided to ensure that loading/unloading take place in a time-efficient manner. The arrangement allows for efficient consolidation of deliveries between the proposed and existing Birkbeck, University buildings.
- 5.18 The LBC standards require a dedicated loading bay to be provided within the plot of the development for developments over 2,500m² in floor area. The proposed development falls below this threshold (937.9 m² GEA) and therefore is compliant with the local policy. As such, this servicing arrangement is considered suitable for the development of this scale, for which a number of deliveries is expected to be low.

Summary

- 5.19 The proposed development is for a CBCD facility for Birkbeck, University of London and is proposed to be located at the 32 Torrington Square and land to the north (proposed Annexe). The building will operate as a Class D1 Use and will accommodate 35 members of staff and 10 visitors per day.
- 5.20 The development is proposed as 'car-free' and will not provide any disabled spaces or a dedicated loading bay. Refuse collection and delivery will be arranged from Malet Street and will form part of the Birkbeck, University site wide strategy.
- 5.21 The site will provide two pedestrian access points to the front of the buildings, with one remaining as per existing arrangement and the second being a step-free access. An access to the rear of the properties will have a reduced width of 1.8m. The development will have 12 cycle spaces on-site and other cycling facilities including showers and storage lockers.

6.0 PREDICTED TRAVEL BEHAVIOUR

- 6.1 This section of the report summarises the multi-modal trip generation projection for the proposed development. The approach to calculating trip generation was discussed and agreed with the Highway Officer at LBC.

Trip Generation based on TRICS database

- 6.2 In order to determine the trip generation for the proposed development, the TRICS database (Version 7.4.1) was reviewed to find comparable sites, including College/University sites. These were deemed to be educational land use rather than research buildings and had car parking on sites, and therefore were considered unsuitable.

Trip Generation based on TfL Report

- 6.3 Based on the finding of the TRICS search, an alternative methodology to estimate trip generation was considered. The “*Travel in London Report 9*”, published by TfL in 2016, provides “*Mode share data of people entering central London in the weekday morning peak, 2000 to 2015*”. This mode share data is considered to be comparable to travel pattern that future staff and visitors at the CBCD. It was assumed that trips to and from work by staff and trips by visitors will be made in accordance with this mode and this is summarised in column 2 in **Table 6.1**.
- 6.4 It is noted that the “*Travel in London Report 9*” states that the average number of trips per person per day is 2.8. It is assumed that staff makes 2 trips per day that forms trips to and from work, and the remaining 0.8 of trips are made during lunch times and to attend business meetings during the day. Thus, it is expected that 35 staff will generate 70 trips to/from work, and 28 trips that are expected to be made within the Central London. These trips are expected to present different travel pattern.
- 6.5 The above-mentioned report also provides “*Weekday mode share by trip origin and destination within Central London*” in Figure 2.5, which is considered to be applicable for the 28 staff trips made during the day. This mode share is summarised in column 5 in **Table 6.1**.

Travel Mode	“Mode share data of people entering central London in the weekday morning peak, 2015”			“Weekday mode share by trip origin and destination within Central London”		Total	
	%	Staff	Visitors	%	Staff	Staff/Visitors	
National Rail	25.6%	18	5	0.0%	0	23	19%
LUL/DRL	56.7%	40	11	9.0%	3	54	45%
Bus	7.9%	6	2	6.0%	2	9	7%
Coach/minibus	0.7%	0	0	0.0%	0	1	1%
Car	4.6%	4	1	1.5%	0	5	4%
Taxi	0.5%	0	0	3.0%	1	1	1%
Motor-cycle	1.0%	1	0	0.0%	0	1	1%
Pedal-cycle	3.0%	2	1	2.5%	1	3	3%
Pedestrians	n/a	-	-	78.0%	22	22	19%
Total	100.0%	70	20	100.0%	28	118	100%

Table 6.1: Predicted Trip Generation based on “TfL Travel in London Report 9”

- 6.6 **Table 6.1** shows that a total of 118 two-way person trips would be generated by the development over the course of a day, with the majority of these trips undertaken by public transport (71%).
- 6.7 A total of six car trips would be undertaken by vehicles. It is expected that staff would generate four car trips (2 vehicles) and one taxi, and one visitor trip (vehicle). This suggests that two staff members may use vehicles to travel to the site and would generate demand for two parking spaces.

Trip Generation based on 2011 Census of Population

- 6.8 Although the above approach was considered acceptable, it was recommended by LBC to present the reference to the 2011 Census of Population data (Ref; QS703EW - Method of Travel to Work) for trips made in the area of “Central London”. Mode share data were extracted for five Boroughs in Central London (Camden, Islington, City of London, Southwark and Westminster) and are summarised in **Table 6.2**.

Travel Mode	% (Census)	% (TfL Report)
National Rail	9%	0.0%
LUL/DRL	31%	9.0%
Bus	21%	6.0%
Coach/minibus	0%	0.0%
Car	12%	1.5%
Taxi	1%	3.0%
Motor-cycle	1%	0.0%
Pedal-cycle	8%	2.5%
Pedestrians	17%	78.0%

Table 6.2: Predicted Trip Generation based on 201 Census of Population

- 6.9 It is recognised that mode share data for trips made in Central London, extracted using the 2011 Census of Population, showed different results. It is noted that the Census data showed 12% of trips being made by cars, which is not considered representative for a new car-free development, where staff is expected to arrive to the site by non-car modes.
- 6.10 The TfL Report presents a high proportion for pedestrian trips (78%), however as the development will have a site-specific Travel Plan which will aim to encourage staff to undertake the mid-day short trips by walking and cycling, as far as possible, this is considered realistic. As such the mode share data derived from the TfL Report is considered to be representative for the proposed development.

Summary

- 6.11 A trip generation exercise was undertaken using the statistic published in the “*TfL Travel in London Report 9*”. It was determined that the majority of trips will be undertaken by public transport (71%) and only two member of staff are predicted to arrive by car and generate demand for parking.

7.0 TRANSPORT IMPACT AND MITIGATION STRATEGY

- 7.1 This section of the report considers the transport impacts of the proposed development on the surrounding area and summarises the mitigation strategy that will be implemented to address the transport strategy for the development.

Transport impacts

Traffic impact

- 7.2 The proposed development is designed as car-free and trip generation estimate, undertaken in **Section 6.0**, identifies that the majority of trips will be made by public transport. It is anticipated that only four trips will be made by cars by staff and will generate parking for two parking spaces per day. Additionally, two trips are predicted to be made by visitors, that will generate short-term parking, or most likely to be drop-off/taxi trips. This level of traffic is non-material and will not have an adverse impact on the operation or capacity of the existing network.

Parking impact

- 7.3 The car trips made by staff are anticipated to be made by disabled users only and these can be accommodated within the disabled parking spaces or in the pay & display spaces on Malet Street or Gordon Square. The site visit observation showed that residual parking capacity in these parking spaces exists in the morning peak.

Road safety

- 7.4 It is noted that whilst the wider area has a history of accidents, which are consistent with the busy nature of the surrounding area, the immediate area is subject to low number of accidents. The proposed development is anticipated to produce low number of trips and therefore is unlikely to increase the risk of road accidents in the area.

Mitigation Measures

- 7.5 The implementation of soft measures incorporated within a Travel Plan (TP) is considered to be the most effective method to ensure that staff and visitors travel by sustainable modes and that car trips are limited to deliveries, servicing and trips made by disabled users.

Travel Plan

- 7.6 The development will have a site-specific Travel Plan in operation that will include measures and initiatives to ensure that use of sustainable modes of travel is encouraged and that staff and visitors are given information on travel options. The Travel Plan will include the following measures:

- i. Travel Plan Coordinator;
- ii. Web page information;
- iii. Welcome Pack;
- iv. Travel Information Pack;
- v. Personal Journey Service in emergency;
- vi. Policy on flexible hours and adoption of 'smart' working practices; and
- vii. Secure covered cycle parking and cycle facilities.

Cycle Parking Spaces

- 7.7 The development will provide 12 cycle parking spaces, in the form of six Sheffield stands, that will be provided within the application site. Additional cycle facilities such as shower, changing facilities, a drying cupboard and nine lockers will be provided at the basement level of the Annexe to make cycling more feasible for the users. Cycling will be promoted through the Travel Plan.

Delivery and Servicing Strategy

- 7.8 The development will comply with the Birkbeck, University site wide delivery and servicing strategy. The majority of deliveries for the proposed will be sent to the post room on Malet Street, from where deliveries will be distributed within the estate twice a day by using a hand trolley. As the majority of deliveries to the development are expected to be by the Royal Mail and the proposed arrangement will allow for effective consolidation of deliveries.
- 7.9 The strategy for refuse collection will be that all waste and recycling bins will be taken to the main waste compound located across the Torrington Square. Refuse is collected daily and no additional refuse vehicle trips are anticipated as part of the proposed development.

Summary

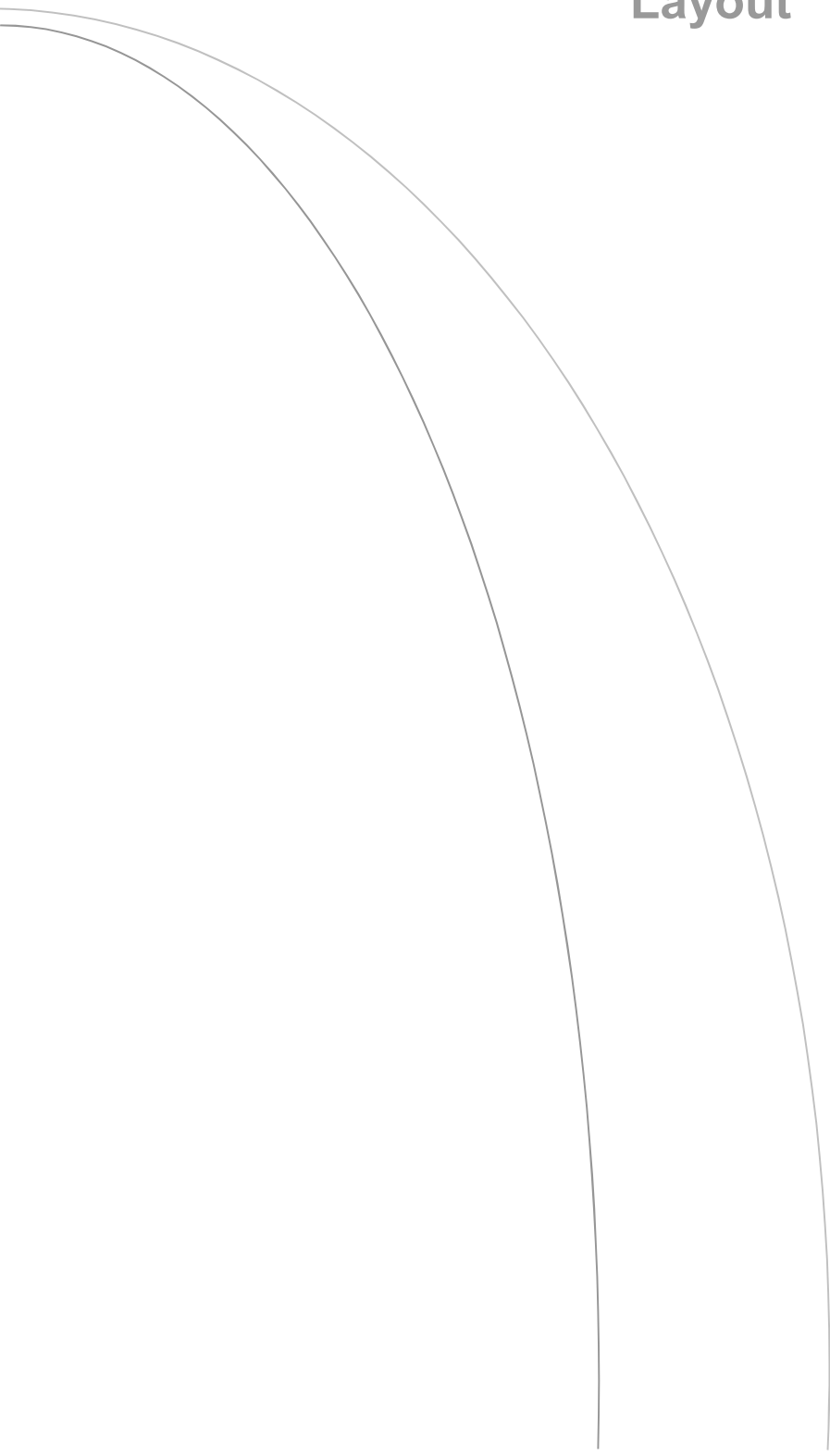
- 7.10 The proposed development is anticipated to have a negligible impact on the local highway network, on-street parking or road safety. The development will implement a Travel Plan to ensure that trips to and from the development are encouraged by sustainable travel modes. The development will comply with the University site wide strategy for delivery and servicing and generous cycle parking spaces with other facilities will be provided on-site.

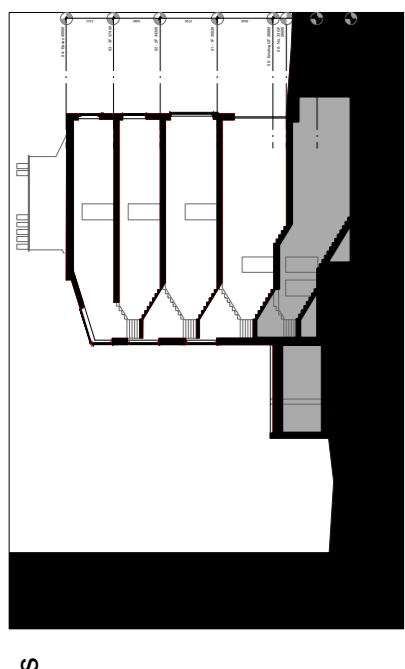
8.0 CONCLUSIONS

- 8.1 Robert West was appointed by Birkbeck, University of London in April 2017 to provide transport planning advice on the proposal located at 32 Torrington Square. The proposal is to provide a CBCD for Birkbeck, University of London. The development will provide academic offices and research units and will be attended by 35 members of staff and 10 visitors on a typical day.
- 8.2 The proposal includes refurbishing works to 32 Torrington Square and an Annexe to the north. The access to the buildings will continue to be take place from Torrington Square. The existing pedestrian entrance to 32 Torrington Square will remain unchanged. A new step-free entrance will be provided to the Annexe from Torrington Square. The existing vehicular access will be converted to a 1.8m wide access that leads to the yard behind the properties. The development is proposed as car-free and will have 12 cycle spaces on-site.
- 8.3 The area surrounding the site has an extensive network of footways, cycle routes and areas of public space. This provides an excellent opportunity for sustainable travel, and particularly walking and cycling. The site is in an area which is highly accessible by public transport (PTAL of 6b), with over 120 bus services available within five minutes' walk of the site and London Underground and National Rail stations nearby, which provide services to country-wide destinations.
- 8.4 The on-street car parking is under the CPZ operation and includes: dedicated space for disabled users, residents' permit holder spaces, pay & display spaces and loading bays. Parking regulation in place allows the blue badge holders to use pay & display parking spaces free of charge.
- 8.5 The review of the accident data shows that few accidents have occurred in the immediate vicinity of the site, and all of them were associated with road users behavioural issues. Pedestrians and cyclists accounted for a high proportion of casualties as travel by those is high in this area. No issues with the local road network were identified.
- 8.6 The proposed development will result it 98 trips made by staff and 20 by visitors. The majority of these trips are predicted to be made by public transport. Proportion of car trips are expected to be very low and was estimated to be: four car trips (two vehicles) by staff and two car trips by visitors. This level of traffic and parking impact is non-material and will not have an impact on the operation, capacity or safety of the existing network.
- 8.7 The development will comply with University site wide refuse collection, and delivery and service strategy. This will take place from Malet Street and will allow for more effective consolidation of deliveries and servicing.

- 8.8 A Travel Plan was produced to support this planning application and provides the development with a guidance on measures that will seek to encourage staff and visitors to travel by sustainable mode and limit car trips to disabled users only. These objectives are supported by generous provision of cycle spaces and cycle facilities proposed on-site.

Appendix A – Proposed Site Layout





key

Hatch denotes proposed new partition for Nr.32

Hatch denotes proposed historical areas to be repair / make good / refurbish

All the original lath and plaster ceilings, cornices, decorative plasterwork and ceiling roses that may survive to be retained and made good. Conservation paint solvent would be used to peel away historic paint build up to re-expose cornice detailing.

Careful raising of the floorboards, documenting the location and type of fixing of each when removed. Ends not to be broken or cut. To be refixed in place using reclaimed or original iron nails, not screws of stainless steel nails. Note if boards are board end nailed when lifted.

Historic doors in good condition to be refurbished to original state. Removal of MDF later panels to 4-panelled historic doors. Historical door timber frames to be repaired with spliced in timber, repairs where needed and repainted. New ironmongery to match original.

Existing external sash windows to be refurbished: clean and paint to match original. New ironmongery to be replaced. Care to be taken not to damage existing windows.

New brickwork to Nr33 rear elevation to be Golden Buff London Brick wirecut sandfaced with light texture

New 2000mm height metal gate and fence

Wall to be rebuilt in same brick bond as existing using existing brick and lime mortar. Where brickwork is broken suitable reclaimed replacement bricks will be used matching the color, age and size as the existing.

6no. Galvanized steel Sheffield cycle stands root base fixing 950x750

Broxap Galvanized steel sheffield cycle shelter

Refer to Wilder Associates landscape design for details

Existing external sash windows to be refurbished: clean and paint to match original. New ironmongery to be replaced. Care to be taken not to damage existing windows.

Report, repair, and reuse mortared brickwork where possible, use of lime mortar for pointing. Where brickwork is broken suitable-reclaimed replacement bricks will be used matching the colour, age and size as the existing.

Existing external sash windows to be refurbished: clean and paint to match original. New ironmongery to be replaced. Care to be taken not to damage existing windows.

Existing stone stairs to be rebuilt with cast iron balustrade painted black to match existing

Floors identified as retaining historic floor surfaces, these to be covered and protected with protected layer TBC, and a new modern flooring surface overlaid. Refer to floor finishes plan for new floor finishes.

New heat reflective roller blinds internally

Cast iron black stairs to be redecorated due to corrosion, new paint to match existing.

Existing external sash windows to be refurbished: clean and paint to match original. New ironmongery to be replaced. Care to be taken not to damage existing windows.

New doors and architraves between Nos. 32 and 33 to be contemporary to show the historic from the modern. Finish TBC

New door to rear garden to be powdercoated aluminium framed glazed door. RAL color TBC

New brickwork to Nr33 rear elevation to be Golden Buff London Brick wirecut sandfaced with light texture

Date	Comments
S0 P1 01/01/2024	[e.g. Issue for review to Lead Designer]

Revision	Number	By	Date
S0	P1		

Birkbeck
UNIVERSITY OF LONDON

Project: CBCE Baby Laboratory
Key: 32-33 Torrington Square
Bloomsbury
London
WC1E 7HX
Birkbeck University of London

Notes

No dimensions are to be scaled from this drawing. The contractor / manufacturer is responsible for checking all dimensions and querying any discrepancies.

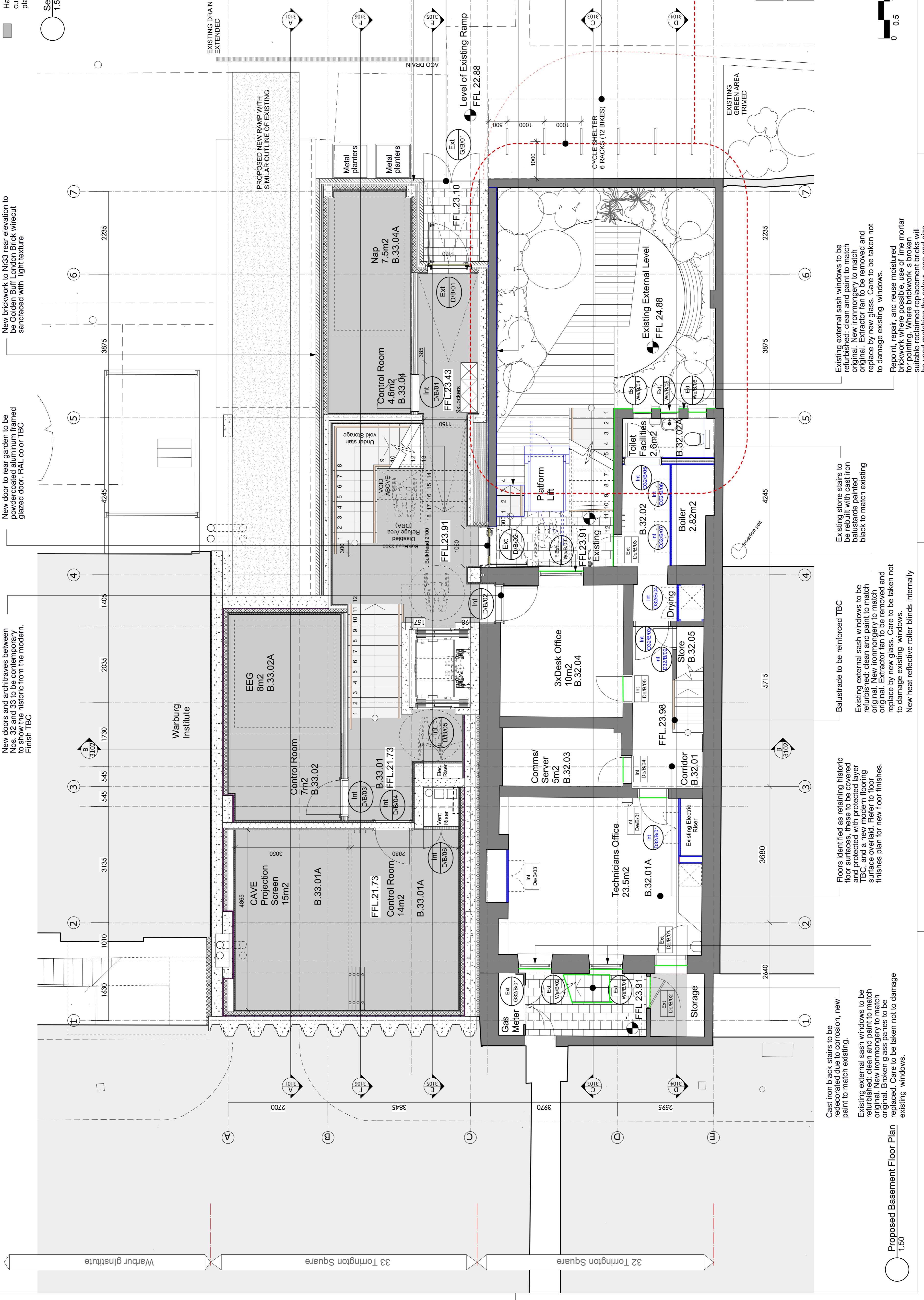
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Revision	Number	By	Date
S0	P1		

Scale: 1:50



Date	Checked	Scale
17.01.17	RP	1:50

Project No.	Originator	Zone	Level	Type	Role	Number	Revision
BB029	BA	00	00	DR	A	1201	S0 P1

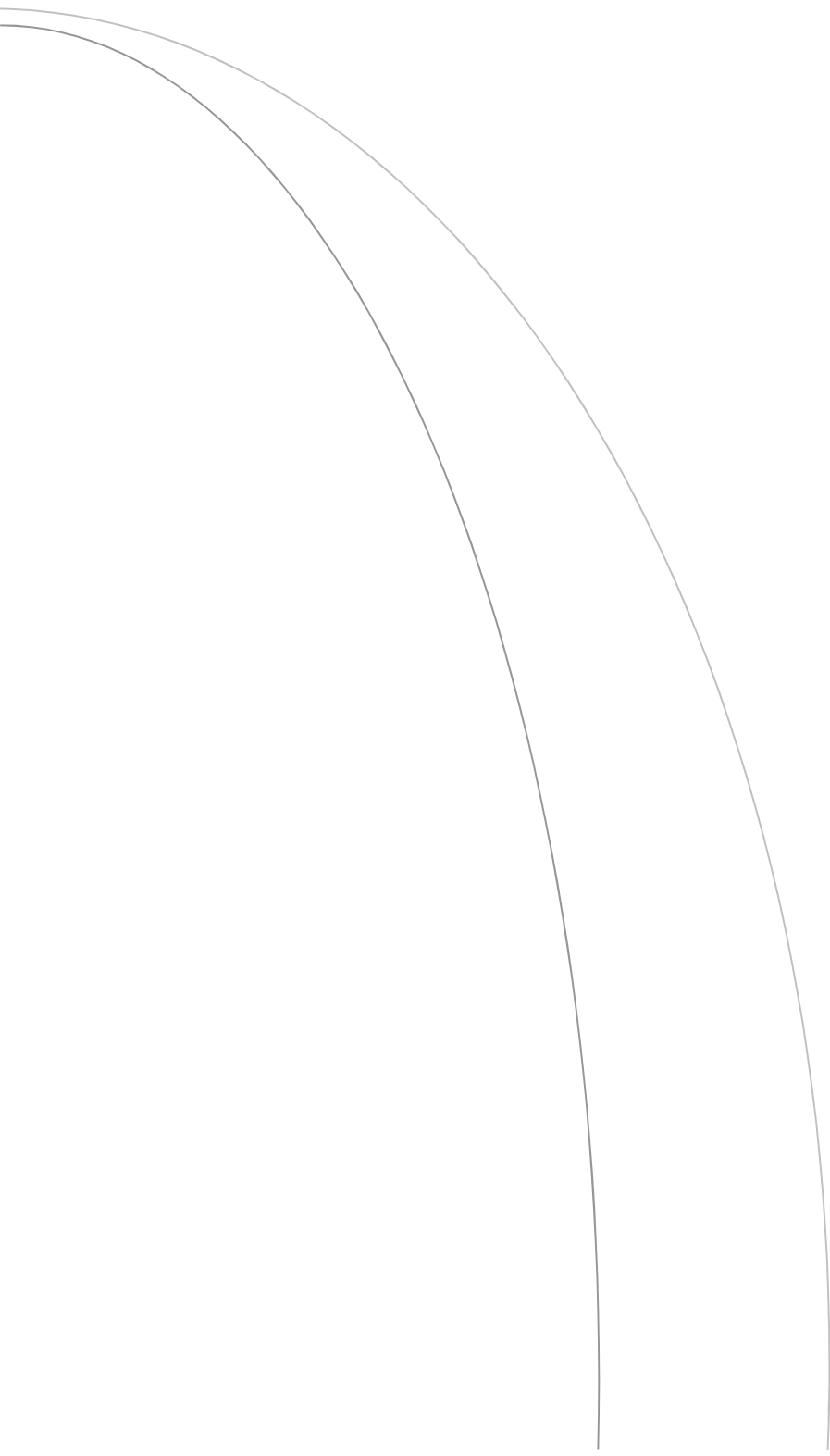
Information Title: Proposed - Basement Floor Plans

The Cube Building, 17-21 Wentlock Road, London N1 7GT, United Kingdom
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Logo

Scale
1:50

Appendix B – Scoping Note



The Centre for Brain and Cognitive Development (CBCD) - Toddler Laboratory

Transport Scoping Note

1. This scoping note has been produced in order to attain feedback in regards to the proposed development at 32 – 33 Torrington Square to inform the production of a Transport Assessment / Transport Statement (TA/TS) to support the forthcoming planning application.

