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ABACUS BELSIZE PRIMARY SCHOOL,
JUBILEE WATERSIDE CENTRE, LONDON, N1C 4PF

TRANSPORT STATEMENT

February 2018

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I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by Ridge and Partners LLP to provide transport planning advice in relation to the temporary accommodation for Abacus Belsize Primary School at the Jubilee Waterside Centre, 105 Camley Street, London, N1C 4PF.
- I.2 The local planning and highway authority is the London Borough of Camden.

Application Site Background

- I.3 The application site's location is presented on a map in Figure 1 of this report.
- I.4 The site was previously used by Jubilee Waterside Centre as an outdoor education centre. It was used by schools during the day and was available to other groups at all other times. The centre closed in August 2007.
- I.5 The site was unoccupied until October 2009 when the Frank Barnes School for hearing impaired children was granted permission for temporary accommodation for a period of five years. The Frank Barnes School was relocated to a permanent location at the end of the five year period.
- I.6 The Abacus Belsize Primary School was granted permission for a temporary accommodation for a single academic year in September 2015 (application reference 2015/5003/P). The school started its time at the Jubilee Waterside Centre with three classes of up to 30 children in years Reception to Year 2, so 90 children in total.
- I.7 The school was subsequently granted permission to extend this period for two academic years and to accommodate 60 additional pupils, so 150 in total from Reception to Year 4, until August 2018 (application reference 2016/2335/P).
- I.8 The proposed permanent site for the Abacus Belsize Primary School is the Former Hampstead Police Station, Rosslyn Hill. Design works are currently

being undertaken. Once planning permission has been granted and the site constructed, the school will decant to its permanent location.

Proposed Development

- I.9 This Transport Statement supports a planning application to accommodate an additional two academic years on the temporary site. This equates to 60 additional pupils and will take the school's roll call up to a full one form of entry (IFE) i.e. years Reception to Year 6.

- I.10 This TS will review the existing conditions at the site and in the surrounding area including; accessibility of the site by non-car modes, the anticipated trips generated by pupils and staff and the implications of those trips on the transport network during the following two year occupation.

- I.11 Abacus Belsize Primary School implements its own School Travel Plan at the current temporary premises. The School Travel Plan is in accordance with Transport for London's (TfL) 'STARS' accreditation scheme which is also endorsed by Camden Council. The School's Travel Plan is submitted with the planning application under separate cover.

2.0 POLICY CONTEXT

Camden Council

- 2.1 The Council has adopted a number of planning documents that (alongside the Mayor's London Plan) form the 'development plan' for Camden which are the starting point for planning decisions in the borough.
- 2.2 The Local Plan was adopted by the Council in July 2017, formally replacing the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough.
- 2.3 Chapter 10 and Policies T1, T2, T3, and T4 of Camden Council's Local Plan sets out the transport related policies which have been adopted to guide development in the borough. The aforementioned policies are extracted in full as follows for ease of referral:

"Policy T1 Prioritising walking, cycling and public transport

The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- a. improve the pedestrian environment by supporting high quality public realm improvement works;*
- b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
- c. are easy and safe to walk through ('permeable');*
- d. are adequately lit;*
- e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- f. contribute towards bridges and water crossings where appropriate.*

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable'); and

k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

"Policy 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.”*

“Policy T3 Transport infrastructure

The Council will seek improvements to transport infrastructure in the borough.

We will:

*a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and
b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;”*

“Policy T4 Sustainable movement of goods and materials

The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

We will:

*a. encourage the movement of goods and materials by canal, rail and bicycle where possible;
b. protect existing facilities for waterborne and rail freight traffic and;
c. promote the provision and use of freight consolidation facilities.*

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

*d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;
e. accommodate goods vehicles on site; and
f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.”*

- 2.4 These core transport planning policies have been referenced throughout the design of the development to ensure that the proposals meet with the Council’s sustainable travel objectives.

The London Plan 2016

- 2.5 The Mayor of London, through the legislation establishing the GLA, has to produce a spatial development strategy (SDS) that sets out strategic planning policy for the whole of London (the London Plan).

- 2.6 Chapter 6 of the London Plan (2016) relates to London's Transport.
- 2.7 At the regional level the London Plan Policy 6.1 sets out the Mayor's Strategic Approach to Transport, and policy 6.3 sets out the Mayor's approach to assessing the effects of development on transport capacity. Policy 6.1 and parts A, B, and C of policy 6.3 are extracted as follows:

'Policy 6.1 Strategic Approach

A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

a encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs

b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs

c supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2).

d improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3)

e seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use

f facilitating the efficient distribution of freight whilst minimising its impacts on the transport network

g supporting measures that encourage shifts to more sustainable modes and appropriate demand management

h promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced

i promoting walking by ensuring an improved urban realm

j seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

B The Mayor will, and boroughs should, take an approach to the management of streetspace that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated."

"Policy 6.3 - Assessing effects of development on transport capacity

Planning decisions

A). 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.

B). 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.

C). 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."

2.8 This Transport Statement has been prepared in accordance with TfL's *Transport Assessment Best Practice Guidance*; the impacts of the proposed development on transport capacity are fully assessed within this report in accordance with Policy 6.3 of The London Plan.

2.9 Policies 6.9 and 6.13 of the London Plan relates to the provision of cycle parking and parking in new developments respectively; at the strategic level the guidance states that:

"6.9 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

6.13 The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."

- 2.10 In terms of guidance for parking standards, the London Plan sets maximum parking standards and minimum cycle parking standards for various development use classes.
- 2.11 Paragraph 6A.1 of the London Plan states that *"If there is no standard provided, the level of parking should be determined by the transport assessment undertaken for the proposal, which should be in line with but not limited to the criteria set out in paragraph 39 of the NPPF, the impact on traffic congestion, and the availability of on and off street parking."*
- 2.12 Paragraph 6A.2 goes on to state that *"Non-residential elements of a development should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided."*
- 2.13 In this instance the London Plan does not prescribe a specific car parking standard for D1 'education' use classes, hence an appropriate level of parking for the development has been determined through the preparation of this report.
- 2.14 In respect to cycle parking, Table 6.3 of the London Plan prescribes the following minimum cycle parking standards for D1 'nurseries/schools (primary and secondary)':
- Long-stay: 1 space per 8 staff plus 1 space per 8 students; and
 - Short-stay: 1 space per 100 students.

National Planning Policy Framework (NPPF) 2012

- 2.15 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF).

- 2.16 The NPPF sets out key sustainable transport objectives.
- 2.17 Promoting sustainable transport is an integral part of transportation policy. NPPF states that Travel Plans are a key tool to ensure that sufficient consideration is given to encourage people to choose sustainable travel choices into the future, and that all areas of reducing traffic congestion and assisting travel behaviour are considered.
- 2.18 The NPPF sets out that developments which generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to (Paragraph 35):

- *“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.”*

- 2.19 In accordance with NPPF, development proposals must be considered in respect of significant / “severe” transport impacts and (paragraph 32, DCLG, 2012):

“Plans and decisions should take account of 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 the residual cumulative impacts of development are severe.”*

2.20 Paragraph 39 of the NPPF which is referenced in paragraph 6A.1 of the London Plan is extracted herein for ease of reference:

“39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- 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.”*

2.21 The following chapter sets out the existing traffic conditions and transport accessibility in proximity to the application site.









3.0 EXISTING SITE CONDITIONS & TRANSPORT ACCESSIBILITY

- 3.1 It is important that existing/baseline conditions are accurately established as part of the Transport Statement so that the context of any future development at the site, and its potential impact on the surrounding transport and highway networks, can be satisfactorily appraised.
- 3.2 In order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and public transport accessibility level (PTAL) assessment has been undertaken.

Public Transport

- 3.3 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 3.4 The level of available public transport at a point of interest in London is quantified and measured using TfL's public transport accessibility level (PTAL) model.
- 3.5 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.
- 3.6 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The PTAL tool has calculated the site to have a PTAI score of 17.9 and a corresponding PTAL score of 4 which is a 'good' level of public transport service availability as defined by TfL. The full PTAL assessment is presented in Appendix A of this report. The thresholds for PTAL calculations is illustrated as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

- 3.7 It should be noted that immediately east of the site at Camley Street the PTAL score increases to 6a 'excellent, and immediately south of the site via the Regent's Canal Towpath the PTAL increases to 6b 'excellent' which is the highest achievable score.
- 3.8 A total of one day time bus service with a high hourly service frequency (7.5 buses per hour in the AM peak) operate from stops within 575 metres of the application site. The closest stops are on Agar Grove to the north of the site which provides access to route 274.
- 3.9 Refer to Figure 2 which presents the public transport options available within proximity to the site.
- 3.10 In terms of rail services, the application site is within a PTAL prescribed walking distance of two train stations which are readily available for staff and pupils to utilise under the proposals.
- 3.11 Kings Cross St Pancras Station is around 950 metres to the south of the site following footpaths and provides access to six different London Underground Line services as well as National Rail services.
- 3.12 In addition, Camden Road Station is around 900 metres to the north west of the site following footpaths and provides access to London Overground services.

- 3.13 The location of the site and the nearby train stations are presented in Figure 2 of this report.

Walking

- 3.14 The footpaths in proximity to the site on Camley Street are generously wide and in a good state of repair. The walk routes from the site to local public transport access points are very straightforward as can be seen from the site location map in Figure 2 of this report.
- 3.15 The walk route to the school from Camley Street is via Crofters Way and Reapers Close. The initial 30 metres of Crofters Way feature segregated footpaths on both sides of the road, thereafter the roads turn into a shared surface access.
- 3.16 The Grand Union Towpath runs along the site's western boundary and is formed of a traffic free pedestrian link which runs to Kings Cross to the south and Camden to the north.
- 3.17 In summary the existing pedestrian environment in proximity to the application site is of a good quality.

