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ON BEHALF OF ABACUS BELSIZE PRIMARY SCHOOL

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

TRANSPORT STATEMENT

April 2020

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I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by the Department for Education (DfE) on behalf of Abacus Belsize Primary School to provide transport planning advice in relation to the temporary accommodation for Abacus Belsize Primary School at the Jubilee Waterside Centre (JWC), 105 Camley Street, London, NIC 4PF. The local planning and highway authority is the London Borough of Camden (LBC).

Application Site Background

- I.2 The application site's location is presented on a map in Figure 1 of this report. The site was previously used by JWC 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.3 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.4 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 JWC with three classes of up to 30 children in years Reception to Year 2, so 90 children in total.
- I.5 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.6 The school was granted permission to further extend this period for two more academic years and to accommodate 60 further pupils, so 210 in total from Reception to Year 6, until August 2020 (application reference 2018/1444/P).

- I.7 There are seven year groups in a traditional primary school from Reception through to Year 6. A one form of entry (IFE) school has 30 pupils per year group therefore the capacity of a full IFE school is 210 pupils. Abacus Belsize Primary School is therefore currently operating at a full IFE quota and employs around 24 members of staff.
- I.8 The proposed permanent site for the Abacus Belsize Primary School is the Former Hampstead Police Station, Rosslyn Hill. A planning application (reference 2019/2375/P) was submitted to LBC on 3rd May 2019 and refused at the Planning Committee on 14th November 2019. The application was recommended for approval by officers, but the planning committee members overturned this recommendation and refused the application.

Proposed Development

- I.9 This Transport Statement supports a planning application to accommodate an extension of time at the JWC to August 2024. There will be no increase in the school's roll call during this time as the school is already operating to its full IFE capacity. The number of staff employed by the school will remain at around 24.
- 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 trips generated by pupils and staff and the implications of those trips on the transport network during the planned extension of stay to August 2024.
- 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, which currently holds a 'silver' accreditation, is submitted with the planning application under separate cover.

2.0 POLICY CONTEXT

Camden Council

- 2.1 The Council has adopted several 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 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 Current London Plan 2016

- 2.5 The Mayor of London, through the legislation establishing the GLA, must 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 DI '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 DI '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.

The 'Intend to Publish' London Plan 2019

- 2.15 On 9th December 2019 the Mayor of London issued his intention to publish a new version of the London Plan. The 'Intend to Publish' London Plan (2019) is in the advanced stages of being formally adopted and is therefore of material

importance to the assessment of this proposal. Policy T1 of the draft new London Plan sets out the strategic approach to transport:

“Policy T1 Strategic approach to transport

A Development Plans and development proposals should support:

1) the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”

2.16 Policy T2 of the draft new London Plan sets out the Mayor’s strategy for ‘healthy streets’ and is an important new feature of this emerging version of the London Plan. Policy T2 is extracted as follows:

“Policy T2 Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active and public transport travel. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.17 In respect to cycle parking, Table 10.2 of the draft new London Plan prescribes the following minimum cycle parking standards for DI 'nurseries/schools (primary and secondary)' which are exactly aligned with the current London Plan:

- Long-stay: 1 space per 8 staff plus 1 space per 8 students; and
- Short-stay: 1 space per 100 students.

2.18 Policy T6.5 sets out the non-residential disabled persons parking requirements in new development as per the draft new London Plan:

"Policy T6.5 Non-residential disabled persons parking

A All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.

B Disabled persons parking should be provided in accordance with the levels set out in Table 10.6.

C Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.

D Designated bays should be marked up as disabled persons parking bays from the outset.

E Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate.

F Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1."

National Planning Policy Framework (NPPF) 2019

2.19 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF), which was published in July 2018 and revised in February 2019.

2.20 The NPPF sets out key sustainable transport objectives. Promoting sustainable transport is an integral part of transportation policy.

2.21 An extract from section 9 'Promoting Sustainable Transport' of the NPPF February 2019 is set out as follows:

"102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

"103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

"106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.22 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 are 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 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 one on-site parking space 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 August 2019 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, most 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 two recorded PIA's on the road itself both of which involved a vehicle and a cyclist, and both resulted in a 'slight' injury severity.
- 3.30 The safety record of the roads immediately adjoining the site is therefore very good. There have been only two 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. Neither of the two PIAs involved school related activity or occurred during the morning or afternoon school drop-off/pick-up peak periods.

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 JWC on a temporary basis and has done since September 2015. 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 illustrated 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 There will be no increase to the school's current maximum roll call (up to 210 pupils) and the number of staff employed by the school will remain at around 24. This planning application is simply to accommodate an extension of time at the JWC to August 2024.

Existing School Travel Data

- 4.5 As explained, Abacus Belsize Primary School was originally 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 planned to manage the daily transfers to and from the school's accepted catchment area to the Jubilee Waterside Centre since September 2015.

4.7 Currently there are two points of collection for a school bus service to and from the temporary school location (refer to the map below). These collection locations, one on Haverstock Hill opposite the junction with Parkhill Road (NW3 4RR), and another close to Swiss Cottage Leisure Centre (NW3 3NF), are open from 8am to provide a drop-off facility for pupils.



Source: Google Maps/PMA/Abacus Belsize Primary School

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/family gatherings to build a community ethos to facilitate these temporary arrangements.

4.9 Over 90% of parents/carers use the private bus service put on by the school to transport their children to/from school each day. Of the remainder most walk

to/from the JWC or take public transport, and only a small number are dropped-off by private car. A 'hands-up' travel mode survey conducted by the school in September 2019 to show how children are dropped off at the private bus stop pick-up points within the catchment area revealed that 91% of children walked, scooted, or cycled to the pick-up points, 5% used public transport, and 4% were dropped off by car.

- 4.10 In terms of staff, there are currently around 24 full-time and part-time members of staff, all of whom travel to the JWC by non-car modes. The disabled parking bay within the site is used on an ad-hoc basis by visitors.

5.0 TRIP GENERATION PROJECTIONS & TRAFFIC IMPACT

- 5.1 As explained, this Transport Statement supports a planning application to accommodate an extension of time for Abacus Belsize Primary School to remain in-situ at the JWC to August 2024. There will be no increase in the school's roll call during this time as the school is already operating to its full IFE capacity. The number of staff employed by the school will remain at around 24.
- 5.2 Over 90% of parents/carers use the private bus service put on by the school to transport their children to/from school each day. Of the remainder most walk to/from the JWC or take public transport, and only a small number are dropped-off by private car. All 24 of the current teaching staff employed at the Abacus Belsize Primary School travel to the JWC by non-car modes.
- 5.3 The school will maintain its minibus/coach services until the end of the academic year in 2024.
- 5.4 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.
- 5.5 The trips generated by the school to/from the JWC on the adjoining highway network are well established. The impact of the proposed extension of time at the JWC to August 2024 on highway capacity, highway safety, and neighbouring amenity will therefore 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 for essential users only. It is not proposed to provide any additional off-street 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.
- 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 permissions.
- 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 increase in delivery vehicle or refuse collection trips are expected.