The Proposal

2. The application site is located at 32 – 33 Torrington Square, London Borough of Camden (LBC). The site is currently vacant as a result of a structural issue. It is proposal is to develop the site as the Centre for Brain and Cognitive Development (CBCD) for University of London that falls under B1 land use i.e. office/research. The building will be used as research units for a Toddler Laboratory and academic offices. The building will accommodate 35 members of staff and is predicted to have 10 visitors per day.
3. The proposed building will have approx. 1,000m² GEA and the existing vehicle access leading to a small yard will be removed. The development is proposed as car-free and aims to achieve BREEAM 'Excellent'.

Transport Assessment / Transport Statement

4. It is understood that LBC requirements provided within Camden Planning Guidance 7 – Transport, states that a TA is required for developments that generate “*more than 100 person trips during the morning or evening peak (0700 – 1000 or 1600 – 1900)*”. Development Policy DP16 that TS is required for developments with a floor area of 1,000m², and a TA for developments with a floor area of 2,500m².
5. The trip generation exercise (presented in next section) showed that the development will generate 118 trips per day. A worst-case scenario can be assumed that all staff arrive in the same hour and all visitors will arrive and depart within a single peak period. This results in a maximum of 55 two-way trips in the peak hour, which is below the threshold value of 100 trips. The proposed GFA is below the threshold value for the TA of 2,500 m², and as such it is anticipated that a TS report would be sufficient to assess the impacts associated with the proposed development. It is proposed that the TS report has the following structure:
 - i. Section 1.0: Introduction and Background;
 - ii. Section 2.0: Policy Context;
 - iii. Section 3.0: Site Accessibility by Non-car Modes;
 - iv. Section 4.0 Local Highway Network Conditions;
 - v. Section 5.0: Development Proposal;
 - vi. Section 6.0: Transport Impact
 - vii. Section 7.0: Mitigation Strategy; and
 - viii. Section 8.0: Conclusion;

Trip Generation

6. In order to determine the trip generation for the proposed development the TRICS database (Version 7.4.1) was reviewed to find comparable sites. This included review of College/University sites, however these were deemed to be educational use rather than research buildings and had car parking on sites, and therefore were considered unsuitable. As such office sites were searched based on the following site selection criteria: sites to be located within Inner or Central London, with little or no car parking and a PTAL rating 6. The following three sites were selected as comparable and these are summarised below:
 - i. CI-02-A-01: An office located in Bank, City of London, 1,386m² GFA of office space, providing 2 parking spaces. The site has a PTAL rating of 6b. The survey was undertaken on Wednesday 21st October 2009;
 - ii. CI-02-A-02: An office located at Monument, City of London, 7,567m² of office space, providing no parking provision. The site has a PTAL rating of 6b. The survey was undertaken on Friday 29th November 2013; and
 - iii. CI-02-A-03: An office located at Monument, City of London, 1,951m² of office space, providing no parking spaces. The site has a PTAL rating of 6b. The survey was undertaken on Friday 29th November 2013.
7. The trip generation derived from the above sites showed a high proportion of the 'main mode' trips being walking trips (48%). This is not considered to be the case with the proposed development as the office/research use of the building will require staff with specific and specialist skills and employees are expected to be arriving from the wider area rather than the local area where walking as a 'main mode' is a feasible travel option.
8. Thus, an alternative methodology to estimate trip generation was considered. *The "Travel in London Report 9"*, published by TfL in 2016, provides *"Mode share data of people entering central London in the weekday morning peak, 2000 to 2015"*. This mode share is considered to be comparable to travel pattern that future staff and visitors at the CBCD will present. It was assumed that trips to and from work by staff and trips by visitors will be made in accordance with this mode.
9. It is noted that the *"Travel in London Report 9"* states that the average number of trips per person per day is 2.8. It is assumed that staff makes 2 trips per day that forms trips to and from work, and the remaining 0.8 of trips are made during lunch times and to attend business meetings during the day. These trips are expected to be mainly made within the Central London and are expected to present different travel pattern to trips to/from work. The above-mentioned report *presents "Weekday mode share by trip origin and destination within Central London"* in Figure 2.5 of the *"TfL Travel in London Report 9"*, which is considered to be applicable for the additional trips made by staff during the day.

10. Based on the statistic published in the report and the assumptions discussed above, trip generation estimate for the proposed development was derived and is summarised in Table 1.

Travel Mode	"Mode share data of people entering central London in the weekday morning peak, 2015"			"Weekday mode share by trip origin and destination within Central London"		Total	
	%	Staff	Visitors	%	Staff	Staff/Visitors	
National Rail	25.6%	18	5	0.0%	0	23	19%
LUL/DRL	56.7%	40	11	9.0%	3	54	45%
Bus	7.9%	6	2	6.0%	2	9	7%
Coach/minibus	0.7%	0	0	0.0%	0	1	1%
Car	4.6%	4	1	1.5%	0	5	4%
Taxi	0.5%	0	0	3.0%	1	1	1%
Motor-cycle	1.0%	1	0	0.0%	0	1	1%
Pedal-cycle	3.0%	2	1	2.5%	1	3	3%
Pedestrians	n/a	-	-	78.0%	22	22	19%
Total	100.0%	70	20	100.0%	28	118	100%

Table 1: Predicted Trip Generation

11. **Table 1** illustrates that a total of 118 two-way person trips would be generated by the proposal over the course of a day, with the majority of these trips undertaken by public transport (71%).
12. A total of 5 trips would be undertaken by vehicles. It is expected that staff would generate 4 trips (2 vehicles) and one taxi trip by a visitor. This suggests that two staff may use vehicles to travel to the site and would generate demand for parking. This level of vehicle trips is considered negligible in terms of traffic of parking impact, and therefore is not considered to be assessed in the TS.

Proposed Cycle Parking

13. It is proposed that 8 cycle parking spaces are provided within the building. This provision exceeds the minimum requirements as set out in LBC Development Policies Document (DPD) (min. 6 spaces) and BREEAM requirements (min. 4 spaces).

14. The cycle parking provision required by the London Plan standards would require 13 cycle spaces. This provision would have resulted in providing cycle spaces for 28% of staff and visitors, while the predicted use accounts for 3%. Thus, this provision is considered excessive and the proposed development will seek to comply with LBC standards. The site will also provide a shower, changing facilities, drying cupboard and storage lockers.

Parking and Servicing Arrangements

15. The LBC DPD states that a servicing bay is required at sites above 2,500sqm. As the proposed development falls beneath this threshold a servicing bay is not proposed. Servicing options are currently considered.
16. The development is proposed to be car-free and no accessible parking bays are proposed. The proposed development falls beneath the threshold value that would require parking spaces and therefore is compliant with policy. Disabled drivers will be expected to park on-street for free under Camden's Policy.

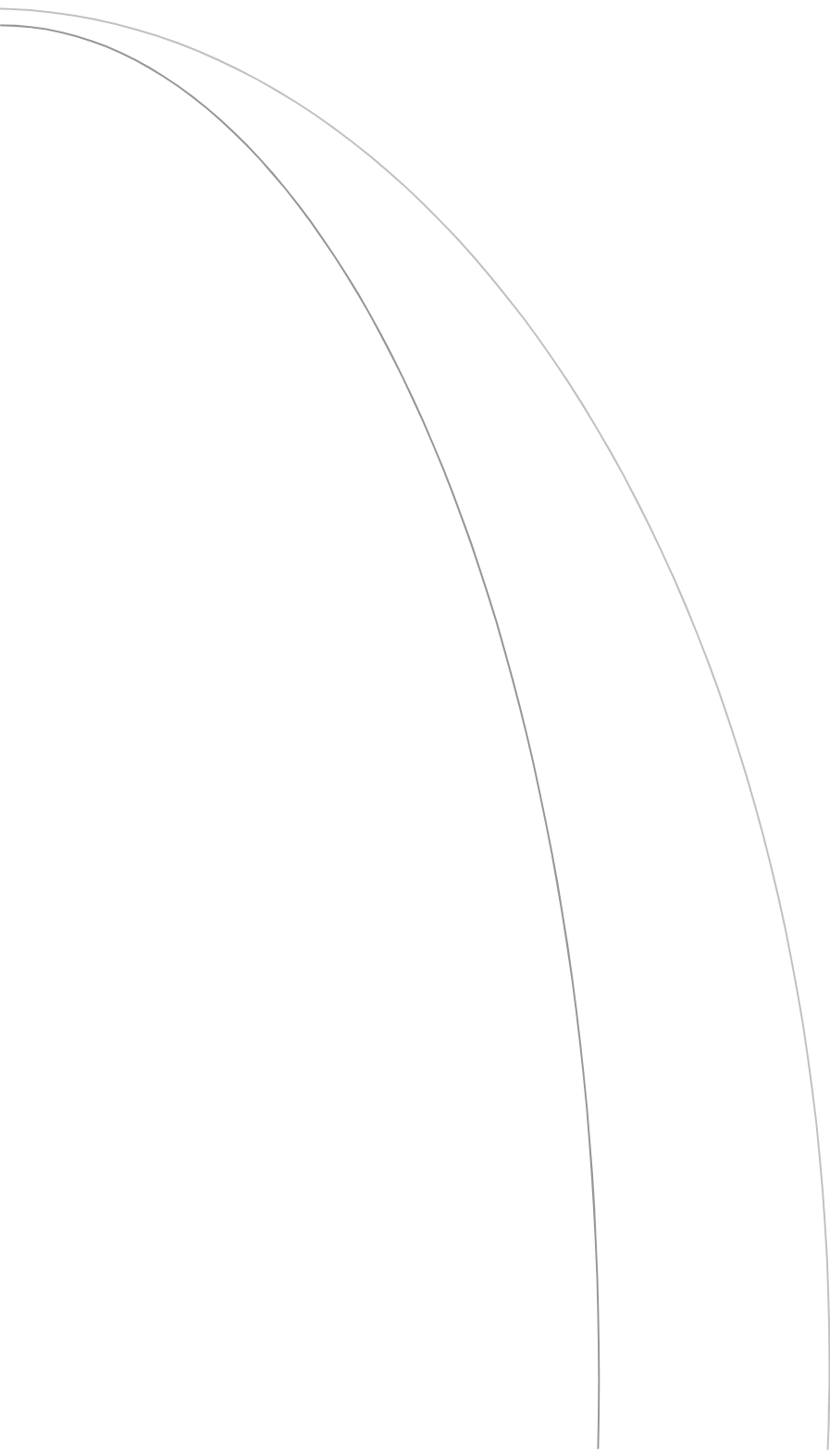
Mitigation Strategy

17. The predicted transport impacts will be non-material and will be mitigated through the implementation of a Travel Plan, which shall provide appropriate site specific measures that will aim to encourage walking and cycling where possible.

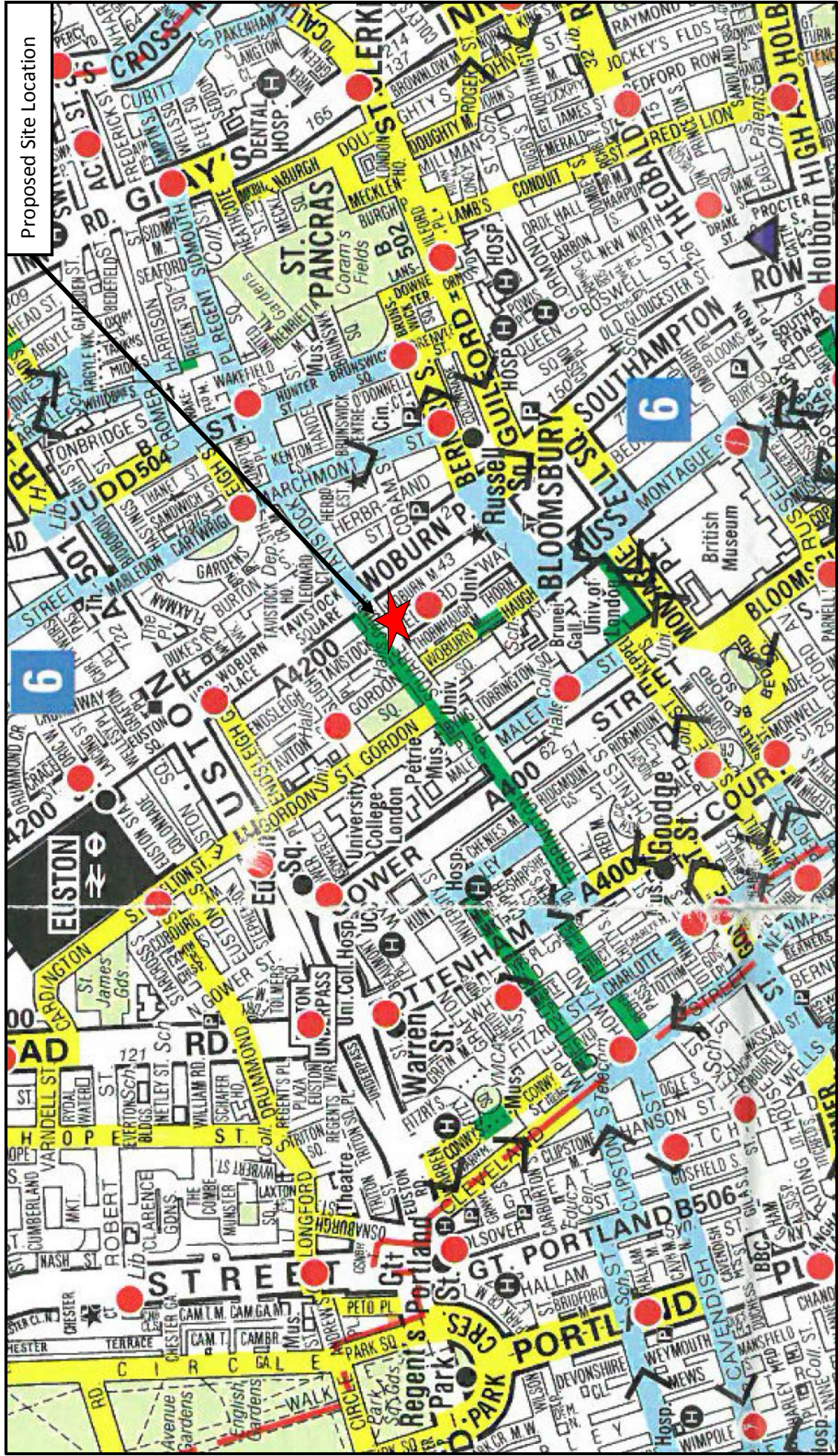
Summary

18. A TS is proposed to be prepared as part of the forthcoming planning application and this will include an accident analysis, a review of the condition of the pedestrian environment and road network environment. An increase in traffic volumes is considered to be non-material and therefore traffic modelling is not proposed as part of the TS. LBC's view on the enclosed scope of work for the TS in order to address the transport and highways impacts of the proposed expansion would be appreciated.
19. Feedback in regard to the proposed methodology for trip generation would be appreciated.