Cycling

- 3.18 Cycling will be encouraged through the provision of appropriate cycle facilities. Secure and sheltered cycle parking is provided for staff and pupils in accordance with local and regional policy guidelines.
- 3.19 The Grand Union Towpath also forms part of an off-street cycle network.
- 3.20 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists. Copies of local guides can be picked up from any

bike shops in a given area; copies can also be requested via the 'Cycling' section of the TfL website.

3.21 TfL's Local Cycling Guide 7 covers the area surrounding the application site. Within each guide, cycle routes are categorised as follows:

- Yellow – Routes on quieter roads recommended by cyclists;
- Light Blue – Routes signed or marked for use by cyclists on a mixture of quiet or busier roads; and
- Green – Off-road routes, either alongside roads, through parks, or along towpaths.

3.22 The site is well served by predominantly 'yellow' and some 'green' (refer to paragraph 3.21) cycle routes as defined by TfL. Camley Street is indented in the TfLs Local Cycle Guide 7 as an "other road that has been recommended by cyclists".

Parking

3.23 The site has a vehicle access from Reapers Close which provides access to two on-site parking spaces, one of which is a designated disabled bay.

3.24 Crofters Way and Reapers Way are private residential roads. The public roads adjoining the site are within Camden Council's controlled parking zone (CPZ) 'CA-X' which operates for permit holders only Monday to Friday from 830am to 630pm.

3.25 To summarise, the site is situated within a residential area of Camden and is accessed via lightly trafficked and quiet residential streets. The site has good access to public transport and sustainable transport links.

Personal Injury Accident (PIA) Data

- 3.26 Personal injury accident (PIA) data for the three year period ending March 2017 has been obtained from TfL for the roads in the immediate vicinity of the site, including the walk routes between the site and the nearest public transport access points.
- 3.27 The full data record is contained in Appendix B of this report, including a plan showing the study area and the location of accidents occurring within this area.
- 3.28 As expected the majority of the recorded PIA's occurred on the main roads to the north of the site including the A503 Camden Road and the A5202 St Pancras Way. Again as expected most accidents occur at junctions, with the junction with the worst safety record comprising of the Camden Road and Royal College Street junction. This is also adjacent to the entrance Camden Road Overground Station hence pedestrian activity is likely to be significantly heightened.
- 3.29 Camley Street itself has a good safety record in the last three years, with only three recorded PIA's on the road itself and none within around 300 metres in either direction from the Camley Road junction with Crofters Way which is where the school is located.
- 3.30 The safety record of the roads immediately adjoining the site is therefore very good. There have been no recorded PIA's in the last three years on Camley Street in the vicinity of the junction with Crofters Way which is where the school's coach/mini-bus service drops-off and collects the majority of pupils at the start and end of the day.

4.0 SCHOOL CATCHMENT AREA & TRAVEL MODE SHARE

Ethos, School History, and Catchment

- 4.1 As explained the Abacus Belsize Primary School currently operates from the Jubilee Waterside Centre on a temporary basis and has done for the last nearly three years. Prior to this the school operated from temporary premises in Haverstock Hill for a two year timeframe.
- 4.2 The catchment area for the school is the area immediately south of the preferred permanent site at the former Hampstead Police Station on Rosslyn Hill therefore at the moment the school operates a coach and mini-bus service which transports its pupils and some staff to the current temporary accommodation.
- 4.3 The catchment area plan is sketched out on a map in Figure 3 of this report. This catchment was set out and agreed by the Department for Education (DfE) in agreement for the school to open in 2013.
- 4.4 The school currently has capacity for up to 150 children in total from Reception to Year 4. The current permission expires in August 2018 (application reference 2016/2335/P). The proposals comprise of an additional intake of two academic years (60 additional children) at the temporary site plus an extension of the temporary planning permission to August 2020. By the school year 2019/2020 the school's roll call will increase to a full one form of entry (IFE) i.e. years Reception to Year 6.

Existing School Travel Data

- 4.5 As explained, Abacus Belsize Primary School was previously located at Haverstock Hill for two years on a temporary basis and throughout this time the school implemented its car free, 'Walk to School' ethos. The school was situated at Haverstock Hill (the Old Town Hall, 213 Haverstock Hill, NW3 4QP) from September 2013 to September 2015.

- 4.6 The school, in wanting to maintain their ethos of sustainable travel habits, have made arrangements to manage the daily transfers to and from the school's accepted catchment area to the Jubilee Waterside Centre.
- 4.7 Currently there are two points of collection for a school bus service to and from the temporary school location. These catchment locations, one at Belsize Park Library, and one at the Swiss Cottage Leisure Centre, are open from 8am to provide a drop-off facility for pupils. A further mini-bus provides a door-to-door service for a small number of families outside of the catchment area.
- 4.8 Abacus staff supervise the children and supervise the buses. Teachers are on hand to meet parents to discuss the travel arrangements each week. Arrangements for after school clubs and return travel have been made along with regular weekly school/families gatherings to build a community ethos to facilitate these temporary arrangements.
- 4.9 At present one 49 seater bus and a smaller 32 seater minibus departs from Belsize Park library at 830am, a 49 seater bus also departs Swiss Cottage Leisure Centre at around the same time. As discussed, a minibus also provides a door-to-door service for families outside the catchment area.
- 4.10 There are currently 126 pupils at the Jubilee Waterside Centre site. According to a travel survey carried out by the school in February 2018, 87% of pupils use the private bus service put on by the school. Of the remainder, 5% of pupils walk to/from the school, 5% take public transport, and 3% by private car.
- 4.11 In terms of staff, there are currently around 20 full-time and part-time members of staff comprising of the head teacher, six teaching staff, eight teaching assistants, two part-time assistants and three members of administrative staff. According to a travel survey carried out by the school in February 2018, all but two members of staff accesses the site by non-car modes with the majority (63%) arriving/departing as part of the mini-bus/coach service or by public transport. Of the remainder, 21% arrive/depart on-foot, 5% by bicycle, and 10% by private car.

5.0 TRIP GENERATION PROJECTIONS & TRAFFIC IMPACT

5.1 As explained, this Transport Statement supports a planning application to accommodate an additional two academic years at the Jubilee Waterside Centre. This equates to 60 additional pupils and will take the school's roll call up to a full one form of entry (1FE) i.e. years Reception to Year 6.

5.2 There are currently 126 pupils at the Jubilee Waterside Centre site.

5.3 According to a travel survey carried out by the school in February 2018, 87% of pupils use the private bus service put on by the school. Of the remainder, 5% of pupils walk to/from the school, 5% take public transport, and 3% by private car.

5.4 Taking these travel mode figures forward, the proposed additional 60 children accessing the site under the proposals will arrive/depart by the following modes spread over the next two academic years:

- 52 additional arrivals/departures by mini-bus/coach;
- 3 additional arrivals/departures on-foot;
- 3 additional arrival/departure by public transport; and
- 2 additional arrival/departure by private car.

5.5 The school's current mini-bus/coach service has a total capacity for around 162 people (two 49 seater coaches and two 32 seater mini-buses). In the following academic year with 30 additional children it is expected that the existing coach/mini-bus service will be sufficient to accommodate the increase in demand. By the following academic year the school may need to review its coach/mini-bus service and either provide one new mini-bus or change one of its existing mini-buses to a coach.

5.6 The school will adjust its mini-bus/coach service in the afternoon to reflect attendance at after-school activities which is currently the case and will continue to be so under the proposals. Add line break

- 5.7 In terms of staff, there is likely to be an additional one member of teaching staff and one member of support staff for each new academic year under the proposals, so four additional members of staff in total by the academic year 2019/2020. Most if not all of the staff will likely arrive/depart the site using the school's mini-bus/coach service. Owing to the constrained parking options, it is expected that majority of staff will continue to travel by non-car modes to the site.
- 5.8 The school is working closely with Camden Council with regards to its School Travel Plan. One of the aims of the Travel Plan is to encourage more parents/carers to drop-off and collect children on-foot and by public transport in order to maintain or potentially reduce its reliance on the mini-bus/coach service.
- 5.9 Notwithstanding, the impact of the proposed two additional academic years at the Jubilee Waterside Centre on highways capacity, highway safety, and neighbouring amenity can be reasonably expected to be minimal and insignificant.

6.0 SITE ACCESS, PARKING, & SERVICING

Site Access

- 6.1 The site access arrangements will remain unchanged under the proposals.
- 6.2 The site access arrangements are in-keeping with the extant established arrangements and are therefore considered to be acceptable.

Parking

- 6.3 There is currently one on-site disabled parking bay at the Jubilee Waterside Centre. It is not proposed to provide any additional off-street car parking spaces for the school under the proposals. This is in-keeping with the Council's restraint based approach to parking and is therefore considered to be acceptable. It is not expected that there will be any additional demand for parking arising from the additional two academic years at the site.
- 6.4 Additional cycle parking spaces will be provided in response to the demand generated by the school, if required.
- 6.5 As explained, the school is working closely with Camden Council with regards to its School Travel Plan. One of the aims of the Travel Plan is to monitor its cycle and scooter parking facilities and increase its provision as and when the demand arises. The principle of this approach to the provision of cycle parking for the school has been established as part of the most recent temporary planning permission (application reference 2016/2335/P).
- 6.6 It should be noted that cycling as a main mode of travel amongst current pupils and staff, and therefore the need for cycle parking, is very low owing to the fact that the temporary premises are some way from the school's established catchment area.