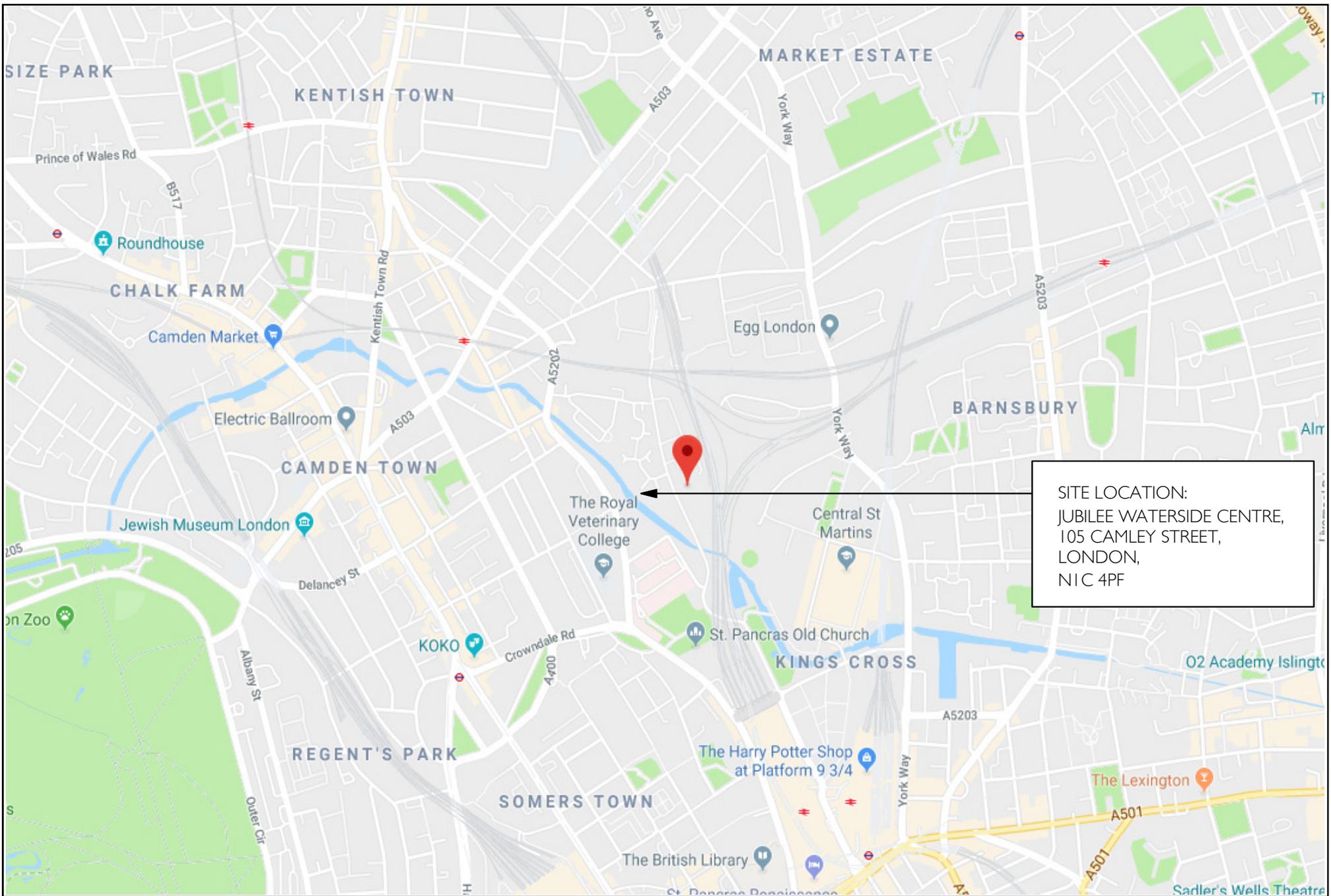
7.0 SUMMARY

- 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 until 2024. The current permission expires in August 2020 (application reference 2018/1444/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 Over 90% of parents/carers use the private bus service put on by the school to transport their children to/from school each day. Of the remainder most walk to/from the JWC or take public transport, and only a small number are dropped-off by private car. All 24 of the current teaching staff employed at the Abacus Belsize Primary School travel to the JWC by non-car modes. The school will maintain its minibus/coach services until the end of the academic year in 2024.
- 7.5 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.

- 7.6 The trips generated by the school to/from the JWC on the adjoining highway network are well established. The impact of the proposed extension of time at the JWC to August 2024 on highway capacity, highway safety, and neighbouring amenity will therefore be minimal and insignificant.
- 7.7 Owing to the constrained parking options, it is expected that existing staff will continue to travel by non-car modes to the site.
- 7.8 The site access, parking, and servicing arrangements under the proposals are to be retained which is 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