Appendix C – Cycle Network

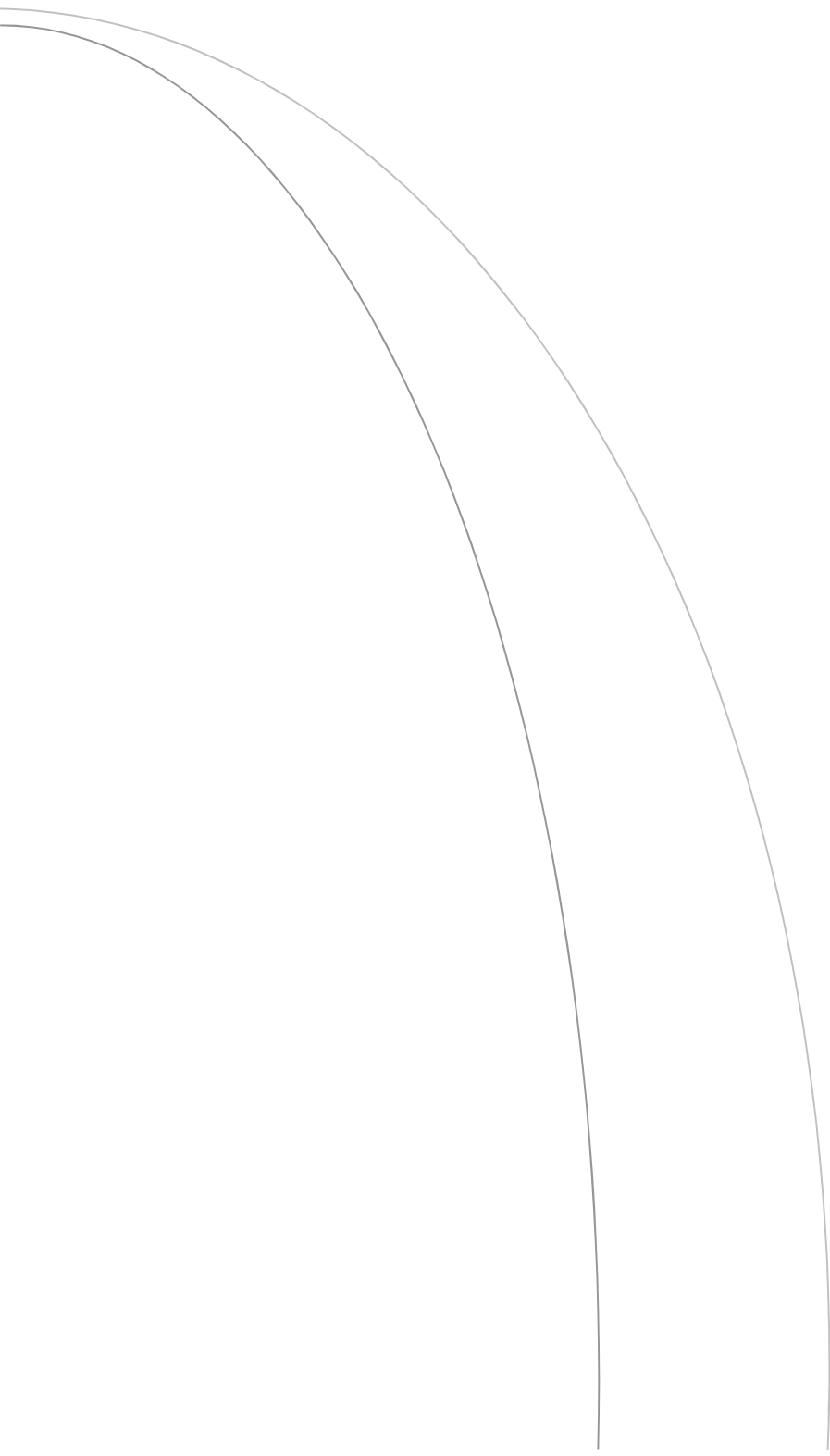


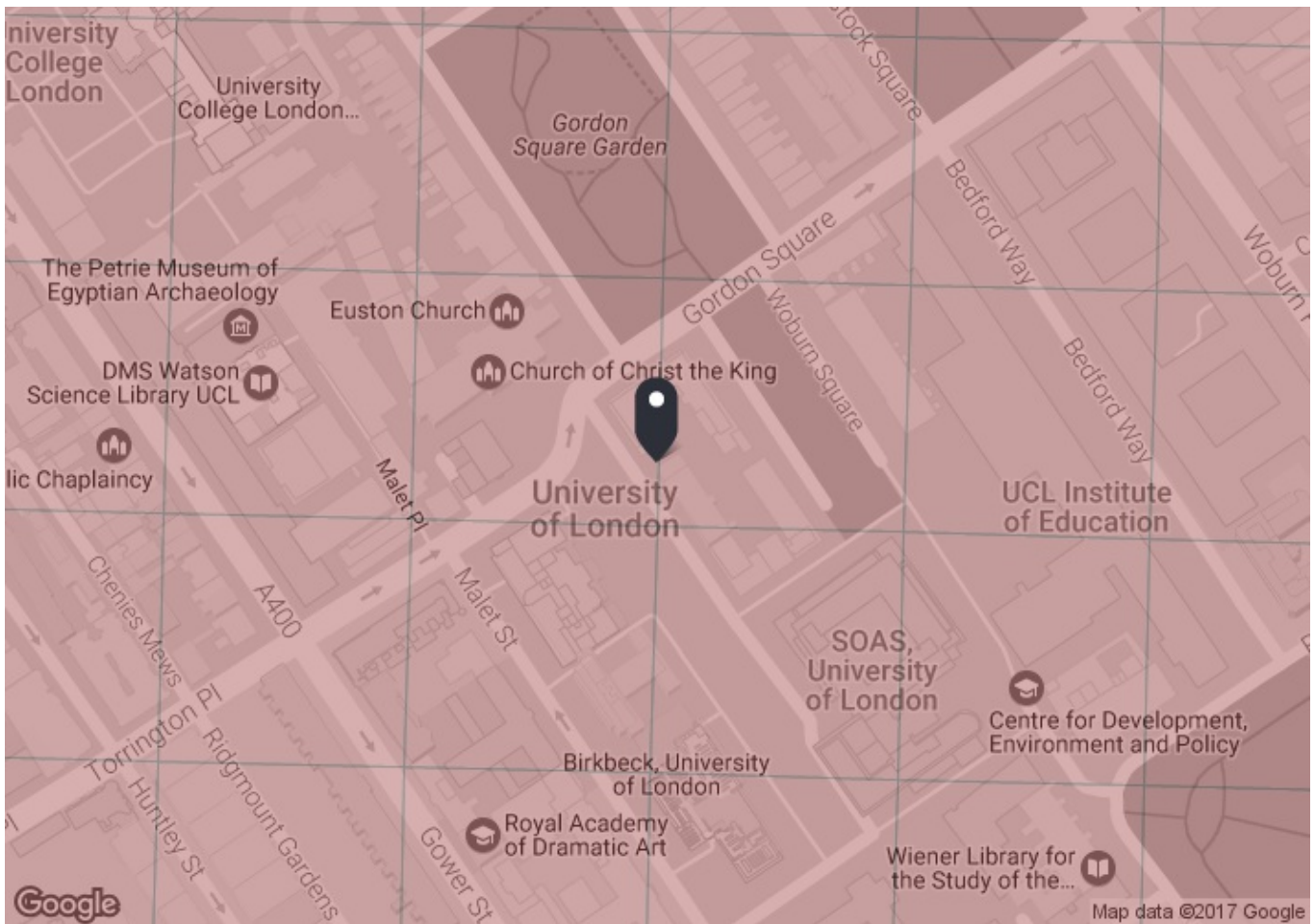
Cycle Map



Proposed Site Location

Appendix D – PTAL Report





PTAL output for Base Year 6b

31 Torrington Square, Bloomsbury London WC1E 7JL, UK
Easting: 529796, Northing: 182120

Grid Cell: 88886

Report generated: 22/05/2017

Calculation Parameters

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

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HYG & TROP MEDICINE SCHL	8	334.45	10	4.18	5	9.18	3.27	0.5	1.63
Bus	EUSTON SQUARE STATION	30	540.76	7.5	6.76	6	12.76	2.35	0.5	1.18
Bus	EUSTON SQUARE STATION	18	540.76	17	6.76	3.76	10.52	2.85	0.5	1.43
Bus	EUSTON SQUARE STATION	205	540.76	8	6.76	5.75	12.51	2.4	0.5	1.2
Bus	GOWER ST TORRINGTON PL	10	224	4.5	2.8	8.67	11.47	2.62	0.5	1.31
Bus	GOWER ST TORRINGTON PL	24	224	10	2.8	5	7.8	3.85	0.5	1.92
Bus	GOWER ST TORRINGTON PL	134	224	12	2.8	4.5	7.3	4.11	0.5	2.05
Bus	GOWER ST TORRINGTON PL	390	224	8	2.8	5.75	8.55	3.51	0.5	1.75
Bus	GOWER ST TORRINGTON PL	73	224	18	2.8	3.67	6.47	4.64	1	4.64
Bus	GOWER ST TORRINGTON PL	29	224	15	2.8	4	6.8	4.41	0.5	2.21
Bus	GOWER ST TORRINGTON PL	14	224	13	2.8	4.31	7.11	4.22	0.5	2.11
Bus	EUSTON BUS STATION	476	603.2	7.5	7.54	6	13.54	2.22	0.5	1.11
Bus	EUSTON BUS STATION	253	603.2	12	7.54	4.5	12.04	2.49	0.5	1.25
Bus	TAMSTOCK SQUARE	59	331.07	10	4.14	5	9.14	3.28	0.5	1.64
Bus	TAMSTOCK SQUARE	91	331.07	9	4.14	5.33	9.47	3.17	0.5	1.58
Bus	TAMSTOCK SQUARE	68	331.07	9	4.14	5.33	9.47	3.17	0.5	1.58
Bus	TAMSTOCK SQUARE	168	331.07	9	4.14	5.33	9.47	3.17	0.5	1.58
Bus	RUSSELL SQ NTH/MOUBURN PL	98	522.88	9	6.54	5.33	11.87	2.53	0.5	1.26
Bus	RUSSELL SQ NTH/MOUBURN PL	188	522.88	8	6.54	5.75	12.29	2.44	0.5	1.22
LUL	Warren Street	'Brixton-WalthamstowC'	763.18	15.67	9.54	2.66	12.2	2.46	0.5	1.23
LUL	Warren Street	'SevenSisters-Brixton'	763.18	11.67	9.54	3.32	12.86	2.33	0.5	1.17
LUL	Goodge Street	'Morden-Edgware'	490.11	4.67	6.13	7.17	13.3	2.26	0.5	1.13
LUL	Goodge Street	'HighBarnet-Morden'	490.11	0.33	6.13	91.66	97.79	0.31	0.5	0.15
LUL	Goodge Street	'Kennington-Edgware'	490.11	14.67	6.13	2.79	8.92	3.36	1	3.36
LUL	Goodge Street	'HighBarnet-Kenningt'	490.11	5.33	6.13	6.38	12.5	2.4	0.5	1.2
LUL	Goodge Street	'MillHill-Morden'	490.11	1.67	6.13	18.71	24.84	1.21	0.5	0.6
LUL	Goodge Street	'MillHillE-Kenningt'	490.11	1.67	6.13	18.71	24.84	1.21	0.5	0.6
LUL	Euston Square	'Hammersmith-Edgware'	594.49	6	7.43	5.75	13.18	2.28	0.5	1.14
LUL	Euston Square	'Barking-Hammersmith'	594.49	6.34	7.43	5.48	12.91	2.32	0.5	1.16
LUL	Euston Square	'Hammersmith-Plaistow'	594.49	1	7.43	30.75	38.18	0.79	0.5	0.39
LUL	Euston Square	'Amer-AldgateFast'	594.49	1	7.43	30.75	38.18	0.79	0.5	0.39
LUL	Euston Square	'Ches-AldgateFast'	594.49	2	7.43	15.75	23.18	1.29	0.5	0.65
LUL	Euston Square	'Uxbridge-AldSlow'	594.49	5.33	7.43	6.38	13.81	2.17	0.5	1.09
LUL	Euston Square	'Watford-AldSfast'	594.49	3.67	7.43	8.92	16.36	1.83	0.5	0.92
LUL	Euston Square	'Aldg-WatfordSlow'	594.49	3.67	7.43	8.92	16.36	1.83	0.5	0.92
LUL	Euston Square	'Ald-HarrowHill'	594.49	1.33	7.43	23.31	30.74	0.98	0.5	0.49
Rail	Euston	'BLTCHLY-EUSTON 2B04'	882.08	0.33	11.03	91.66	102.69	0.29	0.5	0.15
Rail	Euston	'WATFDJ-EUSTON 2J06'	882.08	0.67	11.03	45.53	56.55	0.53	0.5	0.27
Rail	Euston	'EUSTON-MKNSCEN 2K21'	882.08	0.33	11.03	91.66	102.69	0.29	0.5	0.15
Rail	Euston	'EUSTON-TRING 2T11'	882.08	0.67	11.03	45.53	56.55	0.53	0.5	0.27
Rail	Euston	'EUSTON-TRING 2T19'	882.08	1.33	11.03	23.31	34.33	0.87	0.5	0.44
Rail	Euston	'MKNSCEN-EUSTON 2W01'	882.08	0.67	11.03	45.53	56.55	0.53	0.5	0.27
Rail	Euston	'TRING-EUSTON 2W02'	882.08	1	11.03	30.75	41.78	0.72	0.5	0.36
Rail	Euston	'TRING-EUSTON 2W26'	882.08	0.33	11.03	91.66	102.69	0.29	0.5	0.15
Rail	Euston	'BLTCHLY-EUSTON 2W57'	882.08	0.33	11.03	91.66	102.69	0.29	0.5	0.15
Rail	Euston	'RUGBY-EUSTON 2W59'	882.08	0.33	11.03	91.66	102.69	0.29	0.5	0.15
Rail	Euston	'TRING-EUSTON 2W63'	882.08	0.33	11.03	91.66	102.69	0.29	0.5	0.15
Rail	Euston	'MKNSCEN-EUSTON 2W93'	882.08	0.33	11.03	91.66	102.69	0.29	0.5	0.15
Rail	Euston	'WATFJDC-EUSTON 2C06'	882.08	2.67	11.03	11.99	23.01	1.3	0.5	0.65
Rail	Euston	'EUSTON-WATFJDC 2D86'	882.08	3	11.03	10.75	21.78	1.38	1	1.38
LUL	Euston	'Edgware-Morden'	882.08	9	11.03	4.08	15.11	1.99	0.5	0.99
LUL	Euston	'Morden-HighBarnet'	882.08	14.67	11.03	2.79	13.82	2.17	0.5	1.09
LUL	Euston	'Morden-MillHillE'	882.08	4	11.03	8.25	19.28	1.56	0.5	0.78
LUL	Russel Square	'Cockfosters-LHRT4LT'	635.81	4.67	7.95	7.17	15.12	1.98	0.5	0.99
LUL	Russel Square	'RayLane-Cockfosters'	635.81	3.67	7.95	8.92	16.87	1.78	0.5	0.89
LUL	Russel Square	'LHRT4LT-ArnosGrove'	635.81	4.67	7.95	7.17	15.12	1.98	0.5	0.99
LUL	Russel Square	'ArnosGrove-RayLane'	635.81	0.33	7.95	91.66	99.61	0.3	0.5	0.15
LUL	Russel Square	'ArnosGrove-Nthfields'	635.81	3	7.95	10.75	18.7	1.6	0.5	0.8

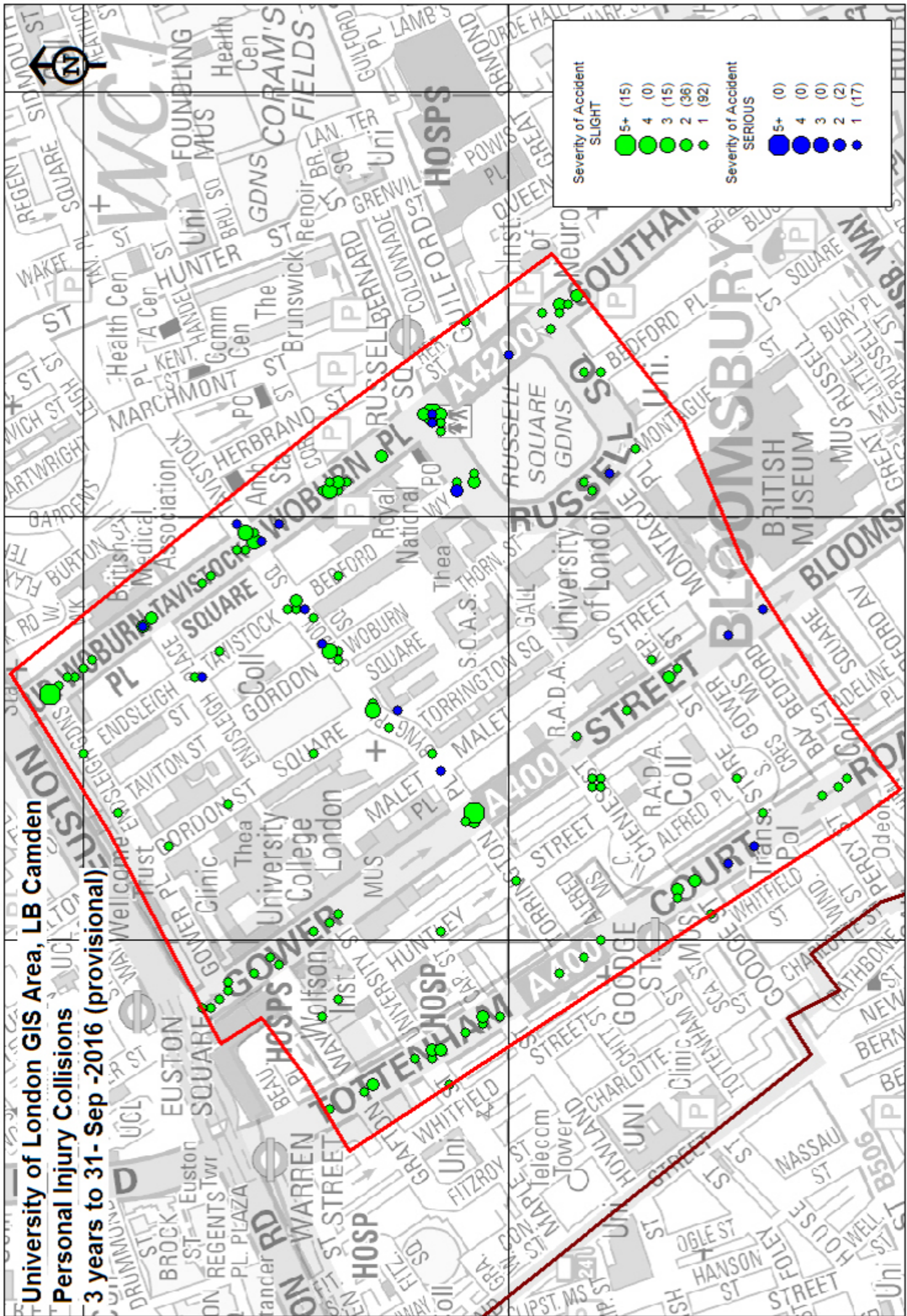
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Russel Square	'Oakwood-RayLane'	635.81	0.33	7.95	91.66	99.61	0.3	0.5	0.15
LUL	Russel Square	'Nthfields-Cockfoster'	635.81	1	7.95	30.75	38.7	0.78	0.5	0.39
LUL	Russel Square	'LHRT5-Cockfosters'	635.81	6	7.95	5.75	13.7	2.19	0.5	1.1
LUL	Russel Square	'Uxbridge-Cockfosters'	635.81	3.67	7.95	8.92	16.87	1.78	0.5	0.89
LUL	Russel Square	'Ruislip-Cockfosters'	635.81	2.33	7.95	13.63	21.57	1.39	0.5	0.7
LUL	Russel Square	'ArnosGrove-Uxbridge'	635.81	1	7.95	30.75	38.7	0.78	0.5	0.39
LUL	Russel Square	'Oakwood-Uxbridge'	635.81	0.33	7.95	91.66	99.61	0.3	0.5	0.15
LUL	Russel Square	'Oakwood-Ruislip'	635.81	0.33	7.95	91.66	99.61	0.3	0.5	0.15
Total Grid Cell AI:									64.54	

Alpoi	PTAL
57.95	6b
Alpoi	PTAL

Mode	SAPs	Route	Frequency	Dist	Walk Time	Headway	SWT	Reliability	Access	EDF	AI mode
Bus											
Bus	Torrington Place (Stop C)	14	11	260	3.25	5.45	2.73	2	7.98	3.76	45.58
		24	7	260	3.25	8.57	4.29	2	9.54	3.15	
		29	15	260	3.25	4.00	2.00	2	7.25	4.14	
		73	15	260	3.25	4.00	2.00	2	7.25	4.14	
		134	10	260	3.25	6.00	3.00	2	8.25	3.64	
	Tavistock Square (Stop N)	390	9	260	3.25	6.67	3.33	2	8.58	3.50	
		10	7	350	4.38	8.57	4.29	2	10.66	2.81	
		59	11	350	4.38	5.45	2.73	2	9.10	3.30	
		68	16	350	4.38	3.75	1.88	2	8.25	3.64	
		91	8	350	4.38	7.50	3.75	2	10.13	2.96	
	Tavistock Square (Stop K)	168	8	350	4.38	7.50	3.75	2	10.13	2.96	
		10	7	400	5.00	8.57	4.29	2	11.29	2.66	
		59	11	400	5.00	5.45	2.73	2	9.73	3.08	
		68	16	400	5.00	3.75	1.88	2	8.88	3.38	
		91	8	400	5.00	7.50	3.75	2	10.75	2.79	
	Euston Station (Stop H)	168	8	400	5.00	7.50	3.75	2	10.75	2.79	
		18	15	500	6.25	4.00	2.00	2	10.25	2.93	
		30	7	500	6.25	8.57	4.29	2	12.54	2.39	
		73	15	500	6.25	4.00	2.00	2	10.25	2.93	
		205	8	500	6.25	7.50	3.75	2	12.00	2.50	
	Russell Square (Stop E)	390	9	500	6.25	6.67	3.33	2	11.58	2.59	
		10	7	500	6.25	8.57	4.29	2	12.54	2.39	
		188	7	500	6.25	8.57	4.29	2	12.54	2.39	
	Great Russell Street (Stop R)	8	11	650	8.13	5.45	2.73	2	12.85	2.33	
		14	11	650	8.13	5.45	2.73	2	12.85	2.33	
		24	7	650	8.13	8.57	4.29	2	14.41	2.08	
		29	15	650	8.13	4.00	2.00	2	12.13	2.47	
		73	15	650	8.13	4.00	2.00	2	12.13	2.47	
		134	10	650	8.13	6.00	3.00	2	13.13	2.29	
		390	9	650	8.13	6.67	3.33	2	13.46	2.23	
LUL/DLR/Rail											
LUL/DLR/Rail	Picadilly Line	x	24	550	6.88	2.50	1.25	0.75	8.88	3.38	12.36
	Northern Line Via Bank	x	24	700	8.75	2.50	1.25	0.75	10.75	2.79	
	Northern Line Via Charing Cross	x	24	550	6.88	2.50	1.25	0.75	8.88	3.38	
	Metropolitan Line	x	13	600	7.50	4.62	2.31	0.75	10.56	2.84	
	Circle Line	x	6	600	7.50	10.00	5.00	0.75	13.25	2.26	
	Hammersmith & City Line	x	6	600	7.50	10.00	5.00	0.75	13.25	2.26	
	Victoria Line	x	34	700	8.75	1.76	0.88	0.75	10.38	2.89	
	Overground	x	3	700	8.75	20.00	10.00	0.75	19.50	1.54	

Appendix E – Personal Injury Accidents Record

**University of London GIS Area, LB Camden
Personal Injury Collisions
3 years to 31-Sep -2016 (provisional)**



University of London GIS Area Collisions - 3 years to 31 - Sep -2016 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B02_UoL (P)	36 MTS TO SEP-2016	177

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





University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

Case ID	Date	Time	Location	Weather	Vehicle 1	Vehicle 2	Severity	Notes	Link
4	0113EK40704	WED 23/10/13 23:30	DARK SOUTHAMPTON ROW 22M SE OF RUSSELL SQUARE	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M	02 LINK 58-61 530260 / 181920
			POLICE - AT SCENE ROAD-DRY						
			THE PED STEPPED OUT INTO V1'S PATH						
			CASUALTY 001 (001) (53 Yrs - M)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)	NE BOUND FROM DRIVERS N/SIDE MSK			
			VEHICLE 001 (000) TAXI	(53 Yrs - M RM15)	GOING AHEAD OTHER	SE TO NW JNY PART OF WORK			
			BT - NOT REQUESTED		FRONT HIT FIRST				
			C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)		C001 A 802 (FAILED TO LOOK PROPERLY)				
5	0113EK40751	WED 06/11/13 12:32	LIGHT GOWER ST JW GOWER PLACE	RAINING	SINGLE CWY	T/STAG JUN		GIVE WAY/UNCONT NO XING FACILITY IN 50M	02 LINK 89-645 529440 / 182330
			POLICE - AT SCENE ROAD-WET						
			PED CROSSED RD AND GOT HIT BY V1						
			CASUALTY 001 (001) (44 Yrs - F N22)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)	W BOUND FROM DRIVERS O/SIDE			
			VEHICLE 001 (000) CAR	(48 Yrs - M EN1)	GOING AHEAD OTHER	S TO N JNY PART OF WORK			JCT APP
			BT - NEGATIVE		FRONT HIT FIRST				
			C001 A 802 (FAILED TO LOOK PROPERLY)		C001 A 808 (CARELESS/RECKLESS/IN A HURRY)				
6	0113EK40759	WED 06/11/13 22:56	DARK TAVISTOCK SQUARE JW TAVISTOCK PLACE	RAINING	SINGLE CWY	CROSSROADS		GIVE WAY/UNCONT NO XING FACILITY IN 50M	02 CELL 529500/182000 529810 / 182360
			POLICE - AT SCENE ROAD-WET						
			PED CROSSED RD AND GOT HIT BY V1						
			CASUALTY 001 (001) (28 Yrs - M UNKN)	SERIOUS PEDESTRIAN	CROSSING ROAD (NOT ON XING)	E BOUND FROM DRIVERS N/SIDE MSK			
			VEHICLE 001 (000) CAR	(? Yrs - U UNKN)	GOING AHEAD OTHER	S TO N			JCT APP
			BT - DRV NOT CONTACTED		FRONT HIT FIRST				
			C001 A 802 (FAILED TO LOOK PROPERLY)		C001 A 808 (CARELESS/RECKLESS/IN A HURRY)				
7	0113EK40808	SUN 24/11/13 16:23	DARK WOBURN PLACE JW CORAM ST	WEATHER-FINE	SINGLE CWY	T/STAG JUN		GIVE WAY/UNCONT NO XING FACILITY IN 50M	02 LINK 53-83 530030 / 182200
			POLICE - AT SCENE ROAD-DRY						
			PED CROSSED RD AND GOT HIT BY V1						
			CASUALTY 001 (001) (46 Yrs - M X-UK)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)	N BOUND FROM DRIVERS O/SIDE			
			VEHICLE 001 (000) CAR	(32 Yrs - M UB6)	GOING AHEAD OTHER	S TO N			JCT APP
			BT - NEGATIVE		FRONT HIT FIRST				
			C001 A 808 (CARELESS/RECKLESS/IN A HURRY)		C001 A 802 (FAILED TO LOOK PROPERLY)				



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

02 LINK 82-648 529700 / 182080

8 0113EK40872 TUE 26/11/13 15:10 LIGHT NFL MALET ST JW TORRINGTON PLACE

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

V2 TURNED RIGHT AND GOT HIT BY V1

CASUALTY 001 (001) (45 Yrs - M N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (45 Yrs - M N7)

BT - NOT APPLICABLE

GOING AHEAD OTHER NE TO SW

FRONT HIT FIRST

VEHICLE 002 (001) TAXI (? Yrs - U UNKN)

BT - DRV NOT CONTACTED

TURNING RIGHT

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 402 (JUNCTION RESTART)

V002 A 403 (POOR TURN OR MANOEUVRE)

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 002 (001) TAXI (? Yrs - U UNKN)

BT - DRV NOT CONTACTED

TURNING RIGHT

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 402 (JUNCTION RESTART)

V002 A 403 (POOR TURN OR MANOEUVRE)

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (19 Yrs - M SE9)

BT - NOT APPLICABLE

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 001 (002) CAR (50 Yrs - F W4)

BT - NEGATIVE

TURNING RIGHT

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (19 Yrs - M SE9)

BT - NOT APPLICABLE

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 001 (002) CAR (50 Yrs - F W4)

BT - NEGATIVE

TURNING RIGHT

9 0113EK40821 THU 28/11/13 08:52 LIGHT HUNTLEY ST JW TORRINGTON PLACE

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 TURNED RIGHT AND GOT HIT BY V2

CASUALTY 001 (002) (19 Yrs - M SE9) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (50 Yrs - F W4)

BT - NEGATIVE

TURNING RIGHT

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (19 Yrs - M SE9)

BT - NOT APPLICABLE

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 001 (002) CAR (50 Yrs - F W4)

BT - NEGATIVE

TURNING RIGHT

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (19 Yrs - M SE9)

BT - NOT APPLICABLE

GOING AHEAD OTHER

FRONT HIT FIRST

VEHICLE 001 (002) CAR (50 Yrs - F W4)

BT - NEGATIVE

TURNING RIGHT

02 LINK 81-82 529570 / 181990



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

10 0113EK40829 THU 28/11/13 11:09 LIGHT STORE ST J/W ALFRED PLACE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M 02 LINK 42-49 529690 / 181730

POLICE - AT SCENE ROAD-DRY WEATHER-FINE
 V2 REVERSED AND HIT PARKED V1

CASUALTY 001 (001) (18 Yrs - M W2) SLIGHT PASSENGER BACK SEAT
 VEHICLE 001 (002) TAXI (40 Yrs - M RM16) PARKED
 P TO P JNY PART OF WORK JCT CLEARED
 FRONT HIT FIRST

VEHICLE 002 (001) CAR (41 Yrs - F W2) REVERSING
 BT - NEGATIVE
 NE TO SW JCT APP
 BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 403 (POOR TURN OR MANOEUVRE)

11 0113EK40824 FRI 29/11/13 13:10 LIGHT GORDON SQUARE 56M S OF GORDON SQUARE 02 LINK 90-648 529720 / 182230

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 PED CROSSED RD AND GOT HIT BY V1

CASUALTY 001 (001) (18 Yrs - F N7) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE
 VEHICLE 001 (000) GDS =< 3.5T (54 Yrs - M CR7) GOING AHEAD OTHER N TO S JNY PART OF WORK
 BT - NEGATIVE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

12 0113EK40865 THU 12/12/13 20:30 DARK RUSSELL SQUARE J/W BERNARD STREET 02 NODE 53 530120 / 182080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 THE PED STEPPED OUT INTO THE PATH OF MOTORCYCLIST V1

CASUALTY 001 (001) (31 Yrs - F N4) SLIGHT DRIVER/RIDER CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS N/SIDE
 CASUALTY 002 (001) (25 Yrs - F WC1) SLIGHT PEDESTRIAN GOING AHEAD OTHER SE TO NW COMM TO/FROM WORK JCT APP
 VEHICLE 001 (000) M/C > 500CC (31 Yrs - F N4) BT - NEGATIVE FRONT HIT FIRST

C002 A 802 (FAILED TO LOOK PROPERLY) C002 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