Servicing

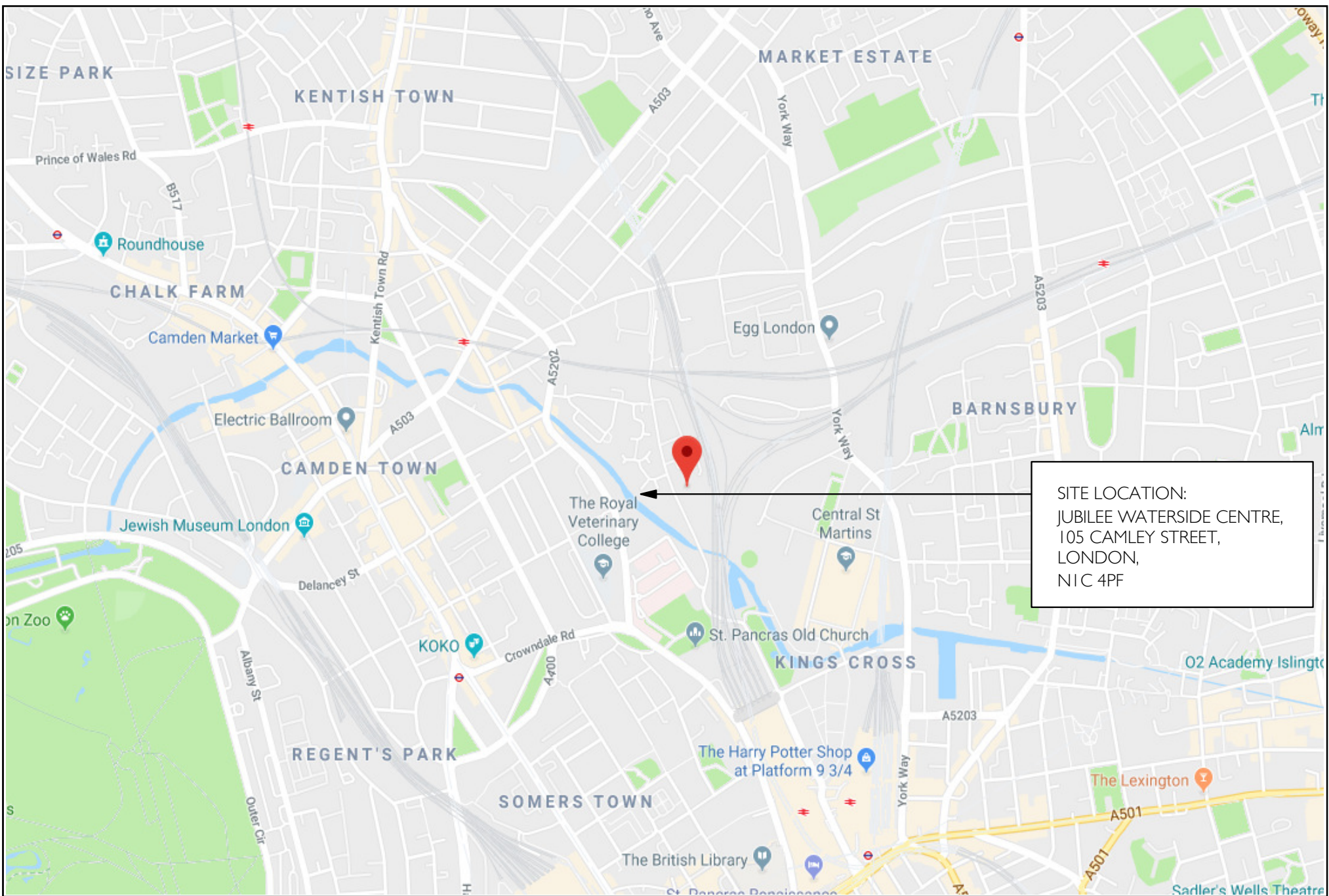
- 6.7 Servicing and refuse collection will remain as per the current arrangements. No additional delivery vehicle trips are expected. It is expected that additional goods required by the expanded school will be intensified within the current delivery loads.

7.0 SUMMARY

- 7.1 To summarise, the proposals are for the Abacus Belsize Primary School to remain at its current temporary site at the Jubilee Waterside Centre for a further two academic years. This equates to 60 additional pupils and will take the school's roll call up to a full one form of entry (IFE) i.e. years Reception to Year 6. The current permission expires in August 2018 (application reference 2016/2335/P).
- 7.2 The site has a public transport accessibility level (PTAL) score of 4 which is a 'good' rating as defined by Transport for London (TfL). It should be noted that immediately east of the site at Camley Street the PTAL score increases to 6a 'excellent', and immediately south of the site via the Regent's Canal Towpath the PTAL increases to 6b 'excellent' which is the highest achievable score. The public highway adjoining the site is within Camden Council's controlled parking zone (CPZ) 'CA-X' which operates for permit holders only Monday to Friday from 830am to 630pm. The immediately adjoining roads form part of a private residential estate.
- 7.3 The catchment area for the school is the area immediately south of the preferred permanent site at the former Hampstead Police Station on Rosslyn Hill. The school operates a coach and mini-bus service which transports its pupils and some staff to the current temporary accommodation.
- 7.4 At present one 49 seater bus and a smaller 32 seater minibus departs from Belsize Park library at 830am, a 49 seater bus also departs Swiss Cottage Leisure Centre at around the same time. A further minibus also provides a door-to-door service for families outside the catchment area.
- 7.5 There are currently 126 pupils at the Jubilee Waterside Centre site. According to a travel survey carried out by the school in February 2018, 87% of pupils use the private bus service put on by the school. Of the remainder, 5% of pupils walk to/from the school, 5% take public transport, and 3% by private car.

- 7.6 Taking these travel mode figures forward, the proposed additional 60 children accessing the site under the proposals will arrive/depart by the following modes spread over the next two academic years:
- 52 additional arrivals/departures by mini-bus/coach;
 - 3 additional arrivals/departures on-foot;
 - 3 additional arrival/departure by public transport; and
 - 2 additional arrival/departure by private car.
- 7.7 The current mini-bus/coach service has capacity to accommodate the additional 30 children that would enrol with the school in the next academic year 2018/2019. By the following academic year 2019/2020 the school may need to review its coach/mini-bus service and either provide one new mini-bus or change one of its existing mini-buses to a coach.
- 7.8 The school is working closely with Camden Council with regards to its School Travel Plan. One of the aims of the Travel Plan is to encourage more parents/carers to drop-off and collect children on-foot and by public transport in order to maintain or potentially reduce its reliance on the mini-bus/coach service.
- 7.9 The traffic impact of the proposals on the roads adjoining the site is therefore projected to be minimal and insignificant. The proposals will not give rise to conditions prejudicial to highway capacity, road safety, or neighbouring amenity.
- 7.10 Owing to the constrained parking options, it is expected that existing staff will continue to travel by non-car modes to the site, as will the two new full-time members of staff joining at each of the two following academic years.
- 7.11 The site access, parking, and servicing arrangements under the proposals are to be retained which is considered to be acceptable and will not give rise to conditions prejudicial to highway capacity, road safety, or neighbouring amenity.

FIGURES



Date: 16-February-2018
 Scale: NTS
 Source: Google Maps
 Drawing No: PI853/TS/01

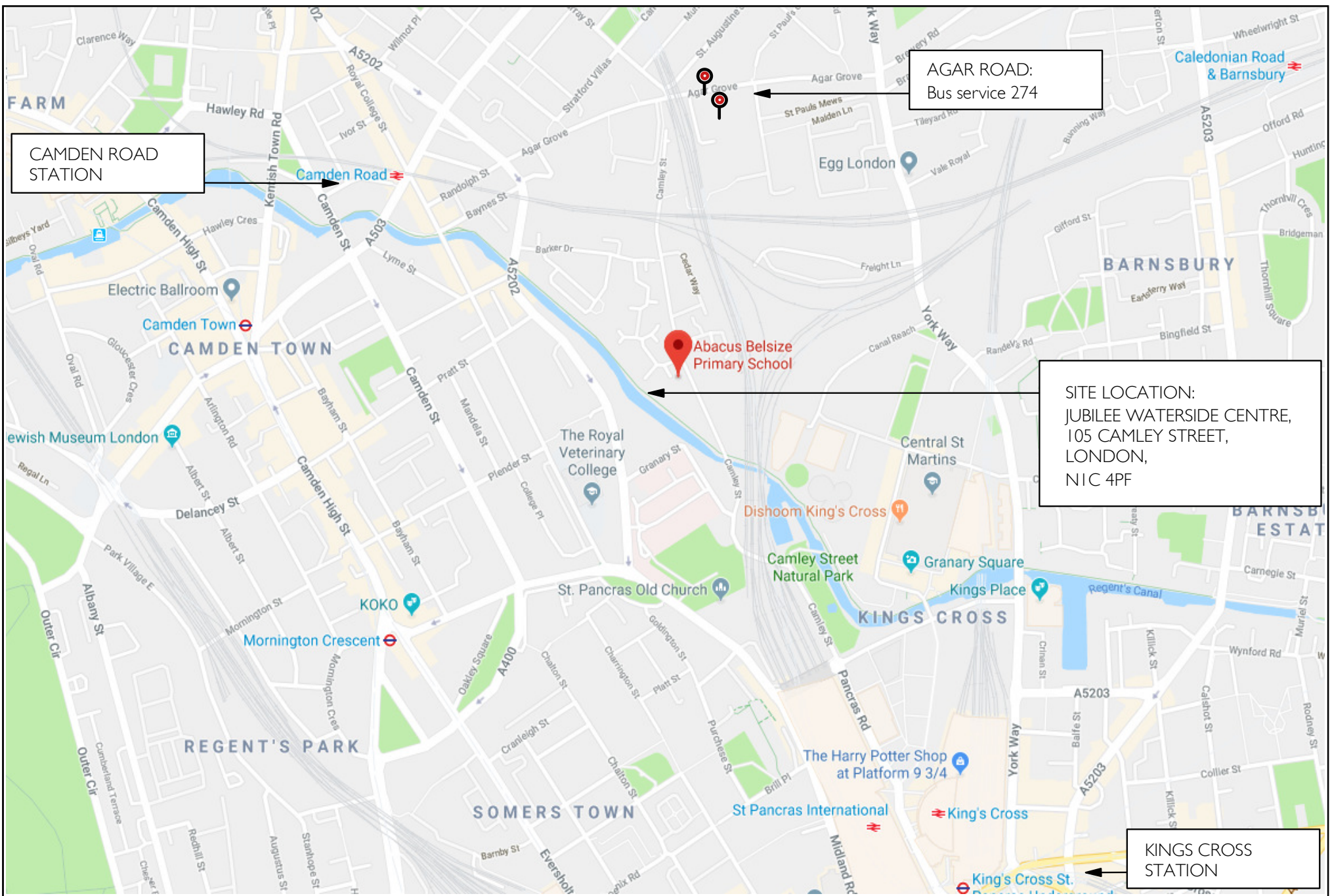


PI 853: ABACUS BELSIZE PRIMARY, JUBILEE WATERSIDE CENTRE, N1C 4PF

Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: 16-February-2018
 Scale: NTS
 Source: Google Maps
 Drawing No: P1853/TS/02