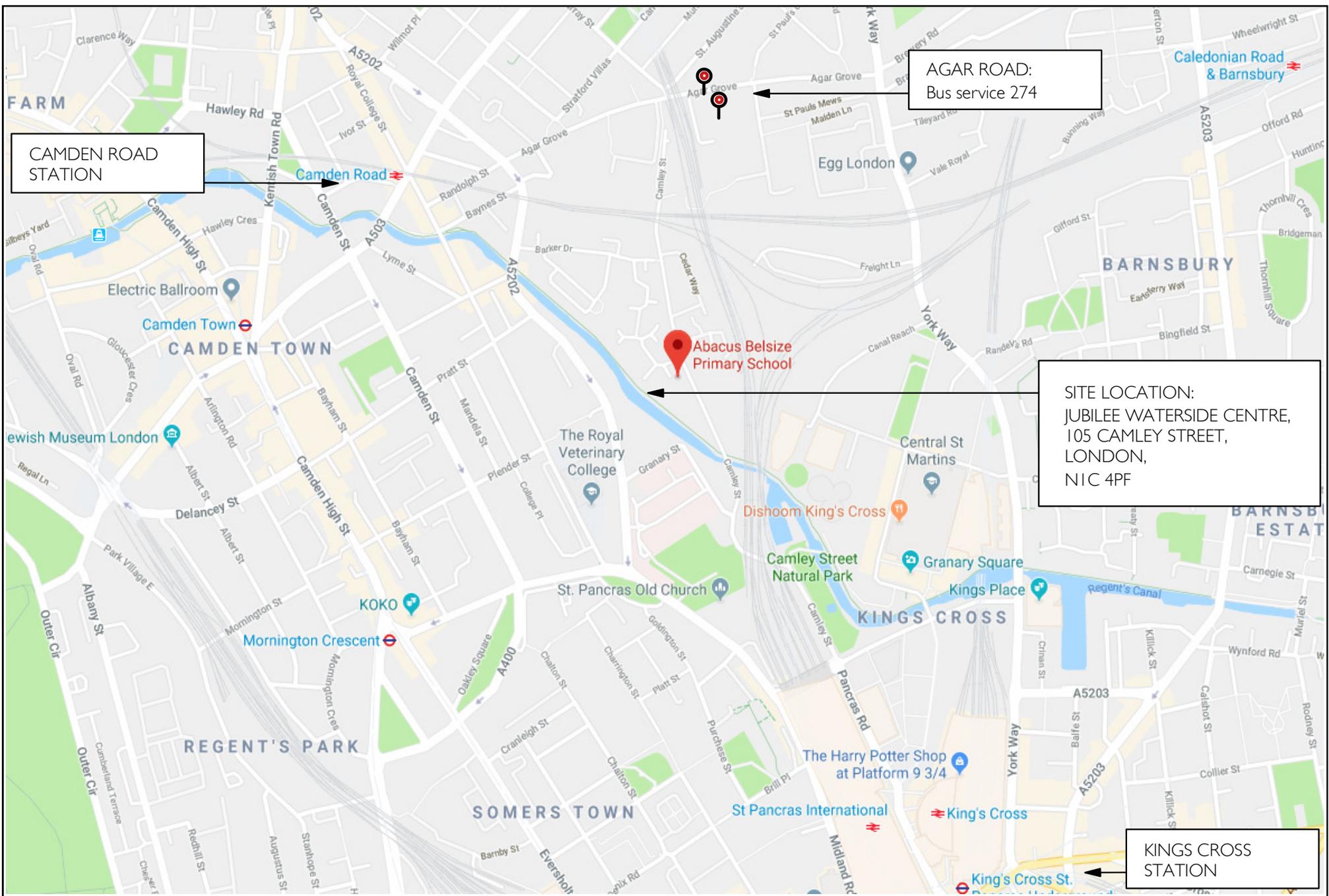


PI 853: ABACUS BELSIZE PRIMARY, JUBILEE WATERSIDE CENTRE, NIC 4PF

Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



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



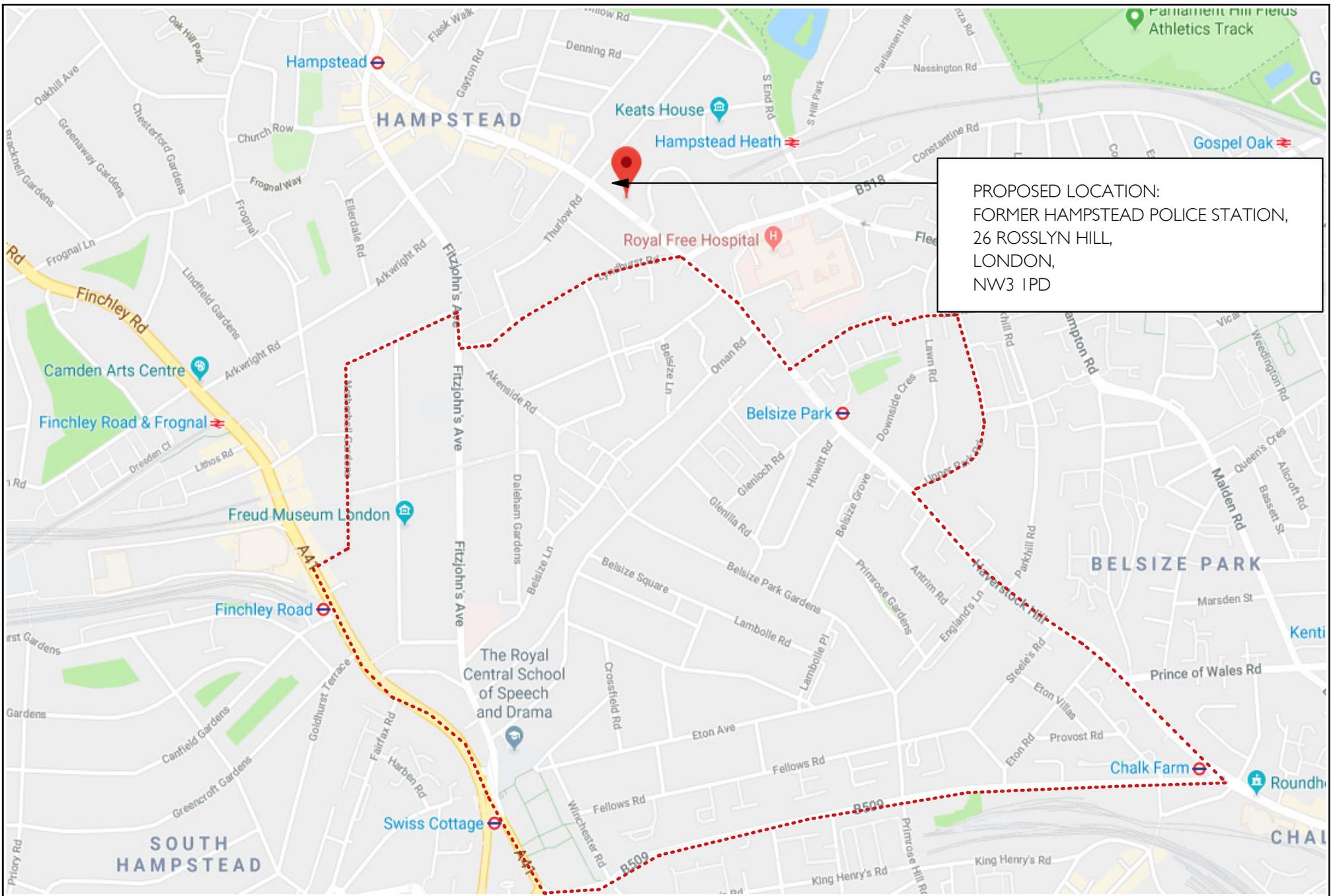
P1853: ABACUS BELSIZE PRIMARY, JUBILEE WATERSIDE CENTRE, NIC 4PF

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

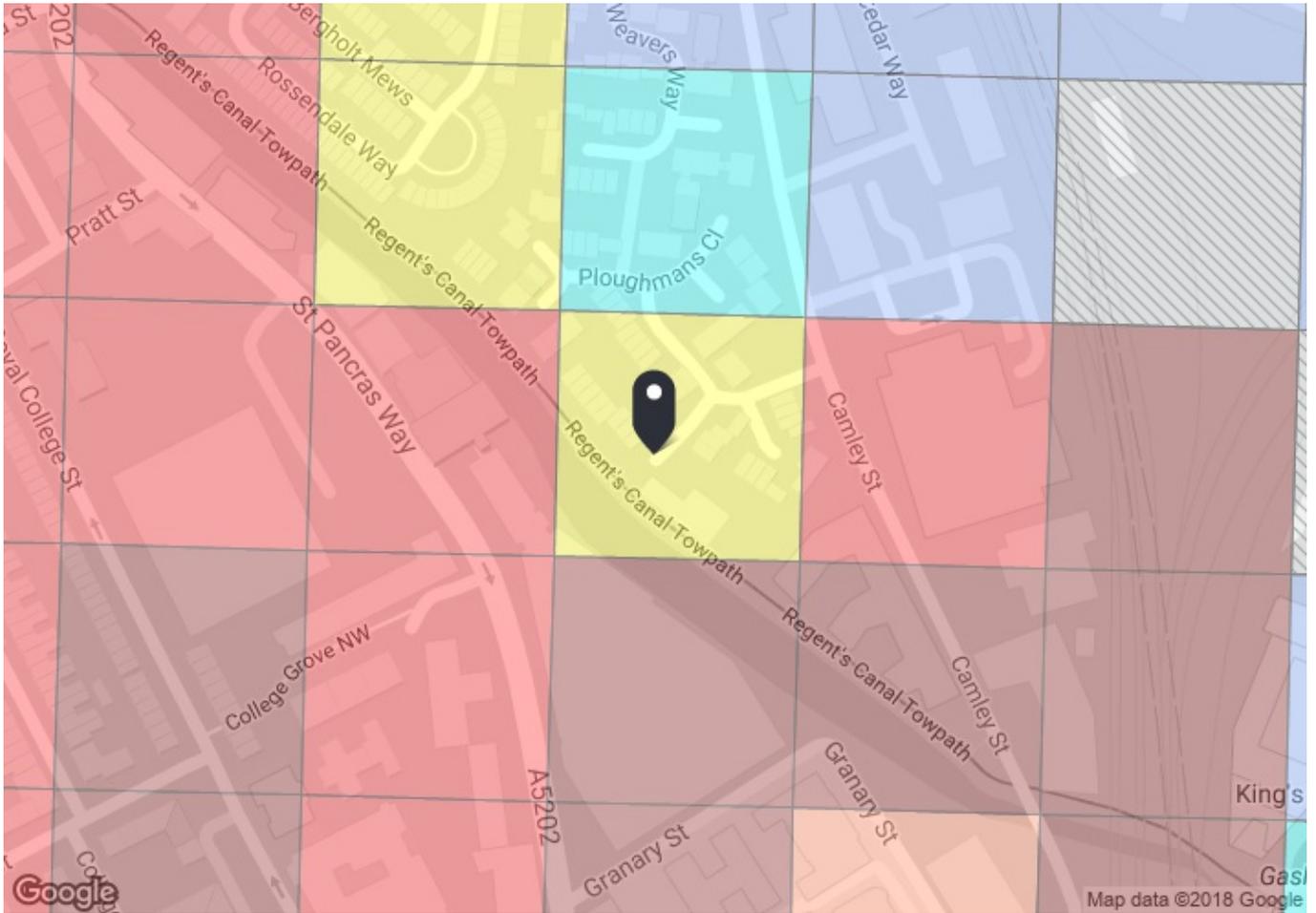
Figure 3.

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)

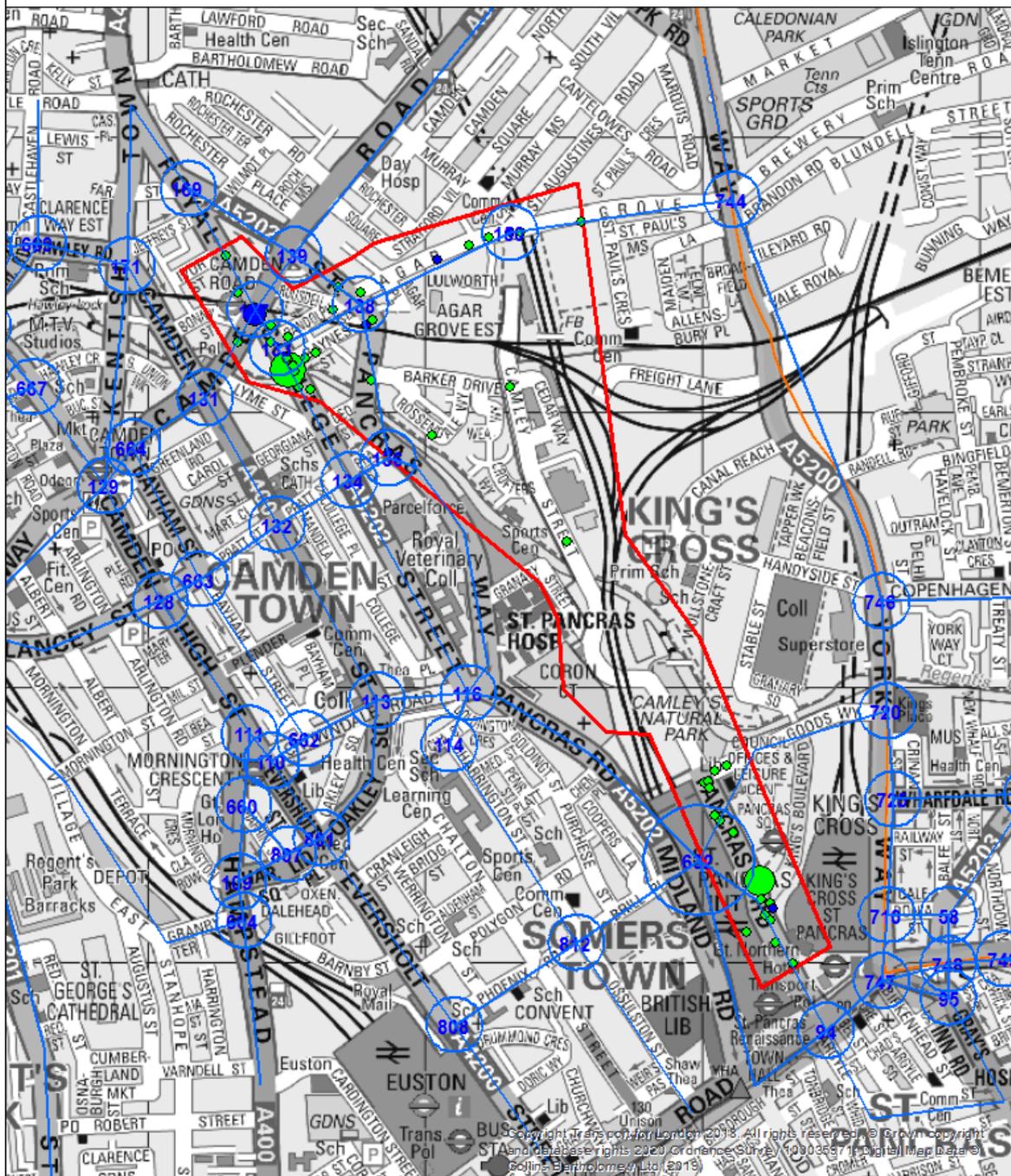
Calculation data

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 Collisions 3Y to 31 Aug 2019 (provisional)