13	0113EK40878	THU 12/12/13 15:55	LIGHT WOBURN PLACE J/W TAVISTOCK SQUARE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	02	NODE 83	529970 / 182290
			POLICE - OVER COU ROAD-DRY	WEATHER-FINE	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
			V2 TURNED RIGHT AND CROSSED THE PATH OF PEDAL CYCLIST V1							
			CASUALTY 001 (001) (22 Yrs - F N7)	SLIGHT	DRIVER/RIDER					
			VEHICLE 001 (000) PEDAL CYCLE (22 Yrs - F N7)		GOING AHEAD OTHER		NE TO SW COMM TO/FROM WORK			JCT MID
					BT - NOT APPLICABLE		FRONT HIT FIRST			
			VEHICLE 002 (000) TAXI (? Yrs - M)		TURNING RIGHT		SW TO SE JNY PART OF WORK			JCT MID
					BT - DRV NOT CONTACTED		N/S HIT FIRST			
			V002 A 405 (FAILED TO LOOK PROPERLY)			V002 A 403 (POOR TURN OR MANOEUVRE)				
14	0113EK40869	MON 16/12/13 08:36	LIGHT WOBURN PLACE J/W RUSSELL SQUARE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	02	NODE 53	530120 / 182090
			POLICE - AT SCENE ROAD-WET	RAINING	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
			V1 TURNED RIGHT AND CROSSED THE PATH OF PEDAL CYCLIST V2							
			CASUALTY 001 (002) (27 Yrs - M SW9)	SLIGHT	DRIVER/RIDER					
			VEHICLE 001 (000) GDS =< 3.5T (40 Yrs - M ST1)		TURNING RIGHT		NW TO SW COMM TO/FROM WORK			JCT MID
					BT - NEGATIVE		N/S HIT FIRST			
			VEHICLE 002 (000) PEDAL CYCLE (27 Yrs - M SW9)		GOING AHEAD OTHER		SE TO NW			JCT MID
					BT - NOT APPLICABLE		FRONT HIT FIRST			
			V001 A 405 (FAILED TO LOOK PROPERLY)			V001 A 403 (POOR TURN OR MANOEUVRE)				
15	0113EK40893	WED 18/12/13 17:25	DARK TAVISTOCK PLACE J/W WOBURN PLACE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	02	NODE 83	529980 / 182310
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
			MOTORCYCLIST V1 BROKE AND THEN LOST CONTROL							
			CASUALTY 001 (001) (39 Yrs - M NW9)	SLIGHT	DRIVER/RIDER					
			VEHICLE 001 (000) M/C > 500CC (39 Yrs - M NW9)		GOING AHEAD OTHER		NE TO SW COMM TO/FROM WORK			JCT APP
					SKIDDED		N/S HIT FIRST			
			V001 A 408 (SUDDEN BRAKING)			V001 A 410 (LOSS OF CONTROL)				



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

19 0114EK40218 WED 08/01/14 06:45 DARK BYING PLACE JW GORDON SQUARE 02 NODE 648 529770 / 182130

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 EDGED OUT COLLIDING WITH PASSING V1

CASUALTY 001 (001) (26 Yrs - M N7) SERIOUS DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (26 Yrs - M N7)

BT - DRV NOT CONTACTED

GOING AHEAD OTHER

SW TO NE
FRONT HIT FIRST

JCT MID

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

BT - DRV NOT CONTACTED

MOVING OFF

NW TO SE
O/S HIT FIRST

JCT MID

V002 A 403 (POOR TURN OR MANOEUVRE)

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

V002 A 405 (FAILED TO LOOK PROPERLY)

20 0114EK40219 FRI 10/01/14 10:14 LIGHT GORDON SQAURE JW TAVISTOCK SQUARE 02 LINK 647-648 529850 / 182220

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED STEPPED INTO PATH OF PASSING V1

CASUALTY 001 (001) (75 Yrs - F NW11) SERIOUS PEDESTRIAN

VEHICLE 001 (000) GDS =< 3.5T (63 Yrs - M NW'10)

BT - NEGATIVE

CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS N/SIDE

SW TO NE JNY PART OF WORK
N/S HIT FIRST

JCT CLEARED

C001 A 802 (FAILED TO LOOK PROPERLY)

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

21 0114EK40211 FRI 17/01/14 06:35 DARK ENDSLEIGH GARDENS JW ENDSLEIGH STREET 02 CELL 529500/182500 529720 / 182500

POLICE - OVER COU ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 (HIRE CYCLE) WAS HIT BY V2 PULLING OUT TURNING LEFT

CASUALTY 001 (001) (39 Yrs - M ME3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (39 Yrs - M ME3)

BT - NOT APPLICABLE

GOING AHEAD OTHER

NE TO SW
N/S HIT FIRST

JCT MID

VEHICLE 002 (001) TAXI (? Yrs - U UNKN)

BT - DRV NOT CONTACTED

TURNING LEFT

SE TO SW
FRONT HIT FIRST

JCT MID

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

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

V002 A 405 (FAILED TO LOOK PROPERLY)



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

22 0114EK40214 SUN 19/01/14 23:20 DARK WABURN PLACE JW CORMA STREET 02 LINK 53-83 530030 / 182210

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 TURNED RGT ACROSS PATH OF ONCOMING V2

CASUALTY 001 (002) (38 Yrs - F SE15) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (46 Yrs - F N12) BT - NEGATIVE

TURNING RIGHT SE TO NE JCT MID

N/S HIT FIRST N/S HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (38 Yrs - F SE15) GOING AHEAD OTHER NW TO SE JCT MID

BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

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

23 0114EK40021 THU 23/01/14 09:01 LIGHT TAVISTOCK PLACE JW TAVISTOCK SQUARE 02 NODE 83 529970 / 182300

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

PED STEPPED OUT INTO PATH OF PASSING V1

CASUALTY 001 (001) (28 Yrs - F N19) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (37 Yrs - M MR14) SLIGHT PEDESTRIAN

VEHICLE 001 (000) PEDAL CYCLE (28 Yrs - F N19) BT - NOT APPLICABLE

CROSSING ROAD ON PED XING NW BOUND FROM DRIVERS N/SIDE

GOING AHEAD OTHER NE TO SW JCT MID

FRONT HIT FIRST

C002 A 802 (FAILED TO LOOK PROPERLY) CYCLE LANE (ON CWY)

C002 B 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) C002 A 808 (CARELESS/RECKLESS/IN A HURRY)

C002 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 82 529640 / 182040

24	0114EK40026	THU 23/01/14 09:15	LIGHT GOWER STREET J/W TORRINGTON PLACE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			V1 TURNED RIGHT AND WAS HIT ON OFFSIDE BY V2						
	CASUALTY 001 (002)	(37 Yrs - M E4)	SLIGHT DRIVER/RIDER		TURNING RIGHT				JCT MID
	VEHICLE 001 (002)	CAR (35 Yrs - M CM11)				NW TO SW	JNY PART OF WORK		
			BT - NOT REQUESTED			O/S HIT FIRST			
	VEHICLE 002 (001)	M/C 50-125CC (37 Yrs - M E4)			GOING AHEAD OTHER	SE TO NW			JCT MID
			BT - NOT REQUESTED			FRONT HIT FIRST			
	V001 B 403	(POOR TURN OR MANOEUVRE)			V001 A 509	(DISTRACTION IN VEHICLE)			
	V001 A 405	(FAILED TO LOOK PROPERLY)							
25	0114EK40017	SAT 25/01/14 17:06	DARK MAPLE STREET J/W TOTTENHAM COURT ROAD	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		529360 / 182090
			POLICE - AT SCENE ROAD-WET	RAINING/HIGH WINDS					
			V1 PULLING OUT TO TURN RIGHT WAS MISJUDGED BY V2 AND COLLIDED						
	CASUALTY 001 (002)	(27 Yrs - M EC1V)	SLIGHT DRIVER/RIDER		TURNING RIGHT				JCT APP
	VEHICLE 001 (002)	CAR (27 Yrs - M SW2)				SW TO SE			
			BT - NOT REQUESTED			O/S HIT FIRST			
	VEHICLE 002 (001)	PEDAL CYCLE (27 Yrs - M EC1V)			OVERTAKE MOVE VEH O/S	SW TO NE			JCT APP
			BT - NOT APPLICABLE			FRONT HIT FIRST			
	V001 B 403	(POOR TURN OR MANOEUVRE)			V001 A 405	(FAILED TO LOOK PROPERLY)			
	V002 A 405	(FAILED TO LOOK PROPERLY)			V002 A 406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			
26	0114EK40023	THU 30/01/14 01:30	DARK STORE STREET J/W TOTTENHAM COURT ROAD	SINGLE CWY	T/STAG JUN		GIVE WAY/UNCONT ZEBRA		529650 / 181700
			POLICE - AT SCENE ROAD-WET	RAINING					
			V1 DRIVER ARGUING WITH PED, V1 MOVED OF CLIPPING PED						
	CASUALTY 001 (001)	(28 Yrs - F E18)	SLIGHT PEDESTRIAN		MOVING OFF		STANDING		JCT APP
	VEHICLE 001 (000)	TAXI (? Yrs - U UNKN)				NE TO SW			
			BT - DRV NOT CONTACTED			N/S HIT FIRST			
	C001 A 806	(IMPAIRED BY ALCOHOL)			C001 A 808	(CARELESS/RECKLESS/IN A HURRY)			
	V001 A 406	(FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)			V001 A 602	(CARELESS/RECKLESS/IN A HURRY)			



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 644 529330 / 182160

27	0114EK40047	THU 30/01/14 13:50	LIGHT TOTTENHAM COURT ROAD J/W GRAFTON WAY	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	02	NODE 644	529330 / 182160
			POLICE - OVER COU ROAD-WET	RAINING						
			PED STEEPED OUT FROM INBETWEEN STAT CAR WHILE DISTRACTED AND HIT OFFSIDE OF V1							
			CASUALTY 001 (001) (? Yrs - M UNKN)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	SW BOUND FROM DRIVERS O/SIDE MSK			JCT APP
			VEHICLE 001 (000) TAXI	(64 Yrs - F CM16)		GOING AHEAD OTHER	SE TO NW			
				BT - DRV NOT CONTACTED		O/S HIT FIRST				
			C001 A 802 (FAILED TO LOOK PROPERLY)			C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)				
			C001 A 808 (CARELESS/RECKLESS/IN A HURRY)			C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))				
			C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)			V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))				
28	0114EK40080	SAT 15/02/14 16:56	DARK GOWER STREET J/W EUSTON ROAD	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M	02	NODE 89	529420 / 182350
			POLICE - AT SCENE ROAD-WET	RAINING						
			V2 TRIED TO GO ROUND STAT V1 AND CLIPPED V1'S REAR							
			CASUALTY 001 (001) (7 Yrs - M UNKN)	SLIGHT	PASSENGER	BACK SEAT				JCT APP
			VEHICLE 001 (002) CAR	(42 Yrs - F HA9)		GOING AHEAD HELD UP	SE TO NW			
				BT - POSITIVE		BACK HIT FIRST				
			VEHICLE 002 (001) CAR	(18 Yrs - M NW8)		OVERTAKE STAT VEH O/S	SE TO NW			JCT APP
				BT - NEGATIVE		FRONT HIT FIRST				
			V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002 A 308 (FOLLOWING TOO CLOSE)				
			V002 A 403 (POOR TURN OR MANOEUVRE)							
29	0114EK40086	MON 17/02/14 12:28	LIGHT NFL- TOTTENHAM COURT ROAD J/W TORRINGTON PLACE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	02	NODE 81	529460 / 181940
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE						
			PED STEEPED OUT INTO PATH OF V1							
			CASUALTY 001 (001) (29 Yrs - M E8)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	SW BOUND FROM DRIVERS O/SIDE			JCT CLEARED
			VEHICLE 001 (000) GDS =< 3.5T	(24 Yrs - M N17)		GOING AHEAD OTHER	SE TO NW			
				BT - NOT REQUESTED		FRONT HIT FIRST				
			V001 A 408 (SUDDEN BRAKING)			V001 A 409 (SWERVED)				
			C001 A 802 (FAILED TO LOOK PROPERLY)			C001 A 808 (CARELESS/RECKLESS/IN A HURRY)				



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

33	0114EK40143	MON 10/03/14 09:52	LIGHT RUSSELL SQUARE J/W MONTAGUE PLACE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA	02	NODE 54	530040 / 181910
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			PED STEPPED OUT INTO PATH OF V1						
			CASUALTY 001 (001) (19 Yrs - M UNKN)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	NE BOUND	FROM DRIVERS N/SIDE	JCT CLEARED
			VEHICLE 001 (000) TAXI	(63 Yrs - M E2)		GOING AHEAD OTHER	SE TO NW	JNY PART OF WORK	
				BT - NEGATIVE		FRONT HIT FIRST			
			C001 A 802 (FAILED TO LOOK PROPERLY)			C001 A 808 (CARELESS/RECKLESS/IN A HURRY)			
34	0114EK40163	TUE 18/03/14 09:30	LIGHT UPPER WOBURN PLACE 45M SE OF J/W ENDSLEIGH GARDEN	SINGLE CWY	NO JUN IN 20M	ZEBRA	02	LINK 83-91	529810 / 182510
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			PED ON CROSSING WAS HIT BY V1						
			CASUALTY 001 (001) (47 Yrs - M CM77)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	SW BOUND	FROM DRIVERS O/SIDE	
			VEHICLE 001 (000) CAR	(? Yrs - F W6)		GOING AHEAD OTHER	SE TO NW		
				BT - NOT REQUESTED		FRONT HIT FIRST			
			V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)			V001 A 602 (CARELESS/RECKLESS/IN A HURRY)			
35	0114EK40175	FRI 21/03/14 18:55	DARK RUSSELL SQUARE J/W WOBURN PLACE	SINGLE CWY	CROSSROADS	AUTO SIG	02	NODE 53	530100 / 182080
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			V1 OPENED ITS DOOR INTO PATH OF V2 WHO WAS ON INSIDE						
			CASUALTY 001 (002) (34 Yrs - M E8)	SLIGHT	DRIVER/RIDER	GOING AHEAD HELD UP	SW TO NE	JNY PART OF WORK	JCT APP
			VEHICLE 001 (002) CAR	(53 Yrs - M W4)			N/S HIT FIRST		
				BT - NOT REQUESTED					
			VEHICLE 002 (001) PEDAL CYCLE	(34 Yrs - M E8)		OVERTAKING NEARSIDE	SW TO NE		JCT APP
				BT - NOT APPLICABLE		HIT OPEN DOOR	FRONT HIT FIRST		
			V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)			V001 A 405 (FAILED TO LOOK PROPERLY)			
			V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 LINK 83-91 529870 / 182430

36	0114EK40265	MON 07/04/14 19:48	DARK NFL- UPPER WOBURN PLACE J/W TAVISTOCK SQUARE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA			
			POLICE - AT SCENE ROAD-WET	RAINING					
			V1 WENT TO GO AROUND STAT V2 AND MISJUDGED CLIPPING V2						
	CASUALTY 001 (001)	(44 Yrs - M SE16)	SERIOUS DRIVER/RIDER						
	CASUALTY 002 (002)	(44 Yrs - M W9)	SLIGHT DRIVER/RIDER						
	VEHICLE 001 (002)	M/C > 500CC (44 Yrs - M SE16)							JCT CLEARED
		BT - NEGATIVE							
	VEHICLE 002 (001)	M/C > 500CC (44 Yrs - M W9)							JCT CLEARED
		BT - NEGATIVE							
	V001 A 307	(TRAVELLING TOO FAST FOR CONDITIONS)							
	V001 A 103	(SLIPPERY ROAD (DUE TO WEATHER))							
			V001 A 403	(POOR TURN OR MANOEUVRE)					
37	0114EK40280	MON 07/04/14 08:30	LIGHT MALET STREET J/W TORRINGTON PLACE	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT ZEBRA			529700 / 182080
			POLICE - AT SCENE ROAD-WET	WEATHER-FINE					
			V2 FAILED TO GIVEWAY AND COLLIDED WITH PASSING V1						
	CASUALTY 001 (001)	(28 Yrs - M SW6)	SERIOUS DRIVER/RIDER						
	VEHICLE 001 (002)	PEDAL CYCLE (28 Yrs - M SW6)							JCT MID
		BT - NOT APPLICABLE							
	VEHICLE 002 (001)	CAR (? Yrs - U UNKN)							JCT MID
		BT - DRV NOT CONTACTED							
	V002 A 405	(FAILED TO LOOK PROPERLY)							
	V002 A 302	(DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)							
			V002 A 602	(CARELESS/RECKLESS/IN A HURRY)					
38	0114EK40282	SUN 13/04/14 15:00	LIGHT RUSSELL SQUARE 30SE OF J/W BERNARD STREET	SINGLE CWY	NO JUN IN 20M	PEDN PHASE AT ATS			530120 / 182090
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			PED STEPPED OUT INTO V1'S PATH						
	CASUALTY 001 (001)	(71 Yrs - F X-UK)	SLIGHT PEDESTRIAN						
	VEHICLE 001 (000)	TAXI (50 Yrs - M N15)							
		BT - NEGATIVE							
	C001 A 802	(FAILED TO LOOK PROPERLY)							
			C001 A 808	(CARELESS/RECKLESS/IN A HURRY)					



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

39 0114EK40312 TUE 15/04/14 22:25 DARK HUNTLEY STREET J/W GRAFTON WAY 02 LINK 644-645 529410 / 182220

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 (EMERGENCY) CHASING ANOTHER CAR COLLIDED HEAD ON WITH ONCOMING V1

CASUALTY 001 (001) (30 Yrs - M NW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (30 Yrs - M NW1)

BT - DRV NOT CONTACTED

GOING AHEAD OTHER

NW TO SE

FRONT HIT FIRST

JCT CLEARED

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

BT - DRV NOT CONTACTED

GOING AHEAD OTHER

SE TO NW JNY PART OF WORK

FRONT HIT FIRST

JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 903 (EMERGENCY VEHICLE ON CALL)

40 0114EK40310 THU 24/04/14 14:30 LIGHT BEDFORD ROAD J/W RUSSELL SQUARE 02 LINK 57-58 530170 / 181890

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 REVERSED AND COLLIDED WITH STAT V2

CASUALTY 001 (002) (3 Yrs - M EC1M) SLIGHT PASSENGER

VEHICLE 001 (002) GDS =< 3.5T (62 Yrs - M E14)

BT - NEGATIVE

REVERSING

SE TO NW JNY PART OF WORK

BACK HIT FIRST

JCT CLEARED

VEHICLE 002 (001) PEDAL CYCLE (49 Yrs - M EC1M)

BT - NOT APPLICABLE

GOING AHEAD HELD UP

SE TO NW

BACK HIT FIRST

JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

41 0114EK40329 TUE 29/04/14 19:40 LIGHT TAVISTOCK SQUARE JW ENDSELIGH PLACE 02 CELL 529500/182000 529810 / 182370

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 SLOWED AND TURNED LEFT ACROSS PATH OF V2

CASUALTY 001 (002) (29 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - M EC2M)

BT - DRV NOT CONTACTED

TURNING LEFT

SE TO SW
N/S HIT FIRST

JCT APP

VEHICLE 002 (001) PEDAL CYCLE (29 Yrs - M NW6)

BT - NOT APPLICABLE

OVERTAKING NEARSIDE

SE TO NW
O/S HIT FIRST

JCT APP

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

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

V001 A 409 (SWERVED)

42 0114EK40358 THU 01/05/14 08:05 LIGHT BYNG PLACE JW GORDON SQUARE 02 NODE 648 529770 / 182160

POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY OTHER JUN AUTO SIG NO XING FACILITY IN 50M

V2 PULLING OUT TO TURN LEFT COLLIDED WITH V1

CASUALTY 001 (001) (37 Yrs - M N15) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (37 Yrs - M N15)

BT - NOT APPLICABLE

GOING AHEAD OTHER

NE TO SW
FRONT HIT FIRST

JCT MID

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

BT - DRV NOT CONTACTED

TURNING LEFT

NW TO NE
O/S HIT FIRST

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 403 (POOR TURN OR MANOEUVRE)

CYCLE LANE (ON CWY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

43 0114EK40331 SAT 03/05/14 19:06 DARK BLOOMSBURY STREET J/W BEDFORD SQUARE 02 NODE 47 529890 / 181700

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 TURNED RIGHT SUDDENLY CAUSING V1 TO SWERVE AND HIT V2, AND THEN V3

CASUALTY 001 (001) (29 Yrs - M DA1) SERIOUS DRIVER/RIDER

VEHICLE 001 (003) M/C 125-500CC (29 Yrs - M DA1)

BT - NOT REQUESTED

GOING AHEAD OTHER

NW TO SE JNY PART OF WORK
O/S HIT FIRST

JCT APP

VEHICLE 002 (001) CAR (36 Yrs - F N22)

BT - NEGATIVE

TURNING RIGHT

NW TO SW
N/S HIT FIRST

JCT APP

VEHICLE 003 (002) CAR (? Yrs - M TN1)

BT - NOT REQUESTED

GOING AHEAD OTHER

NW TO SE
O/S HIT FIRST

JCT APP

V001 A 410 (LOSS OF CONTROL)

V001 A 409 (SWERVED)

V002 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

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

44 0114EK40361 FRI 16/05/14 00:10 DARK WOUBURN PLACE J/W CORAM STREET 02 LINK 53-83 530040 / 182190

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED WALKING ACROSS ROAD INTO PATH OF V1

CASUALTY 001 (001) (46 Yrs - F X-UK) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) UNKNOWN

VEHICLE 001 (000) TAXI (? Yrs - U UNKN)

BT - DRV NOT CONTACTED

GOING AHEAD OTHER

SE TO NW
FRONT HIT FIRST

JCT APP

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

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

V001 A 405 (FAILED TO LOOK PROPERLY)

C001 A 802 (FAILED TO LOOK PROPERLY)

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



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

45	0114EK40543	FRI 16/05/14 13:50	LIGHT BEDFORD SQUARE J/W GOWER STREET	02	NODE 48	529860 / 181740
POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
V2 PULLED OUT ACROSS PATH OF V1						
CASUALTY 001 (001) (47 Yrs - M N4)	SERIOUS DRIVER/RIDER					
VEHICLE 001 (002) PEDAL CYCLE (47 Yrs - M N4)	GOING AHEAD OTHER			NW TO SE		JCT MID
	BT - NOT APPLICABLE			O/S HIT FIRST		
VEHICLE 002 (001) CAR (? Yrs - U UNKN)	GOING AHEAD OTHER			SW TO NE		JCT MID
	BT - DRV NOT CONTACTED			FRONT HIT FIRST		
V001 A 405 (FAILED TO LOOK PROPERLY)			V002 A 405 (FAILED TO LOOK PROPERLY)			
46	0114EK40375	MON 19/05/14 15:47	LIGHT WOBURN PLACE J/W BERNARD STREET	02	NODE 53	530120 / 182090
POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
V1 WAS TURNING LEFT WHEN V2 CUT ACROSS PATH OF V1						
CASUALTY 001 (002) (41 Yrs - M E8)	SERIOUS DRIVER/RIDER					
VEHICLE 001 (002) CAR (47 Yrs - M W1T)	TURNING LEFT			NW TO NE		JCT MID
	BT - NOT REQUESTED			FRONT HIT FIRST		
VEHICLE 002 (001) PEDAL CYCLE (41 Yrs - M E8)	CHANGE LANE TO LEFT			NW TO SE		JCT MID
	BT - NOT APPLICABLE			BACK HIT FIRST		
V002 A 403 (POOR TURN OR MANOEUVRE)			V002 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)			
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)						



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 82 529640 / 182050

47	0114EK40419	MON 19/05/14 10:20	LIGHT GOWER STREET J/W TORRINGTON PLACE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
			POLICE - OVER COU ROAD-DRY	WEATHER-FINE					
			V2 CHANGED LANE TO LEFT AND COLLIDED WITH V1						
	CASUALTY 001 (001)	(23 Yrs - F SW2)	SLIGHT DRIVER/RIDER						JCT APP
	VEHICLE 001 (002)	CAR (23 Yrs - F SW2)	BT - DRV NOT CONTACTED	GOING AHEAD OTHER		NW TO SE	O/S HIT FIRST		
	VEHICLE 002 (001)	CAR (? Yrs - U UNKN)	BT - DRV NOT CONTACTED	CHANGE LANE TO LEFT		NW TO SE	N/S HIT FIRST		JCT APP
	V002 A 403	(POOR TURN OR MANOEUVRE)			V002 A 404 (FAILED TO SIGNAL/MISLEADING SIGNAL)				
	V002 A 602	(CARELESS/RECKLESS/IN A HURRY)							
48	0114EK40384	WED 21/05/14 02:33	DARK SOUTHAMPTON ROAD J/W RUSSELL SQUARE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS		530250 / 181940
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			V1 DID A U-TURN AND WAS HIT BY V2 OVERTKAING						
	CASUALTY 001 (002)	(38 Yrs - F N1)	SLIGHT DRIVER/RIDER						JCT APP
	VEHICLE 001 (002)	TAXI (58 Yrs - M W'12)	BT - NOT REQUESTED	U-TURNING		SE TO SE	O/S HIT FIRST		
	VEHICLE 002 (001)	PEDAL CYCLE (38 Yrs - F N1)	BT - NOT APPLICABLE	OVERTAKE MOVE VEH O/S		SE TO NW	FRONT HIT FIRST		JCT APP
	V002 A 405	(FAILED TO LOOK PROPERLY)			V002 A 403 (POOR TURN OR MANOEUVRE)				
	V001 A 405	(FAILED TO LOOK PROPERLY)							

University of London GIS Area Collisions - 3 years to 31-Sep -2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

49 0114EK40390 WED 21/05/14 16:15 LIGHT TOTTENHAM COURT ROAD JW CAPPER STREET 02 NODE 79 529410 / 182030

POLICE - AT SCENE ROAD-DRY WEATHER-OTHER SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 CHANGED LANE TO RIGHT INTO PATH OF V1

CASUALTY 001 (001) (21 Yrs - M WD6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C <= 50CC (21 Yrs - M WD6)

BT - NOT REQUESTED

GOING AHEAD OTHER SE TO NW JNY PART OF WORK

N/S HIT FIRST

JCT APP

VEHICLE 002 (001) CAR (61 Yrs - M SW8)