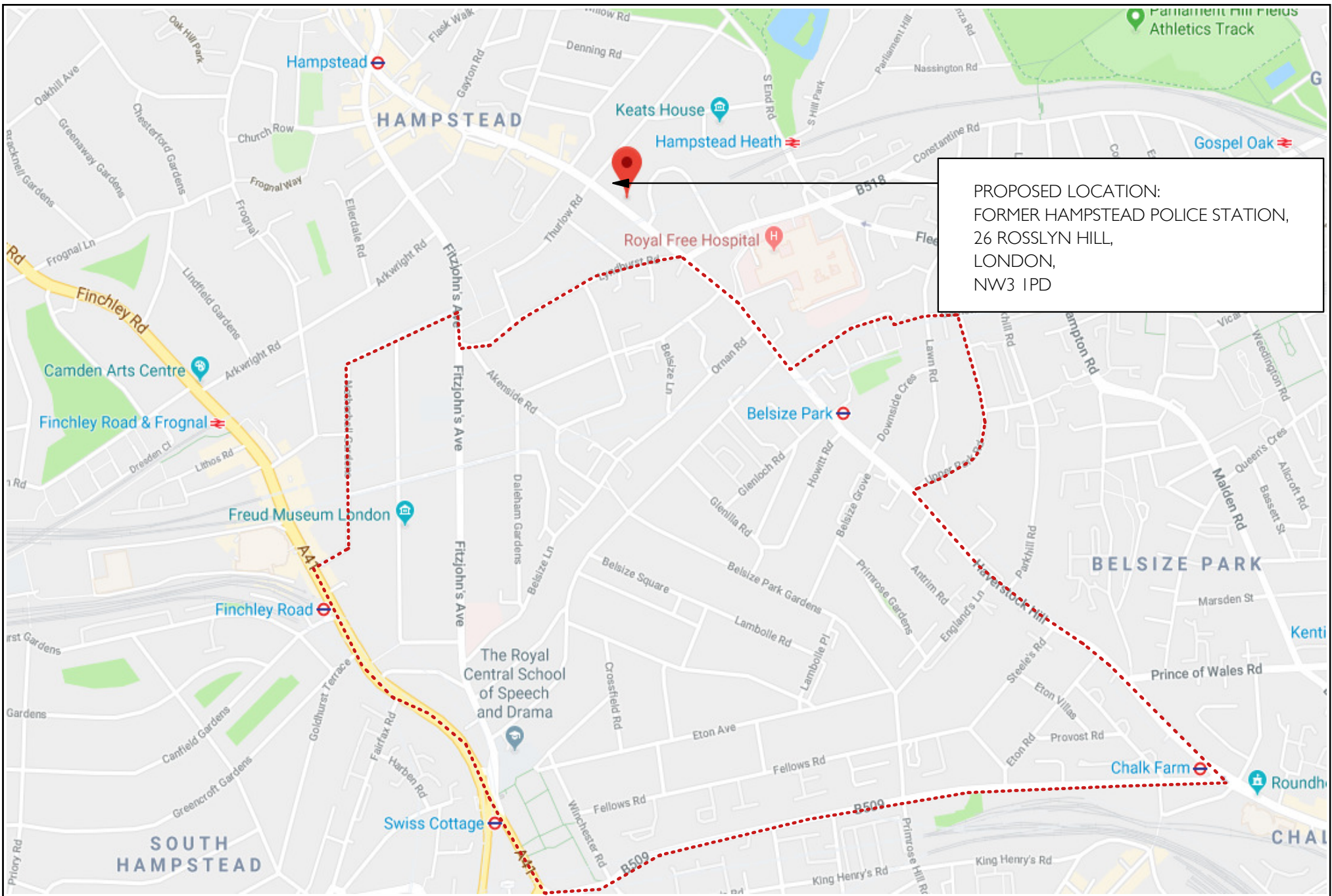
P1853: ABACUS BELSIZE PRIMARY, JUBILEE WATERSIDE CENTRE, NIC 4PF

Figure 2.

Public Transport Accessibility Map



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



PROPOSED LOCATION:
 FORMER HAMPSTEAD POLICE STATION,
 26 ROSSLON HILL,
 LONDON,
 NW3 1PD

Date: 16-February-2018
 Scale: NTS
 Source: Google Maps
 Drawing No: P1853/TS/03



P1853: ABACUS BELSIZE PRIMARY, JUBILEE WATERSIDE CENTRE, N1C 4PF

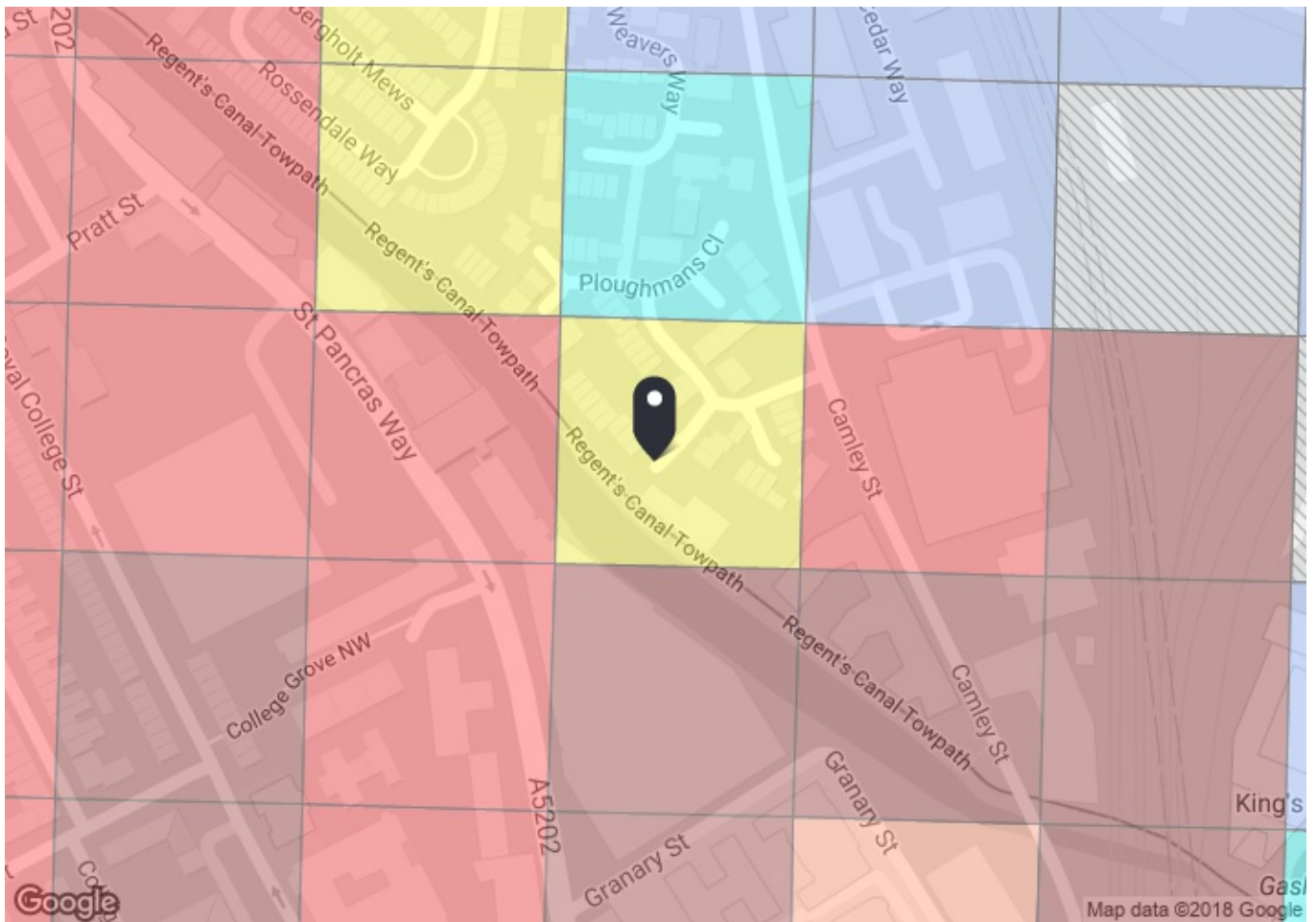
Figure 3.