<p>Severity of collision</p> <p>Slight: 1 (52) 2 (0) 3 (3) 4 (4) 5 (7)</p> <p>Serious: 1 (6) 2 (0) 3 (3) 4 (0) 5 (0)</p> <p>Fatal: 1 (0) 2 (0) 3 (0) 4 (0) 5 (0)</p>			<p>N</p> <p>0 0.15 0.3 Km</p>
<p>PRINTED BY: COLLSTATS 3 - TfL City Planning</p> <p>DATE: 06/04/2020</p>			

Jubilee Waterside Centre Collisions 3Y to 31 Aug 2019 (provisional)



SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION

MD01 GIS AREA B02_JUBILEE_WATERSIDE(P)

DATE PERIOD

36MTS TO AUG/2019

ACCIDENT COUNT

75

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION

1

01160000891	MON 07/11/2016 19:00	DARK	PANCRAS RD 10M N OF J/W KINGS BOULEVARD			LINK 94-632	530100/183150
SELF-REPORTED	ROAD-WET	WEATHER-OTHER	ONE-WAY ST	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(49 YRS - M - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP

2

01160003703	FRI 25/11/2016 18:40	DARK	AGAR GROVE J/W ST PANCRAS WAY			NODE 138	529380/184220
SELF-REPORTED	ROAD-DRY	FINE - H WIND	UNKNOWN	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(43 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(37 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(43 YRS - F - REDACT)	UNKNOWN S/R	WAITING - HELD UP	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

3

01160005115	FRI 25/11/2016 10:54	LIGHT	ROYAL COLLEGE ST J/W BAYNES ST	LINK 133-134	529250/184080
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN UNKNOWN S/R	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(19 YRS - M - REDACT) UNKNOWN S/R	UNKNOWN S/R	(S TO S) FRONT HIT FIRST J/P - UNKN JCT APP

4

01160008620	FRI 23/12/2016 18:55	DARK	AGAR GROVE NW1 J/W COBHAM MEWS NW1	LINK 138-150	529613/184321
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(44 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(44 YRS - M - REDACT)	SLOWING/STOPPING	(W TO E) BACK HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(26 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST JOURNEY P/O WORK JCT APP
V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))		V002	B
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)			405 (FAILED TO LOOK PROPERLY)

5

01160026739	FRI 02/12/2016 23:30	DARK	PANCRAS RD 21M S OF J/W GOODS WAY	LINK 632-720	530030/183260
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN NO JUN IN 20M N/A	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(? YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(? YRS - M - REDACT) UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKN S/R J/P - UNKN
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKN S/R J/P - UNKN

6

01170011218	MON 09/01/2017 16:45	DARK	PANCRAS RD 170M N OF J/W EUSTON RD	LINK 94-632	530130/183040
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY NO JUN IN 20M N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT PEDESTRIAN	STILL	STATIONARY NOT CROSSING
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(31 YRS - M - REDACT)	REVERSING	(S TO N) BACK HIT FIRST J/P - UNKN
V001	A	405 (FAILED TO LOOK PROPERLY)			

7

01170013826	MON 23/01/2017 11:50		LIGHT	ROYAL COLLEGE ST J/W BAYNES ST			LINK 133-134	529240/184090
SELF-REPORTED		UNKNOWN S/R	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
CASUALTY	001 (001)	(45 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED		(45 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

8

01170014979	SAT 28/01/2017 12:45		LIGHT	CAMDEN RD 20M W OF J/W ROYAL COLLEGE ST NW1			LINK 131-137	529160/184130
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(44 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	BOARDING		
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NOT REQ		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP
C001	A	806 (IMPAIRED BY ALCOHOL)				C001 A	808 (CARELESS, RECKLESS OR IN A HURRY)	

9

01170019535	TUE 07/02/2017 12:15	LIGHT	GOODS WAY J/W PANCRAS RD	LINK 632-720	530020/183350		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M	
CASUALTY	001 (001)	(71 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(71 YRS - F - REDACT)	UNKNOWN S/R	WAITING - HELD UP	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP

10

01170021233	SUN 26/02/2017 18:50	DARK	BAYNES ST J/W ST PANCRAS WAY	NODE 138	529390/184160		
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (001)	(23 YRS - F - REDA)	SERIOUS	PEDESTRIAN	NW BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(51 YRS - M - REDACT)		TURNING RIGHT	(NW TO SW) FRONT HIT FIRST	J/P - UNKN L/MAIN RD
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))					

11

01170021316	MON 27/02/2017 09:05	LIGHT	ROYAL COLLEGE ST 21M S OF J/W CAMDEN RD NREST CLASSIFI	LINK 133-137	529220/184130		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(48 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NOT REQ	(41 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
V001	A	408 (SUDDEN BRAKING)					

12

01170021429	MON 27/02/2017 09:20	LIGHT	CAMDEN RD J/W ROYAL COLLEGE ST	NODE 137	529190/184180		
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(45 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
CASUALTY	002 (001)	(58 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(45 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	COMMUTING E/MAIN RD
C002	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)		C002	B	802 (FAILED TO LOOK PROPERLY)	

13

01170035859	SAT 06/05/2017 14:30	LIGHT	ROYAL COLLEGE ST J/W IVOR ST	LINK 137-169	529138/184288
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M
CASUALTY	001 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NEG	(70 YRS - M - REDACT)	MOVING OFF	(S TO N) J/P - UNKN O/S HIT FIRST E/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NEG	(23 YRS - M - REDACT)	O/TAKING - NEARSIDE	(S TO N) COMMUTING FRONT HIT E/MAIN RD FIRST
V001	B	405 (FAILED TO LOOK PROPERLY)		V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

14

01170037191	SAT 13/05/2017 12:10	LIGHT	ROYAL COLLEGE ST NW1 J/W CAMDEN RD NW1	NODE 137	529200/184170
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST CROSSROADS	AUTO SIG	PEDN PHASE ATS NONE IN 50M
CASUALTY	001 (002)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - F - REDACT)	MOVING OFF	(S TO N) J/P - UNKN N/S HIT FIRST JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ	(34 YRS - M - REDACT)	MOVING OFF	(S TO N) J/P - UNKN O/S HIT FIRST JCT MID
V001	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)		V002 A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

15

01170037243	TUE 21/03/2017 13:50	LIGHT	PANCRAS RD J/W KINGS CROSS BOULEVARD N1C			LINK 94-632	530110/183090
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	CTRL - AUTH PERSON
CASUALTY	001 (001)	(65 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(41 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)					

16

01170037985	WED 17/05/2017 07:37	LIGHT	BAYNES ST J/W ROYAL COLLEGE ST			LINK 133-134	529250/184090
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(51 YRS - M - REDACT)		MOVING OFF	(W TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)					

17

01170041981	THU 08/06/2017 09:00		LIGHT	CAMDEN RD J/W ROYAL COLLEGE ST			NODE 137	529190/184190
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	ZEBRA XING	CTRL - AUTH PERSON
CASUALTY	001 (002)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(57 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ		(26 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)			V001	A	405 (FAILED TO LOOK PROPERLY)	

18

01170043901	TUE 20/06/2017 12:35		LIGHT	CAMDEN RD J/W ROYAL COLLEGE ST			NODE 137	529190/184180
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(65 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NOT REQ		(58 YRS - M - REDACT)		MOVING OFF	(P TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT CLEARED
C001	B	999 (OTHER - PLEASE SPECIFY BELOW)						

19

01170046545	TUE 04/07/2017 13:20	LIGHT	AGAR GROVE J/W MURRAY ST				NODE 150	529670/184330
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT		PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(61 YRS - F - REDA)	SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(42 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP
V001	A	706 (DAZZLING SUN)						