BT - NOT REQUESTED

CHANGE LANE TO RIGHT

SE TO NW

O/S HIT FIRST

JCT APP

V001 A 409 (SWERVED)

V002 A 403 (POOR TURN OR MANOEUVRE)

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

50 0114EK40427 WED 28/05/14 21:10 DARK TOTTENHAM COURT ROAD JW CHENIES STREET 02 NODE 41 529560 / 181800

POLICE - OVER COU ROAD-WET RAINING

V2 TURNED RIGHT AS V1 WAS OVERTAKING

SINGLE CWY T/STAG JUN

AUTO SIG

PEDN PHASE AT ATS

CASUALTY 001 (001) (43 Yrs - M N8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C > 500CC (43 Yrs - M N8)

BT - DRV NOT CONTACTED

OVERTAKE STAT VEH O/S

SE TO NW

FRONT HIT FIRST

JCT APP

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

BT - DRV NOT CONTACTED

TURNING RIGHT

SE TO NE

O/S HIT FIRST

JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

54	0114EK40433	SUN 08/06/14 01:46	DARK GOWER STREET J/W CHENIES STREET	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	02	NODE 51	529740 / 181920
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE						
			C1 WALKED TO THE STAIRS OF V1 AND FELL DOWN THEM - [LOST BALANCE (C001)]							
			CASUALTY 001 (001) (48 Yrs - M SE24)	SLIGHT	PASSENGER		STANDING ON PSV			
			VEHICLE 001 (000) BUS/COACH (48 Yrs - M EN3)				GOING AHEAD OTHER			
			BT - NEGATIVE							
			C001 A 999 (OTHER FACTOR)							
55	0114EK40460	FRI 13/06/14 12:05	LIGHT NFL- GOWER STREET 28M NW OF J/W GRAFFTON WAY	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIMILAR	02	LINK 89-645	529460 / 182300
			POLICE - OVER COU ROAD-DRY	WEATHER-FINE						
			V1 CHANGED LANE TO LEFT INTO PATH OF V2							
			CASUALTY 001 (002) (50 Yrs - M SE14)	SLIGHT	DRIVER/RIDER					
			VEHICLE 001 (002) TAXI (? Yrs - M UNKN)				CHANGE LANE TO LEFT			
			BT - DRV NOT CONTACTED							
			VEHICLE 002 (001) PEDAL CYCLE (50 Yrs - M SE14)				GOING AHEAD OTHER			
			BT - NOT APPLICABLE							
			V001 A 403 (POOR TURN OR MANOEUVRE)							
			V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)				V001 A 602 (CARELESS/RECKLESS/IN A HURRY)			
56	0114EK40473	WED 18/06/14 10:45	LIGHT SOUTHAMPTON ROW J/W RUSSELL SQUARE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	02	NODE 58	530240 / 181960
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE						
			V1 BRAKED FOR LIGHTS AND C1 FELL							
			CASUALTY 001 (001) (82 Yrs - F N3)	SLIGHT	PASSENGER		STANDING ON PSV			
			VEHICLE 001 (000) BUS/COACH (51 Yrs - M CR4)				GOING AHEAD OTHER			
			BT - NOT REQUESTED							
			V001 A 408 (SUDDEN BRAKING)				NW TO SE JNY PART OF WORK			JCT APP
			DID NOT IMPACT							



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

57	0114EK40508	WED 18/06/14 17:30	LIGHT TOTTENHAM COURT ROAD 33M NW OF JW STORE STREET	02	LINK 41-42	529610 / 181710
	POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M		NO XING FACILITY IN 50M	
	UNKNOWN WHY V1 LOST CONTROL					
	CASUALTY 001 (001) (43 Yrs - M NW6)	SERIOUS DRIVER/RIDER				
	VEHICLE 001 (000) PEDAL CYCLE (43 Yrs - M NW6)		GOING AHEAD OTHER		NW TO SE	
		BT - NOT APPLICABLE			N/S HIT FIRST	
	V001 A 410 (LOSS OF CONTROL)					
58	0114EK40491	TUE 24/06/14 16:15	LIGHT NFL- HUNTLEY STREET 36M SE OF JW GRAFTON WAY	02	CELL 529000/182000	529430 / 182200
	POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M		NO XING FACILITY IN 50M	
	PED CROSSED FROM INBETWEEN PARKED CARS INTO PATH OF V1					
	CASUALTY 001 (001) (51 Yrs - F N18)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)		SW BOUND FROM DRIVERS O/SIDE	
	VEHICLE 001 (000) CAR (44 Yrs - M UB5)		GOING AHEAD OTHER		SE TO NW	
		BT - NOT REQUESTED			FRONT HIT FIRST	
	C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)				C001 A 802 (FAILED TO LOOK PROPERLY)	
	C001 A 808 (CARELESS/RECKLESS/IN A HURRY)				V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	
59	0114EK40548	THU 03/07/14 17:45	LIGHT BEDFORD WAY JW RUSSELL SQUARE	02	NODE 631	530040 / 182040
	POLICE - OVER COU ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN		GIVE WAY/UNCONT PELICAN OR SIMILAR	
	PED CROSSING ROAD BEHIND V1 REVERSING CAUSING COLLISION					
	CASUALTY 001 (001) (61 Yrs - F W2)	SLIGHT PEDESTRIAN	CROSSING ROAD WITHIN 50M XING		SE BOUND FROM DRIVERS N/SIDE	
	VEHICLE 001 (000) CAR (? Yrs - M BA22)		GOING AHEAD OTHER		SW TO NE	
		BT - DRV NOT CONTACTED			FRONT HIT FIRST	
	C001 A 802 (FAILED TO LOOK PROPERLY)				C001 A 808 (CARELESS/RECKLESS/IN A HURRY)	
	V001 A 405 (FAILED TO LOOK PROPERLY)				V001 B 602 (CARELESS/RECKLESS/IN A HURRY)	
						JCT APP



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

Accident ID	Date/Time	Location	Weather	Vehicle 1	Vehicle 2	Severity	Other	Notes
60	10/07/14 17:09	LIGHT UPPER WOBURN PLACE J/W ENDSLEIGH GARDENS	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	02 LINK 83-91	529790 / 182540
V2 TURNED RIGHT AS V1 WAS OVERTAKING								
CASUALTY	001 (001)	(31 Yrs - F RH1)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	M/C > 500CC	(31 Yrs - F RH1)		OVERTAKE MOVE VEH O/S	NW TO SE		JCT APP
						N/S HIT FIRST		
VEHICLE	002 (001)	TAXI	(60 Yrs - M E8)		TURNING RIGHT	NW TO SW	JNY PART OF WORK	JCT APP
						O/S HIT FIRST		
V002	A 405	(FAILED TO LOOK PROPERLY)			V002 B 404	(FAILED TO SIGNAL/MISLEADING SIGNAL)		
61	14/07/14 13:00	LIGHT TAVISTOCK PLACE J/W WOBURN PLACE	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	02 NODE 83	529980 / 182310
PED STEPPED OUT INTO PATH OF V1								
CASUALTY	001 (001)	(19 Yrs - F WC1H)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	SE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR	(? Yrs - U UNKN)		GOING AHEAD OTHER	SW TO NE		JCT CLEARED
						FRONT HIT FIRST		
V001	A 405	(FAILED TO LOOK PROPERLY)			C001 A 802	(FAILED TO LOOK PROPERLY)		
62	23/07/14 19:20	LIGHT TAVISTOCK PLACE J/W WOBURN PLACE	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	02 NODE 83	529970 / 182300
PED STEPPED OUT INTO PATH OF V1 - [1 (V001)]								
CASUALTY	001 (001)	(29 Yrs - M W1)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	NE TO SW		JCT MID
VEHICLE	001 (000)	PEDAL CYCLE	(29 Yrs - M W1)			FRONT HIT FIRST		
V001	B 304	(DISOBEYED PEDESTRIAN CROSSING FACILITY)			V001 A 405	(FAILED TO LOOK PROPERLY)		
V001	B 307	(TRAVELLING TOO FAST FOR CONDITIONS)			U000 A 802	(FAILED TO LOOK PROPERLY)		
U000	A 803	(FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

63 0114EK40593 THU 24/07/14 12:35 LIGHT UPPER WOBURN PLACE JW ENDSLEIGH GARDENS 02 LINK 83-91 529800 / 182530

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 BRAKED DUE TO POLICE CAR PASSING, V2 HIT V1'S REAR

CASUALTY 001 (002) (? Yrs - M PL20) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (34 Yrs - M N18) BT - NOT REQUESTED

GOING AHEAD OTHER SE TO NW JNY PART OF WORK JCT APP

BACK HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (? Yrs - M PL20) BT - NOT APPLICABLE

GOING AHEAD OTHER SE TO NW FRONT HIT FIRST JCT APP

BT - NOT APPLICABLE

V001 A 408 (SUDDEN BRAKING)

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

V002 A 308 (FOLLOWING TOO CLOSE)

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

02 NODE 648 529770 / 182160

64 0114EK40599 THU 24/07/14 10:00 LIGHT GORDON SQUARE JW BYNG PLACE

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE

V2 PULLED OUT TO TURN RIGHT ACROSS PATH OF V1

CASUALTY 001 (001) (45 Yrs - M N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (45 Yrs - M N7) BT - NOT APPLICABLE

GOING AHEAD OTHER SW TO NE COMM TO/FROM WORK JCT APP

FRONT HIT FIRST

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

TURNING RIGHT NW TO SW CYCLE LANE (ON CWY) JCT MID

BT - NOT REQUESTED

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)

02 LINK 89-645 529430 / 182340

65 0114EK40604 TUE 29/07/14 14:50 LIGHT NFL- GOWER STREET JW GOWER PLACE

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED CROSSED INTO PATH OF V1 CAUSING V1 TO BRAKE AND FALL

CASUALTY 001 (001) (49 Yrs - M CR6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (49 Yrs - M CR6) BT - NOT APPLICABLE

GOING AHEAD OTHER SE TO NW COMM TO/FROM WORK JCT CLEARED

HIT KERB N/S HIT FIRST

U000 A 802 (FAILED TO LOOK PROPERLY)

U000 A 808 (CARELESS/RECKLESS/IN A HURRY)

V001 A 408 (SUDDEN BRAKING)

V001 A 410 (LOSS OF CONTROL)

PED IN CWY - NOT INJ

University of London GIS Area Collisions - 3 years to 31-Sep -2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 643 529370 / 182090

66	0114EK40612	THU 31/07/14 18:05	LIGHT UNIVERSITY STREET J/W TOTTENHAM COURT ROAD	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE						
			PED CROSSING ROAD HIT BY V1 FAILING ATS							
			CASUALTY 001 (001) (35 Yrs - M N16)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	UNKNOWN			JCT MID
			VEHICLE 001 (000) PEDAL CYCLE (29 Yrs - M N16)			GOING AHEAD OTHER	SW TO NE			
			BT - NOT APPLICABLE			FRONT HIT FIRST				
			V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)			C001 A 802 (FAILED TO LOOK PROPERLY)				
67	0114EK40648	FRI 01/08/14 12:05	LIGHT WOBURN PLACE J/W RUSSELL SQUARE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			530120 / 182090
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE						
			V2 (HIRE CYCLE 100846) TURNED RIGHT ACROSS PATH OF ONCOMING V1, V2 WAS BEHIND A BUS SO VIEW OBSTRUCTED							
			CASUALTY 001 (002) (30 Yrs - M UNKN)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	SE TO NW	JNY PART OF WORK		JCT MID
			VEHICLE 001 (002) CAR (27 Yrs - M UNKN)			BT - NOT REQUESTED	O/S HIT FIRST			
			VEHICLE 002 (001) PEDAL CYCLE (30 Yrs - M UNKN)			TURNING RIGHT	NW TO SW			JCT MID
			BT - NOT APPLICABLE				FRONT HIT FIRST			
			V002 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)			V002 A 405 (FAILED TO LOOK PROPERLY)				
			V002 B 602 (CARELESS/RECKLESS/IN A HURRY)							
68	0114EK40636	SAT 09/08/14 13:35	LIGHT TOTTENHAM COURT ROAD J/W UNIVERSITY STREET	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			529370 / 182090
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE						
			V2 UNDERTKAING V2 AND CUT ACROSS IT'S PATH TO TURN RIGHT							
			CASUALTY 001 (002) (31 Yrs - M NW9)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	SE TO NW			JCT MID
			VEHICLE 001 (002) CAR (43 Yrs - F N5)			BT - NOT REQUESTED	N/S HIT FIRST			
			VEHICLE 002 (001) M/C 125-500CC (31 Yrs - M NW9)			TURNING RIGHT	SE TO NE	JNY PART OF WORK		JCT MID
			BT - NOT REQUESTED				O/S HIT FIRST			
			V002 A 405 (FAILED TO LOOK PROPERLY)			V002 A 602 (CARELESS/RECKLESS/IN A HURRY)				
			V002 A 403 (POOR TURN OR MANOEUVRE)			V002 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)				



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

69 0114EK40658 TUE 19/08/14 05:05 DARK GOWER STREET J/W EUSTON ROAD 02 NODE 89 529420 / 182360

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

PED RAN OUT INTO PATH OF PASSING V1

CASUALTY 001 (001) (54 Yrs - F W2) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING SW BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) BUS/COACH (43 Yrs - M MK42) GOING AHEAD LEFT BEND NE TO SE JNY PART OF WORK JCT CLEARED
BT - NEGATIVE FRONT HIT FIRST

V001 A 408 (SUDDEN BRAKING)

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

C001 A 802 (FAILED TO LOOK PROPERLY)

70 0114EK40709 SAT 06/09/14 17:48 LIGHT RUSSELL SQUARE J/W SOUTHAMPTON ROW 02 NODE 58 530220 / 181950

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V1 TURNING RIGHT WAS HIT BY V2 OVERTAKING A BUS

CASUALTY 001 (001) (31 Yrs - M CM20) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (31 Yrs - M CM20) TURNING RIGHT NW TO SW JCT MID
BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) CAR (49 Yrs - M HA7)

BT - NEGATIVE

OVERTAKE STAT VEH O/S SW TO NE JNY PART OF WORK JCT MID
FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

V002 A 403 (POOR TURN OR MANOEUVRE)

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

University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

71	0114EK40729	FRI 12/09/14 16:15	LIGHT UPPER WOBURN PLACE J/W ENDSLEIGH GARDENS	02	LINK 83-91	529790 / 182540
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
	V1	PULLED OUT AND TURNED RIGHT	CROSS PATH OF V2 WHO WAS OVERTAKING TRAFFIC			
	CASUALTY 001 (002)	(30 Yrs - M IG11)	SLIGHT	DRIVER/RIDER		
	VEHICLE 001 (002)	CAR	(23 Yrs - M B92)			
		BT - NEGATIVE		TURNING RIGHT		JCT MID
	VEHICLE 002 (001)	M/C <= 50CC	(30 Yrs - M IG11)			
		BT - NEGATIVE		OVERTAKE STAT VEH O/S	SE TO NW COMM TO/FROM WORK	JCT MID
				FRONT HIT FIRST		
	V001 A 405	(FAILED TO LOOK PROPERLY)				
	V002 A 701	(VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))				
				V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))		
				V002 A 405 (FAILED TO LOOK PROPERLY)		
72	0114EK40737	MON 15/09/14 09:35	LIGHT BEDFORD WAY J/W RUSSELL SQUARE	02	NODE 631	530040 / 182040
	POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA
	V1	PULLING OUT	TURNING RIGHT, V2 TURNING LEFT INTO ROAD, V2 ROLLED BACK CAUSING V1 TO BRAKE AND V2 COLLIDE WITH V1 - [FELL FORWARD (C001)]			
	CASUALTY 001 (001)	(? Yrs - F UNKN)	SLIGHT	PASSENGER	SEATED ON PSV	
	VEHICLE 001 (002)	BUS/COACH	(45 Yrs - M DA5)		TURNING RIGHT	JCT MID
		BT - DRV NOT CONTACTED			NW TO SW JNY PART OF WORK	
					O/S HIT FIRST	
	VEHICLE 002 (001)	TAXI	(? Yrs - U UNKN)		TURNING LEFT	JCT MID
		BT - DRV NOT CONTACTED			SW TO NW	
					BACK HIT FIRST	
	V002 A 405	(FAILED TO LOOK PROPERLY)			C001 A 999 (OTHER FACTOR)	



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

76 0114EK40848 SAT 04/10/14 14:45 LIGHT GOWER STREET J/W TORRINGTON PLACE 02 NODE 82 529650 / 182040

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS PED IN CWY - NOT INJ

V1 TURNED LEFT AND STOPPED DUE TO PED CROSSING, V2 COLLIDED WITH REAR OF STAT V1

CASUALTY 001 (001) (48 Yrs - F WC1X) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (17 Yrs - F WC1X) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (48 Yrs - F WC1X)

BT - DRV NOT CONTACTED

NE TO SE

BACK HIT FIRST

JCT APP

VEHICLE 002 (001) BUS/COACH (? Yrs - M UNKN)

BT - DRV NOT CONTACTED

GOING AHEAD OTHER

NE TO SW JNY PART OF WORK

FRONT HIT FIRST

JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 308 (FOLLOWING TOO CLOSE)

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

V001 A 408 (SUDDEN BRAKING)

77 0114EK40823 WED 08/10/14 08:00 LIGHT TAVISTOCK SQUARE J/W GORDON SQUARE 02 NODE 647 529900 / 182250

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 UNDETOOK A CAT TURNING RIGHT AND LOST CONTROL

CASUALTY 001 (001) (42 Yrs - M SW9) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C <= 50CC (42 Yrs - M SW9)

BT - NOT REQUESTED

SKIDDED

OVERTAKING NEARSIDE

NE TO SW JNY PART OF WORK

O/S HIT FIRST

JCT MID

V001 A 410 (LOSS OF CONTROL)

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



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 644 529320 / 182170

78	0114EK40830	SUN 12/10/14 00:37	DARK TOTTENHAM COURT ROAD J/W GRAFTON WAY	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
			WEATHER-FINE						
			V1 MISJUDGED V2 (EMERGENCY ON CALL) AND CHANGED LANE TO RIGHT INTO PATH OF V1						
	CASUALTY 001 (002)	(38 Yrs - M UNKN)	SLIGHT DRIVER/RIDER		FRONT SEAT				
	CASUALTY 002 (002)	(? Yrs - M UNKN)	SLIGHT PASSENGER						
	VEHICLE 001 (002)	CAR (43 Yrs - M CT1)	BT - NEGATIVE		CHANGE LANE TO RIGHT	NW TO SE			JCT APP
						O/S HIT FIRST			
	VEHICLE 002 (001)	CAR (38 Yrs - M UNKN)	BT - NOT REQUESTED		GOING AHEAD OTHER	NW TO SE	JNY PART OF WORK		JCT APP
						N/S HIT FIRST			
	V002 A 903	(EMERGENCY VEHICLE ON CALL)			V001 A 406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			
79	0114EK40851	WED 15/10/14 16:25	LIGHT BEFORE WAY J/W TAVISTOCK SQUARE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		529890 / 182240
			WEATHER-FINE						
			PED RAN OUT INTO PATH OF V1						
	CASUALTY 001 (001)	(18 Yrs - M SE9)	SERIOUS PEDESTRIAN		CROSSING ROAD ON PED XING	SE TO NW	JNY PART OF WORK		JCT APP
	VEHICLE 001 (000)	CAR (22 Yrs - M AL7)	BT - NEGATIVE		GOING AHEAD OTHER	FRONT HIT FIRST			
	C001 A 802	(FAILED TO LOOK PROPERLY)			C001 A 803	(FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			
					C001 B 804	(WRONG USE OF PEDESTRIAN CROSSING FACILITY)			
80	0114EK40861	FRI 17/10/14 18:45	LIGHT RUSSELL SQAURE J/W MONTAGUE PLACE	DUAL CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M		530050 / 181880
			WEATHER-FINE						
			PED ON PHONE STEPPED OUT INTO PATH OF PASSING V1						
	CASUALTY 001 (001)	(31 Yrs - F SE24)	SLIGHT PEDESTRIAN		CROSSING ROAD (NOT ON XING)	SW BOUND	FROM DRIVERS N/SIDE		JCT CLEARED
	VEHICLE 001 (000)	CAR (25 Yrs - F SE11)	BT - NOT REQUESTED		GOING AHEAD OTHER	NW TO SE	COMM TO/FROM WORK		
						N/S HIT FIRST			
	C001 A 802	(FAILED TO LOOK PROPERLY)			C001 A 808	(CARELESS/RECKLESS/IN A HURRY)			



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

81	0114EK40905	WED 22/10/14 22:00	DARK NFL- TOTTENHAM COURT ROAD 32M NW OF J/W TOTTENHAM STREET	02	LINK 41-81	529500 / 181890
			POLICE - OVER COU ROAD-DRY WEATHER-FINE		NO XING FACILITY IN 50M	
			PED GOT OFF BUS AND THEN WAS HIT BY PASSING V1			
			CASUALTY 001 (001) (81 Yrs - F N18)		UNKNOWN	
			VEHICLE 001 (000) PEDAL CYCLE (? Yrs - U UNKN)		SE TO NW	
			BT - NOT APPLICABLE		FRONT HIT FIRST	
			V001 A 602 (CARELESS/RECKLESS/IN A HURRY)			
			V001 A 405 (FAILED TO LOOK PROPERLY)		FOOTWAY	
82	0114EK40959	THU 30/10/14 18:10	DARK KEPPEL STREET 30M NE J.W GOWER STREET	02	CELL 529500/181500	529830 / 181830
			POLICE - OVER COU ROAD-DRY WEATHER-FINE		NO XING FACILITY IN 50M	
			V2 OPENED DOOR INTO THE PATH OF V1 (HIRE CYCLE)			
			CASUALTY 001 (001) (32 Yrs - M WC1X)			
			VEHICLE 001 (002) PEDAL CYCLE (32 Yrs - M WC1X)		SW TO NE	
			BT - NOT APPLICABLE		FRONT HIT FIRST	
			VEHICLE 002 (001) CAR (? Yrs - M UNKN)		P TO P	
			BT - DRV NOT CONTACTED		O/S HIT FIRST	
			V002 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)		V002 A 405 (FAILED TO LOOK PROPERLY)	
83	0114EK40964	THU 13/11/14 08:30	LIGHT ENDLEIGH GARDENS J/W TAVITON STREET	02	CELL 529500/182000	529650 / 182460
			POLICE - OVER COU ROAD-WET WEATHER-FINE		GIVE WAY/UNCONT NO XING FACILITY IN 50M	
			V1 PULLING OUT TO TURN RIGHT AND COLLIDED WITH PASSING V2			
			CASUALTY 001 (002) (? Yrs - M GU14)			
			VEHICLE 001 (002) CAR (36 Yrs - M WC1H)		SE TO NE	JCT MID
			BT - DRV NOT CONTACTED		FRONT HIT FIRST	
			VEHICLE 002 (001) PEDAL CYCLE (? Yrs - M GU14)		NE TO SW	JCT MID
			BT - NOT APPLICABLE		N/S HIT FIRST	
			V001 A 405 (FAILED TO LOOK PROPERLY)			



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 LINK 83-91 529870 / 182430

84	0114EK40994	SAT 15/11/14 21:50	DARK UPPER WOBURN PLACE J/W TAVISTOCK SQUARE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA					
			POLICE - OVER COU ROAD-DRY	WEATHER-FINE							
			PED ON CROSSING WAS HIT BY V1 OVERTAKING BUS AND FAILING CROSSING								
			CASUALTY 001 (001)	(23 Yrs - M SE6)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	SW BOUND FROM DRIVERS N/SIDE MSK			JCT APP
			VEHICLE 001 (000)	TAXI	(? Yrs - M UNKN)		OVERTAKE STAT VEH O/S	NW TO SE			
			BT - DRV NOT CONTACTED								
			V001 A 304	(DISOBEYED PEDESTRIAN CROSSING FACILITY)			V001 A 602	(CARELESS/RECKLESS/IN A HURRY)			
			V001 A 701	(VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))			V001 A 403	(POOR TURN OR MANOEUVRE)			
			C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)								
85	0114EK41000	SAT 29/11/14 11:50	LIGHT WOBURN PLACE J/W BERNARD STREET	SINGLE CWY	CROSSROADS	AUTO SIG					530120 / 182090
			POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE						
			V2 (EMERGENCY) ON CALL FAILED RED ATS AND COLLIDED WITH C1 CROSSING JUNCTION								
			CASUALTY 001 (001)	(47 Yrs - F WC1E)	SLIGHT	DRIVER/RIDER					
			CASUALTY 002 (002)	(30 Yrs - M UNKN)	SLIGHT	DRIVER/RIDER					
			CASUALTY 003 (002)	(32 Yrs - F UNKN)	SLIGHT	PASSENGER	BACK SEAT				
			CASUALTY 004 (002)	(31 Yrs - M UNKN)	SLIGHT	PASSENGER	FRONT SEAT				
			VEHICLE 001 (002)	CAR	(47 Yrs - F WC1E)		GOING AHEAD OTHER	NW TO SE	JNY PART OF WORK		JCT MID
			BT - NEGATIVE								
			VEHICLE 002 (001)	CAR	(30 Yrs - M UNKN)		GOING AHEAD OTHER	SW TO NE	JNY PART OF WORK		JCT MID
			BT - NOT REQUESTED								
			V002 A 401	(JUNCTION OVERSHOOT)			V002 A 301	(DISOBEYED AUTOMATIC TRAFFIC SIGNAL)			
			V002 A 903	(EMERGENCY VEHICLE ON CALL)			V002 B 405	(FAILED TO LOOK PROPERLY)			
			V001 A 405 (FAILED TO LOOK PROPERLY)								