Abacus Belsize Primary School Approved Catchment Area



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

APPENDIX A
TfL PTAL Output File



PTAL output for Base Year
4

5 Reapers Cl, London NW1 0XP, UK
Easting: 529637, Northing: 183836

Grid Cell: 97717

Report generated: 13/02/2018

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)

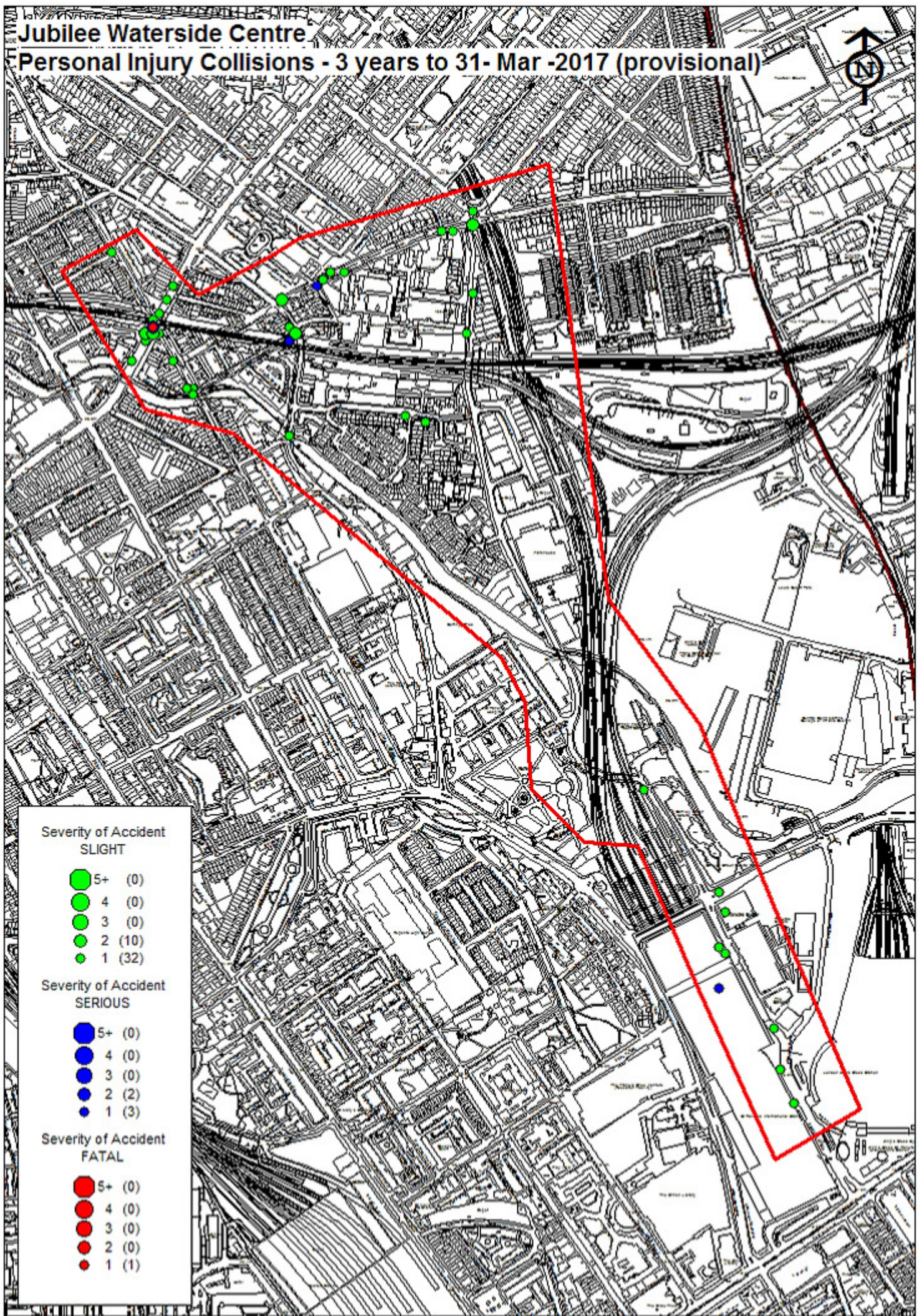
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	AGAR GROVE MURRAY STREET	274	574.5	7.5	7.18	6	13.18	2.28	1	2.28
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	956.03	0.67	11.95	45.53	57.48	0.52	0.5	0.26
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	956.03	1	11.95	30.75	42.7	0.7	0.5	0.35
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'STALBCY-SVNOAKS 2E95'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SUTTON-LUTON 2000'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SUTTON-BEDFDM 2004'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SUTTON-STALBCY 2006'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SUTTON-LUTON 2010'	956.03	1	11.95	30.75	42.7	0.7	0.5	0.35
Rail	St Pancras	'LUTON-SUTTON 2017'	956.03	0.67	11.95	45.53	57.48	0.52	0.5	0.26
Rail	St Pancras	'STALBCY-SUTTON 2021'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'STALBCY-SUTTON 2029'	956.03	0.67	11.95	45.53	57.48	0.52	0.5	0.26
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	956.03	1	11.95	30.75	42.7	0.7	0.5	0.35
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BRGHTN-LUTON 2T99'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SUTTON-STALBCY 2V02'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SUTTON-STALBCY 2V08'	956.03	0.67	11.95	45.53	57.48	0.52	0.5	0.26
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'LUTON-SUTTON 2V19'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'STALBCY-SUTTON 2V27'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'LUTON-SUTTON 2V31'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'RCHT-BEDFDM 1E67'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	956.03	0.67	11.95	45.53	57.48	0.52	0.5	0.26
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SVNOAKS-VHIMPSTM 2E63'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	956.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'BROMLYS-LUTON 2E93'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'STPANC1-FAVRSHM 1F08'	966.03	2	11.95	15.75	27.7	1.08	0.5	0.54
Rail	St Pancras	'BRSR-STPANC1 1F13'	966.03	0.67	11.95	45.53	57.48	0.52	0.5	0.26
Rail	St Pancras	'FAVRSHM-STPANC1 1F17'	966.03	1	11.95	30.75	42.7	0.7	0.5	0.35
Rail	St Pancras	'EBSFLTI-STPANC1 1F85'	966.03	1.33	11.95	23.31	35.26	0.85	0.5	0.43
Rail	St Pancras	'STPANC1-MARGATE 1J08'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'STPANC1-DOVERP 1J10'	966.03	1	11.95	30.75	42.7	0.7	0.5	0.35
Rail	St Pancras	'RAMSGTE-STPANC1 1J11'	966.03	0.67	11.95	45.53	57.48	0.52	0.5	0.26
Rail	St Pancras	'STPANC1-MARGATE 1J12'	966.03	0.67	11.95	45.53	57.48	0.52	0.5	0.26
Rail	St Pancras	'MARGATE-STPANC1 1J13'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'MARGATE-STPANC1 1J17'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'DOVERP-STPANC1 1J19'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'MARGATE-STPANC1 1J21'	966.03	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	St Pancras	'MSTONEW-STPANC1 1T91'	966.03	1	11.95	30.75	42.7	0.7	0.5	0.35
Rail	Camden Road	'CLPHMJ2-STFD 2L50'	915.7	3.67	11.45	8.92	20.37	1.47	1	1.47
Rail	Camden Road	'STFD-CLPHMJ2 2Y11'	915.7	3.67	11.45	8.92	20.37	1.47	0.5	0.74
									Total Grid Cell AI:	17.9

APPENDIX B
TfL PIA Data

Jubilee Waterside Centre Personal Injury Collisions - 3 years to 31-Mar-2017 (provisional)



Severity of Accident SLIGHT	
5+	(0)
4	(0)
3	(0)
2	(10)
1	(32)

Severity of Accident SERIOUS	
5+	(0)
4	(0)
3	(0)
2	(2)
1	(3)

Severity of Accident FATAL	
5+	(0)
4	(0)
3	(0)
2	(0)
1	(1)



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B02_Jubilee_Waterside (P)	36 MTS TO MAR-2017	48

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



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

1 0114EK40264 SAT 05/04/14 19:45 DARK BARKER DRIVE J/W ROSSENDLAE WAY 02 CELL 529500/184000 529560 / 184050
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 ENTERED ROAD INTO PATH OF PASSING V1

CASUALTY 001 (002) (12 Yrs - M NW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 125-500CC (46 Yrs - M UNKN) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (12 Yrs - M NW1) GOING AHEAD OTHER N TO S JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)

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

V001 A 408 (SUDDEN BRAKING)

2 0114EK40385 TUE 20/05/14 20:50 LIGHT AGAR GROVE 30M NE OF AGAR PLACE 02 LINK 138-150 529450 / 184260
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

ANIMAL IN CWY (NOT RID-HORSE)

A CAT RAN ACROSS THE ROAD. V1 SWERVED BUT HIT A LAMP POST

CASUALTY 001 (001) (26 Yrs - M NW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (26 Yrs - M NW1) GOING AHEAD OTHER SW TO NE FRONT HIT FIRST
 BT - NOT REQUESTED LEFT CWY NEARSIDE HIT KERB HIT LAMP POST FOOTWAY

V001 A 109 (ANIMAL OR OBJECT IN CARRIAGEWAY) V001 A 409 (SWERVED)

3 0114EK40435 SAT 07/06/14 19:49 LIGHT ST PANCRAS WAY J/W BAYNES STREET 02 NODE 138 529400 / 184170
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 TRYING TO UNDERTAKE AND COLLIDED WITH REAR OF NEARSIDE OF V1

CASUALTY 001 (002) (25 Yrs - M E7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (49 Yrs - M E14) GOING AHEAD RIGHT BEND NW TO S JCT APP
 BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) M/C <= 50CC (25 Yrs - M E7) GOING AHEAD RIGHT BEND NW TO S JNY PART OF WORK JCT APP
 BT - NOT REQUESTED O/S HIT FIRST

V002 B 308 (FOLLOWING TOO CLOSE)

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

V001 B 403 (POOR TURN OR MANOEUVRE)



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

4 0114EK40575 SAT 19/07/14 10:45 LIGHT AGAR GROVE J/W ST AUGUSTINE'S ROAD 02 NODE 150 529660 / 184330
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 OVERTKAING V2 BOTH TURNED RIGHT CAUSING COLLISION

CASUALTY 001 (001) (33 Yrs - M N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (33 Yrs - M N7) TURNING RIGHT NE TO NW JNY PART OF WORK JCT MID
 BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (33 Yrs - M NW1) TURNING RIGHT NE TO NW JCT MID
 BT - NEGATIVE O/S HIT FIRST

V001 B 403 (POOR TURN OR MANOEUVRE)

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

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

V002 A 405 (FAILED TO LOOK PROPERLY)

5 0114EK40584 SAT 19/07/14 01:00 DARK NFL- AGAR GROVE J/W MURRAY STREET 02 NODE 150 529660 / 184330
 POLICE - OVER COU ROAD-DRY WEATHER-OTHER SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 PULLED OUT AND TURNED RIGHT ACROSS PATH OF ONCOMING V2