20

01170046896	FRI 30/06/2017 23:35	DARK	EUSTON RD 21M S OF J/W KINGS B'VD				LINK 94-632	530120/183080
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	UNKNOWN S/R
CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(33 YRS - M - REDACT)		UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(40 YRS - M - REDACT)		UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

21

01170047476	SUN 09/07/2017 11:10		LIGHT	ROYAL COLLEGE ST J/W ROYAL COLLEGE ST			LINK 133-134	529250/184080
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (002)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - F - REDACT)	UNKNOWN S/R	MOVING OFF	(E TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(33 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID

22

01170049429	FRI 30/06/2017 20:00		LIGHT	ROYAL COLLEGE ST J/W CAMDEN RD			NODE 137	529220/184160
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(31 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(31 YRS - M - REDACT)		WAITING - HELD UP	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	MINIBUS 8-15 PAX BT - DRV NOT CONTACTED		(49 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP

23

01170052732	TUE 08/08/2017 22:17	DARK	BAYNES ST J/W ST PANCRAS WAY	NODE 138	529402/184171
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M
CASUALTY	001 (001)	(32 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND UNKNOWN/OTHER
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NEG	(23 YRS - M - REDACT)	TURNING RIGHT	(SW TO SW) J/P - UNKN O/S HIT FIRST L/MAIN RD
V001	B	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))		V001 B	405 (FAILED TO LOOK PROPERLY)

24

01170053480	SAT 12/08/2017 15:20	LIGHT	CAMDEN RD J/W ROYAL COLLEGE ST	NODE 137	529190/184180
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG PELICAN OR SIML NONE IN 50M
CASUALTY	001 (002)	(5 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER
CASUALTY	002 (002)	(30 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER
VEHICLE	001 (000)	CAR BT - NOT REQ	(59 YRS - M - REDACT)	MOVING OFF	(S TO N) J/P - UNKN FRONT HIT JCT CLEARED FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(49 YRS - F - REDACT)	MOVING OFF	(S TO N) J/P - UNKN FRONT HIT JCT CLEARED FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)		V002 B	405 (FAILED TO LOOK PROPERLY)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

25

01170057526	WED 30/08/2017 09:10		LIGHT	PANCRAS RD 25M N OF J/W KINGS BOULEVARD			LINK 94-632	530100/183150
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	UNKNOWN S/R
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	U-TURN	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

26

01170058003	TUE 15/08/2017 17:35		LIGHT	BAYNES ST, 23M W OF J/W ROYAL COLLEGE ST			CELL 529000/184000	529266/184093
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(60 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ		(60 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

27

01170058606	TUE 12/09/2017 23:14	DARK	ROYAL COLLEGE ST J/W CAMDEN RD	NODE 137	529190/184180		
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(20 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SE) N/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

28

01170063622	TUE 10/10/2017 16:10	LIGHT	PANCRAS RD 65M S OF J/W CAMLEY ST	CELL 530000/183000	530020/183270			
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(18 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	SCHOOL - RIDING	
VEHICLE	002 (000)	CAR BT - NOT REQ	(54 YRS - M - REDACT)		TURNING - LEFT	(S TO W) FRONT HIT FIRST	JOURNEY P/O WORK	
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

29

01170064640	MON 16/10/2017 08:15	LIGHT	ROYAL COLLEGE ST J/W BAYNES ST	NODE 133	529250/184080
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN STOP SGN	ZEBRA XING	NONE IN 50M
CASUALTY	001 (002)	(44 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(38 YRS - M - REDACT)	TURNING RIGHT	(E TO N) FRONT HIT FIRST J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(44 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST J/P - UNKN JCT APP
V001	B	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)		V001 A	405 (FAILED TO LOOK PROPERLY)

30

01170075255	MON 04/12/2017 14:55	LIGHT	ROSENDALE WAY 20M S OF J/W BARKER DRIVE	CELL 529500/183500	529510/183960
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SLIP ROAD PRIV DRIVE GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(17 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(17 YRS - M - REDACT)	SLOWING/STOPPING	(N TO S) DID NOT IMPACT J/P - UNKN JCT MID
V001	A	410 (LOSS OF CONTROL)		V001 B	602 (CARELESS, RECKLESS OR IN A HURRY)

31

01170075360	TUE 05/12/2017 07:20		LIGHT	A5202 25M N OF J/W KINGS CROSS NREST CLASSIFIED RD WAS THE			LINK 94-632	530100/183150
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(25 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(25 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED		(44 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

32

01170077073	MON 11/12/2017 23:30		DARK	GOODS WAY 35M E OF J/W CAMLEY ST			CELL 530000/183000	530040/183360
POLICE - AT SCENE		ROAD-DRY	WEATHER-OTHER	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(23 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ		(23 YRS - M - REDACT)		O/TAKING - MOVING VEH	(NE TO W) N/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ		(32 YRS - M - REDACT)		U-TURN	(NE TO NE) O/S HIT FIRST	JOURNEY P/O WORK
V002	A	403 (POOR TURN OR MANOEUVRE)			V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)	

33

01170078145	FRI 15/12/2017 11:26	LIGHT	CAMLEY ST J/W CEDAR WAY				CELL 529500/184000	529650/184050
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (002)	(36 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(? YRS - M - REDACT)	MOVING OFF		(N TO W) FRONT HIT FIRST	COMMUTING JCT APP	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(36 YRS - F - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))						

34

01180081429	MON 01/01/2018 16:45	DARK	PANCRAS RD 50M N OF J/W EUSTON RD NREST CLASSIFIED RD				LINK 94-632	530160/183000
SELF-REPORTED	UNKNOWN S/R	WEATHER- UNKNOWN	ONE-WAY ST	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(75 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER		
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN	

35

01180082816 WED 10/01/2018 23:38 DARK CAMDEN RD J/W ROYAL COLLEGE ST NODE 137 529190/184180

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG NO XING FACIL IN 50M NONE IN 50M

APPARENTLY VEHICLE 1 WAS TRAVELLING FROM EAST TO WEST ALONG ROYAL COLLEGE STREET, AND WAS CROSSING THE JUNCTION WITH CAMDEN ROAD ON A GREEN CYCLE LIGHT, WHEN VEHICLE 2 HAS COME ACRC JUNCTION NORTH TO SOUTH HAVING IGNORED TRAFFIC SIGNALS WHICH WERE RED AT THE TIME.

CASUALTY 001 (001) (47 YRS - M - REDA) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) PED CYCLE (47 YRS - M - REDACT) G/AHEAD - OTHER (NE TO NW) J/P - UNKN
BT - N/A FRONT HIT JCT MID
FIRSTVEHICLE 002 (000) CAR (? YRS - M - UNKNOWN - REDACT) G/AHEAD - OTHER (N TO S) J/P - UNKN
BT - DRV NOT CONTACTED FRONT HIT JCT MID
FIRST

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

36

01180084049 WED 03/01/2018 00:01 LIGHT BAYNES ST 60M E OF J/W ROYAL COLLEGE ST CELL 529000/184000 529300/184110

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M N/A NO XING FACIL IN 50M NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (28 YRS - M - REDA) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (67 YRS - M - REDACT) G/AHEAD - OTHER (E TO W) J/P - UNKN
BT - NOT REQ FRONT HIT
FIRSTVEHICLE 002 (000) PED CYCLE (28 YRS - M - REDACT) G/AHEAD - OTHER (E TO W) J/P - UNKN
BT - NOT REQ FRONT HIT
FIRST

V001 B 403 (POOR TURN OR MANOEUVRE)

37

01180088596	WED 07/02/2018 12:50	LIGHT	NFL ST PANCRAS WAY 20M N OF J/W AGAR GROVE	NODE 138	529340/184230
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST CROSSROADS AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(42 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) DID NOT IMPACT COMMUTING JCT CLEARED
V001	A	403 (POOR TURN OR MANOEUVRE)			

38

01180094846	THU 08/03/2018 08:52	LIGHT	CAMDEN RD J/W ROYAL COLLEGE ST	NODE 137	529200/184190
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V001 WAS TRAVELLING NORTH EAST ALONG CAMDEN ROAD. HE HAS APPROACHED THE TRAFFIC LIGHTS BEFORE THE CROSS ROADS WITH ROYAL COLLEGE STREET. AT THE LIGHTS THERE ARE A GROUP OF PEOPLE WA CROSS THE ROAD. ONE OF THE PEDESTRIANS HAS STEPPED OUT INTO THE ROAD AND HAS BEEN STRUCK IN THE HEAD BY THE NEARSIDE MIRROR OF V001. THE LIGHTS WERE NOT GREEN FOR EITHER PEDESTRIANS OR V					
CASUALTY	001 (001)	(38 YRS - M - REDA)	SERIOUS	PEDESTRIAN	NW BOUND FROM DRIVERS N/SIDE
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(45 YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) N/S HIT FIRST J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)		C001	A 802 (FAILED TO LOOK PROPERLY)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	B 407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
V001	B	306 (EXCEEDING SPEED LIMIT)			