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

Case No	Date	Time	Location	Vehicle 1	Vehicle 2	Other	Node	Notes
86	0114EK41007	SAT 29/11/14 21:50	DARK SOUTHAMPTON ROW J/W RUSSELL SQUARE	POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	02 NODE 58	530250 / 181940
			V2 UNDERTAKING V1 AND TURNING LEFT AS V1 WAS ALSO TURNING LEFT					
			CASUALTY 001 (002) (31 Yrs - M NW1) SLIGHT DRIVER/RIDER					
			VEHICLE 001 (002) CAR (37 Yrs - M UNKN) BT - NOT REQUESTED	TURNING LEFT	SE TO SW JNY PART OF WORK N/S HIT FIRST			JCT APP
			VEHICLE 002 (001) M/C 125-500CC (31 Yrs - M NW1) BT - NEGATIVE	TURNING LEFT	SE TO SW O/S HIT FIRST			JCT APP
			V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002 B 710 (VISION AFFECTED - VEHICLE BLIND SPOT)				
87	0114EK40993	SUN 30/11/14 03:40	DARK TOTTENHAM COURT ROAD J/W GRAFFON WAY	POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	02 NODE 644	529330 / 182160
			PED STRUGGLING WITH ANOTHER PERSON AND STRUGGLED INTO PASSING V1'S PATH					
			CASUALTY 001 (001) (35 Yrs - M WC1H) SLIGHT PEDESTRIAN	IN ROAD - NOT CROSSING	UNKNOWN			
			VEHICLE 001 (000) CAR (41 Yrs - M N1) BT - NEGATIVE	GOING AHEAD OTHER	SE TO NW COMM TO/FROM WORK FRONT HIT FIRST			JCT APP
			C001 A 802 (FAILED TO LOOK PROPERLY)	C001 A 806 (IMPAIRED BY ALCOHOL)				
			C001 A 807 (IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL))	C001 A 808 (CARELESS/RECKLESS/IN A HURRY)				
88	0114EK41003	MON 01/12/14 15:46	DARK GOWER STREET J/W TORRINGTON PLACE	POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	02 NODE 82	529650 / 182040
			V1 COLLIDED WITH PED STEPPING INTO ROAD AND INTO V1'S PATH					
			CASUALTY 001 (001) (58 Yrs - M N16) SLIGHT DRIVER/RIDER	GOING AHEAD OTHER	SW TO NE FRONT HIT FIRST			JCT MID
			VEHICLE 001 (000) PEDAL CYCLE (58 Yrs - M N16) BT - NOT APPLICABLE					
			U000 A 802 (FAILED TO LOOK PROPERLY)	U000 A 808 (CARELESS/RECKLESS/IN A HURRY)		CYCLE LANE (ON CWY)		



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

89	0114EK41011	WED 03/12/14 08:13	LIGHT UPPER WOBURN PLACE J/W ENDSLEIGH GARDENS	02	LINK 83-91	529790 / 182540
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
	V1	TURNING RIGHT	MISJUDGED ONCOMING V2 AND CROSSED COLLIDING			
	CASUALTY 001 (001)	(19 Yrs - M NW1)	SLIGHT DRIVER/RIDER			
	VEHICLE 001 (002)	PEDAL CYCLE (19 Yrs - M NW1)	TURNING RIGHT			JCT MID
		BT - NOT APPLICABLE				
	VEHICLE 002 (001)	M/C > 500CC (55 Yrs - M SE10)	OVERTAKING NEARSIDE			JCT MID
		BT - NEGATIVE				
	V001 A 701	(VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	V001 A 403 (POOR TURN OR MANOEUVRE)			
	V001 A 406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))			
90	0114EK41027	TUE 09/12/14 13:00	LIGHT MAPLE STREET J/W CYPRESS PLACE	02	CELL 529000/182000	529330 / 182070
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
	V1	WAS SIGNALLED TO PULL OUT AND TURN RIGHT AND COLLIDED WITH V2				
	CASUALTY 001 (002)	(28 Yrs - M N5)	SLIGHT DRIVER/RIDER			
	VEHICLE 001 (002)	GDS =< 3.5T (58 Yrs - M TW15)	TURNING RIGHT			JCT MID
		BT - NOT REQUESTED				
	VEHICLE 002 (001)	PEDAL CYCLE (28 Yrs - M N5)	GOING AHEAD OTHER			JCT MID
		BT - NOT APPLICABLE				
	V001 A 405	(FAILED TO LOOK PROPERLY)	V002 A 409 (SWERVED)			CYCLE LANE (ON CWY)
91	0114EK41053	MON 15/12/14 18:05	DARK BEDFORD WAY J/W RUSSELL SQUARE	02	NODE 631	530040 / 182060
	POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA
	V1	FAILED ZEBRA CROSSING AND COLLIDED WITH CROSSING PED				
	CASUALTY 001 (001)	(38 Yrs - F EN4)	SLIGHT PEDESTRIAN			JCT APP
	VEHICLE 001 (000)	CAR (? Yrs - U UNKN)	GOING AHEAD OTHER			
		BT - DRV NOT CONTACTED				
	V001 A 405	(FAILED TO LOOK PROPERLY)	V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)			
	V001 A 602	(CARELESS/RECKLESS/IN A HURRY)				



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 82 529640 / 182040

92	0114EK41087	TUE 16/12/14 12:30	LIGHT GOWER STREET J/W TORRINGTON PLACE	ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
			POLICE - OVER COU ROAD-DRY	WEATHER-FINE					
			PED ALREADY CROSSING WAS HIT BY V1 MOVING OFF						
			CASUALTY 001 (001)	(64 Yrs - M W1U)	SLIGHT PEDESTRIAN	CROSSING ROAD ON PED XING	UNKNOWN		JCT MID
			VEHICLE 001 (000)	GDS =< 3.5T (? Yrs - M UNKN)		MOVING OFF	NW TO SE		
			BT - DRV NOT CONTACTED						
			V001 A 402 (JUNCTION RESTART)			V001 A 602 (CARELESS/RECKLESS/IN A HURRY)			
			V001 B 601 (AGGRESSIVE DRIVING)			V001 B 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)			
93	0114EK41078	MON 22/12/14 13:25	LIGHT TRAVISTOCK SQUARE J/W GORDON SQUARE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M		529840 / 182210
			POLICE - OVER COU ROAD-DRY WEATHER-FINE						
			V2 TURNED RIGHT CROSS PATH OF V1 WHO WAS ON OFFSIDE						
			CASUALTY 001 (001)	(22 Yrs - M NW2)	SLIGHT DRIVER/RIDER				
			VEHICLE 001 (002)	PEDAL CYCLE (22 Yrs - M NW2)		GOING AHEAD OTHER	NE TO SW		JCT APP
			BT - NOT APPLICABLE						
			VEHICLE 002 (001)	TAXI (? Yrs - U UNKN)		TURNING RIGHT	NE TO NW		JCT APP
			BT - DRV NOT CONTACTED						
			V002 A 403 (POOR TURN OR MANOEUVRE)			V002 A 602 (CARELESS/RECKLESS/IN A HURRY)			
			V002 A 405 (FAILED TO LOOK PROPERLY)						
94	0115EK40139	SUN 04/01/15 15:20	LIGHT TOTTENHAM COURT ROAD J/W GOODGE STREET	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS		529570 / 181780
			POLICE - AT SCENE ROAD-DRY WEATHER-FINE						
			PED STEPPED INTO ROAD AND HAD FOOT RUN OVER BY PASSING V1 FAILING ATS						
			CASUALTY 001 (001)	(38 Yrs - F NW5)	SLIGHT PEDESTRIAN	CROSSING ROAD ON PED XING	SW BOUND FROM DRIVERS O/SIDE		
			VEHICLE 001 (000)	TAXI (? Yrs - U UNKN)		GOING AHEAD OTHER	SE TO NW		JCT MID
			BT - DRV NOT CONTACTED						
			V001 A 602 (CARELESS/RECKLESS/IN A HURRY)			V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)			
			C001 B 802 (FAILED TO LOOK PROPERLY)						



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 LINK 83-91 529870 / 182430

95	0115EK40049	FRI 23/01/15 20:42	DARK NFL- UPPER WOBURN PLACE J/W TAVISTOCK SQUARE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA					
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE							
			PED 1 AND 2 ON CROSSING WHEN V1 OVERTOOK A STAT BUS HITTING PED								
			CASUALTY 001 (001) (24 Yrs - F X-UK)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	NE BOUND	FROM DRIVERS N/SIDE MSK			
			CASUALTY 002 (001) (26 Yrs - F SW11)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	NE BOUND	FROM DRIVERS N/SIDE MSK			
			VEHICLE 001 (000) M/C 50-125CC (? Yrs - U UNKN)			OVERTAKE STAT VEH O/S	SE TO NW				JCT CLEARED
						BT - DRV NOT CONTACTED					
						FRONT HIT FIRST					
			V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)								
			V001 A 602 (CARELESS/RECKLESS/IN A HURRY)								
			C002 A 802 (FAILED TO LOOK PROPERLY)								
			V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))								
			C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)								
96	0115EK40072	SUN 01/02/15 19:35	DARK UPPER WOBURN PLACE J/W ENDSLEIGH GARDENS	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE							
			V2 TURNING RIGHT ACROSS ONCOMING V1 AND WAS HIT BY V1 OVERTAKING TRAFFIC								
			CASUALTY 001 (001) (21 Yrs - M NW3)	SLIGHT	DRIVER/RIDER						
			VEHICLE 001 (002) M/C 50-125CC (21 Yrs - M NW3)			OVERTAKE STAT VEH O/S	SE TO NW	COMM TO/FROM WORK			JCT APP
						BT - NEGATIVE					
			VEHICLE 002 (001) CAR (51 Yrs - M SL1)			TURNING RIGHT	NW TO SW	COMM TO/FROM WORK			JCT APP
						O/S HIT FIRST					
			V001 A 405 (FAILED TO LOOK PROPERLY)								
			V002 A 405 (FAILED TO LOOK PROPERLY)								
			V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)								
			V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)								
97	0115EK40092	SAT 07/02/15 19:30	DARK WOBURN PLACE J/W BERNARD STREET	SINGLE CWY	CROSSROADS	AUTO SIG					
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE							
			V1 MOVED OFF FROM LIGHTS AND COLLIDED WITH PED WHO HAD CROSSED THEN CROSSED BACK								
			CASUALTY 001 (001) (30 Yrs - M SE24)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	NE BOUND	FROM DRIVERS O/SIDE			
			VEHICLE 001 (000) CAR (74 Yrs - M NW10)			MOVING OFF	NW TO SE				JCT MID
						FRONT HIT FIRST					
			C001 A 806 (IMPAIRED BY ALCOHOL)								
			C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))								
			C001 A 802 (FAILED TO LOOK PROPERLY)								



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 53 530110 / 182090

98	0115EK40237	TUE 10/02/15 17:40	LIGHT RUSSELL SQUARE J/W WOBRUN PLACE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
			POLICE - OVER COU ROAD-DRY	WEATHER-OTHER					
			V2 VEERED TO THE RIGHT COLLIDING WITH V1						
			CASUALTY 001 (001) (27 Yrs - M E14)	SERIOUS DRIVER/RIDER					
			VEHICLE 001 (002) PEDAL CYCLE (27 Yrs - M E14)		GOING AHEAD OTHER	SW TO NE	COMM TO/FROM WORK		JCT APP
				BT - NOT APPLICABLE	HIT KERB	N/S HIT FIRST			
			VEHICLE 002 (001) BUS/COACH (? Yrs - U UNKN)		GOING AHEAD OTHER	SW TO NE			JCT APP
				BT - DRV NOT CONTACTED		O/S HIT FIRST			
			V002 A 403 (POOR TURN OR MANOEUVRE)						
			V002 A 405 (FAILED TO LOOK PROPERLY)		V002 A 602 (CARELESS/RECKLESS/IN A HURRY)				
					V001 A 410 (LOSS OF CONTROL)				
99	0115EK40111	THU 12/02/15 11:55	LIGHT GOWER STREET J/W TORRINGTON PLACE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			V2 TRIED TO SQUEEZE DOWN MIDDLE OF TRAFFIC COLLIDING WITH STAT V1						
			CASUALTY 001 (001) (37 Yrs - F NW9)	SLIGHT PASSENGER	BACK SEAT				
			VEHICLE 001 (002) TAXI (55 Yrs - M NW2)		GOING AHEAD HELD UP	NW TO SE			JCT APP
				BT - NOT REQUESTED		O/S HIT FIRST			
			VEHICLE 002 (001) GDS =< 3.5T (? Yrs - U UNKN)		OVERTAKE STAT VEH O/S	NW TO SE			JCT APP
				BT - DRV NOT CONTACTED		N/S HIT FIRST			
			V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						
			V002 A 602 (CARELESS/RECKLESS/IN A HURRY)		V002 A 403 (POOR TURN OR MANOEUVRE)				



University of London GIS Area Collisions - 3 years to 31 - Sep -2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

100 0115EK40216 THU 19/03/15 17:45 LIGHT NFL- RUSSELL SQUARE JW BEDFORD PLADE 02 LINK 57-58 530170 / 181910

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 OVERTOOK V1 (HIRE CYCLE) AND CUT BACK ACROSS CLIPPING V1

CASUALTY 001 (001) (53 Yrs - M SS3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (53 Yrs - M SS3)

BT - NOT APPLICABLE

GOING AHEAD OTHER

NE TO SW

O/S HIT FIRST

JCT APP

VEHICLE 002 (001) PEDAL CYCLE (25 Yrs - M SE4)

BT - NOT APPLICABLE

OVERTAKE MOVE VEH O/S

NE TO SW

N/S HIT FIRST

JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)

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

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

101 0115EK40239 SAT 28/03/15 18:20 LIGHT CHENIES STREET JW RIDGMOUNT STREET 02 LINK 41-51 529690 / 181890

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 FOLLOWING SAT NAV, CROSSED JUNCTION INTO OFFSIDE OF V2, V2 SWERVED AND LOST CONTROL

CASUALTY 001 (002) (45 Yrs - M E4) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (40 Yrs - F NC2B) SLIGHT PASSENGER

CASUALTY 003 (002) (71 Yrs - F WC2B) SLIGHT PASSENGER

VEHICLE 001 (002) CAR (29 Yrs - F SW18)

BT - NOT REQUESTED

GOING AHEAD OTHER

SE TO NW

FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) TAXI (45 Yrs - M E4)

BT - NOT REQUESTED

LEFT CWY NEAR SIDE

GOING AHEAD OTHER

SW TO NE

O/S HIT FIRST

HIT LAMP POST

JCT MID

V002 A 409 (SWERVED)

V001 A 401 (JUNCTION OVERSHOOT)

V001 A 509 (DISTRACTION IN VEHICLE)

V002 A 410 (LOSS OF CONTROL)

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



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

102	0115EK40283	WED 15/04/15 18:40	LIGHT NFL- GORDON STREET 56M NW OF J/W GORDON SQUARE	02	LINK 90-648	529660 / 182330
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	
V1 OPENED ITS DOOR INTO PATH OF PASSING V2						
CASUALTY	001 (002)	(? Yrs - M MJ4)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR (64 Yrs - M SW19)		PARKED	P TO P JNY PART OF WORK O/S HIT FIRST	
BT - NOT REQUESTED						
VEHICLE	002 (001)	PEDAL CYCLE (? Yrs - M MJ4)		GOING AHEAD OTHER	SE TO NW JNY PART OF WORK FRONT HIT FIRST	
BT - NOT APPLICABLE						
V001	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)		HIT OPEN DOOR	V001 A 405 (FAILED TO LOOK PROPERLY)	
<hr/>						
103	0115EK40296	THU 16/04/15 06:30	LIGHT GORDON SQUARE J/W GORDON SQUARE	02	NODE 648	529770 / 182160
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	
V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2						
CASUALTY	001 (002)	(39 Yrs - F NW2)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR (27 Yrs - M NW2)		TURNING RIGHT	NE TO NW N/S HIT FIRST	JCT MID
BT - DRV NOT CONTACTED						
VEHICLE	002 (001)	PEDAL CYCLE (39 Yrs - F NW2)		GOING AHEAD OTHER	SW TO NE JNY PART OF WORK FRONT HIT FIRST	JCT MID
BT - NOT APPLICABLE						
V002	A	409 (SWERVED)			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)	



University of London GIS Area Collisions - 3 years to 31- Sep -2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

104 0115EK40305 SUN 19/04/15 11:49 02 LINK 41-768 529530 / 181760

VEHICLE	DATE	TIME	LOCATION	TYPE	DESCRIPTION	STATUS	APP
POLICE - AT SCENE	SUN 19/04/15	11:49	LIGHT GOODGE STREET JW WHITEFIELD STREET	CROSSROADS	PEDN PHASE AT ATS	AUTO SIG	
V5 HIT REAR OF STAT V4, V4 WAS PUSHED OFF ROAD, V5 THEN HIT V3, V3 HIT V2 AND V2 HIT V1			WEATHER-FINE SINGLE CWY				
CASUALTY 001 (001)	(33 Yrs - F W2)		SLIGHT DRIVER/RIDER				
CASUALTY 002 (003)	(43 Yrs - M W10)		SLIGHT DRIVER/RIDER				
CASUALTY 003 (005)	(55 Yrs - M E10)		SLIGHT DRIVER/RIDER				
CASUALTY 004 (003)	(21 Yrs - M NW1)		SLIGHT PASSENGER	BACK SEAT			
VEHICLE 001 (005)	CAR (33 Yrs - F W2)		GOING AHEAD HELD UP		SW TO NE		JCT APP
	BT - NEGATIVE				BACK HIT FIRST		
VEHICLE 002 (004)	BUS/COACH (47 Yrs - M NW10)		GOING AHEAD HELD UP		SW TO NE	JNY PART OF WORK	JCT APP
	BT - NEGATIVE				BACK HIT FIRST		
VEHICLE 003 (002)	TAXI (43 Yrs - M W10)		GOING AHEAD HELD UP		SW TO NE	JNY PART OF WORK	JCT APP
	BT - NEGATIVE				BACK HIT FIRST		
VEHICLE 004 (003)	CAR (44 Yrs - M DA14)		HIT KERB		SW TO NE	JNY PART OF WORK	JCT APP
	BT - NEGATIVE		GOING AHEAD HELD UP		BACK HIT FIRST		
VEHICLE 005 (001)	CAR (55 Yrs - M E10)		GOING AHEAD OTHER		SW TO NE	JNY PART OF WORK	JCT APP
	BT - NEGATIVE				FRONT HIT FIRST		
V005 A 602 (CARELESS/RECKLESS/IN A HURRY)							
V002 A 410 (LOSS OF CONTROL)							
			V005 A 405 (FAILED TO LOOK PROPERLY)				



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

105 0115EK40300 MON 20/04/15 08:00 LIGHT TOTENHAM COURT ROAD J/W TORRINGTON PLACE 02 NODE 81 529480 / 181910

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V1 OVERTAKING BUS, V2 OVERTAKING V1 AND COLLIDED

CASUALTY 001 (001) (26 Yrs - M SW11) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (26 Yrs - M SW11) OVERTAKE STAT VEH O/S SE TO NW JCT APP

BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M SE7) OVERTAKE MOVE VEH O/S SE TO NW JCT APP

BT - NOT REQUESTED N/S HIT FIRST

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) V002 A 405 (FAILED TO LOOK PROPERLY)

106 0115EK40348 WED 06/05/15 16:15 LIGHT WOBURN PLACE J/W TAVISTOCK SQUARE 02 NODE 83 529970 / 182290

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 DRIVER LEG WENT NUMB CAUSING V1 TO COLLIDE WITH SLOWING V2 PUSHING V2 INTO REAR OF V3

CASUALTY 001 (001) (38 Yrs - M W11) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (56 Yrs - M DA1) SERIOUS DRIVER/RIDER

CASUALTY 003 (001) (37 Yrs - M N10) SLIGHT PASSENGER

VEHICLE 001 (003) CAR (38 Yrs - M W11) BACK SEAT JCT APP

BT - NEGATIVE GOING AHEAD OTHER SE TO NW JNY PART OF WORK

FRONT HIT FIRST

VEHICLE 002 (001) TAXI (56 Yrs - M DA1) SLOWING OR STOPPING SE TO NW JNY PART OF WORK JCT APP

BT - NOT PROVD (MEDCL REASONS) BACK HIT FIRST

VEHICLE 003 (002) GDS =< 3.5T (40 Yrs - M HP15) GOING AHEAD HELD UP SE TO NW JCT APP

BT - NEGATIVE BACK HIT FIRST

V001 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL) V001 A 410 (LOSS OF CONTROL)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

107 0115EK40411 THU 21/05/15 18:30 LIGHT TOTTENHAM COURT ROAD JW PERCY STREET 02 NODE 43 529670 / 181630

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 TURNED LEFT ACROSS V1 WHO WAS ON NEAR SIDE

CASUALTY 001 (001) (33 Yrs - F E2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (33 Yrs - F E2) GOING AHEAD OTHER SE TO NW JCT MID

BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) TURNING LEFT BUS LANE JCT MID

BT - DRV NOT CONTACTED

V002 A 403 (POOR TURN OR MANOEUVRE)

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

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

108 0115EK40425 FRI 29/05/15 12:00 LIGHT GORDON STREET JW TAVISTOCK SQUARE 02 LINK 647-648 529840 / 182200

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2

CASUALTY 001 (002) (25 Yrs - M SW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (55 Yrs - M SW1) TURNING RIGHT NE TO NW JNY PART OF WORK JCT MID

BT - NOT REQUESTED BT - NOT REQUESTED

VEHICLE 002 (001) PEDAL CYCLE (25 Yrs - M SW6) GOING AHEAD OTHER SW TO NE COMM TO/FROM WORK JCT MID

BT - NOT APPLICABLE SKIDDED FRONT HIT FIRST

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

V001 A 405 (FAILED TO LOOK PROPERLY)

CYCLE LANE (ON CWY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

109	0115EK40483	THU 11/06/15 08:17	LIGHT HUNTLEY STREET J/W CAPPER STREET	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	02	CELL 529500/182000	529510 / 182080
			POLICE - OVER COU ROAD-DRY	WEATHER-FINE					
			V1 TURNED RIGHT AND COLLIDED WITH REVERSING V2						
			CASUALTY 001 (001) (32 Yrs - M E17)	SLIGHT	DRIVER/RIDER				
			VEHICLE 001 (002) PEDAL CYCLE (32 Yrs - M E17)		TURNING RIGHT	SW TO SE			JCT CLEARED
			BT - NOT APPLICABLE			FRONT HIT FIRST			
			VEHICLE 002 (001) CAR (? Yrs - M WC1E)		REVERSING	SE TO NW			JCT APP
			BT - DRV NOT CONTACTED			BACK HIT FIRST			
			V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)		V002 A 405 (FAILED TO LOOK PROPERLY)				
			V002 A 602 (CARELESS/RECKLESS/IN A HURRY)		V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
							02	NODE 53	530120 / 182090
			110 0115EK40476 FRI 12/06/15 06:40	LIGHT RUSSELL SQUARE J/W BERNARD ROAD	SINGLE CWY	CROSSROADS	AUTO SIG		
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			SOMWBODY FLAGGED V1 DOWN, V1 STOPPED SUDDENLY CAUSING V2 TO HIT V1'S REAR						
			CASUALTY 001 (001) (68 Yrs - M E4)	SLIGHT	DRIVER/RIDER				
			VEHICLE 001 (002) TAXI (68 Yrs - M E4)		GOING AHEAD OTHER	NW TO SE	JNY PART OF WORK		JCT CLEARED
			BT - NOT REQUESTED			BACK HIT FIRST			
			VEHICLE 002 (001) CAR (55 Yrs - M CR0)		GOING AHEAD OTHER	NW TO SE	COMM TO/FROM WORK		JCT CLEARED
			BT - NOT REQUESTED			FRONT HIT FIRST			
			V001 A 408 (SUDDEN BRAKING)		V001 B 602 (CARELESS/RECKLESS/IN A HURRY)		BUS LANE		
			V001 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V002 B 308 (FOLLOWING TOO CLOSE)		BUS LANE		
								02	NODE 645
			111 0115EK40525 WED 01/07/15 11:20	LIGHT GRAFTON WAY J/W GOWER STREET	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M		
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			V1 TURNED RIGHT AND HIT THE PED CROSSING THE ROAD						
			CASUALTY 001 (001) (52 Yrs - F NW10)	SLIGHT	PEDESTRIAN		CROSSING ROAD (NOT ON XING)	SE BOUND	FROM DRIVERS O/SIDE
			VEHICLE 001 (000) GDS =< 3.5T (21 Yrs - M HA9)		TURNING RIGHT	NW TO SW	JNY PART OF WORK		JCT CLEARED
			BT - NOT REQUESTED			FRONT HIT FIRST			
			V001 A 405 (FAILED TO LOOK PROPERLY)		V001 A 403 (POOR TURN OR MANOEUVRE)				



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

112 0115EK40532 THU 02/07/15 18:00 LIGHT GOWER STREET J/W KEPPEL STREET 02 NODE 49 529810 / 181810

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

PEDAL CYCLIST V2 WENT INTO THE BACK OF V1

CASUALTY 001 (002) (52 Yrs - M SE22) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) BUS/COACH (63 Yrs - M OX17) TURNING LEFT

BT - NOT REQUESTED

NW TO NE JNY PART OF WORK JCT MID

BACK HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (52 Yrs - M SE22) GOING AHEAD OTHER

BT - NOT APPLICABLE

NW TO SE COMM TO/FROM WORK JCT MID

FRONT HIT FIRST

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 308 (FOLLOWING TOO CLOSE)

113 0115EK40565 FRI 10/07/15 18:50 LIGHT TAVISTOCK PLACE 30M NE OF TAVISTOCK SQUARE 02 LINK 83-84 529990 / 182320

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

THE PED STEPPED OUT INTO THE ROAD AND INTO V1'S PATH

CASUALTY 001 (001) (58 Yrs - F NW3) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) GDS =< 3.5T (? Yrs - M) GOING AHEAD OTHER

BT - NEGATIVE

SW TO NE JNY PART OF WORK

N/S HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

114 0115EK40654 FRI 10/07/15 08:10 LIGHT WOBURN PLACE J/W CORAM STREET. 02 LINK 53-83 530030 / 182210

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED RAN ACROSS THE ROAD & WAS HIT BY V1.