CASUALTY 001 (002) (21 Yrs - M N1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - U UNKN) TURNING RIGHT NE TO NW JCT MID
 BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (21 Yrs - M N1) GOING AHEAD OTHER SW TO NE JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

6 0114EK40605 TUE 29/07/14 15:56 LIGHT GOODS WAY 46M SW OF J/W CAMLEY STREET 02 LINK 632-720 530020 / 183270
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 U-TURNED ACROSS PATH OF V2

CASUALTY 001 (002) (21 Yrs - F N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (31 Yrs - M NW1) U-TURNING NE TO NE
 BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (21 Yrs - F N7) GOING AHEAD OTHER NE TO SW
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

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

V002 B 405 (FAILED TO LOOK PROPERLY)

7 0114EK40657 MON 18/08/14 20:48 DARK AGAR ROAD J/W ST PANCREA WAY 02 NODE 138 529380 / 184220

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

V2 PULLED AWAY FROM BEING PARKED INTO PATH OF ONCOMING V1, V1 HAD TO SWERVE BUT COLLIDED

CASUALTY 001 (001) (19 Yrs - M N1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (19 Yrs - M N1) GOING AHEAD OTHER SW TO NE JNY PART OF WORK JCT CLEARED
 BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - F NW1) MOVING OFF NE TO SW JCT APP
 BT - NOT REQUESTED O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

V001 A 409 (SWERVED)



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

8 0114EK40746 THU 18/09/14 16:30 LIGHT AGAR GROVE J/W AGAR PLACE 02 LINK 138-150 529440 / 184250

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

V1 BRAKEDS SUDDENLY DUE TO ANOTHER CAR, V1 HIT V2'S REAR

CASUALTY 001 (002) (53 Yrs - M HA8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (29 Yrs - M NW1) GOING AHEAD OTHER NE TO SW JCT APP
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (53 Yrs - M HA8) GOING AHEAD OTHER NE TO SW JCT APP
BT - NEGATIVE BACK HIT FIRST

V002 A 408 (SUDDEN BRAKING)

V001 B 308 (FOLLOWING TOO CLOSE)

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

V001 A 405 (FAILED TO LOOK PROPERLY)

9 0114EK40843 FRI 10/10/14 17:15 LIGHT AGAR ROAD J/W COBHAM MEWS 02 NODE 150 529630 / 184320

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

V1 STAT FOR CROSSING PED V2 COLLIDED WITH V1'S REAR

CASUALTY 001 (001) (27 Yrs - F NW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (27 Yrs - F NW5) GOING AHEAD HELD UP NE TO SW JCT CLEARED
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M NW5) GOING AHEAD OTHER NE TO SW JCT CLEARED
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 B 510 (DISTRACTION OUTSIDE VEHICLE)

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



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

10 0114EK40867 MON 20/10/14 09:30 LIGHT ST PANCRAS WAY J/W WROTHAM ROAD 02 NODE 138 529390 / 184180
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V2 PULLED OUT AND TURNED LEFT MISJUDGING V1'S PATH AND COLLIDED

CASUALTY 001 (002) (17 Yrs - M W11) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) GDS => 7.5T (54 Yrs - M UNKN) GOING AHEAD RIGHT BEND NW TO S JNY PART OF WORK JCT MID
 BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (17 Yrs - M W11) TURNING LEFT NE TO S JNY PART OF WORK JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

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

11 0115EK40153 WED 07/01/15 16:45 DARK AGAR ROAD J/W AGAR PLACE 02 LINK 138-150 529430 / 184240
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 PASSENGER OPENED DOOR INTO PATH OF V2 UNDERTAKING

CASUALTY 001 (002) (33 Yrs - M NW1) SERIOUS DRIVER/RIDER
 VEHICLE 001 (002) CAR (41 Yrs - M HA3) GOING AHEAD HELD UP NE TO SW JNY PART OF WORK JCT APP
 BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (33 Yrs - M NW1) OVERTAKING NEARSIDE NE TO SW JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY) V001 B 602 (CARELESS/RECKLESS/IN A HURRY)

12 0115EK40074 SUN 01/02/15 03:42 DARK ROYAL COLLEGE STREET J/W CAMDEN ROAD 02 NODE 137 529190 / 184180
 POLICE - AT SCENE ROAD-FROST/ICE SNOWING/HIGH WINDS ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE AT ATS
 PED INTOXICATED STPPED OUT INTO PATH OF PASSING V1

CASUALTY 001 (001) (26 Yrs - M SW16) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING NE BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) GDS 3.5-7.5T (36 Yrs - M E15) GOING AHEAD OTHER SE TO NW JNY PART OF WORK JCT MID
 BT - NEGATIVE N/S HIT FIRST

C001 A 806 (IMPAIRED BY ALCOHOL) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)
 C001 A 802 (FAILED TO LOOK PROPERLY)



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

13 0115EK40113 SAT 14/02/15 07:00 LIGHT CAMDEN ROAD J/W ROYAL COLLEGE STREET 02 NODE 137 529190 / 184190
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V2 TRAVELING IN LANE 1 OF 2, V1 STAT, V2 DROVE PAST V1 TO CLOSLY AND FELL

CASUALTY 001 (002) (24 Yrs - M N4) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) CAR (32 Yrs - M NW5) GOING AHEAD HELD UP NE TO SW JCT APP
 BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (24 Yrs - M N4) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT APP
 BT - NEGATIVE O/S HIT FIRST

V002 A 410 (LOSS OF CONTROL) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

14 0115TD00039 SUN 01/03/15 08:50 LIGHT CAMDEN ROAD J/W ROYAL COLLEGE STREET 02 NODE 137 529190 / 184180
 POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V1 SPEEDING ON WRONG SIDE OF ROAD CUT BACK ACROSS HITTING REFUGE AND ATS THEN PED

CASUALTY 001 (001) (25 Yrs - M UNKN) FATAL PEDESTRIAN ON REFUGE STANDING
 VEHICLE 001 (000) CAR (23 Yrs - M N19) GOING AHEAD OTHER NE TO SW JCT CLEARED
 BT - NOT REQUESTED N/S HIT FIRST
 LEFT CWY NEARSIDE HIT BOLLARD HIT RD SIGN/ATS

V001 A 403 (POOR TURN OR MANOEUVRE) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
 V001 A 306 (EXCEEDING SPEED LIMIT) V001 A 501 (IMPAIRED BY ALCOHOL)

15 0115EK40273 WED 18/03/15 14:50 LIGHT NFL- BATTLE BRIDGE ROAD J/W GOODS WAY 02 NODE 632 530020 / 183210
 POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
 PED ON PAVEMENT WAS HIT BY V1 TRAVELING ALONG PAVEMENT

CASUALTY 001 (001) (39 Yrs - F SW18) SERIOUS PEDESTRIAN UNKNOWN
 VEHICLE 001 (000) PEDAL CYCLE (? Yrs - U UNKN) GOING AHEAD OTHER NE TO SW JCT APP
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
 V001 A 405 (FAILED TO LOOK PROPERLY) FOOTWAY



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

16 0115EK40252 FRI 20/03/15 20:53 DARK CAMDEN ROAD J/W ROUSDEN STREET 02 LINK 137-139 529210 / 184220

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

V1 PASSED JUNCTION AND WAS HIT BY V2 PULLING OUT TURNING RIGHT

CASUALTY 001 (001) (33 Yrs - F E17) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (11 Yrs - M E17) SLIGHT PASSENGER FRONT SEAT

CASUALTY 003 (001) (36 Yrs - F E9) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (33 Yrs - F E17) GOING AHEAD OTHER SW TO NE JCT MID
BT - NOT PROVD (MEDCL REASONS) O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) TURNING RIGHT SE TO NE JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

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

V002 A 403 (POOR TURN OR MANOEUVRE)

17 0115EK40313 THU 23/04/15 18:10 LIGHT ROYAL COLLEGE STREET J/W BAYNES STREET 02 NODE 133 529250 / 184090

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

V2 STOPPED FOR CROSSING AND WAS HIT IN REAR BY V1

CASUALTY 001 (001) (47 Yrs - M SE26) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (47 Yrs - M SE26) GOING AHEAD OTHER NW TO SE JCT APP
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (44 Yrs - M EN9) SLOWING OR STOPPING NW TO SE COMM TO/FROM WORK JCT APP
BT - NEGATIVE BACK HIT FIRST

V002 A 408 (SUDDEN BRAKING)

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

V001 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

18 0115EK40343 TUE 05/05/15 18:57 LIGHT NFL- BARKER DRIVE J/W WEAVERS WAY 02 CELL 529500/184000 529590 / 184040
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 OPENED DOOR INTO PATH OF PASSING V2

CASUALTY 001 (002) (23 Yrs - M NW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (56 Yrs - M E17) PARKED P TO P JNY PART OF WORK JCT APP
 BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (23 Yrs - M NW7) GOING AHEAD OTHER E TO W JCT APP
 BT - NOT APPLICABLE FRONT HIT FIRST

HIT OPEN DOOR

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY) V001 A 405 (FAILED TO LOOK PROPERLY)

19 0115EK40386 FRI 15/05/15 14:00 LIGHT CAMDEN ROAD J/W BONNY STREET 02 LINK 131-137 529180 / 184160
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 OVERTOOK V1 AND CLIPPED REAR OF V1

CASUALTY 001 (001) (40 Yrs - M N4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (40 Yrs - M N4) GOING AHEAD OTHER SW TO NE JCT CLEARED
 BT - NOT APPLICABLE BACK HIT FIRST

LEFT CWY NEARSIDE HIT KERB

VEHICLE 002 (001) GDS 3.5-7.5T (? Yrs - U UNKN) OVERTAKE MOVE VEH O/S SW TO NE JCT CLEARED
 BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

V002 A 405 (FAILED TO LOOK PROPERLY)


Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P)