39

01180098949 WED 28/03/2018 08:40 LIGHT SAINT PANCRAS WAY J/W PRATT ST NODE 136 529430/183930

POLICE - AT SCENE ROAD-WET RAINING DUAL CWY T/STAG JUN GIVEWAY /UNCONT ZEBRA XING NONE IN 50M

APPARENTLY A CAR WAS DRIVING SOUTHBOUND AND DID NOT STOP AT A ZEBRA CROSSING. A MALE WAS CROSSING THE CROSSING WITH HIS GIRLFRIEND. THE MALE PUSHED HIS GIRLFRIEND OUT OF THE WAY OF THE APPROACHING CAR AND WAS HIT BY THE CAR, CAUSING CONCUSSION AND PAIN TO HIS RIGHT SIDE WHERE THE IMPACT HIT. (REDACTED)

CASUALTY 001 (001) (25 YRS - M - REDA) SERIOUS PEDESTRIAN W BOUND FROM DRIVERS O/SIDE

CASUALTY 002 (001) (? YRS - F - REDA) SLIGHT PEDESTRIAN UNKNOWN UNKNOWN/OTHER

VEHICLE 001 (000) TAXI/PHV BT - NEG (58 YRS - M - REDACT) G/AHEAD - OTHER (N TO S) JOURNEY P/O WORK FRONT HIT JCT CLEARED FIRST

V001 B 602 (CARELESS, RECKLESS OR IN A HURRY)

40

01180100980 TUE 10/04/2018 19:00 LIGHT BAYNES ST J/W ROYAL COLLEGE ST LINK 133-134 529250/184080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN STOP SGN NO XING FACIL IN 50M NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (26 YRS - M - REDA) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR BT - NOT REQ (52 YRS - M - REDACT) TURNING RIGHT (W TO E) COMMUTING N/S HIT FIRST E/MAIN RD

VEHICLE 002 (000) PED CYCLE BT - N/A (26 YRS - M - REDACT) G/AHEAD - OTHER (N TO S) COMMUTING FRONT HIT JCT APP FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

01180101944	MON 16/04/2018 02:48	DARK	AGAR GROVE 30M W OF J/W ST PAULS CRESCENT			LINK 150-744	529780/184350
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(20 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (001)	(21 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (001)	(20 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(21 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN
VEHICLE	005 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN
VEHICLE	006 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) FRONT HIT FIRST	J/P - UNKN
VEHICLE	007 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN
V001	A	410 (LOSS OF CONTROL)		V001	A	403 (POOR TURN OR MANOEUVRE)	

01180102998	FRI 20/04/2018 19:05	LIGHT	CAMDEN RD J/W ROYAL COLLEGE ST	NODE 137	529190/184170
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(29 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) BACK HIT FIRST J/P - UNKN JCT APP
V001	A	308 (FOLLOWING TOO CLOSE)		V002 B	408 (SUDDEN BRAKING)

43

01180103825	WED 25/04/2018 01:07	DARK	AGAR GROVE 100M W OF J/W MURRAY ST	LINK 138-150	529520/184280
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	NO XING FACIL IN 50M	NONE IN 50M
VEHICLE 1 AND 2 APPEAR TO HAVE BEEN TRAVELING WEST ALONG AGAR GROVE ABOVE THE 20 MPH SPEED LIMIT, POSSIBLY RACING, AND HAVE COLLIDED, CAUSING VEHICLE 1 TO HIT VEHICLE 3 AND DAMAGING ALL TIRES. ALL OCCUPANTS FROM THE VEHICLES HAVE DECAMPED ALTHOUGH (REDACTED) WAS NEAR BY LAYING ON THE FLOOR. (REDACTED)					
CASUALTY	001 (001)	(20 YRS - M - REDA)	SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(41 YRS - F - REDACT)		O/TAKING - MOVING VEH (E TO W) FRONT HIT FIRST J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(60 YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER (E TO W) O/S HIT FIRST J/P - UNKN
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED (P TO P) BACK HIT FIRST J/P - UNKN
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED (P TO P) O/S HIT FIRST J/P - UNKN
V001	A	306 (EXCEEDING SPEED LIMIT)		V002	A 306 (EXCEEDING SPEED LIMIT)
V001	A	410 (LOSS OF CONTROL)			

44

01180105070	TUE 01/05/2018 10:05	LIGHT	PANCRAS RD J/W CAMLEY ST	CELL 530000/183000	530000/183330
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN	AUTO SIG	PEDN PHASE ATS NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(33 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(35 YRS - M - REDACT)		CHNG LANE - LEFT (E TO W) N/S HIT FIRST JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(33 YRS - F - REDACT)		G/AHEAD - OTHER (E TO W) FRONT HIT FIRST COMMUTING JCT MID

45

01180115487	WED 20/06/2018 09:50	LIGHT	AGAR GROVE J/W MURRAY ST	CELL 529500/184000	529650/184330
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M

APPARENTLY VEHICLE 1 WAS STOPPED TURNING RIGHT AT A JUNCTION FROM AGAR GROVE ONTO MURRAY STREET HE HAS THEN NOT SEEN VEHICLE 2 WHO WAS DRIVING THE OTHER WAY DOWN AGAR GROVE. VEHICLE THEN PULLED ACROSS THE PATH OF VEHICLE 2 WHO HAS THEN GONE HEAD ON INTO VEHICLE 1. (REDACTED) VEHICLE 2 WAS BELIEVED TRAVELLING AT 20MPH. (REDACTED)

CASUALTY	001 (002)	(42 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(66 YRS - M - REDACT)	TURNING RIGHT	(E TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(42 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT APP
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)				

46

01180116027	FRI 22/06/2018 10:15	LIGHT	ROYAL COLLEGE ST J/W PRIVATE DRIVE	LINK 133-134	529270/184050
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN	STOP SGN	NO XING FACIL IN 50M NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(28 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(50 YRS - M - REDACT)	WAITING - TURN RIGHT	(E TO N) N/S HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - F - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)		V002	A	405 (FAILED TO LOOK PROPERLY)
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				

47

01180116098	FRI 22/06/2018 16:20	LIGHT	ROYAL COLLEGE ST 30M W OF J/W CAMDEN RD	LINK 137-169	529160/184220	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN NO JUN IN 20M N/A	ZEBRA XING	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(23 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOW S/R	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

48

01180122018	THU 19/07/2018 07:55	LIGHT	BAYNES ST J/W ROYAL COLLEGE ST	LINK 133-134	529250/184080	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(60 YRS - M - REDACT)	MOVING OFF	(E TO SW) N/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(25 YRS - M - REDACT)	MOVING OFF	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

49

01180125704	FRI 03/08/2018 23:00		DARK	BAYNES ST J/W ROYAL COLLEGE ST			LINK 133-134	529250/184080
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(48 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(48 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT MID

50

01180131881	MON 10/09/2018 18:45		LIGHT	BAYNES ST 10M E OF J/W ROYAL COLLEGE ST			LINK 133-134	529265/184093
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	STOP SGN	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(28 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

51

01180133762	THU 20/09/2018 13:30	LIGHT	ROUSDEN ST J/W RANDOLPH ST	CELL 529000/184000	529330/184190
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(50 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(50 YRS - M - REDACT)	MOVING OFF	(W TO E) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(35 YRS - F - REDACT)	TURNING - LEFT	(W TO E) N/S HIT FIRST
V002	A	405 (FAILED TO LOOK PROPERLY)		V001	A
V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			405 (FAILED TO LOOK PROPERLY)

52

01180137500	SUN 07/10/2018 19:28	DARK	CAMDEN RD J/W ROYAL COLLEGE ST	NODE 137	529190/184180
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG
APPARENTLY VEHICLE 001 WAS TRAVELLING NORTH-WEST ALONG ROYAL COLLEGE STREET APPROACHING JUNCTION WITH CAMDEN ROAD AND VEHICLE 002 WAS TRAVELLING SOUTHBOUND ALONG CAMDEN ROAD. IT UNKNOWN WHICH VEHICLE HAS CROSSED A RED LIGHT BUT HAVE BOTH ENTERED THE JUNCTION OF CAMDEN ROAD AND ROYAL COLLEGE STREET AT THE SAME TIME. THE 2 VEHICLES HAVE COLLIDED, THIS HAS CAUSED 001 TO VEER INTO THE WEST CURB AND VEHICLE 2 LEFT STATIONARY IN THE CROSS HATCH OF THE JUNCTION.					
CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
CASUALTY	002 (001)	(21 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER
CASUALTY	003 (001)	(22 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER
CASUALTY	004 (002)	(23 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER
VEHICLE	001 (000)	CAR BT - NOT REQ	(19 YRS - M - REDACT)	MOVING OFF	(SE TO NW) O/S HIT FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) N/S HIT FIRST
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V002	B
					602 (CARELESS, RECKLESS OR IN A HURRY)