CASUALTY 001 (001) (20 Yrs - F WC2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (45 Yrs - M WC1) TURNING RIGHT

BT - DRV NOT CONTACTED

NE TO NW

FRONT HIT FIRST

ENTERING MAIN RD

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

C001 A 806 (IMPAIRED BY ALCOHOL) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

115 0115EK40742 MON 13/07/15 15:00 LIGHT TOTTENHAM COURT ROAD JW UNIVERSITY STREET. 02 NODE 643 529370 / 182080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE AT ATS PED IN CWY - NOT INJ

V1 SWERVED TO AVOID UNKNOWN PED CROSSING THE ROAD & HIT V2.

CASUALTY 001 (002) (41 Yrs - M W1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (67 Yrs - M IG6)
BT - DRV NOT CONTACTED

VEHICLE 002 (001) M/C 50-125CC (41 Yrs - M W1)
BT - DRV NOT CONTACTED

V001 A 409 (SWERVED)

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

V001 B 405 (FAILED TO LOOK PROPERLY)

116 0115EK40623 SUN 26/07/15 11:50 LIGHT SOUTHAMPTON ROW JW RUSSELL SQUARE 02 NODE 58 530240 / 181940

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V1'S BRAKES FAILED AND CAUSED V1 TO HIT THE PED CROSSING THE ROAD

CASUALTY 001 (001) (75 Yrs - M NW9) SLIGHT PEDESTRIAN

VEHICLE 001 (000) TAXI (71 Yrs - M EC1R)
BT - NEGATIVE

CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS O/SIDE

GOING AHEAD OTHER NW TO SE JNY PART OF WORK
FRONT HIT FIRST

JCT CLEARED

V001 A 203 (DEFECTIVE BRAKES)

V001 A 410 (LOSS OF CONTROL)

117 0115EK40661 MON 03/08/15 13:12 LIGHT WOBURN PLACE 40M SE OF TAVISTOCK PLACE 02 LINK 53-83 529990 / 182270

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 LOST CONTROL AND HIT A TREE

CASUALTY 001 (001) (62 Yrs - M NW9) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (48 Yrs - F) SERIOUS PASSENGER

CASUALTY 003 (001) (65 Yrs - F B91) SERIOUS PASSENGER

CASUALTY 004 (001) (41 Yrs - F) SLIGHT PASSENGER

CASUALTY 005 (001) (57 Yrs - M) SERIOUS PASSENGER

VEHICLE 001 (000) BUS/COACH (62 Yrs - M NW9)
BT - NEGATIVE

LEFT CWY NEAR SIDE

V001 A 410 (LOSS OF CONTROL)

GOING AHEAD OTHER NW TO SE JNY PART OF WORK
FRONT HIT FIRST

HIT KERB HIT TREE FOOTWAY



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 LINK 41-42 529590 / 181740

118	0115EK40666	TUE 04/08/15 13:45	LIGHT TOTTENHAM COURT ROAD 46M SE OF GOODGE STREET ONE-WAY ST NO JUN IN 20M	NO XING FACILITY IN 50M	529590 / 181740
			POLICE - AT SCENE ROAD-DRY WEATHER-FINE THE PED RAN ACROSS THE ROAD AND INTO V1'S PATH		
			CASUALTY 001 (001) (11 Yrs - M) SERIOUS PEDESTRIAN	CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS O/SIDE	
			VEHICLE 001 (000) GDS =< 3.5T BT - NEGATIVE	SE TO NW JNY PART OF WORK FRONT HIT FIRST	
			C001 A 802 (FAILED TO LOOK PROPERLY)	C001 A 808 (CARELESS/RECKLESS/IN A HURRY)	
119	0115EK40734	FRI 21/08/15 13:55	LIGHT UPPER WOBURN PLACE J/W ENDSLEIGH GARDENS SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	529790 / 182540
			POLICE - AT SCENE ROAD-DRY WEATHER-FINE V2 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V1 ON THE N/S		
			CASUALTY 001 (001) (33 Yrs - F NW1) SLIGHT DRIVER/RIDER	SE TO NW COMM TO/FROM WORK O/S HIT FIRST	JCT APP
			VEHICLE 001 (000) PEDAL CYCLE (33 Yrs - F NW1) BT - NOT APPLICABLE		
			VEHICLE 002 (000) GDS =< 3.5T (64 Yrs - M RH14) BT - NOT REQUESTED	SE TO SW JNY PART OF WORK N/S HIT FIRST	LEAVING MAIN RD
			V002 A 405 (FAILED TO LOOK PROPERLY)	V002 A 403 (POOR TURN OR MANOEUVRE)	
120	0115EK40750	THU 27/08/15 04:55	DARK UPPER WOBURN PLACE 30M SE OF ENDSLEIGH GARDENS SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M	529810 / 182520
			POLICE - AT SCENE ROAD-DRY WEATHER-FINE V1 MOVED OFF AND HIT MOTORCYCLIST V2		
			CASUALTY 001 (002) (35 Yrs - F HA1) SLIGHT DRIVER/RIDER	NW TO SE COMM TO/FROM WORK O/S HIT FIRST	
			VEHICLE 001 (000) CAR (30 Yrs - M WD6) BT - NEGATIVE		
			VEHICLE 002 (000) M/C 125-500CC (35 Yrs - F HA1) BT - NOT PROVD (MEDCL REASONS)	NW TO SE N/S HIT FIRST	
			V001 A 405 (FAILED TO LOOK PROPERLY)	V001 A 404 (FAILED TO SIGNAL/MISLEADING SIGNAL)	

University of London GIS Area Collisions - 3 years to 31-Sep -2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

121 0115EK40786 THU 10/09/15 11:50 LIGHT GORDON SQUARE JW TAVISTOCK SQUARE 02 LINK 647-648 529840 / 182210

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 WENT THROUGH A RED A.T.S AND HIT PEDAL CYCLIST V2. V1 THEN F.T.S

CASUALTY 001 (002) (36 Yrs - M E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) GDS =< 3.5T (? Yrs - F)

BT - DRV NOT CONTACTED

TURNING LEFT

NW TO NE

FRONT HIT FIRST

JCT MID

VEHICLE 002 (000) PEDAL CYCLE (36 Yrs - M E17)

BT - NOT APPLICABLE

GOING AHEAD OTHER

SW TO NE

N/S HIT FIRST

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

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

122 0115EK40794 FRI 11/09/15 13:25 LIGHT GORDON STREET 22M SE OF GOWER PLACE 02 LINK 90-648 529610 / 182400

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M

V2 MOVED OFF AND HIT PEDAL CYCLIST V1. V2 THEN F.T.S

CASUALTY 001 (001) (23 Yrs - M E1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (23 Yrs - M E1)

BT - NOT APPLICABLE

SLIGHT DRIVER/RIDER

GOING AHEAD OTHER

NW TO SE

N/S HIT FIRST

COMM TO/FROM WORK

NO XING FACILITY IN 50M

02 LINK 90-648

VEHICLE 002 (000) GDS =< 3.5T (? Yrs - U)

BT - DRV NOT CONTACTED

MOVING OFF

NW TO SE

O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

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

123 0115EK40812 THU 17/09/15 15:34 LIGHT TAVISTOCK SQUARE; 40 METRES SE OF ENDSLEIGH PLACE. 02 CELL 529500/182000 529840 / 182340

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M

PED STEPPED INTO THE ROAD WITHOUT LOOKING AND WAS HIT BY V1.

CASUALTY 001 (001) (19 Yrs - M X-UK) SLIGHT PEDESTRIAN

VEHICLE 001 (000) BUS/COACH (28 Yrs - M N19)

BT - DRV NOT CONTACTED

SLIGHT PEDESTRIAN

CROSSING ROAD (NOT ON XING)

SW BOUND FROM DRIVERS N/SIDE

JCT MID

C001 A 802 (FAILED TO LOOK PROPERLY)

V001 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)

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

NW TO SE

JNY PART OF WORK

N/S HIT FIRST



University of London GIS Area Collisions - 3 years to 31-Sep -2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

124 0115EK40834 WED 23/09/15 18:10 LIGHT BEDFORD WAY J/W RUSSELL SQUARE. 02 NODE 631 530050 / 182040

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V2 PULLED OUT OF JUNCTION IN PATH OF V1 & BOTH VS COLLIDED.

CASUALTY 001 (001) (29 Yrs - M EC1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (29 Yrs - M EC1)
 BT - DRV NOT CONTACTED

GOING AHEAD OTHER

NE TO SW
 FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) GDS =< 3.5T (21 Yrs - M UNKN)
 BT - DRV NOT CONTACTED

TURNING RIGHT

NW TO SW JNY PART OF WORK
 O/S HIT FIRST

JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
 V001 B 306 (EXCEEDING SPEED LIMIT)

125 0115EK40851 SUN 27/09/15 17:24 LIGHT TAVISTOCK PLACE J/W WOBURN PLACE 02 NODE 83 529980 / 182300

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V2 WENT INTO THE BACK OF STAT V1

CASUALTY 001 (001) (24 Yrs - M WC1H) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (24 Yrs - M WC1H)
 BT - NOT REQUESTED

WAITING TO TURN LEFT

NE TO SE
 BACK HIT FIRST

JCT APP

VEHICLE 002 (000) TAXI (48 Yrs - M SE4)
 BT - NOT REQUESTED

GOING AHEAD OTHER

NE TO SW JNY PART OF WORK
 FRONT HIT FIRST

JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

126 0115EK40850 MON 28/09/15 07:20 LIGHT UPPER WOBURN PLACE J/W ENDSLEIGH PLACE 02 LINK 83-91 529880 / 182420

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 TURNED RIGHT BUT FAILED TO SEE ONCOMING MOTORCYCLIST V1

CASUALTY 001 (001) (38 Yrs - M EN4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C <= 50CC (38 Yrs - M EN4)

BT - NOT REQUESTED

GOING AHEAD OTHER

SE TO NW COMM TO/FROM WORK
FRONT HIT FIRST

JCT MID

VEHICLE 002 (000) GDS <= 3.5T (60 Yrs - M BH31)

BT - NOT REQUESTED

TURNING RIGHT

NW TO SW JNY PART OF WORK
FRONT HIT FIRST

JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)

127 0115EK40863 THU 01/10/15 10:00 LIGHT TAVISTOCK SQUARE J/W BEDFORD WAY 02 NODE 647 529890 / 182260

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

THE PED STEPPED OUT ONTO THE PED PHASE AND INTO V1'S PATH

CASUALTY 001 (001) (21 Yrs - F N7) SLIGHT PEDESTRIAN

VEHICLE 001 (000) TAXI (? Yrs - M EN10)

BT - NOT REQUESTED

CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS N/SIDE

GOING AHEAD OTHER SE TO NW JNY PART OF WORK
N/S HIT FIRST

JCT CLEARED

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

128 0115EK40983 SAT 03/10/15 20:30 DARK WOBURN PLACE, 30 METRES SE OF TAVISTOCK PLACE. 02 LINK 53-83 529990 / 182270

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS

PED CROSSED THE ROAD & WAS HIT BY ON-COMING V1.

CASUALTY 001 (001) (52 Yrs - M IG5) SLIGHT PEDESTRIAN

VEHICLE 001 (000) CAR (24 Yrs - M SE17)

BT - DRV NOT CONTACTED

CROSSING ROAD WITHIN 50M XING NE BOUND FROM DRIVERS O/SIDE

GOING AHEAD OTHER NW TO SE
FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

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

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



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

129 0115EK40926 THU 15/10/15 23:38 DARK TOTTENHAM COURT ROAD JW BAYLEY STREET. 02 NODE 43 529680 / 181610

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 CHANGED LANE & HIT REAR OF V1.

CASUALTY 001 (002) (22 Yrs - M EN3) SLIGHT DRIVER/RIDER SLOWING OR STOPPING SE TO NW JNY PART OF WORK JCT CLEARED
 VEHICLE 001 (002) CAR (50 Yrs - M RM10) BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (22 Yrs - M EN3) CHANGE LANE TO LEFT SE TO NW JCT CLEARED
 BT - DRV NOT CONTACTED SKIDDED FRONT HIT FIRST

V001 B 408 (SUDDEN BRAKING) V002 A 308 (FOLLOWING TOO CLOSE)
 V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

130 0115EK40933 WED 21/10/15 11:55 LIGHT BEDFORD WAY JW RUSSELL SQUARE. 02 NODE 631 530030 / 182060
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
 PED CROSSED THE ROAD, JUST AS V1 MOVED OFF. V1 HIT PED.

CASUALTY 001 (001) (37 Yrs - M SW8) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING NE BOUND FROM DRIVERS N/SIDE JCT CLEARED
 VEHICLE 001 (000) CAR (50 Yrs - M EC1) MOVING OFF SE TO NW
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) C001 A 802 (FAILED TO LOOK PROPERLY)
 C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

02 NODE 83 529960 / 182310

131 0115EK40934 WED 21/10/15 16:15 LIGHT TAVISTOCK SQUARE JW TAVISTOCK PLACE.

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
V1 & V2 WERE DRIVING TOWARDS EACH OTHER. BOTH VS SWERVED TO AVOID COLLISION & RIDERS CAME OFF BIKES.

CASUALTY 001 (001) (51 Yrs - M EC1) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (43 Yrs - M SW16) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C > 500CC (51 Yrs - M EC1)
BT - DRV NOT CONTACTED

GOING AHEAD OTHER SE TO NW
DID NOT IMPACT

JCT CLEARED

VEHICLE 002 (000) M/C 125-500CC (43 Yrs - M SW16)

BT - DRV NOT CONTACTED SKIDDED

GOING AHEAD OTHER NW TO SE
DID NOT IMPACT

JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

V001 A 409 (SWERVED)

V002 A 409 (SWERVED)

132 0115EK40938 THU 22/10/15 18:40 DARK TOTTENHAM COURT ROAD JW CAPPER STREET.

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
PED CROSSED THE ROAD WITHOUT LOOKING & WAS HIT BY ON-COMING V1.

CASUALTY 001 (001) (24 Yrs - F KT17) SLIGHT PEDESTRIAN

VEHICLE 001 (000) TAXI (59 Yrs - M PE28)

BT - DRV NOT CONTACTED

CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS O/SIDE

GOING AHEAD OTHER SE TO NW JNY PART OF WORK
FRONT HIT FIRST

JCT CLEARED

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

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

C001 A 802 (FAILED TO LOOK PROPERLY)

133 0115EK40940 SAT 24/10/15 02:10 DARK TORRINGTON PLACE JW MALET STREET.

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS GIVE WAY/UNCONT ZEBRA
PED RAN ACROSS THE ROAD IN PATH OF V1. V1 HIT PED.

CASUALTY 001 (001) (20 Yrs - F WC1) SLIGHT PEDESTRIAN

VEHICLE 001 (000) TAXI (59 Yrs - M SW8)

BT - DRV NOT CONTACTED

CROSSING ROAD ON PED XING NW BOUND FROM DRIVERS N/SIDE

GOING AHEAD OTHER SW TO NE JNY PART OF WORK
FRONT HIT FIRST

JCT CLEARED

C001 A 806 (IMPAIRED BY ALCOHOL)

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

134	0115EK40955	TUE 27/10/15 18:05	DARK GOWER STREET J/W GRAFTON WAY.	02	NODE 645	529480 / 182280
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	
	V2 ATTEMPTED TO OVERTAKE V1, JUST AS V1 STARTED TO TURN RIGHT & BOTH VS COLLIDED.					
	CASUALTY	001 (002)	(42 Yrs - M NW8)	SLIGHT	DRIVER/RIDER	
	VEHICLE	001 (002)	CAR	(35 Yrs - F N15)	TURNING RIGHT	NW TO SW O/S HIT FIRST
	BT - NEGATIVE					
	VEHICLE	002 (001)	M/C 50-125CC	(42 Yrs - M NW8)	OVERTAKE MOVE VEH O/S	NW TO SE N/S HIT FIRST
	BT - NOT PROVD (MEDCL REASONS)					
	V001 A	405 (FAILED TO LOOK PROPERLY)			V001 B	404 (FAILED TO SIGNAL/MISLEADING SIGNAL)
	V002 A	405 (FAILED TO LOOK PROPERLY)			V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
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135	0115EK41018	TUE 17/11/15 09:30	LIGHT NFL - UPPER WOBURN PLACE, 50 METRES SE OF ENDSLEIGH GARDENS.	02	LINK 83-91	529820 / 182500
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	
	V1 ATTEMPTED TO DO A UTURN IN PATH OF ON-COMING V2 CAUSING COLLISION.					
	CASUALTY	001 (002)	(20 Yrs - M N19)	SLIGHT	DRIVER/RIDER	
	VEHICLE	001 (002)	TAXI	(55 Yrs - M SE1)	U-TURNING	SE TO SE FRONT HIT FIRST
	BT - DRV NOT CONTACTED					
	VEHICLE	002 (001)	PEDAL CYCLE	(20 Yrs - M N19)	GOING AHEAD OTHER	SE TO NW N/S HIT FIRST
	BT - NOT APPLICABLE					
	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)
<hr/>						
136	0115EK41045	THU 19/11/15 16:45	DARK CHENIES STREET J/W RIDGMOUNT STREET.	02	LINK 41-51	529680 / 181900
	POLICE - OVER COU	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT NO XING FACILITY IN 50M
	V1 SUDDENLY REVERSED & HIT PED CROSSING THE ROAD.					
	CASUALTY	001 (001)	(33 Yrs - F NW6)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS N/SIDE
	VEHICLE	001 (000)	CAR	(? Yrs - M UNKN)	REVERSING	NE TO SW BACK HIT FIRST
	BT - DRV NOT CONTACTED					
	V001 A	405 (FAILED TO LOOK PROPERLY)			V001 A	602 (CARELESS/RECKLESS/IN A HURRY)
	C001 A	802 (FAILED TO LOOK PROPERLY)			C001 A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

137 0115EK41040 TUE 24/11/15 10:45 LIGHT RUSSELL SQUARE J/W MONTAGUE PLACE. 02 NODE 54 530030 / 181900

POLICE - OVER COU ROAD-WET WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT ZEBRA
 V1 WAS OVERTAKING STATIONARY VS ON THE NEAR SIDE. PASSENGER IN V2 OPENED CAR DOOR IN PATH OF V1 CAUSING COLLISION.

CASUALTY 001 (001) (50 Yrs - M SE5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (50 Yrs - M SE5)
 BT - NOT APPLICABLE

OVERTAKING NEAR SIDE SE TO NW COMM TO/FROM WORK
 O/S HIT FIRST

JCT MID

VEHICLE 002 (001) CAR (? Yrs - F UNKN)
 BT - DRV NOT CONTACTED

HIT OPEN DOOR
 GOING AHEAD HELD UP
 SE TO NW
 N/S HIT FIRST

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

138 0115EK41041 TUE 24/11/15 09:20 LIGHT UPPER WOBURN PLACE J/W TAVISTOCK SQUARE. 02 LINK 83-91 529880 / 182420

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
 V1 PULLED OUT OF JUNCTION, IN-BETWEEN STATIONARY VS & COLLIDED WITH V2, WHO WAS OVERTAKING STATIONARY VS.

CASUALTY 001 (002) (40 Yrs - M E16) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (48 Yrs - F N1)
 BT - NEGATIVE

TURNING RIGHT
 SW TO SE JNY PART OF WORK
 O/S HIT FIRST

JCT MID

VEHICLE 002 (001) M/C 50-125CC (40 Yrs - M E16)
 BT - DRV NOT CONTACTED

OVERTAKE STAT VEH O/S SE TO NW JNY PART OF WORK
 FRONT HIT FIRST

JCT MID

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

V002 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)

139 0115EK41054 THU 26/11/15 07:40 LIGHT NFL, GOWER STREET, 60M N/W J/W STORE STREET 02 LINK 49-51 529770 / 181860

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST NO JUN IN 20M
 PED WAS LISTENING TO MUSIC ON HEADPHONES & WAS HIT BY V1

NO XING FACILITY IN 50M

CASUALTY 001 (001) (35 Yrs - F N4) SLIGHT PEDESTRIAN

CROSSING ROAD (NOT ON XING) UNKNOWN

VEHICLE 001 (000) CAR (36 Yrs - M N7)
 BT - NEGATIVE

GOING AHEAD OTHER SE TO NW COMM TO/FROM WORK
 FRONT HIT FIRST

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

C001 A 802 (FAILED TO LOOK PROPERLY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

140 0115EK41063 SAT 28/11/15 00:36 DARK WOBURN PLACE J/W RUSSELL SQUARE. 02 NODE 53 530120 / 182100

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 RODE THROUGH A RED ATS & COLLIDED WITH V1.

CASUALTY 001 (002) (30 Yrs - M N1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (33 Yrs - M WC1) GOING AHEAD OTHER NW TO SE JCT MID

BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (30 Yrs - M N1) GOING AHEAD HELD UP SW TO NE COMM TO/FROM WORK JCT MID

BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL) V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

141 0115EK41067 MON 30/11/15 07:13 LIGHT WOBURN PLACE J/W CORAM STREET. 02 LINK 53-83 530030 / 182210

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 STARTED TO OVERTAKE V2, JUST AS V2 SWERVED TO AVOID UNKNOWN V & BOTH VS COLLIDED.

CASUALTY 001 (001) (34 Yrs - M HA8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C > 500CC (34 Yrs - M HA8) OVERTAKE MOVE VEH O/S NW TO SE JCT APP

BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (001) CAR (29 Yrs - M W13) GOING AHEAD OTHER NW TO SE JCT APP

BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 409 (SWERVED) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

142 0115EK41098 THU 10/12/15 10:35 LIGHT TAVISTOCK SQUARE JW BEDFORD WAY 02 NODE 647 529890 / 182240

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 HIT PEDAL CYCLIST V2 AS IT OVERTOOK

CASUALTY 001 (002) (75 Yrs - F NW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (46 Yrs - M RM13)

BT - NEGATIVE

OVERTAKE MOVE VEH O/S SW TO NE JNY PART OF WORK JCT APP

N/S HIT FIRST

GOING AHEAD OTHER SW TO NE JCT APP

BT - NOT APPLICABLE O/S HIT FIRST

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

143 0115EK41113 THU 10/12/15 18:55 DARK TAVISTOCK PLACE JW TAVISTOCK SQUARE. 02 NODE 83 529980 / 182310

POLICE - OVER COU ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

PED WAS STANDING IN THE ROAD WAITING TO CROSS & WAS HIT BY ON-COMING V1.