36 MTS TO MAR-2017 SORTED BY DATE

20 0115EK40429 FRI 29/05/15 13:55 LIGHT CAMDEN ROAD J/W ROUSDEN STREET 02 LINK 137-139 529220 / 184240

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

V1 AND V2 MOVED OFF, V1 OVERTOOK PARKED CAR INTO PATH OF V2, V2 HIT V1 AND THE HIT ONCOMING STAT V3

CASUALTY 001 (001) (26 Yrs - F N17) SLIGHT PASSENGER FRONT SEAT

CASUALTY 002 (001) (5 Yrs - M W10) SLIGHT PASSENGER BACK SEAT

CASUALTY 003 (001) (2 Yrs - F W10) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (003) CAR (29 Yrs - M W10) MOVING OFF SW TO NE JCT CLEARED
BT - NEGATIVE SKIDDED O/S HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (26 Yrs - M OX10) MOVING OFF SW TO NE COMM TO/FROM WORK JCT CLEARED
BT - NEGATIVE SKIDDED N/S HIT FIRST

VEHICLE 003 (002) GDS => 7.5T (28 Yrs - M UNKN) GOING AHEAD HELD UP NE TO SW JNY PART OF WORK JCT CLEARED
BT - NEGATIVE O/S HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

21 0115EK40581 TUE 14/07/15 22:45 DARK ST AUGUSTINE'S ROAD J/W MURRAY STREET 02 NODE 150 529660 / 184350

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

THE PED STEPPED OUT INTO THE ROAD AND INTO V1'S PATH. V1 THEN F.T.S

CASUALTY 001 (001) (43 Yrs - M) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - U) TURNING RIGHT S TO NE JCT CLEARED
BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

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



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

22 0115EK40613 WED 15/07/15 14:50 LIGHT CAMDEN ROAD J/W ROYAL COLLEGE STREET 02 NODE 137 529190 / 184170
 POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V2 CHANGED LANE AND HIT V1. V2 THEN F.T.S

CASUALTY 001 (001) (40 Yrs - M NR3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (40 Yrs - M NR3) GOING AHEAD OTHER SW TO NE JCT APP
 BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (000) CAR (22 Yrs - M) CHANGE LANE TO RIGHT SW TO NE JCT APP
 BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)

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

23 0115EK40637 THU 16/07/15 10:37 LIGHT CAMLEY STREET 217M NW OF GOODS WAY 02 CELL 529500/183500 529910 / 183500

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M
 F.T.S V2 TRIED TO OVERTAKE V1 AS V1 TURNED RIGHT

CASUALTY 001 (001) (46 Yrs - M E1) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (? Yrs - M N1) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) TAXI (46 Yrs - M E1) TURNING RIGHT SE TO NE JNY PART OF WORK JCT MID
 BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - M) OVERTAKE MOVE VEH O/S SE TO NW JCT MID
 BT - DRV NOT CONTACTED N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 403 (POOR TURN OR MANOEUVRE)

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



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

24 0115EK40798 FRI 21/08/15 12:00 LIGHT GOODS WAY J/W CAMLEY STREET 02 LINK 632-720 530030 / 183320
 POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 WENT INTO THE BACK OF STAT V1

CASUALTY 001 (001) (31 Yrs - M N1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) TAXI (31 Yrs - M N1) WAITING TO TURN RIGHT NE TO NW JNY PART OF WORK JCT APP
 BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - M) GOING AHEAD OTHER NE TO SW JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

25 0115EK40762 MON 31/08/15 16:34 LIGHT CAMDEN ROAD 22M NE OF ROYAL COLLEGE STREET 02 LINK 137-139 529200 / 184200
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

A PASS ONBOARD V1 FELL DOWN THE STAIRS AS V1 MOVED OFF - [NOT HOLDING ON (C001)]

CASUALTY 001 (001) (22 Yrs - F N15) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (57 Yrs - M EN3) MOVING OFF NE TO SW JNY PART OF WORK
 BT - NOT REQUESTED DID NOT IMPACT

C001 B 999 (OTHER FACTOR)

26 0115EK40780 MON 31/08/15 01:25 DARK CAMDEN ROAD J/W ROYAL COLLEGE STREET 02 NODE 137 529180 / 184170
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 WENT INTO THE BACK OF V1 AND THEN F.T.S

CASUALTY 001 (001) (39 Yrs - M N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (39 Yrs - M N7) SLOWING OR STOPPING SW TO NE JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) GOING AHEAD OTHER SW TO NE JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)

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


Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P)							36 MTS TO MAR-2017 SORTED BY DATE	
27	0115EK40840	FRI 25/09/15 21:37	DARK	CAMDEN ROAD J/W ROYAL COLLEGE STREET	02	NODE 137	529180 / 184170	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
MOTORCYCLIST V2 WENT INTO THE BACK OF MOTORCYCLIST V1. V2 THEN F.T.S								
CASUALTY 001 (001) (30 Yrs - M W14)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 50-125CC	(30 Yrs - M W14)	GOING AHEAD OTHER	NE TO SW	JCT CLEARED		
		BT - NOT REQUESTED		BACK HIT FIRST				
VEHICLE	002 (000)	M/C > 500CC	(? Yrs - U)	GOING AHEAD OTHER	NE TO SW	JCT CLEARED		
		BT - DRV NOT CONTACTED		FRONT HIT FIRST				
V002 A 308 (FOLLOWING TOO CLOSE)				V002 A 601 (AGGRESSIVE DRIVING)				
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)								
28	0115EK40921	FRI 16/10/15 16:15	LIGHT	NFL - AGAR GROVE, 50 METRES NE OF AGAR PLACE.	02	LINK 138-150	529470 / 184260	
POLICE - OVER COU ROAD-WET			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		
PED CROSSED THE ROAD, LOOKING THE WRONG WAY & HIT THE SIDE OF ON-COMING V1.								
CASUALTY 001 (001) (25 Yrs - M NW1)			SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	N BOUND	FROM DRIVERS N/SIDE MSK	
VEHICLE	001 (000)	CAR	(18 Yrs - F N7)	GOING AHEAD OTHER	NE TO SW	JCT CLEARED		
		BT - DRV NOT CONTACTED		N/S HIT FIRST				
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)				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)				
29	0116EK40061	THU 14/01/16 18:15	DARK	ROYAL COLLEGE STREET J/W IVOR STREET	02	LINK 137-169	529130 / 184290	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M	
V2 HIT PEDAL CYCLIST V1 AS IT OVERTOOK AND THEN F.T.S								
CASUALTY 001 (001) (52 Yrs - M N2)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PEDAL CYCLE	(52 Yrs - M N2)	GOING AHEAD OTHER	SE TO NW	COMM TO/FROM WORK	JCT CLEARED	
		BT - NOT APPLICABLE		O/S HIT FIRST				
VEHICLE	002 (000)	CAR	(? Yrs - M)	OVERTAKE MOVE VEH O/S	SE TO NW	JCT CLEARED		
		BT - DRV NOT CONTACTED		N/S HIT FIRST				
V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)				V002 A 602 (CARELESS/RECKLESS/IN A HURRY)				



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

30 0116EK40152 FRI 19/02/16 18:32 DARK ST PANCRAS WAY J/W GEORGIANA STREET 02 LINK 136-138 529390 / 184020
 POLICE - OVER COU ROAD-WET RAINING ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT ZEBRA

V2 WENT INTO THE BACK OF STAT V1

CASUALTY 001 (001) (65 Yrs - M EN1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) TAXI (65 Yrs - M EN1) GOING AHEAD HELD UP N TO S JNY PART OF WORK JCT APP
 BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (000) GDS =< 3.5T (? Yrs - M) GOING AHEAD OTHER N TO S JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

31 0116EK40104 FRI 26/02/16 20:38 DARK ROYAL COLLEGE STREET J/W CAMDEN STREET. 02 NODE 137 529200 / 184170
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE AT ATS ROADWORKS

V1 WAS TRAVELLING ON THE NEARSIDE OF V2. V2 TURNED LEFT ACROSS V1'S PATH CAUSING COLLISION.

CASUALTY 001 (001) (36 Yrs - M NW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (36 Yrs - M NW5) GOING AHEAD OTHER SE TO NW JCT APP
 BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) BUS/COACH (57 Yrs - M E1) TURNING LEFT SE TO SW JNY PART OF WORK JCT APP
 BT - NEGATIVE N/S HIT FIRST

V002 B 107 (TEMPORARY ROAD LAYOUT (EG CONTRAFLOW))

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)



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

32 0116EK40157 WED 02/03/16 08:30 LIGHT CAMLEY STREET 116M NORTH OF J/W CEDAR WAY 02 CELL 529500/184000 529650 / 184170
 POLICE - OVER COU ROAD-WET WEATHER-UNKNOWN ONE-WAY ST NO JUN IN 20M NO XING FACILITY IN 50M
 ROAD SIGN DEF

V1 RODE FROM THE PAVEMENT INTO PATH OF V2, CAUSING COLLISION.

CASUALTY 001 (001) (51 Yrs - M E5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (51 Yrs - M E5) MOVING OFF S TO N COMM TO/FROM WORK
 BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) GOING AHEAD OTHER S TO N
 BT - DRV NOT CONTACTED N/S HIT FIRST

V001 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V001 A 403 (POOR TURN OR MANOEUVRE)

33 0116EK40154 MON 14/03/16 16:25 LIGHT CAMLEY STREET 178M NORTH OF J/W CEDAR WAY 02 CELL 529500/184000 529660 / 184230
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V2 U-TURNED COLLIDING WITH PARKED V1. V2 THEN MOVED OFF DOING A WHEELIE & COLLIDING WITH PED (V1 DRIVER).

CASUALTY 001 (002) (30 Yrs - M HP1) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING UNKNOWN

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

VEHICLE 001 (002) TAXI (30 Yrs - M HP1) PARKED P TO P
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (? Yrs - M UNKN) U-TURNING S TO S
 BT - DRV NOT CONTACTED FRONT HIT FIRST

HIT PARKED VEH

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 601 (AGGRESSIVE DRIVING)



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

34 0116EK40194 TUE 29/03/16 09:40 LIGHT CAMDEN ROAD J/W ROYAL COLLEGE STREET. 02 NODE 137 529190 / 184170

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

V1 SWERVED & COLLIDED WITH V2.