53

01180137624	MON 08/10/2018 07:20	LIGHT	BAYNES ST J/W ROYAL COLLEGE ST	LINK 133-134	529250/184080
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(27 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(57 YRS - F - REDACT)	WAITING - TURN RIGHT	(E TO N) COMMUTING O/S HIT FIRST JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) COMMUTING FRONT HIT JCT APP FIRST
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

54

01180138198	WED 10/10/2018 18:55	DARK	PANCRAS RD 233M N OF J/W EUSTON RD NREST CLASSIFIED RD W	LINK 94-632	530120/183110
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(33 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(34 YRS - M - REDACT)	CHNG LANE - RIGHT	(S TO N) JOURNEY P/O WORK FRONT HIT FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(33 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) COMMUTING N/S HIT FIRST
V001	B	405 (FAILED TO LOOK PROPERLY)		V002	B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

55

01180138658	FRI 12/10/2018 15:19	LIGHT	BARKER DRIVE J/W ST PANCRAS WAY	LINK 136-138	529400/184060
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(20 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(20 YRS - M - REDACT)	TURNING - LEFT	(N TO E) JOURNEY P/O WORK O/S HIT FIRST L/MAIN RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	TURNING - LEFT	(N TO E) J/P - UNKN N/S HIT FIRST L/MAIN RD
V002	A	601 (AGGRESSIVE DRIVING)		V002 B	602 (CARELESS, RECKLESS OR IN A HURRY)

56

01180140540	MON 22/10/2018 09:49	LIGHT	PANCRAS RD J/W GOODS WAY	LINK 632-720	530007/183333
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(28 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(56 YRS - M - REDACT)	TURNING RIGHT	(W TO S) JOURNEY P/O WORK N/S HIT FIRST JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) COMMUTING FRONT HIT JCT CLEARED FIRST
V001	A	403 (POOR TURN OR MANOEUVRE)			

57

01180141215	WED 23/05/2018 16:45	LIGHT	RANDOLPH ST J/W ROYAL COLLEGE ST			NODE 133	529250/184140
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(72 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	CAR BT - NOT REQ	(48 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(E TO W) BACK HIT FIRST	J/P - UNKN JCT APP

58

01180147562	MON 19/11/2018 18:15	DARK	PANCRAS RD J/W KINGS BLVD			LINK 94-632	530100/183150
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(38 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R

59

01180148172	MON 26/11/2018 09:52	LIGHT	BAYNES ST 25M W OF J/W ROYAL COLLEGE ST	CELL 529000/184000	529280/184102		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(19 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

60

01180155684	THU 27/12/2018 21:00	DARK	PANCRAS RD 30M S OF J/W CAMLEY ST	CELL 530000/183000	530010/183320		
POLICE - AT SCENE	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(? YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		U-TURN	(N TO N) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		G/AHEAD - OTHER	(N TO N) FRONT HIT FIRST	J/P - UNKN
V001	B	403 (POOR TURN OR MANOEUVRE)					

61

01190156854	THU 10/01/2019 02:11	DARK	CAMDEN RD, LONDON NW1, NR JUNCT WTH ROYAL COLLEGE ST, LONDON NW1.	NODE 137	529195/184182		
POLICE - AT SCENE	ROAD-WET	WEATHER- FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
ON THURSDAY 10 JANUARY 2019 AT 02:11 A COLLISION OCCURED ON CAMDEN ROAD, LONDON NW1, NEAR THE JUNCTION WITH ROYAL COLLEGE STREET, LONDON NW1. IN CAMDEN INVOLVING ONE TAXI / PRIVATE HIRE (
CASUALTY	001 (001)	(20 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (001)	(22 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(22 YRS - F - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID	
V001	B	410 (LOSS OF CONTROL)		V001	B	502 (IMPAIRED BY DRUGS (ILLCIT OR MEDICINAL))	
V001	B	605 (LEARNER OR INEXPERIENCED DRIVER)					

62

01190166998	TUE 05/03/2019 07:35	LIGHT	ROYAL COLLEGE ST, 55 METRES SOUTH OF JUNCT WTH BAYNES ST.	LINK 133-134	529291/184044		
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	ONE-WAY ST	NO JUN IN 20M	NO XING FACIL IN 50M	NONE IN 50M	
ON TUESDAY 5 MARCH 2019 AT 07:35 A COLLISION OCCURED ON ROYAL COLLEGE STREET, 55 METRES SOUTH OF THE JUNCTION WITH BAYNES STREET. IN CAMDEN INVOLVING ONE CAR AND ONE PEDAL CYCLE							
CASUALTY	001 (001)	(42 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(42 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING	
VEHICLE	002 (000)	CAR BT - NOT REQ	(49 YRS - M - REDACT)	TURNING RIGHT	(E TO NW) FRONT HIT FIRST	COMMUTING	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

63

01190169191 FRI 15/03/2019 07:50 LIGHT BAYNES ST, NR JUNCT WTH ROYAL COLLEGE ST . LINK 133-134 529263/184078

POLICE - AT SCENE ROAD-WET FINE - H WIND ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT ZEBRA XING NONE IN 50M

ON FRIDAY 15 MARCH 2019 AT 07:50 A COLLISION OCCURED ON BAYNES STREET , NEAR THE JUNCTION WITH ROYAL COLLEGE STREET IN CAMDEN INVOLVING ONE CAR AND ONE PEDAL CYCLE

CASUALTY 001 (002) (29 YRS - F - REDA) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (45 YRS - F - REDACT) TURNING RIGHT (SW TO NE) SCHOOL - TAKING FRONT HIT E/MAIN RD FIRST

VEHICLE 002 (000) PED CYCLE (29 YRS - F - REDACT) G/AHEAD - OTHER (NE TO S) COMMUTING FRONT HIT JCT APP FIRST

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

64

01190170679 FRI 22/03/2019 20:17 DARK BAYNES ST, NR JUNCT WTH ROYAL COLLEGE ST. LINK 133-134 529258/184089

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M

ON FRIDAY 22 MARCH 2019 AT 20:17 A COLLISION OCCURED ON BAYNES STREET , NEAR THE JUNCTION WITH ROYAL COLLEGE STREET. IN CAMDEN INVOLVING ONE CAR AND ONE PEDAL CYCLE

CASUALTY 001 (001) (37 YRS - M - REDA) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PED CYCLE (37 YRS - M - REDACT) G/AHEAD - OTHER (N TO S) JCT MID FRONT HIT FIRST

VEHICLE 002 (000) CAR (? YRS - M - REDACT) TURNING RIGHT (E TO W) J/P - UNKN FRONT HIT JCT MID FIRST

V001 A 507 (RIDER WEARING DARK CLOTHING AT NIGHT) V001 A 506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILIT

V002 B 704 (BUILDINGS, ROAD SIGNS, STREET FURNITURE)

65

01190172818 TUE 02/04/2019 12:24 LIGHT PANCRAS RD, 40 METRES SOUTH OF JUNCT WTH GOODS WAY. NODE 632 530052/183239

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVEWAY /UNCONT ZEBRA XING NONE IN 50M

ON TUESDAY 2 APRIL 2019 AT 12:24 A COLLISION OCCURED ON PANCRAS ROAD, 40 METRES SOUTH OF THE JUNCTION WITH GOODS WAY. IN CAMDEN INVOLVING ONE VAN / GOODS VEHICLE 3.5 TONNES MAXIMUM GROSS (MGW) AND UNDER AND PEDESTRIAN(S)

CASUALTY 001 (001) (33 YRS - F - REDA) SLIGHT PEDESTRIAN W BOUND FROM DRIVERS N/SIDE - MASKED

VEHICLE 001 (000) VAN/GOODS => 3.5T (49 YRS - M - REDACT) G/AHEAD - OTHER (N TO S) JOURNEY P/O WORK FRONT HIT JCT CLEARED FIRST

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED ')

C001 B 808 (CARELESS, RECKLESS OR IN A HURRY)

66

01190177810 MON 29/04/2019 06:25 LIGHT ROYAL COLLEGE ST, 50 METRES NORTH OF JUNCT WTH BAYNES ST. LINK 133-134 529250/184099