CASUALTY 001 (001) (26 Yrs - M HP5) SLIGHT PEDESTRIAN ON REFUGE

VEHICLE 001 (000) CAR (? Yrs - M NW5)

BT - DRV NOT CONTACTED

GOING AHEAD OTHER SW TO NE JCT CLEARED

N/S HIT FIRST

STANDING IN RD NOT CROSSING

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

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

144 0115EK41155 FRI 25/12/15 07:10 DARK NFL - RUSSELL SQUARE JW BERNARD STREET. 02 NODE 53 530120 / 182080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V2 WAS STATIONARY AT RED ATS. V1 TRAVELLING BEHIND PRESSED THE ACCELERATOR INSTEAD OF THE BRAKE & HIT V2. - [DRIVER PRESSED ACCELERATOR INSTEAD OF BRAKE.
 (V001)]

CASUALTY 001 (001) (41 Yrs - M NW1) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (39 Yrs - F SE2) SLIGHT PASSENGER BACK SEAT
 CASUALTY 003 (002) (30 Yrs - F SE2) SLIGHT DRIVER/RIDER FRONT SEAT
 CASUALTY 004 (002) (46 Yrs - F SE13) SLIGHT PASSENGER GOING AHEAD OTHER SE TO NW JNY PART OF WORK JCT APP
 VEHICLE 001 (002) TAXI (41 Yrs - M NW1) BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (30 Yrs - F SE2) BT - NEGATIVE GOING AHEAD HELD UP SE TO NW COMM TO/FROM WORK JCT APP
 BACK HIT FIRST

V001 A 999 (OTHER FACTOR) V001 A 410 (LOSS OF CONTROL)

145 0115EK41171 THU 31/12/15 16:00 LIGHT SOUTHAMPTON ROW JW RUSSELL SQUARE. 02 NODE 58 530250 / 181930

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
 V2 SUDDENLY ATTEMPTED TO DO A U'TURN IN PATH OF V1 CAUSING COLLISION.

CASUALTY 001 (001) (44 Yrs - M NW6) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) PEDAL CYCLE (44 Yrs - M NW6) OVERTAKE STAT VEH O/S SE TO NW JCT APP
 BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (? Yrs - M IG3) U-TURNING SE TO SE JNY PART OF WORK JCT APP
 BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 405 (FAILED TO LOOK PROPERLY)
 V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

University of London GIS Area Collisions - 3 years to 31- Sep -2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

146 0116EK40007 WED 06/01/16 09:40 LIGHT TAVISTOCK SQUARE 65M NW OF TAVISTOCK PLACE 02 LINK 83-91 529930 / 182350

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

A PASS IN V2 OPENED THE DOOR BUT FAILED TO SEE PEDAL CYCLIST V1. V2 THEN F.T.S

CASUALTY 001 (001) (31 Yrs - M NW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (31 Yrs - M NW1)

BT - NOT APPLICABLE

OVERTAKING NEARSIDE

NW TO SE COMM TO/FROM WORK

FRONT HIT FIRST

VEHICLE 002 (000) TAXI (? Yrs - M)

BT - DRV NOT CONTACTED

HIT OPEN DOOR

NW TO SE JNY PART OF WORK

N/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

147 0116EK40003 MON 11/01/16 06:55 DARK WOBURN PLACE J/W CORAM STREET 02 LINK 53-83 530040 / 182200

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 FAILED TO GIVEWAY AND HIT PEDAL CYCLIST V1. V2 THEN F.T.S

CASUALTY 001 (001) (40 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (40 Yrs - M NW6)

BT - NOT APPLICABLE

GOING AHEAD OTHER

NW TO SE

N/S HIT FIRST

JCT MID

VEHICLE 002 (000) CAR (? Yrs - F)

BT - DRV NOT CONTACTED

TURNING LEFT

NE TO SE

FRONT HIT FIRST

JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

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

148 0116EK40254 WED 13/01/16 17:55 DARK NFL SOUTHAMPTON ROW 27M SOUTH J/W RUSSELL SQUARE 02 LINK 58-61 530260 / 181920

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

PED CROSSED ROAD COLLIDING WITH V1

CASUALTY 001 (001) (34 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (34 Yrs - M NW6)

BT - DRV NOT CONTACTED

GOING AHEAD HELD UP

SE TO NW

O/S HIT FIRST

U000 A 802 (FAILED TO LOOK PROPERLY)

U000 A 808 (CARELESS/RECKLESS/IN A HURRY)

PED IN CWY - NOT INJ



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

149 0116EK40017 SUN 24/01/16 14:58 LIGHT TOTTENHAM COURT ROAD JW MAPLE STREET 02 NODE 643 529370 / 182080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 TURNED THE WRONG WAY ONTO A ONE WAY STREET THEN U-TURNED ACROSS PATH V2

CASUALTY 001 (002) (48 Yrs - M UNKN) SLIGHT DRIVER/RIDER

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

BT - DRV NOT CONTACTED

U-TURNING

N TO N
FRONT HIT FIRST

JCT CLEARED

VEHICLE 002 (001) PEDAL CYCLE (48 Yrs - M UNKN)

BT - NOT APPLICABLE

GOING AHEAD OTHER

S TO N
O/S HIT FIRST

JCT APP

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

150 0116EK40023 TUE 26/01/16 13:10 LIGHT TOTTENHAM COURT ROAD JW MAPLE STREET 02 NODE 643 529360 / 182110

POLICE - AT SCENE ROAD-WET RAINING ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE AT ATS

PASSENGER ALIGHTED V1 AND HIT V2 AS V2 WAS PASSING - [PASSENGER FAILED TO LOOK PROPERLY (C001)]

CASUALTY 001 (001) (68 Yrs - F UNKN) SLIGHT PASSENGER ALIGHTING PSV

CASUALTY 002 (002) (34 Yrs - M N1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) BUS/COACH (? Yrs - F N8)

BT - NOT REQUESTED

GOING AHEAD HELD UP

S TO N
DID NOT IMPACT

JCT CLEARED

VEHICLE 002 (000) PEDAL CYCLE (34 Yrs - M N1)

BT - NOT APPLICABLE

GOING AHEAD OTHER

S TO N
O/S HIT FIRST

JCT CLEARED

C001 A 999 (OTHER FACTOR)



University of London GIS Area Collisions - 3 years to 31 - Sep -2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

151 0116EK40037 SAT 30/01/16 20:25 LIGHT WOBURN PLACE 66M SE OF CORAM STREET 02 LINK 53-83 530070 / 182150
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 V1 WENT INTO THE BACK OF V2. V2 THEN HIT V3

CASUALTY 001 (002) (57 Yrs - F WC28) SLIGHT DRIVER/RIDER SE TO NW
 VEHICLE 001 (000) CAR (21 Yrs - M NW4) GOING AHEAD OTHER FRONT HIT FIRST

VEHICLE 002 (000) CAR (57 Yrs - F WC28) GOING AHEAD HELD UP SE TO NW
 BT - NEGATIVE BACK HIT FIRST

VEHICLE 003 (000) CAR (? Yrs - M) GOING AHEAD HELD UP SE TO NW
 BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

152 0116EK40100 WED 24/02/16 14:16 LIGHT GOWER STREET J/W MONTAGUE PLACE 02 NODE 48 529860 / 181740
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE AT ATS
 PASSENGER FELL AS V1 WAS SLOWING

CASUALTY 001 (001) (84 Yrs - M NW1) SLIGHT PASSENGER STANDING ON PSV
 VEHICLE 001 (000) BUS/COACH (56 Yrs - M EN3) SLOWING OR STOPPING NW TO SE JNY PART OF WORK JCT APP
 BT - NOT REQUESTED DID NOT IMPACT

V001 B 408 (SUDDEN BRAKING)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

153	0116EK40102	THU 25/02/16 18:45	DARK NFL - GORDON SQUARE J/W GORDON SQUARE.	02	NODE 648	529780 / 182160
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
V1 PULLED OUT OF JUNCTION & COLLIDED WITH V2.						
CASUALTY	001 (002)	(28 Yrs - F E5)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR	(51 Yrs - M HP19)	TURNING LEFT	NW TO NE	JNY PART OF WORK
BT - DRV NOT CONTACTED						
VEHICLE	002 (001)	PEDAL CYCLE	(28 Yrs - F E5)	GOING AHEAD OTHER	SW TO NE	COMM TO/FROM WORK
BT - NOT APPLICABLE						
V001 A	405	(FAILED TO LOOK PROPERLY)				
V002 A	507	(CYCLIST WEARING DARK CLOTHING AT NIGHT)		V002 A	202	(DEFECTIVE LIGHTS OR INDICATORS)
JCT MID						
<hr/>						
154	0116EK40165	MON 14/03/16 15:15	LIGHT NFL - GOWER STREET, 30 METRES NW OF UNIVERSITY STREET.	02	LINK 645-646	529510 / 182230
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	NO XING FACILITY IN 50M	
V1 MOVED OFF, JUST AS PED STARTED TO CROSS THE ROAD. V1 HIT PED.						
CASUALTY	001 (001)	(34 Yrs - F E5)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	NE BOUND FROM DRIVERS N/SIDE
VEHICLE	001 (000)	GDS =< 3.5T	(? Yrs - M UNKN)	MOVING OFF	NW TO SE	FRONT HIT FIRST
BT - DRV NOT CONTACTED						
V001 A	405	(FAILED TO LOOK PROPERLY)		V001 A	406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
C001 A	802	(FAILED TO LOOK PROPERLY)		C001 A	803	(FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
<hr/>						
155	0116EK40171	FRI 18/03/16 17:40	DARK TAVISTOCK SQUARE 24M SOUTH WEST J/W BEDFORD WAY	02	LINK 647-648	529880 / 182230
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	
V1 SWERVED CAUSING RIDER TO LOSE CONTROL						
CASUALTY	001 (001)	(50 Yrs - M N4)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PEDAL CYCLE	(50 Yrs - M N4)	GOING AHEAD OTHER	SW TO NE	N/S HIT FIRST
BT - NOT APPLICABLE						
V001 A	409	(SWERVED)		HIT KERB	V001 A	410 (LOSS OF CONTROL)
V001 A	510	(DISTRACTION OUTSIDE VEHICLE)				



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 647 529900 / 182250

156	0116EK40183	THU 24/03/16 23:12	DARK TAVISTOCK SQUARE J/W BEDFORD WAY	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		
			RAINING						
			V1 TURNED RIGHT AS V2 WAS OVERTAKING						
CASUALTY	001 (002)	(47 Yrs - M NW2)	SLIGHT	DRIVER/RIDER					JCT MID
VEHICLE	001 (002)	TAXI (29 Yrs - M IG1)	BT - NOT REQUESTED	TURNING RIGHT		SW TO SE	JNY PART OF WORK	O/S HIT FIRST	
VEHICLE	002 (001)	PEDAL CYCLE (47 Yrs - M NW2)	BT - NOT APPLICABLE	GOING AHEAD OTHER		SW TO NE		N/S HIT FIRST	JCT MID
V002	A	501 (IMPAIRED BY ALCOHOL)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		
V001	B	405 (FAILED TO LOOK PROPERLY)							
157	0116EK40186	THU 24/03/16 11:45	LIGHT BEDFORD WAY 60M SOUTH J/W TAVISTOCK SQUARE	SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M		529930 / 182200
			WEATHER-FINE						
			V1 U TURNED ACROSS PATH V2						
CASUALTY	001 (002)	(39 Yrs - M W13)	SLIGHT	DRIVER/RIDER					
VEHICLE	001 (002)	GDS <= 3.5T (29 Yrs - M NW5)	BT - NEGATIVE	U-TURNING		S TO S	JNY PART OF WORK	O/S HIT FIRST	
VEHICLE	002 (001)	M/C > 500CC (39 Yrs - M W13)	BT - NEGATIVE	GOING AHEAD OTHER		S TO N		FRONT HIT FIRST	
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	602 (CARELESS/RECKLESS/IN A HURRY)		



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 NODE 647 529890 / 182250

158 0116EK40192 WED 30/03/16 17:20 LIGHT GORDON SQUARE J/W TAVISTOCK SQUARE.

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 TURNED LEFT, ACROSS V1'S PATH CAUSING COLLISION.

CASUALTY 001 (001) (30 Yrs - F E2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (30 Yrs - F E2)

BT - NOT APPLICABLE

GOING AHEAD OTHER

SW TO NE

COMM TO/FROM WORK

O/S HIT FIRST

JCT APP

VEHICLE 002 (001) CAR (? Yrs - M WD25)

BT - DRV NOT CONTACTED

TURNING LEFT

SW TO NW

N/S HIT FIRST

JCT APP

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

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

159 0116EK40319 TUE 12/04/16 11:40 LIGHT GOWER STREET J/W KEPPEL STREET

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V1 ON THE N/S

CASUALTY 001 (001) (30 Yrs - M SW4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (30 Yrs - M SW4)

BT - NOT APPLICABLE

GOING AHEAD OTHER

NW TO SE

O/S HIT FIRST

JCT MID

VEHICLE 002 (000) GDS =< 3.5T (? Yrs - M NW9)

BT - DRV NOT CONTACTED

TURNING LEFT

NW TO NE

N/S HIT FIRST

JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

160 0116EK40266 TUE 19/04/16 10:00 LIGHT BYNG PLACE JW TORRINGTON SQUARE 02 LINK 82-648 529750 / 182140

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V2 ON THE N/S

CASUALTY 001 (002) (41 Yrs - M AL5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) GDS =< 3.5T (36 Yrs - M N5)

BT - NOT REQUESTED

TURNING LEFT

NE TO SE JNY PART OF WORK

N/S HIT FIRST

GOING AHEAD OTHER

NE TO SW

O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

161 0116EK40264 WED 20/04/16 08:45 LIGHT RUSSELL SQUARE JW BERNARD STREET 02 NODE 53 530110 / 182080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

A PED RAN OUT INTO V1'S PATH. THIS CAUSED V1 TO BRAKE SUDDENLY

CASUALTY 001 (001) (51 Yrs - M SW9) SLIGHT PASSENGER

VEHICLE 001 (000) BUS/COACH (53 Yrs - M SM4)

BT - NOT REQUESTED

SEATED ON PSV

GOING AHEAD OTHER

SW TO NE JNY PART OF WORK

DID NOT IMPACT

U000 A 802 (FAILED TO LOOK PROPERLY) U000 A 808 (CARELESS/RECKLESS/IN A HURRY)

V001 A 408 (SUDDEN BRAKING)

162 0116EK40293 THU 28/04/16 09:15 LIGHT HOWLAND STREET JW TOTTENHAM COURT ROAD 02 NODE 79 529410 / 182010

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

THE PED STEPPED OUT INTO THE ROAD AND INTO THE PATH OF MOTORCYCLIST V1

CASUALTY 001 (001) (40 Yrs - M N3) SLIGHT PEDESTRIAN

VEHICLE 001 (000) M/C 125-500CC (36 Yrs - M SE5)

BT - NOT REQUESTED

CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS O/SIDE

GOING AHEAD OTHER

NE TO SW COMM TO/FROM WORK

FRONT HIT FIRST

JCT CLEARED

C001 A 802 (FAILED TO LOOK PROPERLY)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

163 0116EK40313 THU 28/04/16 10:00 LIGHT GORDON SQUARE JW WOBURN SQUARE 02 LINK 647-648 529830 / 182200

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

V2 TURNED RIGHT AND CROSSED THE PATH OF PEDAL CYCLIST V1. V2 THEN F.T.S

CASUALTY 001 (001) (34 Yrs - M E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (34 Yrs - M E17) GOING AHEAD OTHER NE TO SW COMM TO/FROM WORK JCT MID

BT - NOT APPLICABLE

VEHICLE 002 (000) CAR (25 Yrs - F) TURNING RIGHT SW TO SE CYCLE LANE (ON CWY) JCT MID

BT - DRV NOT CONTACTED

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 403 (POOR TURN OR MANOEUVRE)

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

164 0116EK40352 FRI 20/05/16 09:48 LIGHT NFL- WOBURN PLACE 70M NORTH WEST JW RUSSELL SQ & BERNARD STREET 02 LINK 53-83 530070 / 182150

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 DROVE INTO REAR OF V2 & PUSHED IT INTO REAR OF V3 WHICH HIT REAR OF V4 IN HEAVY TRAFFIC

CASUALTY 001 (001) (22 Yrs - M E7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (22 Yrs - M E7) GOING AHEAD OTHER NW TO SE JNY PART OF WORK FRONT HIT FIRST

BT - NEGATIVE

VEHICLE 002 (001) TAXI (51 Yrs - M E7) GOING AHEAD OTHER NW TO SE JNY PART OF WORK BACK HIT FIRST

BT - NOT REQUESTED

VEHICLE 003 (002) TAXI (36 Yrs - M DA1) GOING AHEAD OTHER NW TO SE BACK HIT FIRST

BT - NOT REQUESTED

VEHICLE 004 (003) TAXI (41 Yrs - M SW18) SLOWING OR STOPPING NW TO SE BACK HIT FIRST

BT - NEGATIVE

V001 A 308 (FOLLOWING TOO CLOSE) V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

165	0116EK40358	SUN 22/05/16 06:00	LIGHT WOBURN PLACE J/W CORAM STREET	02	LINK 53-83	530040 / 182210
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1, CAUSING COLLISION.						
CASUALTY	001 (001)	(51 Yrs - M HA2)	SLIGHT	DRIVER/RIDER		JCT MID
VEHICLE	001 (002)	M/C > 500CC	(51 Yrs - M HA2)		NW TO SE	COMM TO/FROM WORK
BT - NOT PROVD (MEDCL REASONS)						
VEHICLE	002 (001)	CAR	(22 Yrs - M N5)		SE TO NE	JNY PART OF WORK
BT - NEGATIVE						
V002 A	405	(FAILED TO LOOK PROPERLY)				LEAVING MAIN RD
V002 A	602	(CARELESS/RECKLESS/IN A HURRY)				
V002 A 403 (POOR TURN OR MANOEUVRE)						
166	0116EK40398	THU 26/05/16 17:10	LIGHT RUSSELL SQUARE 22M SE OF GUILFORD STREET	02	LINK 56-58	530190 / 182000
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	
V2 U-TURNED SUDDENLY AND CROSSED THE PATH OF PEDAL CYCLIST V1. V2 THEN F.T.S						
CASUALTY	001 (001)	(49 Yrs - M GU29)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	PEDAL CYCLE	(49 Yrs - M GU29)		NW TO SE	FRONT HIT FIRST
BT - NOT APPLICABLE						
VEHICLE	002 (000)	CAR	(? Yrs - M)		NW TO NW	
BT - DRV NOT CONTACTED						
V002 A	405	(FAILED TO LOOK PROPERLY)				
V002 A	403	(POOR TURN OR MANOEUVRE)				
V002 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)						
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)						
167	0116EK40385	THU 02/06/16 19:00	LIGHT RUSSELL SQUARE J/W MONTAGUE STREET	02	NODE 57	530080 / 181850
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS
THE PED RAN OUT INTO THE ROAD AND INTO V1'S PATH						
CASUALTY	001 (001)	(23 Yrs - F NW3)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	NE BOUND FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR	(69 Yrs - F NW2)		SE TO NW	JCT CLEARED
BT - NOT REQUESTED						
C001 A	802	(FAILED TO LOOK PROPERLY)				
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)						



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

171 0116EK40533 SUN 24/07/16 17:15 LIGHT TOTTENHAM COURT ROAD JW CHENIES STREET 02 NODE 41 529550 / 181800

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V1 AND V2 TURNING RIGHT, V1 COLLIDED WITH V2'S REAR

CASUALTY 001 (002) (28 Yrs - M EC1N) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (21 Yrs - F DA18) TURNING RIGHT SE TO NE JCT MID

BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (28 Yrs - M EC1N) TURNING RIGHT SE TO NE JCT MID

BT - NOT APPLICABLE BACK HIT FIRST

V001 B 602 (CARELESS/RECKLESS/IN A HURRY) V001 A 403 (POOR TURN OR MANOEUVRE)

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

172 0116EK40583 TUE 09/08/16 18:55 LIGHT CHENIES STREET JW RIDGMOUNT GARDENS. 02 LINK 41-51 529680 / 181890

POLICE - OVER COU ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS GIVE WAY/UNCONT PEDN PHASE AT ATS

V2 OVERTOOK V1 TOO CLOSELY ON THE NEARSIDE. V1 LOST CONTROL & FELL OFF BIKE.

CASUALTY 001 (001) (30 Yrs - M SE19) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (30 Yrs - M SE19) SLOWING OR STOPPING SW TO NE COMM TO/FROM WORK JCT APP

BT - NOT APPLICABLE DID NOT IMPACT

VEHICLE 002 (000) CAR (? Yrs - M UNKN) OVERTAKING NEARSIDE SW TO NE JCT APP

BT - DRV NOT CONTACTED DID NOT IMPACT

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 601 (AGGRESSIVE DRIVING) V001 A 410 (LOSS OF CONTROL)



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

173 0116EK40645 SAT 13/08/16 21:58 DARK GOWER STREET J/W TORRINGTON PLACE. 02 NODE 82 529650 / 182040

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 CHANGED LANE & COLLIDED WITH V2, BOTH LEFT THE CARRIAGEWAY.

CASUALTY 001 (001) (27 Yrs - M WC1) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (47 Yrs - M WC1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (27 Yrs - M WC1)

BT - NEGATIVE

LEFT CWY OFFSIDE

VEHICLE 002 (001) CAR (47 Yrs - M WC1)

BT - NEGATIVE

LEFT CWY OFFSIDE

V001 A 403 (POOR TURN OR MANOEUVRE)

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

V001 A 405 (FAILED TO LOOK PROPERLY)

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

CHANGE LANE TO RIGHT NW TO SE

HIT KERB O/S HIT FIRST

GOING AHEAD OTHER HIT RD SIGN/ATS

HIT KERB NW TO SE

HIT KERB N/S HIT FIRST

HIT KERB HIT OTH OBJECT

HIT KERB

HIT KERB

HIT KERB

HIT KERB

HIT KERB

HIT KERB

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HIT KERB

HIT KERB

HIT KERB

JCT MID

JCT MID

JCT APP

174 01160012659 FRI 09/09/16 15:30 LIGHT ON GOWER PLACE, NEAR THE JUNCTION WITH GOWER STREET. 02 LINK 89-645 529450 / 182330

SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED CROSSED IN BETWEEN V1 AND STAT TRAFFIC, SLIPPED AND FELL, V1 MOVED OFF AT THIS POINT HITTING PED

CASUALTY 001 (001) (25 Yrs - M W22D) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NW BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - U) UNKNOWN (S/FMOVING OFF NE TO SE

BT - DRV NOT CONTACTED UNKNOWN (S/R) FRONT HIT FIRST



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MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE 02 LINK 83-91 529920 / 182360

175 01160012696 MON 12/09/16 17:57 LIGHT ON TAVISTOCK SQUARE, 68 METRES NORTH OF THE JUNCTION WITH TAVISTOC NO XING FACILITY IN 50M
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M
 V2 CHANGING LANE TO LEFT COLLIDED WITH V1, CAUSING V1 TO HIT REAR OF STAT V3

CASUALTY 001 (001) (19 Yrs - F NW19) SLIGHT PASSENGER BACK SEAT
 VEHICLE 001 (000) CAR (24 Yrs - M PO27) GOING AHEAD OTHER NW TO SE
 BT - NOT REQUESTED O/S HIT FIRST BUS LANE

VEHICLE 002 (000) CAR (99 Yrs - M NW35) CHANGE LANE TO LEFT NW TO SE
 BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 003 (000) GDS =< 3.5T (99 Yrs - M UNKN) GOING AHEAD HELD UP NW TO SE JNY PART OF WORK
 BT - DRV NOT CONTACTED BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 408 (SUDDEN BRAKING)
 V002 A 405 (FAILED TO LOOK PROPERLY) V002 B 602 (CARELESS/RECKLESS/IN A HURRY)

176 01160012770 TUE 20/09/16 05:20 DARK ON TAVISTOCK SQUARE, NEAR THE JUNCTION WITH TAVISTOCK PLACE.
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V2 COLLIDED WITH REAR OF STAT V1

CASUALTY 001 (001) (55 Yrs - M CR04) SLIGHT DRIVER/RIDER
 CASUALTY 002 (002) (44 Yrs - M TF42) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (55 Yrs - M CR04) GOING AHEAD HELD UP NW TO SE
 BT - NOT REQUESTED BT - NOT REQUESTED BACK HIT FIRST JCT APP

VEHICLE 002 (000) BUS/COACH (44 Yrs - M TF42) GOING AHEAD OTHER NW TO SE JNY PART OF WORK
 BT - NOT REQUESTED BT - NOT REQUESTED FRONT HIT FIRST JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)
 V002 B 602 (CARELESS/RECKLESS/IN A HURRY) V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)



University of London GIS Area Collisions - 3 years to 31-Sep-2016 (provisional)

MD01 GIS AREA B02_UoL (P) 36 MTS TO SEP-2016 SORTED BY DATE

177 01160012471 TUE 27/09/16 11:00 LIGHT ON GUILFORD STREET, NEAR THE JUNCTION WITH HERBRAND STREET . 02 LINK 56-66 530230 / 182050

POLICE - AT SCENE ROAD-DRY WEATHER-UNKNOWN ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED CROSSED INTO PATH OF V1 WHO WAS UNDERTAKING TRAFFIC

CASUALTY 001 (001) (25 Yrs - M WC1X) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (22 Yrs - M WC1N) SLIGHT PEDESTRIAN

VEHICLE 001 (000) M/C 50-125CC (25 Yrs - M WC1X) CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS O/SIDE MSK JCT APP

BT - NOT REQUESTED OVERTAKING NEARSIDE NE TO SW FRONT HIT FIRST

C002 A 802 (FAILED TO LOOK PROPERLY) C002 B 808 (CARELESS/RECKLESS/IN A HURRY)

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S)) C002 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

End of Accidents for MD01 GIS AREA B02_UoL (P)

End of Report