CASUALTY 001 (001) (26 Yrs - F N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (26 Yrs - F N7) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT CLEARED
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (58 Yrs - F N4) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT CLEARED
BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 409 (SWERVED)

V001 A 405 (FAILED TO LOOK PROPERLY)

35 0116EK40209 THU 07/04/16 16:00 LIGHT ST PANCRAS WAY J/W BAYNES STREET 02 LINK 136-138 529400 / 184170

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

V1 TURNED RIGHT AND HIT PEDAL CYCLIST V2. V1 THEN F.T.S

CASUALTY 001 (002) (35 Yrs - M N22) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (? Yrs - M) TURNING RIGHT N TO SW JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (35 Yrs - M N22) GOING AHEAD OTHER S TO N JCT MID
BT - NOT APPLICABLE O/S HIT FIRST

CYCLE LANE (ON CWY)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 403 (POOR TURN OR MANOEUVRE)

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

36 01160000891 MON 07/11/16 19:00 DARK PANCRAS ROAD 10M N OF J/W KINGS BOULEVARD 02 LINK 94-632 530100 / 183150

SELF COMPLETION ROAD-WET WEATHER-OTHER ONE-WAY ST UNKNOWN (S/R) UNKNOWN (S/R) NO XING FACILITY IN 50M

UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (49 Yrs - M SL3) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING

VEHICLE 001 (000) TAXI (? Yrs - U) MOVING OFF N TO S JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST


Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P)							36 MTS TO MAR-2017 SORTED BY DATE	
37	01160003703	FRI 25/11/16 18:40	DARK	AGAR GROVE J/W ST PANCRAS WAY	02	NODE 138	529380 / 184220	
SELF COMPLETION ROAD-DRY			FINE/HIGH WINDS	UNKNOWN	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
							UNKNOWN (S/R)	UNKNOWN (S/R)
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY 001 (002) (43 Yrs - F N8)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR	(37 Yrs - M NW1)	UNKNOWN (S/FGOING AHEAD OTHER		U(TO U(JCT APP	
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		UNKNOWN (S/R)			
UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)		
VEHICLE	002 (000)	PEDAL CYCLE	(43 Yrs - F N8)	UNKNOWN (S/FGOING AHEAD HELD UP		U(TO U(JCT APP	
BT - NOT APPLICABLE			UNKNOWN (S/R)		UNKNOWN (S/R)			
UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)		
38	01160005115	FRI 25/11/16 10:54	LIGHT	ROYAL COLLEGE STREET J/W BAYNES STREET	02	LINK 133-134	529250 / 184080	
SELF COMPLETION ROAD-DRY			WEATHER-FINE	ONE-WAY ST	T/STAG JUN	UNKNOWN (S/R)	ZEBRA	
							UNKNOWN (S/R)	UNKNOWN (S/R)
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY 001 (001) (19 Yrs - M NW1)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PEDAL CYCLE	(19 Yrs - M NW1)	UNKNOWN (S/FUNKNOWN (S/R)		S TO S	JCT APP	
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		UNKNOWN (S/R)	FRONT HIT FIRST		
UNKNOWN (S/R)			UNKNOWN (S/R)		CYCLE LANE (ON CWY)			
39	01160026739	FRI 02/12/16 23:30	DARK	PANCRAS ROAD 21M S OF J/W GOODS WAY	02	LINK 632-720	530030 / 183260	
SELF COMPLETION UNKNOWN (S/R)			WEATHER-UNKNOWN	UNKNOWN	NO JUN IN 20M	UNKNOWN (S/R)		
							UNKNOWN (S/R)	
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY 001 (001) (? Yrs - M N1)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PEDAL CYCLE	(? Yrs - M N1)	UNKNOWN (S/FUNKNOWN (S/R)		U(TO U(
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)		
UNKNOWN (S/R)			UNKNOWN (S/R)					
VEHICLE	002 (000)	TAXI	(? Yrs - M EN05)	UNKNOWN (S/R)		U(TO U(
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)		
LEFT CWY NEARSIDE								



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

40 01160008620 FRI 23/12/16 18:55 DARK AGAR GROVE NW1 J/W COBHAM MEWS NW1 02 LINK 138-150 529613 / 184321
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY OTHER JUN GIVE WAY/UNCONT ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (44 Yrs - M LU3) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (44 Yrs - M LU3) SLOWING OR STOPPING W TO E JNY PART OF WORK JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (26 Yrs - M HP21) GOING AHEAD OTHER E TO W JNY PART OF WORK JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 B 103 (SLIPPERY ROAD (DUE TO WEATHER)) V002 B 405 (FAILED TO LOOK PROPERLY)
 V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

41 01170011218 MON 09/01/17 16:45 DARK PANCRAS ROAD 170M N OF J/W EUSTON ROAD 02 LINK 94-632 530130 / 183040
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (29 Yrs - M HP1) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING
 VEHICLE 001 (000) TAXI (31 Yrs - M N22) REVERSING S TO N
 BT - NOT REQUESTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

42 01170013826 MON 23/01/17 11:50 LIGHT ROYAL COLLEGE STREET J/W BAYNES STREET 02 LINK 133-134 529240 / 184090
 SELF COMPLETION UNKNOWN (S/R) WEATHER-FINE ONE-WAY ST T/STAG JUN UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED
 CASUALTY 001 (001) (45 Yrs - M N4) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) PEDAL CYCLE (45 Yrs - M N4) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) CYCLE LANE (ON CWY)
 VEHICLE 002 (000) CAR (? Yrs - M UNKN) UNKNOWN (S/F)UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)



Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P) 36 MTS TO MAR-2017 SORTED BY DATE

43 01170014979 SAT 28/01/17 12:45 LIGHT CAMDEN ROAD 20M W OF J/W ROYAL COLLEGE STREET NW1 02 LINK 131-137 529160 / 184130
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN AUTO SIG NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (44 Yrs - F NW1) SLIGHT PASSENGER BOARDING PSV
 VEHICLE 001 (000) BUS/COACH (35 Yrs - M E5) GOING AHEAD OTHER W TO E JCT APP
 BT - NOT REQUESTED DID NOT IMPACT

C001 A 806 (IMPAIRED BY ALCOHOL)

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

44 01170019535 TUE 07/02/17 12:15 LIGHT GOODS WAY J/W PANCRAS ROAD 02 LINK 632-720 530020 / 183350
 SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN UNKNOWN (S/R) UNKNOWN (S/R)
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (71 Yrs - F NW1) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (71 Yrs - F NW1) UNKNOWN (S/FGOING AHEAD HELD UP U(TO U(JCT APP
 BT - DRV NOT CONTACTED BACK HIT FIRST
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 VEHICLE 002 (000) CAR (? Yrs - M SW6) GOING AHEAD OTHER U(TO U(JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

45 01170021233 SUN 26/02/17 18:50 DARK BAYNES STREET J/W ST PANCRAS WAY 02 NODE 138 529390 / 184160
 POLICE - AT SCENE ROAD-WET RAINING ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (23 Yrs - F NW6) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) NW BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (51 Yrs - M NW5) TURNING RIGHT NW TO SW LEAVING MAIN RD
 BT - NOT REQUESTED FRONT HIT FIRST

V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER))


Jubilee Waterside Centre GIS Areas Collisions - 3 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Jubilee_Waterside (P)							36 MTS TO MAR-2017 SORTED BY DATE	
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46	01170021316	MON 27/02/17 09:05	LIGHT	ROYAL COLLEGE STREET 21M S OF J/W CAMDEN ROAD THE NEAREST CLASSIFI	02	LINK 133-137	529220 / 184130
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ONE-WAY ST NO JUN IN 20M	ZEBRA		
NOT KNOWN HOW COLLISION OCCURRED							

CASUALTY	001 (001)	(48 Yrs - F WC1H)	SLIGHT	PASSENGER	STANDING ON PSV		
VEHICLE	001 (000)	BUS/COACH (41 Yrs - M NW1)	GOING AHEAD OTHER		S TO N	JNY PART OF WORK	
BT - NOT REQUESTED			DID NOT IMPACT				

V001 A 408 (SUDDEN BRAKING)

47	01170021429	MON 27/02/17 09:20	LIGHT	CAMDEN ROAD J/W ROYAL COLLEGE STREET	02	NODE 137	529190 / 184180
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
NOT KNOWN HOW COLLISION OCCURRED							

CASUALTY	001 (001)	(45 Yrs - M N8)	SERIOUS	DRIVER/RIDER			
CASUALTY	002 (001)	(58 Yrs - F NW1)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	N BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	PEDAL CYCLE (45 Yrs - M N8)	GOING AHEAD OTHER		NE TO SW	COMM TO/FROM WORK	ENTERING MAIN RD
BT - NOT APPLICABLE			FRONT HIT FIRST				

C002 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

C002 B 802 (FAILED TO LOOK PROPERLY)

48	01170037243	TUE 21/03/17 13:50	LIGHT	PANCRAS ROAD J/W KINGS CROSS BOULEVARD N1C	02	LINK 94-632	530110 / 183090
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY OTHER JUN	GIVE WAY/UNCONT	PELICAN OR SIMILAR	OTH AUTH PER
NOT KNOWN HOW COLLISION OCCURRED							

CASUALTY	001 (001)	(65 Yrs - F X-UK)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING E BOUND		
VEHICLE	001 (000)	CAR (41 Yrs - M B20)	GOING AHEAD OTHER		S TO N	JCT CLEARED	
BT - NOT REQUESTED			FRONT HIT FIRST				

C001 A 802 (FAILED TO LOOK PROPERLY)

End of Accidents for MD01 GIS AREA B02_Jubilee_Waterside (P)

End of Report