SELF-REPORTED ROAD-DRY WEATHER-FINE ONE-WAY ST NO JUN IN 20M ZEBRA XING UNKNOWN S/R

ON MONDAY 29 APRIL 2019 AT 06:25 A COLLISION OCCURED ON ROYAL COLLEGE STREET, 50 METRES NORTH OF THE JUNCTION WITH BAYNES STREET. IN CAMDEN INVOLVING ONE CAR AND ONE PEDAL CYCLE

CASUALTY 001 (001) (37 YRS - M - REDA) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PED CYCLE (37 YRS - M - REDACT) UNKNOWN S/R (MOVE UNKN) COMMUTING FRONT HIT FIRST

VEHICLE 002 (000) CAR (? YRS - UNKNOWN - REDACT) UNKNOWN S/R (MOVE UNKN) J/P - UNKN UNKNOWN S/R

67

01190178173 SAT 20/04/2019 22:20 DARK CAMDEN RD, NR JUNCT WTH ROYAL COLLEGE ST. NODE 137 529196/184184
 SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS UNKNOWN S/R UNKNOWN S/R NONE IN 50M

ON SATURDAY 20 APRIL 2019 AT 22:20 A COLLISION OCCURED ON CAMDEN ROAD, NEAR THE JUNCTION WITH ROYAL COLLEGE STREET. IN CAMDEN INVOLVING ONE CAR AND ONE MOTORCYCLE OVER 50CC AND UP TO 1:

CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(31 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

68

01190178272 THU 11/04/2019 18:15 LIGHT CAMLEY ST, NR JUNCT WTH CAMLEY ST. CELL 529500/183500 529752/183769
 SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS UNKNOWN S/R UNKNOWN S/R UNKNOWN S/R

ON THURSDAY 11 APRIL 2019 AT 18:15 A COLLISION OCCURED ON CAMLEY STREET, NEAR THE JUNCTION WITH CAMLEY STREET. IN CAMDEN INVOLVING ONE PEDAL CYCLE AND ONE TAXI / PRIVATE HIRE CAR

CASUALTY	001 (001)	(31 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(31 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(53 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

69

01190180168 SAT 04/05/2019 22:38 DARK CAMDEN RD, NR JUNCT WTH ROYAL COLLEGE ST. NODE 137 529205/184187
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M

ON SATURDAY 4 MAY 2019 AT 22:38 A COLLISION OCCURED ON CAMDEN ROAD, NEAR THE JUNCTION WITH ROYAL COLLEGE STREET. IN CAMDEN INVOLVING ONE CAR AND ONE MOTORCYCLE OVER 50CC AND UP TO 125

CASUALTY 001 (002) (29 YRS - M - REDA) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (26 YRS - M - REDACT) G/AHEAD - OTHER (SW TO NE) JCT MID
 BT - NEG FRONT HIT FIRST
 VEHICLE 002 (000) M/C 51-125CC (29 YRS - M - REDACT) G/AHEAD - OTHER (S TO N) JCT MID
 BT - NEG N/S HIT FIRST
 V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL) V002 A 602 (CARELESS, RECKLESS OR IN A HURRY)

70

01190181654 SAT 18/05/2019 09:59 LIGHT PANCRAS RD, 25 METRES NORTH OF JUNCT WTH EUSTON RD.. NREST LINK 94-632 530103/183118
 CLASSIFIED RD WAS A501. NREST CLASSIFIED RD WAS A501
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M PELICAN OR SIML NONE IN 50M

ON SATURDAY 18 MAY 2019 AT 09:59 A COLLISION OCCURED ON PANCRAS ROAD, 25 METRES NORTH OF THE JUNCTION WITH EUSTON ROAD.. THE NEAREST CLASSIFIED ROAD WAS THE A501. THE NEAREST CLASSIFIED WAS THE A501 IN CAMDEN INVOLVING ONE PEDAL CYCLE AND ONE TAXI / PRIVATE HIRE CAR

CASUALTY 001 (002) (15 YRS - M - REDA) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) TAXI/PHV (40 YRS - M - REDACT) U-TURN (S TO N) JOURNEY P/O WORK
 BT - NOT REQ O/S HIT FIRST
 VEHICLE 002 (000) PED CYCLE (15 YRS - M - REDACT) G/AHEAD - OTHER (N TO S) J/P - UNKN
 BT - N/A FRONT HIT FIRST
 V002 B 405 (FAILED TO LOOK PROPERLY) V001 B 403 (POOR TURN OR MANOEUVRE)

71

01190182431 WED 22/05/2019 11:45 LIGHT LOCATION UNCERTAIN ROYAL COLLEGE ST JW BAYNES ST LINK 133-134 529248/184102
 POLICE - AT SCENE ROAD-DRY WEATHER- ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M
 FINE

ON WEDNESDAY 22 MAY 2019 AT 11:45 A COLLISION OCCURED ON LOCATION UNCERTAIN ROYAL COLLEGE STREET JW BAYNES ST IN CAMDEN INVOLVING ONE CAR AND ONE PEDAL CYCLE

CASUALTY	001 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(38 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
V001	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)			V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	403 (POOR TURN OR MANOEUVRE)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

72

01190183646 TUE 28/05/2019 12:50 LIGHT BAYNES ST, NR JUNCT WTH ROYAL COLLEGE ST . LINK 133-134 529259/184086
 POLICE - AT SCENE ROAD-DRY WEATHER- ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT ZEBRA XING NONE IN 50M
 FINE

ON TUESDAY 28 MAY 2019 AT 12:50 A COLLISION OCCURED ON BAYNES STREET, NEAR THE JUNCTION WITH ROYAL COLLEGE STREET IN CAMDEN INVOLVING ONE CAR AND ONE PEDAL CYCLE

CASUALTY	001 (001)	(27 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(27 YRS - F - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(43 YRS - F - REDACT)		TURNING RIGHT	(E TO W) O/S HIT FIRST	E/SLIP RD
V002	A	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))					

73

01190185126 TUE 04/06/2019 10:00 LIGHT EUSTON RD, 20 METRES WEST OF JUNCT WTH KINGS BOULVARD . LINK 94-632 530077/183058
 SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY UNKNOWN UNKNOWN S/R PEDN PHASE ATS NONE IN 50M

ON TUESDAY 4 JUNE 2019 AT 10:00 A COLLISION OCCURED ON EUSTON ROAD, 20 METRES WEST OF THE JUNCTION WITH KINGS BOULVAROAD IN CAMDEN INVOLVING ONE CAR AND ONE PEDAL CYCLE

CASUALTY 001 (001) (30 YRS - F - REDA) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) PED CYCLE (30 YRS - F - REDACT) UNKNOWN UNKNOWN S/R (MOVE UNKN) COMMUTING BT - N/A FRONT HIT UNKNOWN S/R FIRST
 VEHICLE 002 (000) CAR (? YRS - UNKNOWN UNKNOWN S/R (MOVE UNKN) J/P - UNKN BT - DRV NOT CONTACTED UNKNOWN - REDACT) UNKNOWN S/R UNKNOWN S/R

74

01190186939 THU 13/06/2019 08:50 LIGHT PANCRAS RD, 25 METRES SOUTH OF JUNCT WTH KINGS BOULEVARD. LINK 94-632 530124/183101
 POLICE - AT SCENE ROAD-WET RAINING DUAL CWY NO JUN IN NO XING FACIL IN 50M NONE IN 50M
 20M

ON THURSDAY 13 JUNE 2019 AT 08:50 A COLLISION OCCURED ON PANCRAS ROAD, 25 METRES SOUTH OF THE JUNCTION WITH KINGS BOULEVARD. IN CAMDEN INVOLVING ONE TAXI / PRIVATE HIRE CAR AND PEDESTRIAN

CASUALTY 001 (001) (34 YRS - F - REDA) SERIOUS PEDESTRIAN UNKNOWN FROM DRIVERS N/SIDE
 VEHICLE 001 (000) TAXI/PHV (52 YRS - M - REDACT) SLOWING/STOPPING (NW TO SE) JOURNEY P/O WORK BT - NOT REQ O/S HIT FIRST
 V001 A 405 (FAILED TO LOOK PROPERLY)

01190193893	TUE 16/07/2019 09:10	LIGHT	AGAR GROVE, 50 METRES WEST OF JUNCT WTH COBHAMS MEWS.		LINK 138-150	529576/184307
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACIL IN 50M	NONE IN 50M
ON TUESDAY 16 JULY 2019 AT 09:10 A COLLISION OCCURED ON AGAR GROVE, 50 METRES WEST OF THE JUNCTION WITH COBHAMS MEWS. IN CAMDEN INVOLVING ONE MOTORCYCLE - UNKNOWN CC AND PEDESTRIAN(S						
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	WALKING - BACK TO TRAFFIC
VEHICLE	001 (000)	M/C ? CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W) J/P - UNKN DID NOT IMPACT
C001	B	802 (FAILED TO LOOK PROPERLY)		V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
